



**STATEWIDE GUIDANCE DOCUMENT FOR GENERAL
PROGRAM ACCOUNTS (GPAs)**

May 14, 2014

Michigan Department of Transportation Statewide GPA Guidance Document 2014

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 (GPA). A project is defined as 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.

Advantages of Using Groupings

GPA’s may be used as a tool to streamline the STIP development processes and minimize the need to amend the STIP. Project groupings are a tool to reduce the record keeping requirements of individually listing minor projects. They reduce the volume of projects listed individually on the STIP spreadsheet. 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 STIP. This allows for more flexible programming of the STIP and a reduction in the number of amendments.

A GPA project listing is subject to the MPO’s Amendment and Administrative Procedures. Projects can be added, deleted, have scope/design changes without requiring a STIP amendment, as long as the cost changes are less than 25% of the total sum of the GPA (as that is the threshold for federal amendments.) By not requiring a formal amendment, changes to small-scale projects within the GPA are treated as administrative modifications carried out by MDOT or MPO staff. Administrative modifications do not require MPO Committee action or Federal approval, which saves time and speeds project delivery.

In an effort to streamline STIP development processes and minimize the need to amend the 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. 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 and others within MDOT to review the current use of GPA’s and their definitions.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

After several months of discussion, the following lists and methodology was developed. These definitions and methodology were presented to the Metropolitan Transportation Planning Association in March 2014 and adopted on _____, 2014,

The agreed upon General Program Account categories for the **Highway Program** are:

- Trunkline Scoping and Studies
- Trunkline Highway Preservation
- Trunkline Bridge Preservation
- Trunkline Transportation Livability and Sustainability
- Trunkline Traffic Operations or Safety
- Trunkline Highway Rehab and Reconstruct
- Trunkline Bridge Rehab and Replace
- Trunkline Roadside Infrastructure Improvement

- Local Highway Preservation
- Local Bridge
- Local Transportation Livability and Sustainability
- Local Traffic Operations and Safety
- Local Highway Rehab and Reconstruct

- Local Rural Task Force: Rural / Non-MPO only
- Local Small Urban: Rural / Non-MPO only

The agreed upon General Program Account categories for **Transit Program** are:

- 5307 - Urbanized Area Formula Grants
- 5309 - Fixed Guideway Capital Investment Grants
- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities
- 5311 - Rural Area Formula Grants
- 5312 - Research, Development, Demonstration, and Deployment
- 5314 - Technical Assistance and Standards
- 5322 - Human Resources and Training
- 5324 - Emergency Relief
- 5339 - Bus and Bus Facilities Program
- 5337 - State of Good Repair Grants

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Per federal regulation and consultation with our federal partners, the following rules will apply to all GPA categories:

1. **The total project cost for all associated JNs and phases:**
 - 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 (such as funded with HPP or HPSL).**
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 are more complex than grading and mutual benefit permits.**
7. **Local projects utilizing advance construction must be listed individually.**

These rules are listed with each General Program Account Category in the definitions document and must be adhered to with no exceptions. MDOT reserves the right to reconvene the Statewide GPA Committee to review and discuss the definitions and implementation of these GPAs in the MPO area TIPs and STIP on an as-needed basis. GPA implementation will also be reviewed during STIP development.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Methodology for MPO TIPs

For consistency purposes, it is highly recommended that all trunkline and transit GPA categories be listed in all of Michigan's 13 MPO area TIPs. Local GPA categories can be included in the MPO TIPs based on their individual discretion.

Each GPA category (state, local, transit) will be supported by a list of projects. Trunkline project lists for each individual GPA are maintained by MDOT and provided to the MPO for inclusion in the MPO TIP. These project lists will be reviewed by the MPO for inclusion in the TIP. The MPO will have the option to move a project from the GPA list to the TIP project list. If an MPO chooses to group local projects, the accepted categories and eligible work types for Local GPAs are included in this document.

The GPA project list in the 'GPA' tab will be reviewed and updated with the MPO amendment cycle. If necessary, the General Program Account line item in the E-file will be amended if the costs increase to that GPA line item are sufficient to warrant an amendment. For most MPOs, the cost increase is 20% or more. The GPA line item is subject to the MPOs Amendment and Administrative Modification Procedures.

GPAs and STIP/TIP Development.

Every 3 years when a new STIP is developed, the State DOT will bring a list of proposed projects within the Trunkline GPAs to the MPO Committees for consideration and incorporation. The MPO may also present a list of proposed projects within the local GPAs to the MPO Committees for consideration and incorporation. The initial list of projects proposed to be grouped in a GPA will be subject to the public participation plan of MDOT or MPO.

GPAs and STIP/TIP Amendments

Grouped projects are subject to the same amendment/administrative modification requirements as regular projects. In Michigan, the entire GPA is treated as one project listing, both in how it is depicted on the STIP/TIP e-file spreadsheet but also in how amendments are processed. The GPA project listing will be handled as a single listing and be subject to the MPO's Amendment and Administrative Modification Procedures. In most instances, changes to project listings within an existing GPA are considered administrative modifications and do not require the same level of public involvement as do amendments. Fiscal constraint must be maintained regardless to changes to the GPA.

Projects listed in the GPA tab of the TIP E-file are not Illustrative projects. Illustrative projects have their own separate tab in the TIP E-files. Projects in the Illustrative tab are not part of the STIP or TIP document. Projects in the GPA projects tab are part of the STIP or TIP document. Please see Appendix A for recommended procedures.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Highway Program GPA Categories

The MPO TIP documents (e-file) will have a new GPA tab. The tab will contain the GPA sub-projects for each category or line item for that particular grouping. Sub-projects cannot be line items. Sub-projects in the GPA tab must have project level detail including project limits. The MPO can decide to pull certain sub-projects from the GPA list and amend the project(s) into the MPO TIP as an individual project if they determine that the project should be listed individually for coordination or reporting purposes.

IMPORTANT: A project can only be listed in either the Projects tab (for individual projects) or the GPA tab (for sub-projects). **A project cannot be listed in both the Projects tab and the GPA tab** as this will cause the project to be double counted in the financial constraint demonstration.

For example, if the MPO receives a list of ten projects for the Trunkline Highway Preservation GPA in a given fiscal year, the MPO, after reviewing the list, can pull one or more of these projects from the GPA list and include these in the individual MPO TIP Project list. When an MPO does this, they will need to ensure that projects that are listed in the GPA tab are not also listed in the Projects tab of the E-file. The dollar amount associated with that GPA Category should also be adjusted to avoid double counting.

IMPORTANT: Any trunkline project removed from the GPA tab and listed individually **MUST** be coordinated with the appropriate MDOT Region office as this could impact a project's implementation schedule.

The dollar amount associated with a GPA line item or category in the TIP Project list for a given fiscal year will be based on the projects in the GPA tab. For future years or out-years of the TIP, the GPA line item amounts will be calculated based on estimated investment amounts. This methodology will allow the MPOs to list estimated investment amounts for future years for the work categories that the GPAs are based on. Each MPO should include documentation of the methodology used to calculate the estimated investment amount. For example, the estimated investment amount is based on a historical average of obligations for that particular work type over a certain period of time.

Transit General Program Account Categories:

For the MPO TIP documents (E-file), the projects for all transit agencies within the MPO will be grouped by funding source/program.

The MPO will list the proposed/candidate list of transit projects in the Illustrative tab of the E-file. The estimated dollar amount for the GPA line item will be listed in the **Projects tab**.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

After notification of awards, the affected projects will be moved from the Illustrative tab to the **GPA tab for the appropriate transit funding source**. The awarded projects will be shown as sub-projects. The transit GPA line item in the Projects listing will then be updated accordingly. **If the estimated dollar amount for the Transit GPA line item exceeds 20% for awarded projects, the line item will be amended and will need to be approved by the MPO.**

Flex Projects:

Many transit projects utilize FHWA funds that are flexed to FTA programs. In the GPA tab, these projects will be listed with their respective FHWA GPA category. The flex projects will also list which transit program these projects will be assigned to. For example, a CMAQ funded project that will be flexed, will be included in the Highways Traffic Operations or Safety GPA, but it will also be listed as a flex project and indicate the transit program it was flexed to. See example below:

Fiscal Year	County	Responsible Agency	Fund	...	GPA
2014	WASHTENAW	Ann Arbor Transportation Authority	CMG		Local Livability and Sustainability Flex - 5307
2014	KALKASKA	Kalkaska Public Transit Authority	STL		RTF Flex - 5311
2014	ANTRIM	Antrim County Transportation	STL		RTF Flex - 5311

General Program Account Categories and the E-STIP

MPOs should continue to program local road jobs individually through the E-STIP website. The MDOT STIP coordinator will review the projects programmed and coordinate with Statewide Planning Section staff and the MPOs to determine how the projects will be shown in the MPO area TIP.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

STATEWIDE GPA DEFINITIONS

This document represents a revision to definitions of the GPAs used by MDOT and local agencies for state, local and transit projects. It was developed through the Statewide GPA Committee which included representation from Federal Highway Administration, Federal Transit Administration, MDOT, Metropolitan Planning Organizations and local transit.

Trunkline GPA Coordination

The following list of federally funded trunkline GPAs have been developed by the Statewide GPA Committee and in consultation with the Federal Highway Administration. It is highly recommended that these categories be treated consistently in each Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). Trunkline GPA categories will be submitted to each MPO during TIP development and updated on an as needed basis. Individual projects associated with each GPA category for trunkline projects will be updated on a consistent basis and submitted to the MPOs during each TIP amendment cycle throughout the year.

Trunkline Road and Bridge GPA Definitions

Trunkline Scoping and Studies

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

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 and Studies 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.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

If a federal funded scoping activity does not result in construction within 10 years of obligation, federal funds will have to be paid back. Work type activities include the following:

Road Scoping:

- Development staff that work on year around scoping work
- Travel related to scoping
- Equipment charges for scoping
- Scoping level geotechnical investigations
- Scoping preservation projects and creating scoping documents (concept statements, scoping estimates, spreadsheets, files)

Survey Scoping:

- Development staff that work on year around scoping work
- Development meetings that are not project specific
- Travel related to scoping
- Equipment charges for scoping
- Early photo control survey
- Immediate survey items

Bridge Scoping:

- Development staff that work on year around scoping work
- Travel related to scoping
- Equipment charges for scoping (e.g. bucket truck charges for bridge scoping)
- Scoping level geotechnical investigations
- Scoping preservation projects and creating scoping documents (detail scope package)

Studies:

- Traffic Data Collection for Studies
- Prepare Traffic Analysis Reports for Studies
- Request/Perform Safety Analysis for Studies
- Obtain Study Consultant
- Traffic Impact Study
- Feasibility Study
- Corridor Study
- Bridge Study
- Needs Analysis for Interstate Access Change Request
- Interstate Access Change Request Document
- Access Management Study/Plan
- Scope Verification and Initiation of EPE Activities
- Endangered Species Survey
- Wetland Assessment
- Wetland Mitigation
- Prepare for Aerial Photography
- Finish/Print Aerial Photography

Michigan Department of Transportation Statewide GPA Guidance Document 2014

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).
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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).
 - In case of multiple consultant contracts under the same Job Number, please provide details of all the contract work in the Reason tab of MPINS Concept Module.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Trunkline Highway Preservation

1. The total project cost for all associated JNs and phases:
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 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

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 projects to the Project Screening Committee. Projects receive final approval by the MDOT Call for Projects Approval Committee on an annual basis.

Work Type Activities

Generally, projects are low cost trunkline highway 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:

Flexible & Composite Pavements - CPM

Multiple Course Chip Seal
Cape Seal
Fog Seal
Overband Crack Fill
Ultra-Thin Bituminous Overlay (< 20mm)
Cold Milling & Bituminous Overlay (< 50mm)
Hot In-Place Bituminous Recycling
Single Course Micro-Surfacing
Multiple Course Micro-Surfacing
Paver Placed Surface Seal
Single Course Chip Seal
Slurry Seal
Skip Patching
Bituminous Overlay (< 40mm)
Profile Milling
Bituminous Shoulder Work
Shoulder Slurry Seal
Shoulder Chip Seal

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Bituminous Crack Treatment

Concrete Pavements - CPM

Diamond Grinding

Partial Depth Concrete Pavement Repair

Concrete Crack Sealing

Concrete Joint & Surface Spall Repair

Dowel Bar Retrofit

Concrete Pavement Restoration

New Treatment Technology - Concrete Pavements

Full Depth Concrete Pavement Repair

Underdrain Outlet Repair & Cleaning

Concrete Joints Reseal

Trunkline Bridge Preservation

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, then the projects are reviewed and approved by the Call for Projects Approval Committee as part of the annual Call For Projects process.

Work Type Activities

Generally, projects are low cost trunkline bridge capital preventive maintenance (CPM) activities and capital scheduled maintenance (CSM) activities that are completed in a construction season to extend bridge service life. Work activities prevent good/fair condition structures from becoming poor condition structures and include

Bridge Capital Preventive Maintenance (CPM)

Overlay - Epoxy

Deck Patching

Scour Protection

Bridge Preventive Maintenance

Painting Complete

Pin & Hanger Replacement

Joint Replacement

Substructure Patching

HMA cap (no membrane)

Painting - Zone

HMA overlay w/waterproofing membrane

Deck Patching - Full Depth

Bridge Barrier Railing Repair

Thrie Beam Retrofit

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Bridge Approach

Bridge Capital Scheduled Maintenance

Bridge Approach
Superstructure Wash
Vegetation Control
Drain System Clean/Repair
Paint - Spot
Joint Repair
Concrete Surface Coating
Crack Sealing
Minor Concrete Patching
Approach Pavement Relief Joints
Slope Protection Repair
Healer Sealer
Metal Mesh Panels

Bridge Miscellaneous

Bridge Inspection
Special Needs
Railroad Oversight
Relocation of Railroad Facilities
Warranty Inspections
Risk Assessments
Early Procurement of Materials

Transportation Livability and Sustainability

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

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 MAP-21 Transportation Alternative Program or provide for alternative means of transportation through other funding sources.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

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 new MAP-21 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 MAP-21 TAP.

Transportation facilities

On-road and off-road trail facilities for nonmotorized forms of transportation
Conversion and use of abandoned railroad corridors for nonmotorized forms of transportation
Construction of turnouts, overlooks, and viewing areas
Any infrastructure related project and/or system that will provide safe routes for non-drivers to access daily needs
Rideshare projects

Community improvement activities

Inventory, control, or removal of outdoor advertising
Historic preservation and rehabilitation of historic transportation facilities
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
Archaeological activities relating to impacts from implementation of transportation project eligible under 23 USC

Environmental Mitigation Activities

Pollution prevention and mitigation activities
Pollution abatement and mitigation activities
Stormwater management and control,
Water pollution prevention or abatement related to highway construction or due to highway runoff
Reduce vehicle-caused wildlife mortality
Restore and maintain connectivity among terrestrial or aquatic habitats

Education and Training

Workforce Development Program
Education activities
Training

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Trunkline Traffic Operations or Safety

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

All safety funds are allocated to each Region based on percentage of high crash locations, but no Region receives less than 5%. 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 is 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.

The rail safety projects are for implementing safety measures necessary for the at-grade trunkline crossings to improve the surface conditions and upgrade warning devices. 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 construction season to reduce the rate or severity of crashes and improve traffic operations.

Traffic Operations or Safety Work

Raised Pavement Marking
Relocate Roadside Obstacles
Rumble Strips - Shoulder
Add Turn Lanes for Traffic Signal Operations
Add Turn Lanes for Traffic Volumes
Vertical/Horizontal Alignment for Crash Reduction
Non-Freeway Sign Replacement
Pavement Marking
Traffic Signals

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Overhead Sign Structures
Freeway Sign Replacement
Intersection Revisions
Construct Roadway Lighting
Construct Median Barrier
Guardrails & Attenuator
Pedestrian Screen on Structure
Remove Roadside Obstacles
Culvert Extensions
Slope Flattening
Add Turn Lanes for Crash Reduction
Minor Widening – Left turn lane
Minor Widening – Right turn flare
Minor Widening – additional lanes up to .5 M
Minor Widening – Passing relief lanes <1.5 M

Intelligent Transportation System (ITS) Applications

ITS Infrastructure and Device Installation
Transportation Center Operations
ITS Device Maintenance
Freeway Courtesy Patrol Operations
ITS Studies
Traveler Information Systems
ITS Operations

Railroad Safety

Grade Crossing

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Trunkline Roadside Infrastructure Improvement

1. The total project cost for all associated JNs and phases:
 - 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 roads, capacity expansion, or capacity reduction (road-diet) project.
3. The project cannot be funded with a congressional or state earmark (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification:

Consistent with the State Transportation Commission policy, region and Transportation Service Centers (TSC) staffs are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments will be included in the design features of bridge structures and roadsides. During the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements. MDOT's Annual Call for Projects process allows the MDOT Regions and TSC staffs to recommend additional freeway infrastructure improvements.

Work Type Activities:

Generally, projects are low cost trunkline improvements to roadside infrastructure. Work type activities include the following:

Freeway Lighting

- Replace freeway lighting
- Replace existing lighting
- Replace tower lighting
- Replace median lighting
- Replace shoulder lighting
- Repair existing lighting
- Upgrade freeway lighting
- Install new freeway lighting

Freeway Pump Stations

- Repair existing pump stations
- Replace existing pump stations
- Rehabilitate existing pump stations
- Reconstruct existing pump stations
- Restore existing pump stations

Roadside Facilities – Preserve/Improve

- Sanitary Mod (Sewerage)
- Rest Area or Welcome Center
- Fence Repair or Replace in Kind

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Fence Upgrading
Resurface Parking Area
Weigh Station Mod
Landscaping Replacement
Landscaping - New
Streetscaping at Roadside Facility
Non-Motorized Path at Roadside Facility
Carpool Lots-Upgrade

Trunkline Highway Resurfacing, Rehabilitation and Reconstruction

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

The road preservation projects are prioritized based on approved asset management strategies, with a specific focus on doing the right repair at the right time to extend the life of MDOT's roads and to keep them in good condition. MDOT programs include a combination of long-term fixes (reconstruction), intermediate fixes (resurfacing/rehabilitation), an aggressive capital preventive maintenance (CPM) program, and routine maintenance of the system.

Work Type Activities

Generally, projects are low cost trunkline highway maintenance 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:

Resurface

Bituminous Resurfacing
Bituminous Resurface & Bituminous Shoulders
Resurface, Mill & Pulverize
Bituminous Resurface & Minor Widening
Thin Concrete Overlay (< 7") - Ultra Thin
Thin Concrete Overlay (> 7") - White Topping
Bituminous Resurface & Drainage Improve
Bituminous Resurface & Curb & Gutter
Hot Mixed Asphalt Resurfacing (One Course)
Multiple Course HMA Overlay on Concrete
Multiple Course HMA Overlay on Composite Pavement

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Multiple Course HMA Overlay on Flexible Pavement

Restoration and Rehabilitation

Recycle Existing Concrete Pavement
Bituminous Shoulders
Drainage Correct, Culvert Replace
Pumphouse Reconstruct/Replace
Superelevation Correction
Crack & Surface Overlay Old Pavement
Unbonded Concrete Overlay
Pavement Patching
Long & Transverse Joint Repairs
Minor Rehabilitation
Concrete Pavement Inlay
Concrete Pavement Repair & Diamond Grinding
Crush & Shape & Resurface
Cold-In-Place Recycle & Resurface
Concrete Pavement Rubblize & Bit Resurfacing
Major Rehabilitation

Reconstruction

Reconstruct Exist, No Widen
Reconstruct for Safety
Interchange Reconstruct
Concrete Reconstruction
Bituminous Reconstruction

Trunkline Bridge Rehabilitation, Replacement, and Reconstruction

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

MDOT's bridge condition goals are based on the National Bridge Inspection (NBI) ratings. This system rates the major elements of the bridge – deck, superstructure, and substructure. The (NBI) utilizes a 0-9 rating scale for the condition of each element. An element with a rating of 4 or less is considered poor and in need of rehabilitation or replacement. The lowest rating for the three major elements determines the overall bridge rating. Bridge condition is one of the main factors in project selection.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Other major factors are the need to coordinate with other work within a corridor to minimize future traffic impacts and functional deficiencies of the bridge.

Work Type Activities

Bridge Rehabilitation and Replacement 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 Rehabilitation

Substructure Repair

Bridge Lane Widening – Maintain Lanes

Miscellaneous Rehabilitation

Overlay - Shallow

Overlay - Deep

Superstructure Repair, Steel

Superstructure Repair, Concrete

Bridge Replacement

Culvert Replacement

Railing Replacement

Bridge Barrier Railing Replace

Substructure Replacement

Joint Replacements

Bridge Reconstruction

Reconstruct Bridge In-kind, No widen

Michigan Department of Transportation Statewide GPA Guidance Document 2014

LOCAL ROAD AND BRIDGE GPA CATEGORIES

Local projects can also be grouped in General Program Accounts. The following definitions are the recommendation of the Statewide GPA Committee and are consistent with how agencies have used GPAs in the past. 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 applies to local GPAs as well. 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 Project selection is described below.

Local Bridge

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

New state legislation has established the way projects are selected. 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

Overlay - Epoxy
Deck Patching
Scour Protection
Bridge Preventive Maintenance
Painting Complete
Pin & Hanger Replacement
Joint Replacement
Substructure Patching
HMA cap (no membrane)
Painting - Zone
HMA overlay w/waterproofing membrane

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Deck Patching - Full Depth
Bridge Barrier Railing Repair
Thrie Beam Retrofit

Bridge Capital Scheduled Maintenance

Bridge Approach
Superstructure Wash
Vegetation Control
Drain System Clean/Repair
Paint - Spot
Joint Repair
Concrete Surface Coating
Crack Sealing
Minor Concrete Patching
Approach Pavement Relief Joints
Slope Protection Repair
Healer Sealer
Metal Mesh Panels

Bridge Miscellaneous

Bridge Inspection
Studies/Scoping
Special Needs
Railroad Oversight
Relocation of Railroad Facilities
Warranty Inspections

Bridge Rehabilitation

Superstructure Repair
Substructure Repair
Overlay
Painting
Underwater Repairs
Widen - Maintain Lanes
Pins and Hangers
Miscellaneous Rehabilitation
Overlay - Shallow
Overlay - Deep
Superstructure Repair, Steel
Superstructure Repair, Concrete

Bridge Replacement

Bridge Replace
Culvert Replacement
Substructure Replacement

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Railing Replacement
Bridge Barrier Railing Replace
Joint Replacements

Bridge Reconstruction

Reconstruct bridge In-kind, No Widen

Local Transportation Livability and Sustainability

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

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.

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 new MAP-21 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 MAP-21 TAP.

Transportation facilities

On-road and off-road trail facilities for nonmotorized forms of transportation
Conversion and use of abandoned railroad corridors for nonmotorized forms of transportation
Construction of turnouts, overlooks, and viewing areas
Any infrastructure related project and/or system that will provide safe routes for non-drivers to access daily needs
Rideshare projects

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Community improvement activities

Inventory, control, or removal of outdoor advertising
Historic preservation and rehabilitation of historic transportation facilities
Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
Archaeological activities relating to impacts from implementation of transportation project eligible under 23 USC

Environmental Mitigation Activities

Pollution prevention and mitigation activities
Pollution abatement and mitigation activities
Stormwater management and control,
Water pollution prevention or abatement related to highway construction or due to highway runoff
Reduce vehicle-caused wildlife mortality
Restore and maintain connectivity among terrestrial or aquatic habitats

Education and Training

Workforce Development Program
Education activities
Training

Local Traffic Operations and Safety

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

MDOT conducts a Call for Projects each Nov. for all ACT 51 agencies. The Call for Projects is for projects to be funded two years into the future.

A committee ranks 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.

Projects are selected based on ranking, and funding availability. A maximum of \$400,000.00 of Federal STH funds can be applied to a project. Currently for the Safety

Michigan Department of Transportation Statewide GPA Guidance Document 2014

(STH) program, 4 targeted funding areas have been identified that approximately 75% of the program will fund.

They consist of:

1. Projects involving 'K' and 'A' type injuries.
2. Traffic Signal Optimization (1 second all red phasing).
3. Guardrail upgrades and clear zone improvements.
4. Centerline and/or shoulder rumble strip projects.

The total cost of a project utilizing STH funds can exceed \$400,000 as long as the federal STH portion does not exceed \$400,000.

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 construction season to reduce the rate or severity of crashes and improve traffic operations.

Traffic Operations or Safety Work

Raised Pavement Marking
Relocate Roadside Obstacles
Rumble Strips - Shoulder
Add Turn Lanes for Traffic Signal Operations
Add Turn Lanes to handle High Traffic Volumes
Vertical/Horizontal Curve Alignment for Crash Reduction
Non-Freeway Sign Replacement
Pavement Marking
Traffic Signals
Overhead Sign Structures
Sign Replacement
Intersection Revisions
Construct Roadway Lighting
Construct Median Barrier
Guardrails & Attenuator
RR Xing Imp & Safety
Pedestrian Screen on Structure
Remove Roadside Obstacles
Culvert Extensions
Slope Flattening
Add Turn Lanes for Crash Reduction
Minor Widening – Left turn lane
Minor Widening – Right turn flare
Minor Widening – additional lanes up to .5 M

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Minor Widening – Passing relief lanes <1.5 M

Intelligent Transportation System (ITS) Applications

ITS Infrastructure and Device Installation
Transportation Center Operations
ITS Device Maintenance
Freeway Courtesy Patrol Operations
ITS Studies
Traveler Information Systems
ITS Operations

Local Railroad Safety

Grade Crossing

Local Highway Preservation

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

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.

Work Type Activities

Generally, projects are low cost 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:

Flexible & Composite Pavements - CPM

Flexible & Composite Pavements - CPM
Multiple Course Chip Seal
Cape Seal
Fog Seal
Overband Crack Fill
Ultra-Thin Bituminous Overlay (< 20mm)
Cold Milling & Bituminous Overlay (< 40mm)

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Hot In-Place Bituminous Recycling
Single Course Micro-Surfacing
Multiple Course Micro-Surfacing
Paver Placed Surface Seal
Single Course Chip Seal
Slurry Seal
Skip Patching
Bituminous Overlay (< 40mm)
Profile Milling
Bituminous Shoulder Work
Shoulder Slurry Seal
Shoulder Chip Seal
Bituminous Crack Treatment
New Treatment Technology - Flex & Comp Pavements

Concrete Pavements - CPM

Diamond Grinding
Partial Depth Concrete Pavement Repair
Concrete Crack Sealing
Concrete Joint & Surface Spall Repair
Dowel Bar Retrofit
Concrete Pavement Restoration
New Treatment Technology - Concrete Pavements
Full Depth Concrete Pavement Repair
Underdrain Outlet Repair & Cleaning
Concrete Joints Reseal

Local Highway Rehab and Reconstruct

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

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.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Work Type Activities

Generally, projects are low cost road maintenance projects 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:

Resurface

- Bituminous Resurfacing
- Bituminous Resurface & Bit Shoulders
- Resurface, Mill & Pulverize
- Bituminous Resurface & Minor Widening
- Thin Concrete Overlay (< 7") - Ultra Thin
- Thin Concrete Overlay (> 7") - White Topping
- Bituminous Resurface & Drainage Improve
- Bituminous Resurface & Curb & Gutter
- Hot Mixed Asphalt Resurfacing (One Course)
- Multiple Course HMA Overlay on Concrete
- Multiple Course HMA Overlay on Composite Pavement
- Multiple Course HMA Overlay on Flexible Pavement

Restoration and Rehabilitation

- Recycle Existing Concrete Pavement
- Bituminous Shoulders
- Drainage Correction, Culvert Replace
- Pumphouse Reconstruct/Replace
- Superelevation Correction
- Crack & Surface Overlay Old Pavement
- Unbonded Concrete Overlay
- Pavement Patching
- Long & Transvers Joint Repairs
- Minor Rehabilitation
- Concrete Pavement Inlay
- Concrete Pavement Repair & Diamond Grinding
- Crush & Shape & Resurface
- Cold-In-Place Recycle & Resurface
- Concrete Pavement Rubblize & Bit Resurface
- Major Rehabilitation

Reconstruction

- Reconstruct Non Freeway
- Reconstruct Exist, No Widen
- Reconstruct for Sight Distance
- Interchange Reconstruct
- Concrete Reconstruction

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Bituminous Reconstruction

Local Rural Task Force: Rural / Non-MPO

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

Local federally funded transportation projects to be implemented in rural areas outside of MPO boundaries 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.

Each Rural Task Force select projects in accordance with funding targets established by MDOT, based on projected amounts of federal and state funds to be received. Projects within the task force boundaries are also reviewed for eligibility and consistency with the criteria established for the state's Transportation Economic Development Fund and the federal Surface Transportation Program.

Work Type Activities

Road and transit capital projects and economic development projects are eligible for funding. All road projects must be located on the federal-aid highway system and within the federal urban area boundary. Projects must be consistent with regional land use and development plans.

Local Small Urban: Non-MPO

1. The total project cost for all associated JNs and phases:
 - 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 (such as funded with HPP or HPSL).
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 are more complex than grading and mutual benefit permits.
7. Local projects utilizing advance construction must be listed individually.

Project Identification

In direct response to requests by local officials, 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

Michigan Department of Transportation Statewide GPA Guidance Document 2014

program administered by the state. MDOT strives for an equitable distribution of funds statewide to ensure that eligible communities can implement meaningful projects. Consistency with 23 U.S.C. requirements is a key component in the determination of project eligibility. All road and transit projects must be federal-aid eligible, within the federal urban area boundary and consistent with regional land use and development plans. The small urban area task forces must demonstrate that city, village transit providers and county road commissions have been included as full partners in the project selection process and that the necessary public participation has been conducted prior to project submittal. Consultation with tribal governments is also required where applicable.

The urban area project selection committee must hold a public meeting to allow citizens within their community to participate in the project selection and prioritization process. Small urban areas within a metropolitan area boundary (MAB) must participate in the MPO planning process as well, and gain the MPO's approval of the project before submitting it to MDOT for funding.

Work Type Activities

Road and transit capital projects and economic development projects are eligible for funding. All road projects must be located on the federal-aid highway system and within the federal urban area boundary. Projects must be consistent with regional land use and development plans.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Federal Transit Administration (FTA) GPAs

Local federally funded transit projects are funded through various grant programs administered by FTA. The MDOT Office of Passenger Transportation works with FTA and local transit agencies statewide to ensure that all federal requirements are met for capital and operational projects. Below is a list of commonly used grant programs for transit projects. Transit projects funded by these programs can be grouped by each funding category and supported by a candidate list of projects shown in the MPO TIPs. Please see the detailed guidance document for more information.

5307 - Urbanized Area Formula Grants

The largest of FTA's grant programs - this program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. Total funding is \$4.9 billion in FY 2013 and \$5 billion in FY 2014 nationwide (and includes the Growing States and High Density States formula). The program remains largely unchanged with a few exceptions:

Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. This includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their "attributable share" of funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their "attributable share" of funding for operating expenses. This expanded eligibility for operating assistance under the Urbanized formula program excludes rail systems.

New discretionary passenger ferry grants

\$30 million per year is set-aside from the Urban formula program totals to support passenger ferries. Funding will be awarded on a competitive selection basis.

New takedown for safety oversight

MAP-21 sets aside one half of one percent (approximately \$22 million per year) of Urbanized Area Formula funds for State safety oversight grants (see above section on safety).

Michigan Department of Transportation Statewide GPA Guidance Document 2014

5309 - Fixed Guideway Capital Investment Grants

Also known as “New Starts / Small Starts,” this program awards grants on a competitive basis for major investments in new and expanded rail, bus rapid transit (BRT), and ferry systems. The program is funded at \$1.9 billion dollars for FY 2013 and FY 2014 subject to appropriations by Congress.

MAP-21 adds new eligibility for core capacity improvement projects, that is, projects that expand capacity by at least 10 percent in existing fixed guideway transit corridors that are at or above capacity, or are expected to be at capacity within five years.

MAP-21 streamlines the project development process for New Starts. It eliminates the alternatives analysis requirement and instead relies on the review of alternatives performed during the metropolitan planning and environmental review processes. It creates the “Project Development” phase, during which environmental reviews are completed. Project sponsors must complete this phase within two years, or seek an extension from FTA. MAP-21 reduces the number of FTA approval steps by consolidating the “Preliminary Engineering” and “Final Design” stages into a single “Engineering” step. It also requires FTA to develop an expedited review process for determining the technical capacity of project sponsors to undertake the proposed project if they have recently and successfully completed at least one other new fixed guideway or core capacity improvement project.

Under certain conditions, MAP-21 allows for the use of “warrants,” in other words, ways in which projects may qualify for automatic ratings on the project justification criteria. It also eliminates the operating efficiencies criterion and adds a congestion relief criterion. It requires FTA to evaluate the 8 project against the Federal share of the project, rather than the total project cost when developing the project justification rating.

The fixed guideway modernization and bus and bus facilities programs, which were previously funded under Section 5309, have now been restructured and moved to a new Section 5337 State of Good Repair Program and a new Section 5339 Bus and Bus Facilities Program.

MAP-21 creates a competitive pilot program for expedited project delivery. In addition, it funds Small Starts projects through a single year grant or an expedited grant agreement. New Starts and core capacity projects are funded through a full funding grant agreement (FFGA). Congressional notification of grant award is 10 days for Small Starts projects and 30 days for New Starts and core capacity projects. MAP-21 requires FTA to issue policy guidance on the process and evaluation criteria within 180 days of enactment, and a rule within one year of enactment.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA).

Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

5311 - Rural Area Formula Grants

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Total funding is \$600 million in FY 2013 and \$608 million in FY 2014. The program remains largely unchanged with a few exceptions:

Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program. In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.

Tribal Program

The Tribal program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

5312 - Research, Development, Demonstration, and Deployment

Previous Section 5312 (Research, development, demonstration, and deployment projects) and Section 5314 (National research programs) are now consolidated into one program under Section 5312. MAP-21 authorizes \$70 million annually for FY 2013 and FY 2014 subject to appropriations by Congress. Funding supports public transportation research; innovation and development; and demonstration, deployment, and evaluation. Projects under this last category require a project evaluation within two years of award.

MAP-21 creates a new low or no emissions vehicle deployment program. FTA is required to submit an annual report to Congress that includes a description of projects funded, an evaluation of each project described, and a proposed allocation of assistance for the next fiscal year. MAP-21 requires a local match of not less than 20 percent for Section 5312 projects.

5314 - Technical Assistance and Standards

MAP-21 authorizes \$7 million annually for FY 2013 and FY 2014 in discretionary funding subject to appropriations by Congress for a wide range of technical assistance activities and development of voluntary standards and best practices. (Previously, some of these activities were funded under research) A local match of not less than 20 percent is required for projects carried out using a grant. An annual report to Congress is required, similar to the one for the research section above.

5322 - Human Resources and Training

The act authorizes \$5 million subject to appropriations by Congress in each of FY 2013 and FY 2014 for human resource activities including: employment training and outreach programs; research on public transportation personnel and training needs; and training and assistance for minority business opportunities. MAP-21 authorizes a competitive grant program to support innovative public transportation workforce development. A 50 percent local match is required for this competitive grant program. FTA must submit a report to Congress on measurable outcomes and impacts of the programs funded.

MAP-21 also authorizes \$5 million subject to appropriations by Congress in each of FY 2013 and FY 2014 for a national transit institute. Formerly authorized under Section 5315, this national transit institute is to develop training and education programs related to topics in public transportation and must be administered through a public, four-year degree-granting institution.

5324 - Emergency Relief

This new program assists States and public transportation systems with emergency-related expenses. Emergencies are defined as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a State has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster. The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA). The program will provide immediate funding, similar to the FHWA emergency program. Funding will be appropriated by Congress as needed.

5337 - State of Good Repair Grants

MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes. Authorized funding for this program is \$2.1 billion in FY 2013 and \$2.2 billion in FY 2014.

5339 - Bus and Bus Facilities Program

A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Authorized funding is \$422 million in FY 2013 and \$428 million in FY 2014. Each year, \$65.5 million will be allocated with each State receiving \$1.25 million and each territory (including DC and Puerto Rico) receiving \$500,000. The remaining funding will be distributed by formula based on population, vehicle revenue miles and passenger miles. This program requires a 20 percent local match.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

APPENDIX A

RECOMMENDED PROCEDURES FOR ADDING GPAS TO STIP/MPO TIPS

GPAs and STIP/TIP Development.

Every 3 years when a new STIP is developed, the State DOT will bring a list of proposed projects within the Trunkline GPAs to the MPO Committees for consideration and incorporation. The MPO may also present a list of proposed projects within the local GPAs to the MPO Committees for consideration and incorporation. The initial list of projects proposed to be grouped in a GPA will be subject to the public participation plan of MDOT or MPO.

GPAs and STIP/TIP Amendments

Grouped projects are subject to the same amendment/administrative modification requirements as regular projects. In Michigan, the entire GPA is treated as one project listing, both in how it is depicted on the STIP/TIP e-file spreadsheet but also in how amendments are processed. The GPA project listing will be handled as a single listing and be subject to the MPO's Amendment and Administrative Modification Procedures. In most instances, changes to project listings within an existing GPA are considered administrative modifications and do not require the same level of public involvement as do amendments. Fiscal constraint must be maintained regardless to changes to the GPA.

Adding New GPA Line Items and Sub-Projects to the STIP

- During new STIP development, MDOT will provide Trunkline GPA line items and sub-projects as part of the original project submittal to MPOs
- MPOs can develop the sub-projects for local GPA line items based on projects submitted by local agencies. Local road projects will need to be added individually to the E-STIP and should match the sub-project list in the MPO E-file.
- MDOT will provide transit GPA line items for the MPO TIPS. Local transit agencies are responsible for submitting their candidate list of projects to the MPOs. These candidate projects will not be added through the E-STIP process.
- Projects on the transit candidate project list are not considered to be part of the constrained S/TIP, but should be presented to MPO committees and added to the E-files as candidate projects under a separate tab.
- Transit projects will be administratively moved from the candidate project list to the GPA tab after the local transit agency and MPO have been notified that funding has been awarded.
- The Transit GPA line item will only need to be amended if the awarded sub-projects total costs exceed the line item total by 20% or more.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

Updating and Amending Existing GPA line Items and Sub-Projects to the STIP

- The new GPA definitions will be implemented in FY 2015. Starting with the snapshot scheduled for June 2, 2014 according to the TIP Amendment Schedule, the MPOs will receive a list of all the GPA projects and categories. The GPA sub-projects will be listed in the GPA Projects Tab.
- Beyond June 2014, updates to the GPA Project List should be reviewed and updated, if necessary, every two months according to the TIP Amendment Schedule. When the MPOs receive the information for the next TIP amendment from MDOT, the updated list of GPA projects will be included.
- Sub-projects can be administratively modified or replaced between amendment cycles as long as the changes are consistent with the MPOs administrative policies and do not cause the total cost of the GPA line item to exceed the MPOs' amendment threshold. These changes should be documented and shared with the MPO committees and the public according to the MPO and/or STIP Public Involvement Plans.
- Any administrative changes to trunkline or transit sub-projects should be coordinated with the appropriate MDOT Region or transit provider.

Michigan Department of Transportation Statewide GPA Guidance Document 2014

APPENDIX B

MDOT Trunkline Methodology for Investment Level GPA amounts in the TIP/STIP Out-years Example

This methodology is still under development and will be added to the final guidance document upon completion and approval of MDOT.