

**Senate Fiscal Agency Analysis of Enacted Road Funding Package (11-17-15)**

Fiscal Impact (Dollars in Millions)

Bill	Key Provisions	Impact on General Fund	Michigan Transportation Fund Distributions:						Rail Grade Crossing Fund	Recreation Improvement Fund	Roads Innovation Fund
			State Trunkline Fund (MDOT)	County Road Agencies	Cities/Villages	Total Impact on Road Agency PA51 Funding:	CTF (Public Transit)	Total Impact Michigan Transportation Fund:			
4370	Earmarks Income Tax Revenue to Michigan Transportation Fund	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 (\$150.0) in FY 2018-19 (\$325.0) in FY 2019-20 (\$600.0) in FY 2020-21 (\$600.0) in FY 2021-22	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$58.7 in FY 2018-19 \$127.1 in FY 2019-20 \$234.6 in FY 2020-21 \$234.6 in FY 2021-22	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$58.7 in FY 2018-19 \$127.1 in FY 2019-20 \$234.6 in FY 2020-21 \$234.6 in FY 2021-22	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$32.7 in FY 2018-19 \$70.9 in FY 2019-20 \$130.8 in FY 2020-21 \$130.8 in FY 2021-22	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$150.0 in FY 2018-19 \$325.0 in FY 2019-20 \$600.0 in FY 2020-21 \$600.0 in FY 2021-22	None	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$150.0 in FY 2018-19 \$325.0 in FY 2019-20 \$600.0 in FY 2020-21 \$600.0 in FY 2021-22	None	None	None
	Modifies Homestead Exemption	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 (\$205.8) in FY 2018-19 (\$205.8) in FY 2019-20 (\$205.8) in FY 2020-21 (\$214.0) in FY 2021-22	None	None	None	None	None	None	None	None	None
414	Creates Trigger for Income Tax Rate Reduction Beginning January 1, 2023	(Approximately \$230.0 million loss for each 1/10 point)	None	None	None	None	None	None	None	None	None
4738 & 4616	Increases Gasoline Tax from \$0.19/gallon to \$0.263/gallon beginning January 1, 2017; Indexes to Inflation Beginning 1-1-2022; \$100.0 million earmark	None	\$0.0 in FY 2015-16 \$46.1 in FY 2016-17 \$72.7 in FY 2017-18 \$72.1 in FY 2018-19 \$71.6 in FY 2019-20 \$71.0 in FY 2020-21 \$77.0 in FY 2021-22	\$0.0 in FY 2015-16 \$46.1 in FY 2016-17 \$72.7 in FY 2017-18 \$72.1 in FY 2018-19 \$71.6 in FY 2019-20 \$71.0 in FY 2020-21 \$77.0 in FY 2021-22	\$0.0 in FY 2015-16 \$25.7 in FY 2016-17 \$40.5 in FY 2017-18 \$40.2 in FY 2018-19 \$39.9 in FY 2019-20 \$39.6 in FY 2020-21 \$42.9 in FY 2021-22	\$0.0 in FY 2015-16 \$117.9 in FY 2016-17 \$185.9 in FY 2017-18 \$184.5 in FY 2018-19 \$183.1 in FY 2019-20 \$181.7 in FY 2020-21 \$197.0 in FY 2021-22	\$0.0 in FY 2015-16 \$13.1 in FY 2016-17 \$20.7 in FY 2017-18 \$20.5 in FY 2018-19 \$20.3 in FY 2019-20 \$20.2 in FY 2020-21 \$21.9 in FY 2021-22	\$0.0 in FY 2015-16 \$131.0 in FY 2016-17 \$206.5 in FY 2017-18 \$205.0 in FY 2018-19 \$203.4 in FY 2019-20 \$201.9 in FY 2020-21 \$218.9 in FY 2021-22	None	\$0.0 in FY 2015-16 \$4.7 in FY 2016-17 \$6.3 in FY 2017-18 \$6.2 in FY 2018-19 \$6.2 in FY 2019-20 \$6.2 in FY 2020-21 \$6.5 in FY 2021-22	\$0.0 in FY 2015-16 \$100.0 in FY 2016-17 \$100.0 in FY 2017-18 \$100.0 in FY 2018-19 \$100.0 in FY 2019-20 \$100.0 in FY 2020-21 \$100.0 in FY 2021-22
	Increases Diesel Tax from \$0.15/gallon to \$0.263/gallon beginning January 1, 2017; Indexes to Inflation beginning 1-1-2022	None	\$0.0 in FY 2015-16 \$24.3 in FY 2016-17 \$32.7 in FY 2017-18 \$33.0 in FY 2018-19 \$33.4 in FY 2019-20 \$33.7 in FY 2020-21 \$35.4 in FY 2021-22	\$0.0 in FY 2015-16 \$24.3 in FY 2016-17 \$32.7 in FY 2017-18 \$33.0 in FY 2018-19 \$33.4 in FY 2019-20 \$33.7 in FY 2020-21 \$35.4 in FY 2021-22	\$0.0 in FY 2015-16 \$13.5 in FY 2016-17 \$18.2 in FY 2017-18 \$18.4 in FY 2018-19 \$18.6 in FY 2019-20 \$18.8 in FY 2020-21 \$19.7 in FY 2021-22	\$0.0 in FY 2015-16 \$62.1 in FY 2016-17 \$83.6 in FY 2017-18 \$84.4 in FY 2018-19 \$85.3 in FY 2019-20 \$86.1 in FY 2020-21 \$90.5 in FY 2021-22	\$0.0 in FY 2015-16 \$6.9 in FY 2016-17 \$9.3 in FY 2017-18 \$9.4 in FY 2018-19 \$9.5 in FY 2019-20 \$9.6 in FY 2020-21 \$10.1 in FY 2021-22	\$0.0 in FY 2015-16 \$69.0 in FY 2016-17 \$92.9 in FY 2017-18 \$93.8 in FY 2018-19 \$94.8 in FY 2019-20 \$95.7 in FY 2020-21 \$100.6 in FY 2021-22	None	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$0.0 in FY 2018-19 \$0.0 in FY 2019-20 \$0.0 in FY 2020-21 \$0.0 in FY 2021-22	\$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 \$0.0 in FY 2018-19 \$0.0 in FY 2019-20 \$0.0 in FY 2020-21 \$0.0 in FY 2021-22
4736	Increases Registrations by 20% for Passenger and Commercial Vehicles Beginning January 1, 2017	None	\$0.0 in FY 2015-16 \$55.7 in FY 2016-17 \$76.0 in FY 2017-18 \$77.7 in FY 2018-19 \$79.5 in FY 2019-20 \$81.3 in FY 2020-21 \$83.2 in FY 2021-22	\$0.0 in FY 2015-16 \$55.7 in FY 2016-17 \$76.0 in FY 2017-18 \$77.7 in FY 2018-19 \$79.5 in FY 2019-20 \$81.3 in FY 2020-21 \$83.2 in FY 2021-22	\$0.0 in FY 2015-16 \$31.1 in FY 2016-17 \$42.4 in FY 2017-18 \$43.3 in FY 2018-19 \$44.3 in FY 2019-20 \$45.3 in FY 2020-21 \$46.4 in FY 2021-22	\$0.0 in FY 2015-16 \$142.6 in FY 2016-17 \$194.3 in FY 2017-18 \$198.6 in FY 2018-19 \$203.2 in FY 2019-20 \$207.9 in FY 2020-21 \$212.7 in FY 2021-22	\$0.0 in FY 2015-16 \$15.8 in FY 2016-17 \$21.6 in FY 2017-18 \$22.1 in FY 2018-19 \$22.6 in FY 2019-20 \$23.1 in FY 2020-21 \$23.6 in FY 2021-22	\$0.0 in FY 2015-16 \$158.4 in FY 2016-17 \$215.9 in FY 2017-18 \$220.7 in FY 2018-19 \$225.8 in FY 2019-20 \$231.0 in FY 2020-21 \$236.3 in FY 2021-22	None	None	None
	Increases Registration for Hybrid & Electric Vehicles	None	Indeterminate. Positive but Nominal in Short Term; increase over time						None	None	None
4737	Establishes Rail Grade Crossing Subsidy	None	(\$1.1)	(\$1.1)	(\$0.5)	(\$2.7)	(\$0.3)	(\$3.0)	\$3.0	None	None
	Increases Debt Service Earmark from \$43.0 million to \$50.0 million Beginning FY 2016-17	None	\$4.5	(\$2.5)	(\$1.4)	\$0.7	(\$0.7)	\$0.0	None	None	None
4614	Imposes Specific Tax on Alternative Fuels	Indeterminate	None	None	None	None	None	None	None	None	None
<b>Total Fiscal Impact:</b>		<b>Not including potential effects of SB 414:</b> \$0.0 in FY 2015-16 \$0.0 in FY 2016-17 \$0.0 in FY 2017-18 (\$355.8) in FY 2018-19 (\$530.8) in FY 2019-20 (\$805.8) in FY 2020-21 (\$814.0) in FY 2021-22	\$0.0 in FY 2015-16 \$129.6 in FY 2016-17 \$184.8 in FY 2017-18 \$244.9 in FY 2018-19 \$314.9 in FY 2019-20 \$424.1 in FY 2020-21 \$433.6 in FY 2021-22	\$0.0 in FY 2015-16 \$122.6 in FY 2016-17 \$177.8 in FY 2017-18 \$237.9 in FY 2018-19 \$307.9 in FY 2019-20 \$417.1 in FY 2020-21 \$426.6 in FY 2021-22	\$0.0 in FY 2015-16 \$68.4 in FY 2016-17 \$99.2 in FY 2017-18 \$132.8 in FY 2018-19 \$171.8 in FY 2019-20 \$232.6 in FY 2020-21 \$238.0 in FY 2021-22	\$0.0 in FY 2015-16 \$320.6 in FY 2016-17 \$461.8 in FY 2017-18 \$615.6 in FY 2018-19 \$794.6 in FY 2019-20 \$1,073.7 in FY 2020-21 \$1,098.2 in FY 2021-22	\$0.0 in FY 2015-16 \$34.8 in FY 2016-17 \$50.5 in FY 2017-18 \$51.0 in FY 2018-19 \$51.4 in FY 2019-20 \$51.9 in FY 2020-21 \$54.6 in FY 2021-22	\$0.0 in FY 2015-16 \$355.4 in FY 2016-17 \$512.3 in FY 2017-18 \$666.5 in FY 2018-19 \$846.0 in FY 2019-20 \$1,125.6 in FY 2020-21 \$1,152.8 in FY 2021-22	Up to \$3.0 Annually Beginning FY 2016-17	\$0.0 in FY 2015-16 \$4.7 in FY 2016-17 \$6.3 in FY 2017-18 \$6.2 in FY 2018-19 \$6.2 in FY 2019-20 \$6.2 in FY 2020-21 \$6.5 in FY 2021-22	\$0.0 in FY 2015-16 \$100.0 in FY 2016-17 \$100.0 in FY 2017-18 \$100.0 in FY 2018-19 \$100.0 in FY 2019-20 \$100.0 in FY 2020-21 \$100.0 in FY 2021-22