

Introduction

Federal regulation 23 CFR 450.324 (f) states projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the “exempt project” classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the Transportation Improvement Program (TIP).

In Michigan, these groupings of projects are called General Program Accounts (GPAs). A project consists of all the job numbers and phases for proposed work that are included in the associated environmental documents. Projects that have similar work type activities can be grouped together in a GPA based on that work type activity and included in the state’s metropolitan area TIPs and/or the State Transportation Improvement Program (STIP) for non-metropolitan areas. Trunkline Project lists for each individual GPA are maintained by MDOT.

In an effort to streamline TIP and STIP development processes and minimize the need to amend the TIP and STIP, a statewide committee was developed to review current definitions for General Program Accounts. The goal of the committee is to clearly define the General Program Account categories and to find ways to make more efficient use of them for eligible state, local and transit projects. Furthermore, this committee will review the GPA process and reconvene as deemed necessary to make updates to this process and this document. The Michigan Department of Transportation (MDOT) Statewide Transportation Planning Division worked with the Metropolitan Planning Organizations (MPOs), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and others within MDOT to review the current use of GPAs and their definitions.

Over several months of discussion, this guidance document was developed. It was presented to the Metropolitan Transportation Planning Association on January 16, 2018 and adopted on January 16, 2018.

Advantages of Using Groupings

GPAs may be used as a tool to streamline the TIP and STIP development processes and minimize the need to amend the TIP and STIP. Grouping projects in GPAs is a tool to reduce the record keeping requirements of individually listing minor projects. They reduce the volume of projects listed individually on the TIP and STIP E-files. The line item GPA, while it encompasses several small-scale projects, is treated as one project for the purposes of amendment/administrative modifications to the TIP and STIP. This allows for more flexible programming of the TIP and STIP and a reduction in the number of amendments.

Terminology

General Program Account (GPA) – Project groupings, into which the individual GPA Projects will be sorted, based on the work type code.

GPA Project – this is the individual phase that will be assigned to the appropriate GPA.

Stand-Alone Project – this is a phase that is not part of any GPA. Any changes, additions, or deletions of stand-alone projects are subject to standard TIP amendment policies.

Phase – A general classification of the work activities associated with a Job Number, Trunkline, Local, or Transit. Jobs may have more than one phase. Valid phases are:

- Early Preliminary Engineering (EPE) - studies and preliminary corridor work, environment impacts
- Preliminary Engineering (PE) -Design
- Preliminary Engineering – Structures (PE-S)
- Right of Way (ROW)
- Utility – (UTL)
- Construction (CON)
- Scope – (SCOP)
- Non-infrastructure – (NI)*
- Operations – (OPS)

*Non-Infrastructure includes Transit Capital

GPA Budgeted Amounts– these are GPA Budgets in the STIP and TIP documents that list the budgeted costs for the out years for which there are no projects (or few) identified for that particular GPA. These budgets are determined based on historical averages of prior year work within that GPA category. Budgeted GPAs are not authorized for use in the current year and must be backed by a full list of projects. Budgeted GPAs are also not authorized for the second year with the exception of Trunkline Road and Local Safety GPAs.

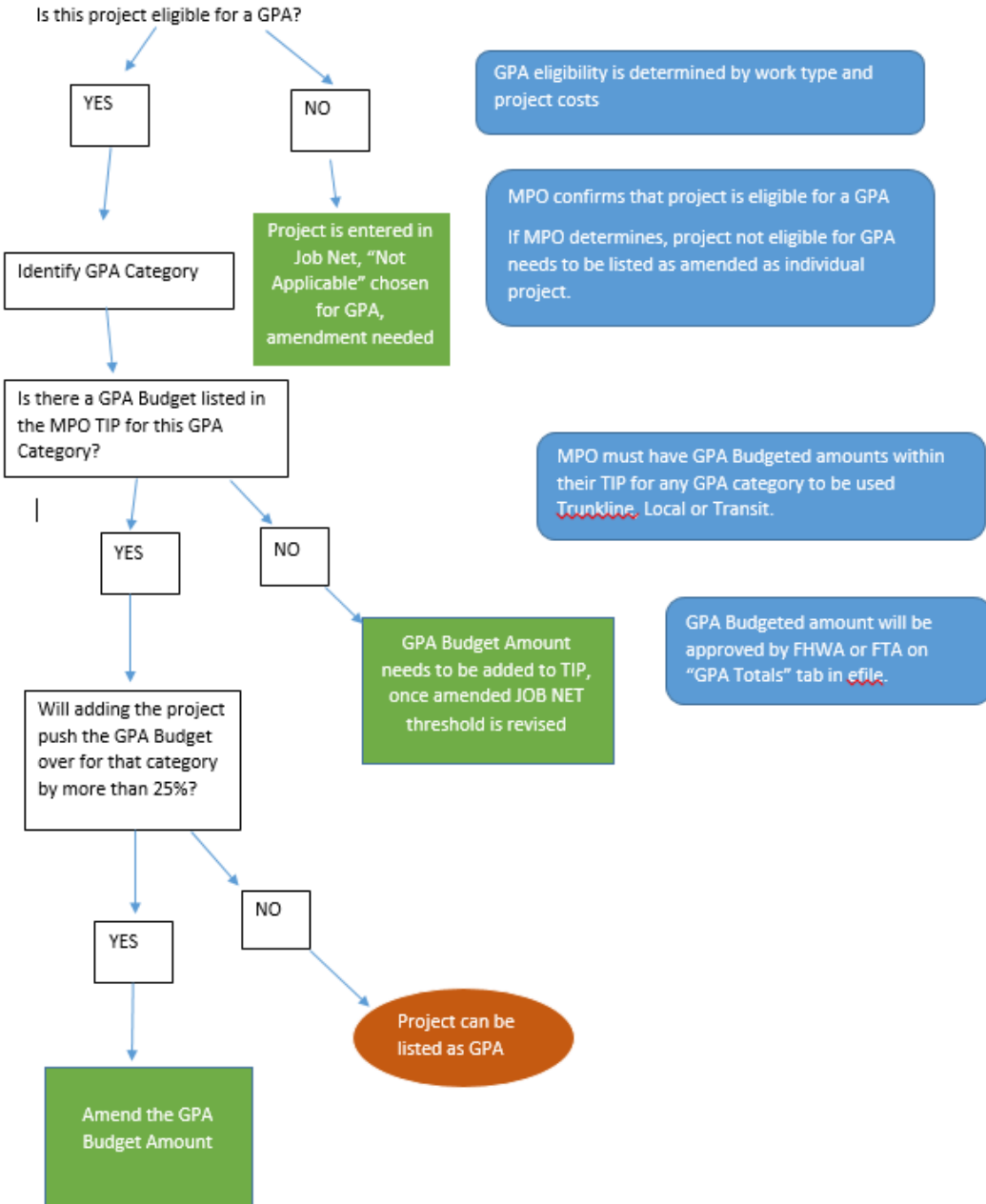
The agreed upon **GPAs** for the Highway Program are:

- Trunkline Bridge
- Trunkline Road
- Trunkline Livability and Sustainability
- Trunkline Traffic Operations and Safety
- Trunkline Scoping, Studies, and Training
- Local Bridge
- Local Road
- Local Livability and Sustainability
- Local Traffic Operations and Safety

The agreed upon **GPAs** for Transit Program are:

- Transit Capital
- Transit Operating

GPA Budget and Eligibility Process



Rules for GPAs

A GPA project listing is subject to the MPO's amendment and administrative modification procedures. GPA projects can be added, deleted, and have scope, design, or cost changes without requiring a TIP or STIP amendment, as long as the cost changes are less than the percentage thresholds for amendments set by the MPOs for their individual TIPs or by MDOT for the STIP.

By not requiring a formal amendment, changes to small-scale projects within the GPA are treated as administrative modifications carried out by MDOT for STIP administrative modifications or MPO staff for TIP administrative modifications. Administrative modifications do not require MPO committee action or federal approval, which saves time and speeds project delivery.

The following rules will apply to all GPA categories:

1. The total project cost:
 - Cannot exceed \$10 million in SEMCOG which represents all projects in the following counties: Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne.
 - Remains at \$5 million for all other MPOs and the Rural, Small Urban and Local Rail Crossing programs.
2. The project cannot be a new road, capacity expansion, or capacity reduction (road-diet) project.
3. The project cannot be funded with a congressional or state earmark.
4. The project cannot be experimental.
5. Each project must be a categorical exclusion and air quality neutral.
6. The Right-of-Way (ROW) phases for a project cannot have ROW activities that include residential and business relocation.
7. For non-transit GPAs, the project cannot be a diesel retrofit or alternative fuel vehicles.
8. Reconstruction projects are not GPA eligible. (Reconstruction projects are identified by work type codes).
9. AC and ACC projects are not GPA eligible.
 - a. If a project is listed in a GPA and it is decided to AC that project, moving that project from GPA list to a stand-alone project – this is an administrative change.
 - b. If moving the AC project out of the GPA list should cause the GPA amount to decrease by more than 25%, this will require an amendment; however, it will not stop the AC project. The GPA change can be reflected in the next STIP/TIP amendment.

Mechanics of the GPA

Trunkline/Local Projects

1. GPA Projects will be listed in the E-file “Projects” tab. MPOs need to be consistent and use the exact GPA categories included in this document.
2. GPA Projects will be assigned to the appropriate GPA in the GPA column.
3. The GPA total will be listed in the “GPA Totals” tab. This is based on the sum of all GPA Projects in the “Projects” tab.
4. Changes to GPA Projects can be done through administrative modifications
5. . This includes additions, deletions, cost changes, scope changes, and year changes.
6. GPAs and corresponding GPA projects will be updated at a minimum every two months in accordance with the TIP amendment schedule. The GPA Projects can be updated as needed administratively as mentioned previously. (This timing does not apply to SEMCOG, which is on a different amendment schedule).
7. The “GPA Totals” tab will have a budgeted amount listed if available.
(see Appendix A for more information on budgeted amounts)
8. If a GPA project is added, it cannot be obligated if the new GPA project(s) exceed the amounts listed for the GPA.
9. Any changes to the GPA Projects and/or GPAs that would cause the GPAs to exceed the amount listed, then an amendment is required to at a minimum increase the GPA amount.
10. The list of projects proposed to be grouped in a GPA will be subject to the public participation plan of MDOT, if outside of an MPO area, or the MPO, if the project is within the MPOs area.
11. The GPA Totals tab will have columns for MPO and Federal approval dates. The MPOs and FHWA will need to enter their respective approval dates during the course of the amendment process.

Transit Projects

1. Transit projects will be initially listed in the “FTA Transit Candidate” tab.
2. Until transit projects are selected for funding, a GPA budgeted amount will be listed in the “GPA Totals” tab.
 - a. The “GPA Totals” tab will require MPO and Federal approval dates.
3. Once the transit projects are selected for funding, the projects will then be listed as either a “Transit Capital” or “Transit Operating” GPA in the “Projects” tab.
 - a. Moving a project from the Candidate list to the “Projects” tab and listed as a GPA is administrative regardless of cost increase or decrease in the actual award amount. The GPA categories will need to remain financially constrained. If the GPA categories are not financially constrained, then that will require an amendment.

- b. For example, a transit candidate project that is listed for \$200,000 can move from the candidate project tab to the “Projects” tab for \$300,000 as a GPA even though the cost increase is greater than 25%.
4. Flex projects will be listed in the “Projects” tab:
 - a. The FHWA fund source will be listed in the “Federal Fund Source” column – Column L
 - b. The Transit category that is being flexed to, such as 5307, 5310, 5311, etc., will be listed in the “Transit Flex Category” column – Column Z.

Obligating GPA Projects

To obligate or flex a Trunkline, Local, or Transit GPA project one of the following conditions must be met:

1. The GPA project is listed in the “Projects” tab and the correct GPA is selected.
2. To administratively add a GPA project prior to obligation, **all three** of the following conditions must be met:
 - a. The GPA has sufficient funds to cover the obligation costs
 - b. MDOT will notify the MPO of the obligation request.
 - c. The MPO will add the new GPA project according to their TIP amendment and administrative modification procedures.
 - If the MPO does not add the project as a GPA, they need to notify MDOT that the job will be entered as a stand-alone project.

General Program Accounts

In the following section, the GPAs are listed with the project identification criteria along with the work type activities. The three digit codes listed are MDOT’s internal work type code numbers, and these are listed for the MDOT staff to reference and utilize.

Trunkline Bridge

Project Identification

Candidate project identification is made by MDOT’s Region offices using criteria in the *Michigan Structure Inventory and Appraisal Coding Guide*, the *Michigan Bridge Analysis Guide*, bridge management systems and MDOT’s capital outlay bridge preservation program goals. Projects are reviewed by MDOT’s Bridge Subcommittee, and then the projects are reviewed and approved by the Call for Projects Approval Committee as part of MDOT’s annual “Call for Projects” process.

Work Type Activities

Trunkline bridge capital preventive maintenance (CPM) activities and capital scheduled maintenance (CSM) activities are completed in a single construction season and are intended to extend bridge service life. Work activities prevent good/fair condition structures from becoming poor condition structures.

Bridge rehabilitation, bridge component replacement,, and bridge maintenance activities typically increase the inspection ratings of at least one of the three major elements – deck, superstructure, and substructure. These work activities reduce the deterioration rate and extend the life of the structure. Work type activities include the following:

Bridge Capital Preventive Maintenance (CPM)

- Overlay – Epoxy - 418
- Deck Patching - 419
- Scour Protection - 420
- Bridge Preventive Maintenance - 421
- Painting Complete - 422
- Pin & Hanger Replacement - 423
- Joint Replacement - 430
- Substructure Patching - 431
- HMA cap (no membrane) - 432
- Painting – Zone - 433
- HMA overlay w/waterproofing membrane - 434
- Deck Patching - Full Depth - 617
- Bridge Barrier Railing Repair - 619
- Thrie Beam Retrofit - 620
- Bridge Approach - 623

Bridge Capital Scheduled Maintenance

- Superstructure Wash - 460
- Vegetation Control - 461
- Drain System Clean/Repair - 462
- Paint – Spot - 463
- Joint Repair - 464
- Concrete Surface Coating - 465
- Crack Sealing - 466
- Minor Concrete Patching - 467
- Approach Pavement Relief Joints - 468
- Slope Protection Repair – 469
- Miscellaneous Bridge CSM - 476
- Healer Sealer - 479
- Metal Mesh Panels - 624

Bridge Miscellaneous

- Bridge Inspection - 472

- Special Needs - 475
- Railroad Oversight - 477
- Relocation of Railroad Facilities - 478
- Warranty Inspections - 201

Bridge Rehabilitation

- Substructure Repair - 116
- Bridge Lane Widening – Maintain Lanes - 135
- Miscellaneous Rehabilitation - 139
- Overlay – Shallow - 417
- Overlay – Deep - 424
- Superstructure Repair, Steel - 621
- Superstructure Repair, Concrete - 622

Bridge Component Replacement

- Culvert Replacement - 452
- Bridge Barrier Railing Replace - 618
- Joint Replacements - 430

Trunkline Road

Project Identification

Candidate project identification is made by MDOT’s Region offices using capital preventive maintenance (CPM) guidelines, the Region’s CPM budget and MDOT’s pavement condition goals. Projects are reviewed by the CPM Call for Projects Sub-Committee and submitted to the Project Screening Committee. Projects receive final approval by the MDOT Call for Projects Approval Committee on an annual basis. The road rehabilitation projects are prioritized based on approved asset management strategies to extend the life of MDOT owned roads.

Work Type Activities

Generally, projects are low cost trunkline highway capital preventive maintenance activities that are completed in a single construction season to extend pavement life and prevent more costly repairs at a later date. Work activities protect the pavement structure, slow the rate of pavement deterioration and/or correct pavement surface deficiencies and include the following:

Road Capital Preventive Maintenance

- Multiple Course Chip Seal - 400
- Cape Seal - 401
- Fog Seal – 402
- Diamond Grinding - 403
- Partial Depth Concrete Pavement Repair – 404
- Overband Crack Fill – 405
- Concrete Crack Sealing – 406
- Ultra-Thin Bituminous Overlay (< 20mm) - 407

- Cold Milling & Bituminous Overlay (< 50mm) - 408
- Hot In-Place Bituminous Recycling - 409
- Single Course Micro-Surfacing - 410
- Multiple Course Micro-Surfacing – 411
- Concrete Joint & Surface Spall Repair - 412
- Dowel Bar Retrofit - 413
- Paver Placed Surface Seal – 414
- New Treatment Technology - Concrete Pavements - 416
- Single Course Chip Seal - 440
- Slurry Seal - 441
- Skip Patching - 442
- Bituminous Overlay (< 40mm) - 443
- Profile Milling – 444
- Full Depth Concrete Pavement Repair - 450
- Underdrain Outlet Repair & Cleaning - 453
- Shoulder Slurry Seal - 454
- Shoulder Chip Seal - 455
- Bituminous Crack Treatment – 456
- Concrete Joints Reseal - 457

Road Rehabilitation

- Bituminous Resurfacing – 140
- Thin Concrete Overlay < 4” – 144
- Concrete Overlay >4” – 145
- Shoulder Work – 151
- Culvert Rehabilitation – 152
- Unbonded Concrete Overlay – 156
- Asphalt Pavement Repair – 157
- Concrete Pavement Repair – 166
- Crush and Shape and Asphalt Resurfacing – 167
- Cold in-place Recycle and Asphalt Resurfacing – 168
- Concrete Pavement Rubblize and Asphalt Resurfacing – 169
- Multiple Course Asphalt Overlay with ASCRL - 670
- Milling and Two Course Asphalt Resurfacing – 684
- Three Course Asphalt Resurfacing – 685
- Cold Milling - 686
- Drainage Improvement – 695
- Curb and Gutter – 696
- Shoulder Widening – 715
- Ditching – 716
- Drainage Updates – 717
- Aggregate Grade Lift and Asphalt Overlay - 718

Trunkline Livability and Sustainability

Project Identification

Projects are selected by the Michigan Department of Transportation and the Office of Economic Development in conjunction with other state and local agencies. Projects selected are either eligible for the Transportation Alternative Program or provide for alternative means of transportation through other funding sources.

Trunkline CMAQ

MDOT Regions and TSC's submit CMAQ projects as part of the annual MDOT Trunkline Call for Projects. These projects are reviewed by the MDOT CMAQ Subcommittee to determine eligibility. The MDOT Call for Projects Approval Committee makes a recommendation to the MDOT Chief Operations Officer and Chief Administrative Officer who have final approval of these projects.

Work Type Activities

The Transportation Livability and Sustainability GPA includes transportation enhancement projects, recreational trails projects, safe routes to school projects, non-motorized projects and rideshare projects. Many of the projects in this GPA are tied to the Transportation Alternative Program (TAP); however, projects in this GPA are not limited to this specific program. This GPA will fund many TAP projects along with other projects that provide for alternative means of transportation but not limited to being funded through TAP.

Any FHWA flex projects to FTA will initially be listed with the FHWA GPA, and the FTA program that it is being flexed to is listed in the Transit Flex Category column in the E-file.

Work Type Activities

Projects will be for improvements to a community for non-motorized paths, community education, and/or environmental improvements.

- Ride Share - 196
- Miscellaneous Bridge - 470
- Miscellaneous Roadside - 185
- Streetscaping - 189
- Non-Motorized Path Rehabilitation - 190
- Landscaping – Improve - 240
- Bike/Pedestrian Facility - 704
- Landscaping – 317
- Alternative Fuel Vehicles – 706
- Environmental Mitigation – 709
- Planning for Transportation Planning Related Activities – 194

Trunkline Traffic Operations and Safety

Project Identification

Safety funds are allocated to each Region based on percentage of high crash locations, but no Region receives less than five percent. Candidate projects are identified by MDOT's Region offices through the current High Crash List, 3R/4R Safety Reviews, customer concerns, and Pavement Friction Analyses. Projects that are selected must meet a time-of-return of 10 years or less. Projects are reviewed and approved as part of the annual Call for Projects process.

Intelligent Transportation System (ITS) projects are also included in this GPA. ITS projects include a vast network of technologies and communications that allow MDOT to provide the motoring public with real-time traffic information. ITS networks include several types of technologies, including but not limited to: Dynamic Message Signs (DMS), Closed Circuit Television (CCTV) Cameras, Microwave Vehicle Detection Systems (MVDS), wireless and fiber-optic communication systems, and signal work.

Rail safety projects implement safety measures necessary to improve the surface conditions and/or upgrade warning devices at various rail/highway grade crossings. The crossing inventory serves as the potential project list, and projects are selected based on condition rating and crash data.

Work Type Activities

Generally, projects will be low cost trunkline traffic and safety activities completed within a single construction season to reduce the rate or severity of crashes and improve traffic operations.

Traffic Operations or Safety Work

- Raised Pavement Marking - 100
- Relocate Roadside Obstacles - 101
- Rumble Strips – Shoulder - 102
- Add Turn Lanes for Traffic Signal Operations - 103
- Add Turn Lanes for Traffic Volumes - 104
- Vertical/Horizontal Alignment for Crash Reduction - 105
- Non-Freeway Sign Replacement - 110
- Pavement Marking - 111
- Traffic Signals - 112
- Overhead Sign Structures - 113
- Freeway Sign Replacement - 114
- Intersection Revisions - 120
- Construct Roadway Lighting - 121
- Construct Median Barrier - 122
- Guardrails & Attenuator - 123
- Pedestrian Screen on Structure - 125
- Remove Roadside Obstacles - 126
- Culvert Extensions - 127

- Slope Flattening - 128
- Add Turn Lanes for Crash Reduction – 129
- Pump Station Rehabilitation - 153
- Rest Area or Welcome Center - 183
- Weigh Station Mod - 187
- Carpool Lots-Upgrade – 191
- Sound Barrier Rehabilitation – 244
- Fence Upgrading - 245
- Delineation – 687
- Pedestrian Improvements – 688
- High Friction Surface - 689
- Rumble Strips-Centerline – 690
- Segment Geometric Improvements for Safety – 691
- ADA Ramps – 692
- Maintaining Traffic – 693
- Carpool Lots Preservation - 694
- Traffic Flow Improvement – 702

Minor Widening

- Minor Widening – Left turn lane - 171
- Minor Widening – Right turn flare - 172
- Minor Widening – Additional lane(s) up to .5 mile long - 173

Intelligent Transportation System (ITS) Applications

- ITS Infrastructure and Device Installation - 500
- Transportation Center Operations - 501
- ITS Device Maintenance - 502
- Freeway Courtesy Patrol Operations - 503
- ITS Studies - 504
- Traveler Information Systems - 505
- ITS Operations - 507

Railroad Safety

- Grade Crossing – 630

Trunkline Scoping, Studies, and Training

Project Identification

Construction projects listed in the STIP and TIP documents may require Early Preliminary Engineering activities involving scoping activities, special analysis or conduction of various types of studies. The scoping activities and studies that are conducted by MDOT are selected as part of the annual Call for Projects process.

Work Type Activities

The Trunkline Scoping, Studies, and Training GPA is intended to be used for scoping activities and conducting the necessary studies for future road and bridge preservation projects and for safety related operational investments. The 100% State funded scoping budgets are programmed

as annual Job Numbers and are to be used for one Fiscal Year. The Federal-aid funded scoping budgets are programmed as location specific Job Numbers and are approved by FHWA to be open for two Fiscal Years. The FHWA Ten Year Rule is applicable to the use of federal-aid funds.

If a federal funded scoping activity does not result in construction within ten years of obligation, federal funds must be repaid. Work type activities include the following:

Studies / Research / Scoping / Training:

- Drainage Assessments - 192
- Studies / Research – 193
- Endangered Species studies or protection efforts - 200
- Studies / Scoping – 473
- Scoping – 499
- Training - 707

Training Funding Codes:

- ART – Apprenticeship Readiness Training
- HBCU – Historical Black Colleges and Universities
- LTAP – Local Technical Assistance Program
- MERL – Michigan Engineer’s Resource Library
- MICCD – Michigan Construction Career Days
- RCAR – Road Construction Apprenticeship Readiness
- RCWD – Road Construction Work Force Development
- TRAC – Training and Civil Engineering Pipeline
- Wounded Vets – Wounded Vets Training
- Y-Achievers – Young Achievers
- YDMP – Youth Development Mentoring Program

Items that are not eligible for the Trunkline Scoping & Studies GPA:

- Design (PE) and Right-of-way (ROW) Activities
- Routine bridge inspections
- Feasibility studies that seek to resolve capacity issues (in response to local concerns, legislators, developers etc.)
- Traffic Analysis for Capacity Improvement type of work. (Any scoping activity that requires such analysis should be brought to the notice of MDOT Bureau of Transportation Planning).

Additional Requirements:

- If using a consultant contract:
 - Consultant contracts will need separate Job Numbers (In-house scoping projects and consultant scoping projects should not be programmed under the same Job Number).

LOCAL ROAD AND BRIDGE GPA CATEGORIES

Local projects can also be grouped in General Program Accounts. The following definitions are recommended by of the Statewide GPA Committee and are consistent with past agency use. Each GPA is supported by an actual list of projects that is reviewed and approved by the area's MPO Committees. The same eligibility criteria for trunkline GPAs apply to local GPAs. Local road and transit projects in rural areas are selected individually through the rural task force process and shown via a program level GPA in the State Transportation Improvement Program. Local Bridge and Safety Project selections are described below.

Local Bridge

Project Identification

Local bridge projects are selected according to procedures in state law. The Local Bridge Program replaces the Michigan Critical Bridge Program. MDOT provides condition, sufficiency and rating point criteria to the Local Bridge Advisory Board (LBAB) and to the seven Regional Bridge Councils (RBC). The RBCs determine initial project priorities. The LBAB finalizes project priorities in a three-year bridge plan. Funding is allocated based on available funds and weighted ratios stipulated in the new legislation.

Work Type Activities

The Local Bridge Program provides for the improvement, rehabilitation, restoration, or replacement of existing local bridges.

Bridge Capital Preventive Maintenance (CPM)

- Overlay – Epoxy - 418
- Deck Patching - 419
- Scour Protection - 420
- Bridge Preventive Maintenance - 421
- Painting Complete - 422
- Pin & Hanger Replacement - 423
- Joint Replacement - 430
- Substructure Patching - 431
- HMA cap (no membrane) - 432
- Painting – Zone - 433
- HMA overlay w/waterproofing membrane - 434
- Deck Patching - Full Depth - 617
- Bridge Barrier Railing Repair - 619
- Thrie Beam Retrofit - 620
- Bridge Approach - 623

Bridge Capital Scheduled Maintenance

- Superstructure Wash - 460
- Vegetation Control - 461
- Drain System Clean/Repair - 462
- Paint – Spot - 463

- Joint Repair - 464
- Concrete Surface Coating - 465
- Crack Sealing - 466
- Minor Concrete Patching - 467
- Approach Pavement Relief Joints - 468
- Slope Protection Repair - 469
- Miscellaneous Bridge CSM - 476
- Healer Sealer - 479
- Metal Mesh Panels - 624
- Multiple Course Asphalt Overlay with ASCRL - 670

Bridge Miscellaneous

- Bridge Inspection - 472
- Special Needs - 475
- Railroad Oversight - 477
- Relocation of Railroad Facilities - 478
- Warranty Inspections - 201

Bridge Rehabilitation

- Substructure Repair - 116
- Bridge Lane Widening – Maintain Lanes - 135
- Miscellaneous Rehabilitation - 139
- Overlay – Shallow - 417
- Overlay – Deep - 424
- Superstructure Repair, Steel - 621
- Superstructure Repair, Concrete - 622

Bridge Component Replacement

- Culvert Replacement - 452
- Railing Replacement - 132
- Bridge Barrier Railing Replace - 618
- Joint Replacements - 430

Local Road

Project Identification

Candidate project identification is made by the MPO in coordination with the local government officials and input from the general public. Projects that are selected by the MPO and included in the MPO TIP are reviewed and approved by MDOT and FHWA through the 3C planning process – continuous, comprehensive, and cooperative planning process.

Local federally funded transportation projects to be implemented in rural areas outside of urbanized areas are selected by the applicable Rural Task Force. These task forces represent the jurisdictions providing transportation services and include cities, and villages with fewer than 5,000 residents, rural transit providers, county road commissions, MDOT, and, where appropriate, tribal governments.

Through the Small Urban Program, MDOT makes funds available for eligible road and transit capital projects to cities, villages, transit agencies, and road commissions located within or serving urban areas that have a population between 5,000 and 50,000. The funds are distributed to individual small urban areas through a competitive funding program administered by the state. MDOT strives for an equitable distribution of funds statewide to ensure that eligible communities can implement meaningful projects.

Work Type Activities

Generally, projects are low cost capital preventive maintenance activities that are completed in one construction season to extend pavement life and prevent more costly repairs at a later date. Work activities protect the pavement structure, slow the rate of pavement deterioration and/or correct pavement surface deficiencies and include the following:

Road Capital Preventive Maintenance

- Multiple Course Chip Seal - 400
- Cape Seal - 401
- Fog Seal – 402
- Diamond Grinding - 403
- Partial Depth Concrete Pavement Repair – 404
- Overband Crack Fill – 405
- Concrete Crack Sealing – 406
- Ultra-Thin Bituminous Overlay (< 20mm) - 407
- Cold Milling & Bituminous Overlay (< 50mm) - 408
- Hot In-Place Bituminous Recycling - 409
- Single Course Micro-Surfacing - 410
- Multiple Course Micro-Surfacing – 411
- Concrete Joint & Surface Spall Repair - 412
- Dowel Bar Retrofit - 413
- Paver Placed Surface Seal – 414
- New Treatment Technology - Concrete Pavements - 416

- Single Course Chip Seal - 440
- Slurry Seal - 441
- Skip Patching - 442
- Bituminous Overlay (< 40mm) - 443
- Profile Milling – 444
- Full Depth Concrete Pavement Repair - 450
- Underdrain Outlet Repair & Cleaning - 453
- Shoulder Slurry Seal - 454
- Shoulder Chip Seal - 455
- Bituminous Crack Treatment – 456
- Concrete Joints Reseal - 457

Road Rehabilitation

- Bituminous Resurfacing – 140
- Thin Concrete Overlay < 4” – 144
- Concrete Overlay >4” – 145
- Shoulder Work – 151
- Culvert Rehabilitation – 152
- Unbonded Concrete Overlay – 156
- Asphalt Pavement Repair – 157
- Concrete Pavement Repair – 166
- Crush and Shape and Asphalt Resurfacing – 167
- Cold in-place Recycle and Asphalt Resurfacing – 168
- Concrete Pavement Rubblize and Asphalt Resurfacing – 169
- Milling and Two Course Asphalt Resurfacing – 684
- Three Course Asphalt Resurfacing – 685
- Cold Milling - 686
- Drainage Improvement – 695
- Curb and Gutter – 696
- Shoulder Widening – 715
- Ditching – 716
- Drainage Updates – 717
- Aggregate Grade Lift and Asphalt Overlay - 718

Local Livability and Sustainability

Project Identification

Projects are selected by local governments, regional transportation authorities, transit agencies, natural resource agencies, public land agencies, school districts, local education agencies, schools, tribal governments, or other local or regional governmental entities that are funded through the Transportation Alternative Program or provide for alternative means of transportation through other funding sources.

Local CMAQ

Eligible agencies coordinate with the appropriate MPO, RPA, or RTF to select CMAQ projects for submission to MDOT. The MDOT CMAQ Subcommittee reviews these projects for eligibility. Projects that are deemed eligible must go through either MDOT Local Agency Programs, MDOT Office of Passenger Transportation or MDOT Statewide Planning Section staff to request obligation of funds.

Work Type Activities

The Transportation Livability and Sustainability GPA includes transportation enhancement projects, recreational trails projects, safe routes to school projects, non-motorized projects, and rideshare projects. Many of the projects in this GPA are tied to the Transportation Alternative Program (TAP); however, projects in this GPA are not limited to this specific program. This GPA will fund many TAP projects along with other projects that provide for alternative means of transportation but not limited to being funded through TAP.

Any FHWA flex projects to FTA will initially be listed with the FHWA GPA, and the FTA program that it is being flexed to is listed in the Transit Flex Category column in the E-file.

Work Type Activities

Projects will be for improvements to a community for non-motorized paths, community education, and/or environmental improvements.

- Ride Share - 196
- Miscellaneous Bridge - 470
- Miscellaneous Roadside - 185
- Streetscaping - 189
- Non-Motorized Path Rehabilitation - 190
- Landscaping – Improve - 240
- Bike/Pedestrian Facility - 704
- Landscaping – 317
- Alternative Fuel Vehicles – 706
- Environmental Mitigation – 709
- Planning for Transportation Planning Related Activities – 194

Local Traffic Operations and Safety

Project Identification

A committee ranks candidate safety projects based on proposed scope of work in relation to crash data; time of return (TOR) or cost/benefit; coordination with other projects, average daily traffic (ADT); location of project in relation to high impact locations (i.e. schools, parks,

entertainment/recreational facilities, etc.), local agency’s recent history of receiving safety funds, and local agency’s history of delivering projects on time.

For Local Rail projects, local crossing inventory serves as a project list, and projects are selected based on type of equipment, condition rating, road and rail traffic volumes and crash data, fixing the worst crossings first.

Work Type Activities

Generally, projects are low cost local traffic and safety projects completed within a single construction season to reduce the rate or severity of crashes, improve traffic operations, and/or reduce emissions from transportation-related sources.

Traffic Operations or Safety Work

- Raised Pavement Marking - 100
- Relocate Roadside Obstacles - 101
- Rumble Strips – Shoulder - 102
- Add Turn Lanes for Traffic Signal Operations - 103
- Add Turn Lanes for Traffic Volumes - 104
- Vertical/Horizontal Alignment for Crash Reduction - 105
- Non-Freeway Sign Replacement - 110
- Pavement Marking - 111
- Traffic Signals - 112
- Overhead Sign Structures - 113
- Freeway Sign Replacement - 114
- Intersection Revisions - 120
- Construct Roadway Lighting - 121
- Construct Median Barrier - 122
- Guardrails & Attenuator - 123
- Pedestrian Screen on Structure - 125
- Remove Roadside Obstacles - 126
- Culvert Extensions - 127
- Slope Flattening - 128
- Add Turn Lanes for Crash Reduction – 129
- Pump Station Rehabilitation - 153
- Rest Area or Welcome Center - 183
- Weigh Station Mod - 187
- Carpool Lots-Upgrade – 191
- Sound Barrier Rehabilitation – 244
- Fence Upgrading - 245
- Delineation – 687
- Pedestrian Improvements – 688
- High Friction Surface - 689
- Rumble Strips-Centerline – 690
- Segment Geometric Improvements for Safety – 691

- ADA Ramps – 692
- Maintaining Traffic – 693
- Carpool Lots – Preservation - 694
- Traffic Flow Improvement – 702

Minor Widening

- Minor Widening – Left turn lane - 171
- Minor Widening – Right turn flare - 172
- Minor Widening – Additional lane(s) up to .5 miles - 173

Intelligent Transportation System (ITS) Applications

- ITS Infrastructure and Device Installation - 500
- Transportation Center Operations - 501
- ITS Device Maintenance - 502
- Freeway Courtesy Patrol Operations - 503
- ITS Studies - 504
- Traveler Information Systems - 505
- ITS Operations - 507

Railroad Safety

- Grade Crossing – 630

Federal Transit Administration (FTA) GPA

Transit projects are funded through various FTA grant programs administered by the MDOT Office of Passenger Transportation (OPT). OPT works with transit agencies to ensure that all state and federal requirements are met for transit projects. Transit capital and transit operating projects will be grouped and supported by a candidate list of projects shown in the STIP and MPO TIPs.

Work Type Activities

Transit Capital

The Transit Capital GPA should represent FTA funded work activities including buses and bus facility expenses.

- Public Vehicles - 195
- Transit Communication Equipment - 260
- Computer/Computer Equipment - 600
- Office Equipment - 601
- Support Administrative Vehicle - 602
- Van Purchase - 603
- Van Lease - 604
- Van Rehabilitation - 605
- Bus Purchase - 606
- Bus Lease - 607
- Bus Rehabilitation - 608
- Security/Surveillance System Bus - 609
- Vehicle Equipment - 610
- Maintenance Equipment - 611
- Facility Construction - 612
- Facility Purchase - 613
- Facility Improvement - 614
- Security/Surveillance System Facility – 615
- Preventive Maintenance – 711

Transit Operations

The Transit Operating GPA represents FTA funded work activities including work associated with the operation of the transit vehicles or transit programs.

- Transit Operations – 264

APPENDIX A

GPA Budgeted Amounts

GPA's can consist of actual project totals that are programmed in the STIP/TIP documents. These are defined as Project-Based GPA's. GPA's for future years can be based on the amount of money expected to be spent in a GPA for that MPO for that year, these are GPA Budgeted Amounts. GPA Budgeted Amounts are utilized as an estimate for commitments not yet programmed as STIP or TIP GPA projects. The GPA Budgeted Amount should be based on the historical estimate for that GPA category within that MPO for trunkline or local. Trunkline GPA Budget amounts are estimated in MDOT Statewide Planning Division and will be supplied to the MPO for their TIP. The GPA Budget Amount will be listed in the "GPA Totals" tab as a single amount for that GPA. Amounts will total in the right Federal, State and Local columns on the "GPA Totals" tab. If projects are added the programmed amount total over 25% of the GPA Budgeted amount, an amendment will be required (or amended based on local MPO policies).

For all MPOs and all GPA categories, the current fiscal year should always be based on projects. These GPA phases will be listed in the E-file "Projects" tab and labeled with the appropriate GPA category as previously described. For the next fiscal year, the GPA categories should be based on projects (possible exceptions for this would be the Safety and Road GPA's). During the current fiscal year, the GPA's for the next two fiscal years will transition from GPA Budgets to Project-Based GPA's. This process will happen with the snapshots throughout the current fiscal year. By the August amendment, all GPA's for the upcoming fiscal year should be project based along with those within the following fiscal year.

On the "GPA Totals" tab an MPO Approval Date and FHWA Approval Date have been included related to the budget totals. The GPA Budget totals need to be included in the STIP/TIP if the projects are not fully programmed. GPA Budget totals will not be utilized in the "current" fiscal year of the STIP/TIP, as they should have transitioned fully into projects.

On the "GPA Totals" tab a "Difference" column represents the difference between what is budgeted and what is programmed in the e-File. This "Difference" column will be utilized with the project totals for the Fiscal Constraint demonstration.

The transition from GPA Budget amounts to Project-Based GPA's will begin with the snapshots in February. By the end of the fiscal year, the following fiscal year should not have GPA Budget listed. If there was money listed for an MPO for a GPA category and no projects were ever programmed for that GPA for that MPO, then the GPA will need to be "Deleted" through the amendment process.

Once in the current fiscal year, GPA's are based on what is listed in the "Projects" tab. When transitioning from the Budgeted Amounts to Actual Amounts, an amendment or administrative modification (consistent with local policies) will be necessary to adjust the Budget Amount to Actual Amounts.

GPA Budget-by S/TIP Years

The following matrix displays whether the S/TIP estimates “project level” or “budget level” for each GPA by S/TIP years.

- If Projects > budget... in any year=Use Projects
- GPA Budgets should change to projects by the end of the fiscal year.

GPA		Current S/TIP Years			
All GPA’s Trunkline, Local and Transit	1st Year	projects	projects	budget	budget
	2nd Year		projects	projects	budget
	3rd Year			projects	projects
	4th Year				projects