

FY 2025-26 TRANSPORTATION BUDGET

S.B. 174 (S-1): SENATE-PASSED

(as passed by the Senate)

Committee: Appropriations

FULL-TIME EQUATED (FTE) CLASSIFIED POSITIONS/FUNDING SOURCE	FY 2024-25 YEAR-TO-DATE*	FY 2025-26 SENATE-PASSED	CHANGES FROM FY 2024-25 YEAR-TO-DATE	
			AMOUNT	PERCENT
FTE Positions	3,222.3	3,229.3	7.0	0.2
GROSS	6,807,900,300	6,909,536,900	101,636,600	1.5
Less:				
Interdepartmental Grants Received	4,316,700	4,366,200	49,500	1.1
ADJUSTED GROSS	6,803,583,600	6,905,170,700	101,587,100	1.5
Less:				
Federal Funds	2,273,675,100	2,329,605,500	55,930,400	2.5
Local and Private	106,248,500	106,248,500	0	0.0
TOTAL STATE SPENDING	4,423,660,000	4,469,316,700	45,656,700	1.0
Less:				
Other State Restricted Funds	4,230,660,000	4,467,316,700	236,656,700	5.6
GENERAL FUND/GENERAL PURPOSE	193,000,000	2,000,000	(191,000,000)	(99.0)
PAYMENTS TO LOCALS	2,507,859,400	2,547,188,300	39,328,900	1.6

*As of February 5, 2025.

Major Boilerplate Changes from FY 2024-25 Year-to-Date:

- 1. Added Section 308.** The Senate added Sec. 308 which requires MDOT contractors to use an apprenticeship program.
- 2. Added Section 309.** The Senate added Sec. 309 which requires State contracts for pavement markings for certain pigment colors to purchase them from companies that produce them in the State.
- 3. Added Section 1005.** The Senate included Sec. 1005. This section lays the groundwork for a road usage charge study. This pilot program is funded in the one-time section using Restricted funds.
- 4. Added Section 314.** The Senate added Sec. 314, this section creates the MI contracting opportunity loan fund. This section additionally directs repayment of loans and interest earned from the MI contracting opportunity program to this fund to be used for future loans.

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FY 2024-25 Year-to-Date Appropriation		\$6,807,900,300	\$193,000,000		
		CHANGE FROM FY 2024-25 Y-T-D		FY 2025-26 RECOMMENDED APPROPRIATION	
		Gross	GF/GP	Gross	GF/GP
<u>Baseline Adjustments</u>					
1. State Trunkline Road and Bridge. The Senate included a \$53.6 million increase for road and bridge construction including \$53.5 million Federal funds and \$109,500 Restricted funds.		53,602,200	0	1,671,495,000	0
2. Local Road and Bridge. The Senate included a \$17.8 million increase in Federal funds for local road and bridge construction.		17,831,000	0	428,999,800	0
3. County Road Commissions. The Senate included a \$17.5 million increase in Restricted funds for county road commissions' operations.		17,507,300	0	1,334,117,400	0
4. State Trunkline Operations. The Senate included an increase of \$15.3 million, all Restricted, to support trunkline operations, including plowing the snow on highways.		15,318,500	0	503,716,400	0
5. Local Bus Operating. The Senate included \$15.0 million, all Restricted, for local bus operating.		15,000,000	0	241,750,000	0
6. Cities and Villages. The Senate included an increase of \$9.8 million, all Restricted funds, for city and village road operations.		9,761,000	0	743,830,200	0
7. Airport Safety, Protection, and Improvement Program. The Senate included an increase of \$2.5 million, all Restricted funds, to support safety and road improvements at airports.		2,491,600	0	187,233,900	0
8. Interdepartmental Grants. The Senate included an increase in the interdepartmental grants from the Department by \$2.3 million, all IDGs.		2,266,500	0	52,972,200	0
9. Program Increases. The Senate included various program increases totaling \$1.5 million. Of that, \$49,500 are IDGs, \$313,900 Federal, and \$1.1 million Restricted funds. These program increases include funding for Detroit Metropolitan Wayne County airport (\$260,000, all Restricted), target industries/economic redevelopment (\$232,200, all Restricted), services initiative (\$190,300, all Federal), finance, contracts, and support services (\$171,900 Gross, \$49,500 IDG, \$122,400 Restricted), movable bridge (\$141,900 all Restricted), intercity services (\$123,600, all Federal), rural county primary (\$116,000, all Restricted), urban county congestion (\$116,000, all Restricted), and debt service (\$100,500, all Restricted).		1,452,400	0	N/A	0

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	CHANGE FROM FY 2024-25 Y-T-D		FY 2025-26 RECOMMENDED APPROPRIATION	
	Gross	GF/GP	Gross	GF/GP
10. Program Development and Delivery. The Senate included an increase of \$1.1 million, all Restricted, to program development and delivery for bridge design and program coordination.	1,128,400	0	135,554,900	0
11. Passenger Transportation Services. The Senate included an increase of \$856,400, all Restricted, to passenger transportation services, to develop and manage operating capital and technical assistance programs and projects.	856,400	0	7,410,900	0
12. Nonurban Operating/Capital. The Senate included \$496,500 for nonurban operating/capital, all Federal, to provide operating and capital assistance to transit agencies in nonurbanized areas (under 50,000 population).	496,500	0	41,123,000	0
13. Marine Passenger Services. The Senate included \$354,100, all Federal, for marine passenger services to fund ferries to various islands.	354,100	0	20,559,100	0
14. Rail Operations and Infrastructure. The Senate included a decrease of \$4.5 million to the rail operations and infrastructure line for rail activities.	(4,500,700)	0	147,688,500	0
15. Transit Capital. The Senate included a decrease in transit capital of \$3.9 million (increase in Federal by \$2.9 million and decrease in Restricted by \$6.8 million), This program funds capital needs of local transit systems and specialized services systems for elderly and persons with disabilities.	(3,877,100)	0	250,724,200	0
16. Local Bridge Program. The Senate included a decrease of \$497,600, all Restricted, for the local bridge program. This fund is used for repair and replacement costs of local bridges.	(497,600)	0	26,417,100	0
17. Specialized Services. The Senate included a decrease of \$232,200, all Federal, for specialized services. This program delivers grants to support transit service to Michigan's elderly and persons with disabilities. This line item generally is used for operational costs.	(232,200)	0	30,342,700	0
18. Economic Adjustments. Includes \$10,907,200 Gross and \$0 GF/GP for total economic adjustments.	10,907,200	0	N/A	0
<u>New Programs/Program Increases</u>				
19. Airport Safety, Protection, and Improvement Program. The Senate included an increase in the aircraft registration fee from 1 cent per pound to 5 cents per pound.	1,111,100	0	N/A	N/A

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	CHANGE FROM FY 2024-25 Y-T-D		FY 2025-26 RECOMMENDED APPROPRIATION	
	Gross	GF/GP	Gross	GF/GP
<u>Eliminations/Reductions - NONE</u>				
<u>One-Time Appropriations</u>				
20. Match Every Federal Dollar. The Senate included \$90.0 million (all Restricted) to match Federally available funds.	90,000,000	0	N/A	N/A
21. Local infrastructure Projects. The Senate included \$50.0 million (all Restricted) for local infrastructure projects.	50,000,000	0	N/A	N/A
22. Grants to Local Businesses and Municipalities. The Senate included \$25.0 million, all Restricted for grants to local businesses and municipalities that are negatively affected by lengthy MDOT construction.	25,000,000	0	N/A	N/A
23. Road User Charge Study. The Senate included \$7.7 million, all Restricted, for a study and implementation of a program to evaluate the possibility of charging a per-mile fee on drivers.	7,650,000	0	N/A	N/A
24. Wrong Way Driver Deterrence. The Senate included \$2.0 million, all GF/GP, for implanting wrong way driver deterrence tools on the highway.	2,000,000	2,000,000	N/A	N/A
25. Removal of Current One-Time. Removal of all current one-time items.	(213,990,000)	(193,000,000)	N/A	N/A
<u>Other</u>				
26. Position Transfer/Fund Shift. The Senate included a net-zero 1.0 FTE and \$126,200 STF transfer from State Trunkline Operations to Program Dev. and Delivery, a net-zero shift of \$29,700 (STF and State Aeronautics Fund) within Business Support Services, and a net-zero shift of \$57,400 within Passenger Transportation Services (Federal and CTF).	0	0	N/A	N/A
Total Changes	\$101,636,600	(\$191,000,000)		
FY 2025-26 SENATE-PASSED.....	\$6,909,536,900	\$2,000,000		

Date Completed: 5-13-25

Fiscal Analyst: Robert Canell

