

Some important points to remember when interpreting summary data from these tables:

- The TIP deals with **fiscal years, not calendar years**. As such, this report summarizes planned expenditures for October 1 to September 30. Fiscal Year 2004 begins on October 1, 2003.
- The STIP and TIPs must list **projects funded with federal funds and those that are regionally significant** regardless of the funding source. We have not included all known projects and revenue in these tables. CMAQ projects which are listed in this document from pages 37 through 48 at the time of printing have not yet received final federal approvals. These projects were not listed in the above tables but will be amended into the TIP and subsequently listed in the above tables when final approval has taken place.
- Projects associated with the expenditures listed in the tables above are detailed in pages 37 through 48. Some projects not of appropriate scale to be listed individually have been grouped into General Program Accounts for the purpose of the TIP.
- Expenditures for known programs that did not have specific projects identified at the time this document was developed are not shown and will be amended into the program when the projects are identified. The programs from which expenditures may be made, but are not shown in the table, are discussed on pages 17 through 22.

Following is a brief description of the programs listed in the preceding three tables. Local Highway Programs include,

- **Transportation Management Areas Program (TMA)** - the TMA program was created by a federal set aside of federal STP funds for areas of population greater than 200,000. These include the urbanized areas of Ann Arbor, Detroit, Flint, Grand Rapids, Lansing/East Lansing, and parts of South Bend (Niles) and Toledo (City of Monroe) that spill over into Michigan. In Michigan the entire set aside for TMAs is reserved for spending on local jurisdiction facilities.
- **Small Metropolitan Planning Organizations Program** - the Small MPOs program is funded with a non-mandatory set aside of federal STP funds for areas of population between 50,000 and 200,000. These include the urbanized areas of Battle Creek, Bay City, Benton Harbor, Holland/Zeeland, Jackson, Kalamazoo, Muskegon, Port Huron, and Saginaw.
- **Transportation Economic Development Fund, Category C Program**

(TEDF-C) - the TEDF-C program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for urban county congestion relief. The recipients include Kent, Genesee, Macomb, Oakland, and Wayne counties.

- The **Rural Task Force Program** is made up of the **Rural STP** and **TEDF-D** programs. The Rural STP program is created with a non-mandatory set aside of federal funds. The TEDF-D program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for a rural county system of all-season roads. Recipients include the 78 counties that do not receive TEDF-C funds. Groups of nearby counties meet together in Rural Task Forces to prioritize their transportation investments. The programs were combined on the table because individual county projects are often funded from both sources.
- **Small Urban Program** - the Small Urban Program is funded with a non-mandatory set aside of federal STP funds for urban areas between 5,000 and 50,000 population. Approximately 50 cities share this program and submit project requests to the MDOT for their possible selection.
- **Local Bridge Program** - the Critical Bridge Program is established in state law with a state grant from the Michigan Transportation Fund (MTF). Federal Bridge funds that may only be spent off the federal aid system and federal STP funds are also part of the program.
- **Congestion Mitigation & Air Quality Program (CMAQ)** - the CMAQ program is federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies.
- **Transportation Enhancements Program (TE)** - the TE program is funded with a federal set aside of STP funds for surface transportation-related projects, such as bike and pedestrian facilities, transportation museums, and historic preservation projects. Grants are made based on applications from state and local agencies and private entities.
- **Local Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **State Park Access Program (SPA)** - the SPA program is a non-mandatory set aside of federal STP funds for the purpose of improving local roads that serve state parks.

- **Recreational Trails Program** - the Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users.
- **Federal Allocations** - federal allocations include the congressionally-designated High Priority Projects Program of TEA 21 and Demonstration projects of pre-TEA 21 authorizations, as well as funds passed out at the discretion of the U. S. Secretary of Transportation. These funds are typically provided for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are determined.
- **Non-Federal Programs** - The FY2004 - 2006 TIP document does not include any description discussion or otherwise regarding non-federal programs. Illustrative projects which may be deemed non-federal is discussed on page 55 followed by two years worth of projects.

Note: The local road safety program, which is funded with a set aside of federal STP funds, is not included in the tables because projects were not selected in time to be included. These projects address immediate safety needs and are not selected very far in advance. These projects will be amended into the TIP once they are selected.

The state trunk line is nearly 10,000 miles of the most heavily traveled roads in the state. They are all funded from the pool of state and federal funds available to the MDOT for care of the state trunk line system. State Trunk line programs include,

- **Rehabilitate and Reconstruct Program** - the R & R program's purpose is to improve the pavement condition and ride quality on the system.
- **Trunk line Bridge Program** - the bridge program provides for the inventory, inspection, analysis and emergency repair of trunk line bridges. Projects for fiscal year 2005 and 2006 were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **Capital Preventive Maintenance Program for Highways and Bridges** - the CPM program's purpose is to extend the life of pavement and prevent costly repairs in the future.
- **Passing Relief Lanes** - the program adds passing lanes on two lane trunk lines with limited passing sight distance in northern Michigan.
- **Capacity Improvements** - capacity improvements include the widening

and resurfacing or reconstructing of roads with the purpose of relieving urban congestion and improving service along the most important commercial thoroughfares.

- **New Roads** - the new roads program includes construction of new roads on new alignments in order to improve system continuity, relieve congestion, and continue Michigan's economic vitality.
- **Preliminary Engineering** - PE includes funding for preliminary studies, surveys, drafting, and engineering work necessary to begin the development of road projects.
- **Congestion Mitigation & Air Quality Program** - the CMAQ program is a federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies.
- **Highway Safety Program** - The highway safety program is funded with a set aside of federal STP funds.
- **State Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings. Projects were not selected in time to be included in the S/TIP and will need to be amended in once they are selected.
- **Weigh Stations Program** - the Weigh Stations program funds improvements to truck weigh stations on the trunk line system.
- **Roadsides Program** - the Roadsides program provide funding for landscaping, rest area, and non-motorized facilities.
- **Sewer Separations Program** - the Sewer Separations program funds the MDOT participation in local sewer separation projects.
- **Federal Allocations** - federal allocations include the congressionally-designated High Priority Projects Program of TEA 21 and Demonstration projects of pre-TEA 21 authorizations, as well as funds passed out at the discretion of the U. S. Secretary of Transportation. These funds typically provide for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are known.
- **Non-federal Programs** - The FY 2004 - 2006 TIP document does not include any description discussion or otherwise regarding non-federal programs. Illustrative projects which may be deemed non-federal is

discussed on page 66 followed by two years worth of projects.

