A bill to make appropriations for the state transportation department for the fiscal year ending September 30, 2025; and to provide for the expenditure of the appropriations.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

PART 1

LINE-ITEM APPROPRIATIONS

Sec. 101. There is appropriated for the state transportation department for the fiscal year ending September 30, 2025, from the following funds:

DEPARTMENT OF TRANSPORTATION

APPROPRIATION SUMMARY

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-time equated unclassified positions</td>
<td>6.0</td>
</tr>
<tr>
<td>Full-time equated classified positions</td>
<td>3,022.3</td>
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</tbody>
</table>
GROSS APPROPRIATION: $6,809,900,400

Total interdepartmental grants and intradepartmental transfers: $4,316,700

ADJUSTED GROSS APPROPRIATION: $6,805,583,700

Federal revenues:

Total federal revenues: $2,253,675,100

Special revenue funds:

Total local revenues: $87,448,500
Total private revenues: $18,800,000
Total other state restricted revenues: $4,230,660,000

State general fund/general purpose: $215,000,100

Sec. 102. DEBT SERVICE

Airport safety and protection plan: $3,615,900
Blue Water Bridge fund: $3,963,100
Economic development: $1,687,400
Local bridge fund: $556,500
State trunkline: $330,880,800

GROSS APPROPRIATION: $340,703,700

Appropriated from:

Blue Water Bridge fund: $3,963,100
Economic development fund: $1,687,400
Local bridge fund: $556,500
State aeronautics fund: $3,615,900
State trunkline fund: $330,880,800

State general fund/general purpose: $0

Sec. 103. INTERDEPARTMENTAL GRANTS

CTF grant to civil service commission: $250,000
CTF grant to department of attorney general: $110,900
<table>
<thead>
<tr>
<th>Grant Type</th>
<th>Department</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTF</td>
<td>Technology, Management, and Budget</td>
<td>$36,300</td>
</tr>
<tr>
<td></td>
<td>Treasury</td>
<td>$54,900</td>
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<tr>
<td></td>
<td>Legislative Auditor General</td>
<td>$47,100</td>
</tr>
<tr>
<td>MTF</td>
<td>Environment, Great Lakes, and Energy</td>
<td>$2,182,800</td>
</tr>
<tr>
<td></td>
<td>State for Collection of Revenue and Fees</td>
<td>$20,000,000</td>
</tr>
<tr>
<td></td>
<td>Treasury</td>
<td>$3,528,000</td>
</tr>
<tr>
<td></td>
<td>Legislative Auditor General</td>
<td>$382,400</td>
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<tr>
<td>SAF</td>
<td>Civil Service Commission</td>
<td>$150,000</td>
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<tr>
<td></td>
<td>Attorney General</td>
<td>$194,500</td>
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<tr>
<td></td>
<td>Technology, Management, and Budget</td>
<td>$26,000</td>
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<td></td>
<td>Treasury</td>
<td>$81,600</td>
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<tr>
<td></td>
<td>Legislative Auditor General</td>
<td>$37,000</td>
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<tr>
<td>STF</td>
<td>Civil Service Commission</td>
<td>$6,321,000</td>
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<tr>
<td></td>
<td>Attorney General</td>
<td>$2,210,100</td>
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<tr>
<td></td>
<td>State Police</td>
<td>$12,864,700</td>
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<tr>
<td></td>
<td>Technology, Management, and Budget</td>
<td>$1,173,100</td>
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<td>Treasury</td>
<td>$167,000</td>
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<td></td>
<td>Legislative Auditor General</td>
<td>$888,300</td>
</tr>
<tr>
<td>Gross Appropriation</td>
<td></td>
<td><strong>$50,705,700</strong></td>
</tr>
<tr>
<td>Appropriated from:</td>
<td></td>
<td></td>
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<tr>
<td>Comprehensive Transportation Fund</td>
<td></td>
<td>$499,200</td>
</tr>
<tr>
<td>Michigan Transportation Fund</td>
<td></td>
<td>$26,093,200</td>
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<tr>
<td>State Aeronautics Fund</td>
<td></td>
<td>$489,100</td>
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</table>
Sec. 104. DEPARTMENTAL ADMINISTRATION AND SUPPORT

<table>
<thead>
<tr>
<th>Description</th>
<th>FTEs</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-time equated unclassified positions</td>
<td>6.0</td>
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<tr>
<td>Full-time equated classified positions</td>
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<tr>
<td>Unclassified salaries--FTE positions</td>
<td>6.0</td>
<td>$964,300</td>
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<td>Asset management council</td>
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<td>2,300,000</td>
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<tr>
<td>Business support services--FTEs</td>
<td>75.0</td>
<td>13,041,200</td>
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<tr>
<td>Commission audit--FTEs</td>
<td>29.3</td>
<td>4,883,300</td>
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<tr>
<td>Economic development and enhancement programs--FTEs</td>
<td>11.0</td>
<td>1,881,000</td>
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<tr>
<td>Finance, contracts, and support services--FTEs</td>
<td>194.0</td>
<td>27,646,900</td>
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<tr>
<td>Property management</td>
<td></td>
<td>8,320,400</td>
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<tr>
<td>Worker's compensation</td>
<td></td>
<td>1,616,600</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td></td>
<td>$60,653,700</td>
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</table>

Appropriated from:
- IDG for accounting service center user charges 4,316,700
- Comprehensive transportation fund 1,825,200
- Economic development fund 413,100
- Michigan transportation fund 4,884,300
- State aeronautics fund 711,500
- State trunkline fund 48,502,900
- **State general fund/general purpose** $0

Sec. 105. INFORMATION TECHNOLOGY

<table>
<thead>
<tr>
<th>Description</th>
<th>FTEs</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Information technology services and projects</td>
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<td>$42,055,400</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
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<td>$42,055,400</td>
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</table>

Appropriated from:
Federal aid - transportation programs 520,500
Blue Water Bridge fund 58,200
Comprehensive transportation fund 236,800
Economic development fund 39,200
Michigan transportation fund 309,400
State aeronautics fund 184,600
State trunkline fund 40,706,700
State general fund/general purpose $ 0

Sec. 106. TRANSPORTATION PLANNING

<table>
<thead>
<tr>
<th>Position Type</th>
<th>FTEs</th>
<th>Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full-time equated classified positions</td>
<td>144.0</td>
<td>45,074,800</td>
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<tr>
<td>Planning services--FTEs</td>
<td>144.0</td>
<td>45,074,800</td>
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<tr>
<td>Grants to regional planning councils</td>
<td></td>
<td>488,800</td>
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<tr>
<td>GROSS APPROPRIATION</td>
<td>$ 45,563,600</td>
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</table>

Appropriated from:

Federal aid - transportation programs 26,000,000
Comprehensive transportation fund 355,800
Michigan transportation fund 11,169,100
State aeronautics fund 30,300
State trunkline fund 8,008,400
State general fund/general purpose $ 0

Sec. 107. DESIGN AND ENGINEERING SERVICES

<table>
<thead>
<tr>
<th>Position Type</th>
<th>FTEs</th>
<th>Appropriation</th>
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<tbody>
<tr>
<td>Full-time equated classified positions</td>
<td>1,482.3</td>
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<tr>
<td>Business services--FTEs</td>
<td>50.8</td>
<td>11,771,700</td>
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<tr>
<td>Program development and delivery--FTEs</td>
<td>1,000.5</td>
<td>134,627,900</td>
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<tr>
<td>System operations management--FTEs</td>
<td>431.0</td>
<td>93,518,100</td>
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<tr>
<td>GROSS APPROPRIATION</td>
<td>$ 239,917,700</td>
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Appropriated from:

Federal aid - transportation programs 13,529,800
<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Comprehensive transportation fund</td>
<td>$187,100</td>
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<tr>
<td>Michigan transportation fund</td>
<td>$18,123,900</td>
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<td>State trunkline fund</td>
<td>$208,076,900</td>
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<td><strong>State general fund/general purpose</strong></td>
<td><strong>$0</strong></td>
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**Sec. 108. HIGHWAY MAINTENANCE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Full-time equated classified positions</td>
<td>909.7</td>
</tr>
<tr>
<td>State trunkline operations--FTEs</td>
<td>909.7 $ 486,654,800</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td><strong>$ 486,654,800</strong></td>
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<tr>
<td>Appropriated from:</td>
<td></td>
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<tr>
<td>State trunkline fund</td>
<td>$486,654,800</td>
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<tr>
<td><strong>State general fund/general purpose</strong></td>
<td><strong>$0</strong></td>
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**Sec. 109. ROAD AND BRIDGE PROGRAMS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Cities and villages</td>
<td>$734,069,200</td>
</tr>
<tr>
<td>County road commissions</td>
<td>$1,316,610,100</td>
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<tr>
<td>Grants to local programs</td>
<td>$33,000,000</td>
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<tr>
<td>Local agency wetland mitigation bank fund</td>
<td>$2,000,000</td>
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<tr>
<td>Local bridge program</td>
<td>$26,914,700</td>
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<tr>
<td>Local federal aid and road and bridge construction</td>
<td>$411,168,800</td>
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<tr>
<td>Movable bridge fund</td>
<td>$6,167,100</td>
</tr>
<tr>
<td>Rail grade crossing</td>
<td>$3,000,000</td>
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<tr>
<td>Rail grade crossing - surface improvements</td>
<td>$3,000,000</td>
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<tr>
<td>State trunkline federal aid and road and bridge construction</td>
<td>$1,617,892,700</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td><strong>$ 4,153,822,600</strong></td>
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<td>Appropriated from:</td>
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<tr>
<td><strong>Federal aid - transportation programs</strong></td>
<td><strong>$1,682,942,500</strong></td>
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<tr>
<td>Local funds</td>
<td>$30,003,500</td>
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<tr>
<td>Fund</td>
<td>Amount</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Private funds</td>
<td>10,000,000</td>
</tr>
<tr>
<td>Blue Water Bridge fund</td>
<td>19,058,400</td>
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<tr>
<td>Local bridge fund</td>
<td>26,914,700</td>
</tr>
<tr>
<td>Michigan transportation fund</td>
<td>2,097,846,400</td>
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<tr>
<td>State trunkline fund</td>
<td>287,057,100</td>
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**Sec. 110. BLUE WATER BRIDGE**

<table>
<thead>
<tr>
<th>Description</th>
<th>FTEs</th>
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<tbody>
<tr>
<td>Full-time equated classified positions</td>
<td>47.0</td>
<td></td>
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<tr>
<td>Blue Water Bridge operations--FTEs</td>
<td>47.0</td>
<td>$7,804,500</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td></td>
<td>$7,804,500</td>
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<tr>
<td>Appropriated from:</td>
<td></td>
<td></td>
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<tr>
<td>Blue Water Bridge fund</td>
<td></td>
<td>7,804,500</td>
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<tr>
<td>State general fund/general purpose</td>
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<td>0</td>
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</table>

**Sec. 111. TRANSPORTATION ECONOMIC DEVELOPMENT**

<table>
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<th>Amount</th>
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<tbody>
<tr>
<td>Forest roads</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Rural county primary</td>
<td>10,431,600</td>
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<tr>
<td>Rural county urban system</td>
<td>2,500,000</td>
</tr>
<tr>
<td>Targeted industries/economic development</td>
<td>24,363,100</td>
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<tr>
<td>Urban county congestion</td>
<td>10,431,600</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td>$52,726,300</td>
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<tr>
<td>Appropriated from:</td>
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<tr>
<td>Economic development fund</td>
<td>52,726,300</td>
</tr>
<tr>
<td>State general fund/general purpose</td>
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**Sec. 112. AERONAUTICS SERVICES**

<table>
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<th>Description</th>
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<tbody>
<tr>
<td>Full-time equated classified positions</td>
<td>48.0</td>
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<tr>
<td>Air service program</td>
<td>50,000</td>
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<tr>
<td>Aviation services--FTEs</td>
<td>48.0</td>
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<td><strong>GROSS APPROPRIATION</strong></td>
<td>$7,776,600</td>
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### Appropriated from:

<table>
<thead>
<tr>
<th>Source</th>
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<tbody>
<tr>
<td>State aeronautics fund</td>
<td>7,776,600</td>
</tr>
<tr>
<td><strong>State general fund/general purpose</strong></td>
<td>$ 0</td>
</tr>
<tr>
<td>Sec. 113. PUBLIC TRANSPORTATION SERVICES</td>
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<tr>
<td>Full-time equated classified positions</td>
<td>40.0</td>
</tr>
<tr>
<td>Passenger transportation services--FTEs</td>
<td>40.0 $ 6,476,900</td>
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<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td>$ 6,476,900</td>
</tr>
<tr>
<td>Appropriated from:</td>
<td></td>
</tr>
<tr>
<td>Federal aid - transportation programs</td>
<td>1,200,000</td>
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<tr>
<td>Comprehensive transportation fund</td>
<td>5,276,900</td>
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<tr>
<td><strong>State general fund/general purpose</strong></td>
<td>$ 0</td>
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<tr>
<td>Sec. 114. LOCAL BUS TRANSIT</td>
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<tr>
<td>Local bus operating</td>
<td>$ 261,750,000</td>
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<tr>
<td>Nonurban operation/capital</td>
<td>40,626,500</td>
</tr>
<tr>
<td><strong>GROSS APPROPRIATION</strong></td>
<td>$ 302,376,500</td>
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<td></td>
</tr>
<tr>
<td>Federal aid - transportation programs</td>
<td>38,626,500</td>
</tr>
<tr>
<td>Local funds</td>
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<tr>
<td>Comprehensive transportation fund</td>
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<td><strong>State general fund/general purpose</strong></td>
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<tr>
<td>Sec. 115. INTERCITY PASSENGER</td>
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<tr>
<td>Full-time equated classified positions</td>
<td>41.0</td>
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<tr>
<td>Detroit/Wayne County Port Authority</td>
<td>$ 600,000</td>
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<tr>
<td>Freight property management</td>
<td>1,300,000</td>
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<tr>
<td>Intercity services</td>
<td>9,635,400</td>
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<tr>
<td>Marine passenger service</td>
<td>20,205,000</td>
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<tr>
<td>Office of rail--FTEs</td>
<td>41.0 $ 7,361,700</td>
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<tr>
<td>Rail operations and infrastructure</td>
<td>152,189,200</td>
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<tr>
<td>Section</td>
<td>Description</td>
</tr>
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<td>---------</td>
<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>116</td>
<td>Municipal credit program</td>
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<tr>
<td></td>
<td>Service initiatives</td>
</tr>
<tr>
<td></td>
<td>Specialized services</td>
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<td></td>
<td>Transit capital</td>
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<td></td>
<td>Van pooling</td>
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<td><strong>GROSS APPROPRIATION</strong></td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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</table>

Sec. 117. CAPITAL OUTLAY

(1) BUILDINGS AND FACILITIES

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<th>Description</th>
<th>Appropriation</th>
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</thead>
<tbody>
<tr>
<td>Salt storage buildings and containment control</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>Special maintenance, remodeling, and additions</td>
<td>$5,000,500</td>
</tr>
<tr>
<td>Appropriation from:</td>
<td>Amount</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
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</tr>
<tr>
<td>State trunkline fund</td>
<td>$8,000,500</td>
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<tr>
<td>State general fund/general purpose</td>
<td>$0</td>
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### (2) AIRPORT IMPROVEMENT PROGRAMS

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport safety, protection and improvement program</td>
<td>$182,242,300</td>
</tr>
<tr>
<td>Detroit Metropolitan Wayne County Airport</td>
<td>$6,760,000</td>
</tr>
<tr>
<td>IIJA airport infrastructure grants</td>
<td>$115,000,000</td>
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**GROSS APPROPRIATION** $304,002,300

<table>
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<tr>
<th>Appropriated from:</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Federal aid - transportation programs</td>
<td>$270,000,000</td>
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<tr>
<td>Local funds</td>
<td>$17,500,000</td>
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<tr>
<td>Private funds</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Qualified airport fund</td>
<td>$6,760,000</td>
</tr>
<tr>
<td>State aeronautics fund</td>
<td>$7,742,300</td>
</tr>
<tr>
<td>State general fund/general purpose</td>
<td>$0</td>
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</tbody>
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### Sec. 118. ONE-TIME APPROPRIATIONS

<table>
<thead>
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<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Full-time equated classified positions</td>
<td>1.0</td>
</tr>
<tr>
<td>MI contracting opportunity--FTE</td>
<td>1.0</td>
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<tr>
<td>Blue water bridge equipment and facilities purchases</td>
<td>990,000</td>
</tr>
<tr>
<td>Transit innovation grants</td>
<td>20,000,000</td>
</tr>
<tr>
<td>Federal match</td>
<td>95,000,000</td>
</tr>
<tr>
<td>Priority bridge investments</td>
<td>40,000,000</td>
</tr>
<tr>
<td>Road usage charge study</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Infrastructure projects</td>
<td>30,000,100</td>
</tr>
</tbody>
</table>

**GROSS APPROPRIATION** $195,990,100
Appropriated from:

<table>
<thead>
<tr>
<th>Appropriated from:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>State trunkline fund</td>
<td>20,000,000</td>
</tr>
<tr>
<td>Blue water bridge fund</td>
<td>990,000</td>
</tr>
<tr>
<td>State general fund/general purpose</td>
<td>$175,000,100</td>
</tr>
</tbody>
</table>

PART 2
PROVISIONS CONCERNING APPROPRIATIONS
FOR FISCAL YEAR 2024-2025

GENERAL SECTIONS
Sec. 201. In accordance with section 30 of article IX of the state constitution of 1963, for the fiscal year ending September 30, 2025, total state spending under part 1 from state sources is $4,445,660,100.00 and state spending under part 1 from state sources to be paid to local units of government is $2,637,859,500.00. The following itemized statement identifies appropriations from which spending to local units of government will occur:

STATE TRANSPORTATION DEPARTMENT

<table>
<thead>
<tr>
<th>Appropriations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Grants to regional planning councils</td>
<td>$488,800</td>
</tr>
<tr>
<td>Cities and villages</td>
<td>734,069,200</td>
</tr>
<tr>
<td>County road commissions</td>
<td>1,316,610,100</td>
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<tr>
<td>Grants to local programs</td>
<td>33,000,000</td>
</tr>
<tr>
<td>Local bridge program</td>
<td>26,914,700</td>
</tr>
<tr>
<td>Local agency wetland mitigation</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Movable bridge</td>
<td>3,083,600</td>
</tr>
<tr>
<td>Rail grade crossing</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Rail grade surface crossing improvements</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Forest road</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Category</td>
<td>Amount</td>
</tr>
<tr>
<td>------------------------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Rural county primary</td>
<td>10,431,600</td>
</tr>
<tr>
<td>Rural county urban systems</td>
<td>2,500,000</td>
</tr>
<tr>
<td>Target industries/economic redevelopment</td>
<td>15,105,100</td>
</tr>
<tr>
<td>Urban county congestion</td>
<td>10,431,600</td>
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<tr>
<td>Air service program</td>
<td>50,000</td>
</tr>
<tr>
<td>Local bus operating</td>
<td>261,750,000</td>
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<tr>
<td>Detroit/Wayne County Port Authority</td>
<td>600,000</td>
</tr>
<tr>
<td>Marine passenger service</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Municipal credit program</td>
<td>2,000,000</td>
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<tr>
<td>Service initiatives</td>
<td>7,288,300</td>
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<tr>
<td>Specialized services</td>
<td>13,000,000</td>
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<tr>
<td>Transit capital</td>
<td>82,534,100</td>
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<tr>
<td>Airport safety, protection, and improvement program</td>
<td>7,742,300</td>
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<tr>
<td>Detroit Metropolitan Wayne County Airport</td>
<td>6,760,000</td>
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<tr>
<td>Priority bridge investment</td>
<td>40,000,000</td>
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<tr>
<td>Transit innovation grants</td>
<td>20,000,000</td>
</tr>
<tr>
<td>Infrastructure projects</td>
<td>30,000,100</td>
</tr>
<tr>
<td><strong>Total payments to local units of government</strong></td>
<td><strong>$ 2,637,859,500</strong></td>
</tr>
</tbody>
</table>

Sec. 202. The appropriations under this article are subject to the management and budget act, 1984 PA 431, MCL 18.1101 to 18.1594.

Sec. 203. As used in this part and part 1:

(a) "CTF" means comprehensive transportation fund.

(b) "Department" means the state transportation department.

(c) "Director" means the director of the department.

(d) "DOT" means the United States Department of Transportation.

(e) "DOT-FHWA" means DOT, Federal Highway Administration.
(f) "FTE" means full-time equated.

(g) "IDG" means interdepartmental grant.

(h) "IIJA" means the infrastructure investment and jobs act, 2021, Public Law 117-58.

(i) "MTF" means Michigan transportation fund.

(j) "SAF" means state aeronautics fund.

(k) "Standard report recipients" means the senate and house appropriations subcommittees on transportation, the senate and house fiscal agencies, the senate and house policy offices, and the state budget office.

(l) "STF" means state trunkline fund.

Sec. 204. From the funds appropriated in part 1, the department and agencies shall use the internet to fulfill the reporting requirements of this part. This requirement shall include transmission of reports via email to the recipients identified for each reporting requirement, and it shall include placement of reports on an internet site.

Sec. 205. To the extent permissible under section 261 of the management and budget act, 1984 PA 431, MCL 18.1261, all of the following apply to the expenditure of funds appropriated in part 1:

(a) The funds must not be used for the purchase of foreign goods or services, or both, if competitively priced and of comparable quality American goods or services, or both, are available.

(b) Preference must be given to goods or services, or both, manufactured or provided by Michigan businesses, if they are competitively priced and of comparable quality.

(c) Preference must be given to goods or services, or both, that are manufactured or provided by Michigan businesses owned and
operated by veterans, if they are competitively priced and of comparable quality.

Sec. 206. To the extent permissible under the management and budget act, 1984 PA 431, MCL 18.1101 to 18.1594, the director of each department and agency receiving appropriations in part 1 shall take all reasonable steps to ensure geographically-disadvantaged business enterprises, as defined in Executive Directive 2023-1, compete for and perform contracts to provide services or supplies, or both. Each director shall strongly encourage firms with which the department contracts to subcontract with certified geographically-disadvantaged business enterprises for services, supplies, or both.

Sec. 207. A department shall not take disciplinary action against an employee of the department or departmental agency in the state classified civil service because the employee communicates with a member of the senate or house of representatives or a member's staff, unless the communication is prohibited by law and the department or agency taking disciplinary action is exercising its authority as provided by law.

Sec. 208. (1) Funds appropriated in part 1 shall not be used by a principal executive department, state agency, or authority to hire a person to provide legal services that are the responsibility of the attorney general. This prohibition does not apply to legal services for bonding activities and for those outside services that the attorney general authorizes.

(2) The department shall make timely reimbursement to the department of the attorney general for legal services provided by the department of the attorney general to the department. If the department fails to make timely reimbursement, the department of...
the attorney general may increase the amount billed to include a penalty for late reimbursement. As used in this section, "timely reimbursement" means reimbursement not later than 60 days after the department receives a bill for the legal services from the department of the attorney general.

Sec. 209. Not later than December 15, the state budget office shall prepare and submit a report that provides for estimates of the total general fund/general purpose appropriation lapses at the close of the previous fiscal year. The report must summarize the projected year-end general fund/general purpose appropriation lapses by major departmental program or program areas. The state budget office shall submit the report to the standard report recipients and to the chairpersons of the senate and house appropriations committees.

Sec. 210. (1) In addition to the funds appropriated in part 1, there is appropriated an amount not to exceed $200,000,000.00 for federal contingency funds. Amounts appropriated under this subsection are not available for expenditure until they have been transferred to another line item in part 1 under section 393(2) of the management and budget act, 1984 PA 431, MCL 18.1393.

(2) In addition to the funds appropriated in part 1, there is appropriated an amount not to exceed $40,000,000.00 for state restricted contingency funds. Amounts appropriated under this subsection are not available for expenditure until they have been transferred to another line item in part 1 under section 393(2) of the management and budget act, 1984 PA 431, MCL 18.1393.

(3) In addition to the funds appropriated in part 1, there is appropriated an amount not to exceed $1,000,000.00 for local contingency funds. Amounts appropriated under this subsection are
not available for expenditure until they have been transferred to
another line item in part 1 under section 393(2) of the management
and budget act, 1984 PA 431, MCL 18.1393.

(4) In addition to the funds appropriated in part 1, there is
appropriated an amount not to exceed $11,000,000.00 for private
contingency funds. Amounts appropriated under this subsection are
not available for expenditure until they have been transferred to
another line item in part 1 under section 393(2) of the management
and budget act, 1984 PA 431, MCL 18.1393.

Sec. 211. The department shall cooperate with the department
of technology, management, and budget to maintain a searchable
website accessible by the public at no cost that includes, but is
not limited to, all of the following for the department:

(a) Fiscal year-to-date expenditures by category.

(b) Fiscal year-to-date expenditures by appropriation unit.

(c) Fiscal year-to-date payments to a selected vendor,
including the vendor name, payment date, payment amount, and
payment description.

(d) The number of active department employees by job
classification.

(e) Job specifications and wage rates.

Sec. 212. Within 14 days after the release of the executive
budget recommendation, the department shall cooperate with the
state budget office to provide information sufficient to provide
the chairpersons of the senate and house appropriations committees,
the chairpersons of the senate and house appropriations
subcommittees on transportation, and the senate and house fiscal
agencies with an annual report on estimated state restricted fund
balances, state restricted fund projected revenues, and state
restricted fund expenditures for the prior 2 fiscal years.

Sec. 213. Except as otherwise provided in this part, all
reports required under this part shall be submitted to the senate
and house appropriations subcommittees on the department budget,
the senate and house fiscal agencies, the senate and house policy
offices, and the state budget office.

Sec. 215. (1) No money appropriated in part 1 shall be used to
restrict or impede a marginalized community's access to government
resources, programs, or facilities.

(2) From the funds appropriated in part 1, local governments
shall report any action or policy that attempts to restrict or
interfere with the duties of the local health officer.

Sec. 216. On a quarterly basis, the department shall report to
the senate and house appropriations committees, the senate and
house appropriations subcommittees on transportation, and the
senate and house fiscal agencies the following information:

(a) The number of FTEs in pay status by type of staff and
civil service classification.

(b) A comparison by line item of the number of FTEs authorized
from funds appropriated in part 1 to the actual number of FTEs
employed by the department at the end of the reporting period.

Sec. 220. (1) For any grant program or project funded in part
1 intended for a single recipient organization or unit of local
government, the grant program or project is for a public purpose
and the department shall follow procurement statutes of this state,
including any bidding requirements, unless the department can fully
validate, through information detailed in this part or public
supporting documents, both of the following:

(a) The specific organization or unit of local government that
will receive or administer the funds.

(b) How the funds will be administered and expended.

(2) Notwithstanding any other conditions or requirements for
direct appropriation grants, the department shall perform at least
all of the following activities to administer the grants described
in subsection (1):

(a) Develop a standard application process, grantee reporting
requirements, and any other necessary documentation, including
sponsorship information as specified under subsection (3).

(b) Establish a process to review, complete, and execute a
grant agreement with a grant recipient. The department shall not
execute a grant agreement unless all necessary documentation has
been submitted and reviewed.

(c) Verify to the extent possible that a grant recipient will
use funds for a public purpose that serves the economic prosperity,
health, safety, or general welfare of the residents of this state.

(d) Review and verify all necessary information to ensure the
grant recipient is reasonably able to execute the grant agreement,
perform its fiduciary duty, and comply with all applicable state
and federal statutes. The department may deduct the cost of
background checks performed as part of this verification from the
amount of the designated grant award.

(e) Establish a standard timeline to review all documents
submitted by grant recipients and provide a response within 45
business days stating whether submitted documents by a grant
recipient are sufficient or in need of additional information.

(3) A sponsor of a grant described in subsection (1) must be a
legislator or the department. A legislative sponsor must be
identified through a letter submitted by that legislator's office.
to the department and state budget director containing the name of the grant recipient, the intended amount of the grant, a certification from that legislator that the grant is for a public purpose, and specific citation of the section and subsection of the public act that authorizes the grant, as applicable. If a legislative sponsor is not identified before January 15, 2025, the department shall do 1 of the following:

(a) Identify the department as the sponsor.
(b) Decline to execute the grant agreement.

(4) An executed grant agreement under this section between the department and a grant recipient must include at least all of the following:

(a) All necessary identifying information for the grant recipient, including any tax and financial information for the department to administer funds under this section.
(b) A description of the project for which the grant funds will be expended, including tentative timelines and the estimated budget. The department shall not reimburse expenditures that are outside of the project purpose, as stated in the executed grant agreement, from appropriations in part 1.
(c) Unless otherwise specified in department policy, a requirement that funds appropriated for the grants described in subsection (1) may be used only for expenditures that occur on or after the effective date of this act.
(d) At the discretion of the department, a provision for an initial disbursement of 50% to the grant recipient upon on execution of the grant agreement consistent with part II, chapter 10, section 200 of the Financial Management Guide.
(e) A requirement that after an initial 50% disbursement under
subdivision (d), additional funds will be disbursed only after verification that the initial payment has been fully expended, in accordance with the project purpose. The department shall disburse the remaining funds after the grantee has provided sufficient documentation, as determined by the department, to verify that all expenditures were made in accordance with the project purpose.

(f) A requirement for reporting by the grant recipient to the department that provides the status of the project and an accounting of all funds expended by the grant recipient, as determined by the department.

(g) A claw-back provision that allows the department of treasury to recoup or otherwise collect any funds that are declined, unspent, or otherwise misused.

(5) If appropriate to improve the administration or oversight of a grant described in subsection (1), the department may adopt a memorandum of understanding with another state department to perform the required duties under this section.

(6) A grant recipient shall respond to all reasonable information requests from the department related to grant expenditures and retain grant records for not less than 7 years, and the grant may be subject to monitoring, site visits, and audits as determined by the department. The grant agreement required under this section must include signed assurance by the chief executive officer or other executive officer of the grant recipient that the requirements of this subsection will be met.

(7) The grant recipient shall expend all funds awarded and complete all projects not later than September 30, 2029. If at that time any unexpended funds remain, the grant recipient shall return those funds to the state treasury. If a grant recipient does not
provide information sufficient to execute a grant agreement not later than June 1, 2025, the department shall return funds associated with the grant to the state treasury.

(8) Any funds that are granted to a state department are appropriated in that department for the purpose of the intended grant.

(9) The state budget director may, on a case-by-case basis, extend the deadline in subsection (7) on request by a grant recipient. The state budget director shall notify the chairs of the house and senate appropriations committees not later than 5 days after an extension is granted.

(10) Subject to subsection (11), the department shall post a report in a publicly accessible location on its website not later than March 15, 2025. The report shall list the grant recipient, project purpose, and location of the project for each grant described in subsection (1), the status of funds allocated and disbursed under the grant agreement, and the legislative sponsor, if applicable. The department shall update the report not later than June 15, 2025 and again not later than September 15, 2025, and post the updated reports. At each posting of the report, the department shall include the most comprehensive information it has available at the time of posting for grants awarded.

(11) If the state budget office determines that it is more efficient for the state budget office to compile the information required under subsection (10) for all of the affected departments and post a report of the compiled information by the date required under subsection (10) than for the individual departments to comply with subsection (10), the state budget office may compile that information and post that report.
(12) As applicable, the legislative sponsor of a grant described in subsection (1) shall comply with all applicable laws concerning conflicts of interest in seeking a direct grant. A legislative sponsor shall not seek a grant for a recipient if a conflict of interest exists.

(13) If the department reasonably determines that the funds allocated for an executed grant agreement under this section were misused or that use of the funds was misrepresented by the grant recipient, the department shall not award any additional funds under the executed grant agreement and shall refer the grant for review following internal audit protocols.

Sec. 221. The department shall receive and retain copies of all reports funded from appropriations in part 1. Federal and state guidelines for short-term and long-term retention of records shall be followed. The department may electronically retain copies of reports unless otherwise required by federal and state guidelines.

Sec. 222. The department shall report no later than April 1 on each specific policy change made to implement a public act affecting the department that took effect during the prior calendar year to the senate and house appropriations committees, the senate and house subcommittees on transportation, the joint committee on administrative rules, and the senate and house fiscal agencies.

Sec. 223. (1) From the funds appropriated in part 1, the department shall do all of the following:

(a) Report to the house and senate appropriations committees, the house and senate fiscal agencies, the house and senate policy offices, and the state budget office any amount of severance pay for a department director, deputy director, or other high-ranking department official not later than 14 days after a severance
agreement with the director or official is signed. The name of the
director or official and the amount of severance pay must be
included in the report required by this subdivision.

(b) By February 1, report to the house and senate
appropriations subcommittees on transportation, the house and
senate fiscal agencies, the house and senate policy offices, and
the state budget office on the total amount of severance pay
remitted to former department employees during the fiscal year
ending September 30, 2024 and the total number of former department
employees that were remitted severance pay during the fiscal year
ending September 30, 2024.

(2) As used in this section, "severance pay" means
compensation that is both payable or paid upon the termination of
employment and in addition to either wages or benefits earned
during the course of employment or generally applicable retirement
benefits.

Sec. 225. Appropriations in part 1 shall, to the extent
possible by the department, not be expended until all existing work
project authorization available for the same purposes is exhausted.

Sec. 226. Consistent with section 217 of the management and
budget act, 1984 PA 431, MCL 18.1217, each department and agency
receiving appropriations in part 1 shall prepare a report on out-
of-state travel expenses not later than January 1 of each year. The
tavel report shall be a listing of all travel by classified and
unclassified employees outside this state in the immediately
preceding fiscal year that was funded in whole or in part with
funds appropriated in the department's or agency's budget. The
department shall submit the report to the house and senate
appropriations committees, and to the report recipients required in
section 213 of this part. The report shall include all of the following information:

(a) The dates of each travel occurrence.

(b) The total transportation and related costs of each travel occurrence, including the proportion funded with state general fund/general purpose revenues, the proportion funded with state restricted revenues, the proportion funded with federal revenues, and the proportion funded with other revenues.

DEPARTMENTAL ADMINISTRATION AND SUPPORT

Sec. 301. The department may establish a fee schedule and collect fees sufficient to cover the costs to issue the permits that the department is authorized by law to issue on request, unless otherwise stipulated by law. All permit fees are nonrefundable application fees and must be credited to the appropriate fund to recover the direct and indirect costs of receiving, reviewing, and processing the requests.

Sec. 302. Not later than February 1, 2025, the department shall report as required under section 213 on STF debt service. The report must include all of the following:

(a) An accounting of the previous fiscal year's STF debt service payments, including a calculation of STF debt service payments as a percentage of STF revenue secured by constitutionally restricted revenue.

(b) A projection of STF debt service obligations for the fiscal year ending September 30, 2025, including a calculation of STF debt service obligations as a percentage of estimated STF revenue secured by constitutionally restricted revenue.

(c) A description of all bond sales planned for the fiscal
year ending September 30, 2025.

Sec. 304. If, as a requirement of bidding on a highway project, the department requires a contractor to submit financial or proprietary documentation as to how the bid was calculated, the department shall keep that bid documentation confidential and shall not disclose that bid documentation other than to a department representative without the contractor's written consent. The department may disclose the bid documentation if necessary to address or defend a claim by a contractor.

Sec. 305. (1) The department shall consult with the Michigan state housing development authority interagency council on homelessness or the Michigan homeless policy council to assess current practices and policies regarding interactions with homeless populations generally and for situations of clearing homeless encampments from public rights-of-way. The assessment must include all of the following at a minimum:

(a) Additional costs to the department.
(b) The impact on operations.
(c) The safety of department staff.
(d) The impact on homeless individuals.
(e) The impact on addressing the overall rate of homelessness.
(f) The effectiveness of strategy in reducing the negative impacts of homeless encampments on rights-of-way.

(2) The department shall undertake a hazardous materials cleanup of homeless sites on the department's property.

(3) The department shall coordinate with local law enforcement, social assistance organizations, homeless assistance agencies, and continuum of care agencies.

(4) Before clearing a homeless encampment site, the department
shall do both of the following:

(a) Communicate and post information of the date that the site will be cleared, including posting that information at the site.

(b) Create a plan for clearing the site of possessions and reunifying the possessions with their owners.

Sec. 306. (1) The amounts appropriated in part 1 to support tax and fee collection, law enforcement, and other program services provided to the department and to transportation funds by other state departments must be expended from transportation funds pursuant to annual contracts between the department and those other state departments. The contracts must be executed before the expenditure or obligation of those funds. The contracts must provide, but are not limited to, the following data applicable to each state department:

(a) Estimated costs to be recovered from transportation funds.

(b) Description of services provided to the department and/or transportation funds and financed with transportation funds.

(c) Detailed cost allocation methods appropriate to the type of services being provided and the activities financed with transportation funds.

(2) Not later than 2 months after publication of the state of Michigan annual comprehensive financial report, each state department receiving funding pursuant to an interdepartment contract with the department shall submit a written report to the department, the state budget director, the house and senate fiscal agencies, and the auditor general stating by spending authorization account the amount of estimated funds contracted with the department, the amount of funds expended, the amount of funds returned to the transportation funds, and any unreimbursed
transportation-related costs incurred but not billed to
transportation funds.

Sec. 307. Before March 1, the department shall provide to the
legislature, the state budget director, and the house and senate
fiscal agencies its rolling 5-year plan listing by county or by
county road commission all highway construction projects for the
fiscal year and all expected projects for the ensuing fiscal years.

Sec. 310. The department shall post in a timely manner copies
of the agenda, approved minutes, and recordings of state
transportation commission meetings on the department website.

Sec. 311. On or before March 30, 2025, the department shall
provide a progress report on the CRRSSA – highway infrastructure –
local bridge bundling initiative established in section 113(2) of
article 14 of 2021 PA 87, to the senate and house transportation
appropriations subcommittees, the state budget director, and the
senate and house fiscal agencies.

Sec. 313. (1) From funds appropriated in part 1, the
department may increase a state infrastructure bank program and
grant or loan funds in accordance with regulations of the state
infrastructure bank program of the United States Department of
Transportation. The department shall administer the state
infrastructure bank for the purpose of providing a revolving, self-
sustaining resource for financing transportation infrastructure
projects.

(2) In addition to funds provided in subsection (1), money
received by this state as federal grants, repayment of state
infrastructure bank loans, or other reimbursement or revenue
received by this state as a result of projects funded by the
program and interest earned on that money must be deposited in the
revolving state infrastructure bank fund and must be available for transportation infrastructure projects. At the close of the fiscal year, any unencumbered funds remaining in the state infrastructure bank fund remain in the fund and carry forward into the succeeding fiscal year.

Sec. 383. (1) The department shall prepare a report on use of department-owned aircraft during the fiscal year ending September 30, 2024. With respect to each department-owned aircraft, the report must include all of the following:

(a) Total hours of usage.

(b) Description of specific flights including dates of travel, names of passengers including state agency, university, or local government affiliation, travel origin and destination, and total estimated costs associated with the air travel.

(2) The department shall submit the report as required under section 213 no later than February 1, 2025.

(3) The department shall maintain a system for recovering the cost of operating department-owned aircraft through charges to aircraft users.

Sec. 384. (1) Except as otherwise provided in subsection (2), the department shall not obligate this state to expend any state transportation revenue for construction planning or construction of the Gordie Howe International Crossing or a renamed successor. In addition, except as provided in subsection (2), the department shall not commit this state to any new contract related to the construction planning or construction of the Gordie Howe International Crossing or a renamed successor that would obligate this state to expend any state transportation revenue. An expenditure for staff resources used in connection with project
activities that is subject to full and prompt reimbursement from
Canada is not considered an expenditure of state transportation
revenue.

(2) If the legislature enacts specific enabling legislation
for the construction of the Gordie Howe International Crossing or a
renamed successor, subsection (1) does not apply once the enabling
legislation goes into effect.

Sec. 385. (1) The department shall submit monthly reports as
required under section 213 and to the speaker of the house of
representatives, the house of representatives minority leader, the
senate majority leader, and the senate minority leader on all of
the following:

(a) All expenditures made by this state related to the Gordie
Howe Bridge.

(b) All reimbursements made by Canada under section 384(1) of
this part to this state for expenditures for staff resources used
in connection with project activities.

(c) All eminent domain and condemnation powers used, the
related real estate involved in any governmental taking, the price
paid for those properties, and the beneficiary's name or associated
corporation.

(2) The department shall submit the initial report required
under subsection (1) on or before December 1, 2024. The initial
report must cover the fiscal year ending September 30, 2024.

Sec. 389. Within 30 days after entering into a long-term
agreement with a private contractor, a public agency, or a
partnership between 1 or more private contractors or public
agencies, the department shall notify the state budget director,
the house and senate appropriations subcommittees on
transportation, and the house and senate fiscal agencies of the agreement, including the subject of the agreement, the term of the agreement, and financial obligations under the agreement. As used in this section, "long-term agreement" means an agreement that obligates the department for a period of 5 years or more and that actually or contingently obligates the department to make payments over the contract period of $5,000,000.00 or more.

Sec. 395. From the funds appropriated in part 1 for state trunkline federal aid road and bridge construction, the department may expend up to $10,000,000.00 on highway maintenance activities to support safety-related, high-priority, and other deferred routine maintenance needs on the state trunkline network.

Sec. 398. The department shall continue to work to eliminate fatalities and serious injuries on the state trunkline network and shall maintain the Toward Zero Deaths statewide safety campaign.

MICHIGAN TRANSPORTATION FUND

Sec. 501. The money received under the motor carrier act, 1933 PA 254, MCL 475.1 to 479.42, and not appropriated to the department of licensing and regulatory affairs or the department of state police is deposited in the Michigan transportation fund.

Sec. 503. (1) At the close of the fiscal year, funds appropriated in part 1 for the transportation economic development program lapse to the transportation economic development fund.

(2) At the close of the fiscal year, funds appropriated in part 1 for the local bridge program carry forward and are appropriated for the purposes defined in section 10(5) of 1951 PA 51, MCL 247.660.

(3) Interest earned in the department of transportation
economic development fund and local bridge fund remains in the respective funds and must be allocated to the respective programs based on actual interest earned at the end of each fiscal year.

(4) In addition to the funds appropriated in part 1, the department of transportation economic development fund and local bridge fund may receive federal, local, or private funds or restricted source funds such as interest earnings. These funds are appropriated for projects that are consistent with the purposes of the respective funds.

(5) None of the funds statutorily dedicated to the transportation economic development fund and local bridge fund may be diverted to other projects.

Sec. 504. Funds from the Michigan transportation fund must be distributed to the comprehensive transportation fund, the economic development fund, the recreation improvement fund, and the state trunkline fund, in accordance with this part and part 1 and part 711 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.71101 to 324.71108, and may only be used as specified in this part and part 1, 1951 PA 51, MCL 247.651 to 247.675, and part 711 of the natural resources and environmental protection act, 1994 PA 451, MCL 324.71101 to 324.71108.

STATE TRUNKLINE FUND

Sec. 601. (1) The department shall maintain documentation to support initial acceptance of warrantied projects, interim and final inspections, and notifications to contractors that the warranty period had expired. The department also shall review and evaluate consultant evaluation requirements or recommendations and update existing policies and procedures accordingly.
(2) The department shall review its warranty administration processes, procedures, and associated manuals to ensure that all of the following occur:

(a) Initial notifications of needed corrective action are sent before warranty expiration.

(b) Consistent and timely second notifications of needed corrective action are sent if contractors do not respond within 30 days of an initial notification.

(c) The department has an effective process to establish time frames for corrective action completion.

(d) Daily inspector reports on all warranty segments are completed consistently.

Sec. 604. At the close of the fiscal year, any unencumbered and unexpended balance in the state trunkline fund remains in the state trunkline fund and carries forward and is appropriated for federal aid road and bridge programs for projects contained in the annual state transportation program.

Sec. 612. The department shall provide guidelines and a report on the previous year's governing incentives and disincentives provided under contracts for state trunkline projects. The guidelines must include specific financial information concerning incentives and disincentives. The department shall submit the report as required under section 213 no later than March 31, 2025.

**TRANSIT AND RAIL RELATED FUNDS**

Sec. 701. The department shall establish an intercity bus equipment and facility fund as a subsidiary fund within the comprehensive transportation fund created under section 10b of 1951 PA 51, MCL 247.660b. Proceeds received by this state from the sale
of state-owned intercity bus equipment must be credited to the
intercity bus equipment and facility fund for the purchase and
repair of intercity bus equipment, as appropriated. Security
deposits not returned to a lessee of state-owned intercity bus
equipment under terms of the lease agreement must be credited to
the intercity bus equipment and facility fund for the repair of
intercity bus equipment, as appropriated. Money received by the
department from lease payments for state-owned intercity bus
equipment, and facility maintenance charges under terms of leases
of state-owned intercity facilities, must be credited to the
intercity bus equipment and facility fund for the purchase and
repair of intercity bus equipment or for the maintenance and
rehabilitation of state-owned intercity facilities, as
appropriated. At the close of the fiscal year, any funds remaining
in the intercity bus equipment and facility fund remain in the fund
and are carried forward into the succeeding fiscal year.

Sec. 702. Money that is received by this state as repayment
for loans made for rail or water freight capital projects, and as a
result of the sale of property or equipment used or projected to be
used for rail or water freight projects must be deposited in the
rail freight fund created by section 17 of the state transportation
preservation act of 1976, 1976 PA 295, MCL 474.67. At the close of
the fiscal year, any funds remaining in the rail freight fund
remain in the fund and are carried forward into the succeeding
fiscal year.

Sec. 704. From the funds appropriated in part 1, the
department shall prepare and transmit a report that includes the
department's current rolling 5-year rail plan and detail regarding
the department's obligations for programs funded under the
appropriation in part 1 for rail operations and infrastructure for
the previous fiscal year, including funding obligated for the
operation of passenger rail service and funding obligated for
maintenance of passenger service rail lines. The report must
include a breakdown of the appropriation by program and year-to-
date obligations under each program itemized by project. The
department shall submit the report as required under section 213 on
or before December 1, 2025.

Sec. 707. (1) Before March 1, 2025, the department shall
provide to the legislature, the state budget office, and the house
and senate fiscal agencies its rail strategic plan. The strategic
plan must include, but is not limited to, a rolling 5-year rail
plan and a summary of the department's obligations for programs
funded under the appropriation in part 1 for rail operations and
infrastructure.

(2) The rolling 5-year rail plan must include, but is not
limited to, all of the following:

(a) A listing by county of all rail infrastructure projects on
rail lines within this state utilizing state funds, and the
estimated cost of each project.

(b) The actual or projected state expenditures for operation
of passenger rail service.

(c) The actual or projected state expenditures for maintenance
of passenger service rail lines.

(3) The period of the rolling 5-year rail plan must include
the fiscal year ending September 30, 2025 and the immediately
following 4 fiscal years.

(4) The summary of the department's obligations for programs
funded under the appropriation in part 1 for rail operations and
infrastructure must include a breakdown of the appropriation by program, year-to-year obligations under each program itemized by project, and an estimate of future obligations under each program itemized by project for the remainder of the fiscal year.

(5) From the funds appropriated in part 1 for rail operation and infrastructure, not less than $20,000,000.00 must be allocated for the support of rail-related economic development projects and rail freight system preservation projects.

Sec. 735. For the fiscal year ending September 30, 2025, the appropriation to a street railway pursuant to section 10e(22) of 1951 PA 51, MCL 247.660e, is $0.

AERONAUTICS FUND

Sec. 801. Except as otherwise provided in section 903 of this part for capital outlay, at the close of the fiscal year, any unobligated and unexpended balance in the state aeronautics fund created in the aeronautics code of the state of Michigan, 1945 PA 327, MCL 259.1 to 259.208, lapses to the state aeronautics fund and may be appropriated by the legislature in the immediately succeeding fiscal year.

CAPITAL OUTLAY

Sec. 901. (1) From federal-state-local project appropriations contained in part 1 for the purpose of assisting political entities and subdivisions of this state in the construction and improvement of publicly used airports and landing fields within this state, the state transportation department may permit the award of contracts on behalf of units of local government for the authorized locations not to exceed the indicated amounts, of which the state allocated
portion must not exceed the amount appropriated in part 1.

(2) Political entities and subdivisions shall provide not less than 5% of the cost of any project under this section, unless a total nonfederal share less than 10% is otherwise specified in federal law. State money must not be allocated until local money is allocated. State money for any 1 project must not exceed 1/3 of the total appropriation in part 1 from state funds for airport improvement programs.

(3) The Michigan aeronautics commission may take those steps necessary to match federal money available for airport construction and improvement within this state and to meet the matching requirements of the federal government. Whether acting alone or jointly with another political subdivision or public agency or with this state, a political subdivision or public agency of this state shall not submit to any agency of the federal government a project application for airport planning or development unless it is authorized in this part and part 1 and the project application is approved by the governing body of each political subdivision or public agency making the application and by the Michigan aeronautics commission.

Sec. 903. The appropriations in part 1 for capital outlay are carried forward at the end of the fiscal year consistent with the provisions of section 248 of the management and budget act, 1984 PA 431, MCL 18.1248.

ONE-TIME ONLY APPROPRIATIONS

Sec. 1002. (1) Funds appropriated in part 1 for transit innovation grants shall be expended by the department to support, but are not limited to, the following activities:
(a) Studies to support local and regional transit development.
(b) Development of transportation facilities that support connections between local, regional, national, or international public transportation services.

(2) The department shall develop program guidelines and selection criteria in consultation with the Michigan infrastructure office.

Sec. 1003. (1) Funds appropriated in part 1 for MI contracting opportunity shall be expended by the department to support activities that enhance the development and availability of contractors or suppliers for the delivery of infrastructure programs that are socially or economically disadvantaged business concerns as defined under section 100002 of the infrastructure investment and jobs act, Public Law 117-58.

(2) A MI contracting opportunity loan fund is created in the department from funds appropriated in part 1. Funds deposited into the fund or money received by the state as repayment of loans are appropriated and shall be available for future loans. At the close of the fiscal year, any unencumbered funds remaining in the fund shall be carried forward into the succeeding fiscal year.

(3) The MI contracting opportunity loan fund may support, but is not limited to, the following department programs:
(a) Small business lending program.
(b) Mega projects small business lending program.
(4) The department shall develop MI contracting opportunity program goals, objectives, and strategies in consultation with the Michigan infrastructure office.

Sec. 1004. Funds appropriated in part 1 for federal match shall be used to provide funding necessary to ensure the department
secures all federal funding made available to the department from
the Federal Highway Administration under the infrastructure
investment and jobs act, Public Law 117-58.

Sec. 1005. Funds appropriated in part 1 for priority bridge
investments shall be used to provide funding to support a grant
program administered by the department for the rehabilitation and
reconstruction of locally owned bridges and culverts.

Sec. 1006. (1) No later than December 31, 2024, the department
shall begin a road usage charge study as described in this section.
The total cost of the road usage charge study must not exceed
$5,000,000.00.

(2) No later than 90 days after the effective date of this
act, the department must create a road usage charge technical
advisory committee. All of the following apply to the technical
advisory committee:

(a) Meetings of the technical advisory committee must be held
in compliance with the open meetings act, 1976 PA 267, MCL 15.261
to 15.275.

(b) The purpose of the technical advisory committee is to
guide the development and evaluation of a road usage charge study
to assess the potential and positive and negative findings for
mileage-based revenue collection for this state's roads and
highways as an alternative to the fuel tax system.

(c) The technical advisory committee must include all of the
following members:

(i) Eleven members appointed by the director of the department.
At least 1 member of the technical advisory committee appointed by
the director must be a local road agency representative. In
selecting the members of the technical advisory committee, the
director shall consider individuals who are representatives of the telecommunications industry, highway user groups, the data security and privacy industry, privacy rights advocacy organizations, regional transportation agencies, national research and policymaking bodies, including, but not limited to, the Transportation Research Board and the American Association of State Highway and Transportation Officials, and other relevant stakeholders as determined by the director.

(ii) Two members appointed by the speaker of the house of representatives.

(iii) Two members appointed by the senate majority leader.

(iv) Two members appointed by the house minority leader.

(v) Two members appointed by the senate minority leader.

(d) The technical advisory committee must study road usage charge alternatives to the fuel tax. The technical advisory committee must gather public comment on issues and concerns related to the road usage charge study and must make recommendations to the director on the design of a road usage charge study to test alternative road usage charge approaches. The technical advisory committee may also make recommendations on the criteria to be used to evaluate the road usage charge study.

(e) In studying alternatives to the current fuel tax system and developing recommendations on the design of a road usage charge study to test alternative road usage charge approaches pursuant to subdivision (d), the technical advisory committee must take all of the following into consideration:

(i) The availability, adaptability, reliability, and security of methods that might be used in recording and reporting highway use.
(ii) The necessity of protecting all personally identifiable information used in reporting highway use.

(iii) The ease and cost of recording and reporting highway use.

(iv) The ease and cost of administering the collection of taxes and fees as an alternative to the current system of taxing highway use through motor vehicle fuel taxes.

(v) Effective methods of maintaining compliance.

(vi) The ease of reidentifying location data, even when personally identifiable information has been removed from the data.

(vii) Increased privacy concerns when location data is used in conjunction with other technologies.

(viii) Public and private agency access, including law enforcement, to data collected and stored for purposes of the road usage charge to ensure individual privacy rights are protected pursuant state law.

(f) The technical advisory committee shall consult with highway users and transportation stakeholders, including representatives of vehicle users, vehicle manufacturers, and fuel distributors, as part of its duties under subdivision (e).

(3) Based on the recommendations of the technical advisory committee, the department shall implement a road usage charge study to identify and evaluate issues related to the potential implementation of a road usage charge in this state to begin no later than June 1, 2025, subject to all of the following.

(a) The department must consult with the secretary of state to design a process for collecting a mileage-based user fee. The state must contract with at least 1 vendor for at least 1 of the collection options.

(b) Participation in the road usage charge study must be
(c) A participant in the road usage charge study must be charged a mileage-based user fee and receive a refund for any motor fuel taxes or vehicle registration fees the participant paid to operate the participating vehicle during the road usage charge study.

(d) At a minimum, the road usage charge study must accomplish all of the following:

(i) Analyze alternative means of collecting road usage data, including at least 1 alternative that does not rely on electronic vehicle location data.

(ii) Collect a minimum amount of personal information, including location information, necessary to implement the road usage charge study.

(iii) Ensure that processes for collecting, managing, storing, transmitting, and destroying data are in place to protect the integrity of the data and safeguard the privacy of drivers.

(e) The agency shall not disclose, distribute, make available, sell, access, or otherwise provide for another purpose personal information or data collected through the road usage charge study to any private entity or individual unless authorized by a court order, as part of a civil case, by a subpoena issued on behalf of a defendant in a criminal case, by a search warrant, or in aggregate form with all personal information removed for the purposes of academic research.

(4) It is the intent of the legislature that the road usage charge study be completed by December 31, 2026 and the department must prepare and submit a report of its findings based on the results of the road usage charge study to the governor, the senate
and house appropriations committees, the senate and house subcommittees on transportation, the senate and house fiscal agencies, the technical advisory committee, and the public. The report must also be available on the department's website. The report must include, but not be limited to, a discussion of all of the following issues:

(a) Cost.

(b) Privacy, including recommendations regarding public and private access, including law enforcement, to data collected and stored for purposes of the road usage charge to ensure individual privacy rights are protected.

(c) Jurisdictional issues.

(d) Feasibility.

(e) Complexity.

(f) Acceptance.

(g) Use of revenues.

(h) Security and compliance, including a discussion of processes and security measures necessary to minimize fraud and tax evasion rates.

(i) Data collection technology, including a discussion of the advantages and disadvantages of various types of data collection equipment and the privacy implications and considerations of the equipment.

(j) Potential for additional driver services.

(k) Implementation issues.

(l) Equity.

(m) Differences between urban and rural areas, if any.

(5) Funds appropriated in part 1 for road usage charge study shall be expended for a road usage charge study and are designated
as a work project appropriation. Any unencumbered or unallotted funds shall not lapse at the end of the fiscal year and shall be available for expenditures for projects under this section until the projects have been completed. The following is in compliance with section 451a of the management and budget act, 1984 PA 431, MCL 18.1451a:

(a) The purpose of the project is to fund a road usage charge study.

(b) The project will be accomplished by utilizing state employees or contracts with service providers, or both.

(c) The total estimated cost of the project is $5,000,000.00.

(d) The tentative completion date is December 31, 2026.

(6) As used in this section, "technical advisory committee" means the road usage charge technical advisory committee.

Sec. 1007. (1) Funds appropriated in part 1 for infrastructure projects shall be expended for infrastructure projects and are designated as a work project appropriation. Any unencumbered or unallotted funds shall not lapse at the end of the fiscal year and shall be available for expenditures for projects under this section until the projects have been completed. The following is in compliance with section 451a of the management and budget act, 1984 PA 431, MCL 18.1451a:

(a) The purpose of the project is to fund infrastructure in critical need.

(b) The project will be accomplished by utilizing state employees or contracts with service providers, or both.

(c) The total estimated cost of the project is $30,000,100.00.

(d) The tentative completion date is September 30, 2029.

(2) The funds described in subsection (1) must be divided
accordingly:

(a) $1,000,000.00 for a road project to a city with a population between 2,300 and 2,310 located in a county with a population between 10,800 and 10,900 according to the latest federal decennial census.

(b) $2,200,000.00 for a tunnel to a township with a population between 4,100 and 4,110 according to the latest federal decennial census located in a county with a population between 26,000 and 27,000 according to the latest federal decennial census.

(c) $5,000,000.00 for a road project to a city with a population between 25,170 and 25,180 according to the latest federal decennial census.

(d) $100.00 to the rail grade separation fund.

(e) $3,400,000.00 for road projects to a city with a population between 14,720 and 14,730 according to the latest federal decennial census.

(f) $4,000,000.00 for a road project to a county with a population between 79,000 to 80,000 according to the latest federal decennial census.

(g) $1,000,000.00 to a regional public transportation provider serving not fewer than 3 counties with a combined population of over 2,000,000 according to the latest federal decennial census for bus stops and bus shelters along M-102 between Mound Road and Kelly Road, M-97 between 8 Mile Road and Gratiot, and M-53 along the Van Dyke corridor.

(h) $2,320,000.00 for road repairs to a township with a population between 20,020 to 20,030 according to the latest federal decennial census.

(i) $980,000.00 for road and intersection improvements to a
city with a population between 16,400 and 16,500 according to the latest federal decennial census.

(j) $6,600,000.00 for a pump station and roadway rehabilitation to a city with a population between 47,700 and 47,800 according to the latest federal decennial census.

(k) $2,000,000.00 for a bridge over a creek to a county with a population above 1,700,000 according to the latest federal decennial census.

(l) $1,500,000.00 for a road reconstruction to a city with a population between 34,000 and 35,000 according to the latest federal decennial census.