

GPA Policy Document

December 13, 2022

Introduction

Federal regulation 23 CFR 450.326 (h) 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 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, subpart A). 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.

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, which includes FHWA, FTA, MDOT and MPOs on December 13, 2022 and adopted on December 13, 2022.

Advantages and disadvantages 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, used to group smaller scale and lower cost projects together, based on work type (see additional restrictions in section VI, GPA Policy). The

GPA, while it encompasses several small-scale projects, is treated as one line item 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 are sorted. The GPAs are specific to each planning area and fiscal year. The GPA project groupings are based on work type codes as outlined in the Work Type Table.

GPA Project – Project proposed for FHWA and/or FTA funding that meets the criteria outlined in the “GPA Policy” section within this document, and the individual phases of a Job Number will be assigned to the appropriate GPA.

S/TIP Line Item – this is a phase of a Job Number that is not part of any GPA. Any changes, additions, or deletions of a S/TIP Line Item are subject to standard TIP amendment policies (S/TIP Line Items are also referred to as Stand-Alone projects).

Phase – A general classification of the work activities associated with a Job Number for Trunkline, Local, or Transit. Each Job Number 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 projects include transit projects and those transportation related projects that will not involve physical construction of transportation facilities/assets.

GPA Anticipated Amounts

Currently, GPA thresholds equal the actual programmed amount within the GPA for each fiscal year. The functionality in JobNet exists to allow an anticipated amount for current and next fiscal year; however, FHWA/FTA do not currently allow for anticipated amounts to be included in the GPA threshold for the current and next fiscal year.

The GPA total for the current and next fiscal year is the sum of all projects programmed in that GPA. For fiscal years beyond the current and next fiscal year, an estimate of GPA anticipated amounts can be used in lieu of an actual project list. The GPA threshold budget amount beyond the current and next fiscal year equals those amounts programmed plus the anticipated amounts. These budget amounts will be based on historical averages and/or known available revenue where the revenue is available, but the projects have not been programmed yet.

GPA Trunkline and Local GPAs Current S/TIP Years

1 st Year	Sum of Projects	Sum of Projects	Budget	Budget
2 nd Year		Sum of Projects	Sum of Projects	Budget
3 rd Year			Sum of Projects	Sum of Projects
4 th Year				Sum of Projects

GPA Categories

FHWA GPAs:

- 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

FTA GPAs:

- Transit Capital
- Transit Operating

Air Quality Nonattainment and Maintenance Areas

Non-exempt projects cannot be included in GPAs. In air quality nonattainment and maintenance areas all projects requiring Federal approval need to be reviewed by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) to determine the exempt status. Therefore, any jobs added to a GPA after the last Federal approval will be included in the list of projects sent to the MITC-IAWG for review prior to a S/TIP amendment. Any job that the MITC-IAWG determines to be non-exempt will be removed from the GPA. The person programming a job in a nonattainment or

maintenance area can move a job to a line item at the time of programming if they know that it does not qualify for exempt status.

GPA Policy

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 Federal S/TIP amendment, provided the cost changes are less than the GPA threshold Federal amendment trigger set by FHWA (in conjunction with the MPOs) or by MDOT for the STIP.

Changes to small-scale projects within the GPA are treated as administrative modifications, which do not require a federal amendment. Administrative modifications do not require MPO committee action (per discretion of the MPO) or Federal approval, which saves time and expedites project delivery.

The following rules will apply to all GPAs:

1. For FHWA projects, the total Job Number cost:
 - Cannot exceed \$10 million in SEMCOG which represents all projects in the following counties: Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne.
 - Cannot exceed \$10 million in GVMC which represents all projects in Kent County and portions of Ottawa County within the GVMC Metropolitan Planning Area.
 - Cannot exceed \$5 million for all other MPOs and the Rural / Non-MPO
2. For FTA Transit projects, the total job budget on a multi-model transit job does not have a cost limitation to be included in a Transit GPA.
3. The GPA project cannot be a proposed new road, capacity expansion, or capacity reduction (road-diet) project. Road diet projects are identified by a checkbox in JobNet because they use multiple work types. (This functionality is currently being put in place)
4. The GPA project cannot be funded with a congressional or state earmark.
5. The GPA project cannot be experimental.
6. Each GPA project must be a categorical exclusion.
7. Each GPA project must be air quality exempt.
8. The Right-of-Way (ROW) phases for a project cannot have ROW activities that include residential and business relocation.
9. Diesel retrofit or alternative fuel vehicles are only Transit GPA eligible using FTA funds. Diesel retrofit or alternative fuel vehicles using FHWA funds are not GPA eligible.
10. Reconstruction projects are not GPA eligible (Reconstruction projects are identified by work type codes). This includes proposed new roundabout

- intersections which are identified by a checkbox in JobNet because they use multiple work types (This functionality is currently being put in place).
11. Advance Construct and Advance Construct Conversion 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 S/TIP Line Item – 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.
 12. Transit Flex projects can be programmed to a GPA provided all other requirements are met.
 13. Turn lanes equal to or greater than a half mile in length are not GPA eligible. When work type Left Turn Lane (171) or Right Turn Lane (172) is chosen in JobNet an indicator will have to be checked to confirm that the length is less than a half mile for these 2 work types to be GPA eligible (This functionality is currently being put in place).

Amendments to the GPAs

In JobNet, Federal approval of GPA thresholds is accomplished by selecting “Home: GPA Threshold” on the left navigation window, while Federal approval of TIP amendment packages, which contain line items only, is accomplished by selecting “S/TIP Management: Transmittal Package” on the left navigation window. Despite being accomplished by different selection menus in JobNet, Federal approval of GPA thresholds and Federal approval of TIP amendment package are accomplished at the same time by Federal approvers. The Summary page of the TIP amendment package asks the MPO admin to indicate when GPA threshold records are submitted for Federal approval. A Federal amendment to a GPA threshold follows the same budget criteria as a Federal amendment to a S/TIP line item. Either the individual Job phase changes within the GPA, or the change to the GPA threshold, must be listed in the meeting handouts for MPOs or the public involvement posting for the Rural TIP.

Job phases that are added to a GPA after the last Federal approval date are approved as Administrative Modifications (Local Approval of the GPA), up to the GPA threshold Federal amendment trigger (last Federal approved amount plus 25%). Addition of a job phase or change in Job phase budget e that exceeds the GPA threshold Federal amendment budget criteria will trigger a GPA threshold Federal amendment, and that Job phase will have “S/TIP Status: Pending”.

Once the GPA threshold Federal amendment is triggered, additional Job phases that are added (or budget updated) to the GPA that are not federal amendments will be

“S/TIP Status: Pending” until the current GPA threshold is submitted for Federal approval. The rest will be cleared when the Federal Amendment is approved.

Trunkline Road and Bridge GPAs

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.

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 Subcommittee 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.

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.

Work Type Activities

The Transportation Livability and Sustainability GPA includes transportation enhancement projects, recreational trails projects, safe routes to school projects, non-motorized projects, community education, environmental improvements, 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.

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.

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.

Local Road and Bridge GPAs

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 legislation.

Work Type Activities

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

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.

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, community education, environmental improvements, 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.

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.

Work Type Table

All the work types available in JobNet are listed in the table below. The table is sorted by "GPA Type and Name" and then by JobNet Category. Note that non eligible work types are listed last, and the "GPA Type and Name" field indicates "Not GPA Eligible".

JobNet allows all users access to the "Export Attributes" menu. Within this menu, are the "Work Type" table and the "GPA" table. Clicking on either of these options allows the user to export the information into excel file to create their own table based on personalized sorting options. For example, within the "Work Type" table, clicking on any column heading will sort all the JobNet options by this field. The user can click the "Export" button and download a spreadsheet for further personalization of this information.

GPA	JobNet Category	JobNet Sub Category	Work Type Code	Work Type	Work Type Long Description
Trunkline Scoping, Studies, and Training	Bridge	Bridge Miscellaneous	473	Studies / Scoping	Perform a bridge study or bridge scoping
Trunkline Scoping, Studies, and Training	Environmental	Environmental	200	Endangered Species	Work Related to Endangered Species Studies or protection efforts
Trunkline Scoping, Studies, and Training	Planning, Research & Design	Planning, Research & Design	499	Scoping	For stand alone early preliminary engineering activities including site assessment, studies, and early cost estimates.
Trunkline Scoping, Studies, and Training	Planning, Research & Design	Planning, Research & Design	193	Studies/Research	For Study/Research Related Work.
Trunkline Scoping, Studies, and Training	Planning, Research & Design	Planning, Research & Design	707	Training	This work type code will be used for training related activities
Trunkline Scoping, Studies, and Training	System Operations	Operation Improvements	192	Drainage Assessments	Drainage Assessments
Trunkline/Local Bridge	Bridge	Bridge CSM	468	Approach Pavement Relief Joints	Provide pressure relief joint in concrete pavement of bridge approach
Trunkline/Local Bridge	Bridge	Bridge CPM	432	Asphalt cap (no membrane)	Place hot mix asphalt overlay on bridge deck without a waterproof membrane
Trunkline/Local Bridge	Bridge	Bridge CPM	434	Asphalt overlay w/waterproofing membrane	Place a waterproofing membrane and hot mix asphalt overlay on bridge deck
Trunkline/Local Bridge	Bridge	Bridge CPM	623	Bridge Approach	Construct new roadway section at approach to bridge
Trunkline/Local Bridge	Bridge	Bridge CPM	619	Bridge Barrier Railing Repair	Repair existing bridge railing
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	618	Bridge Barrier Railing Replace	Replace bridge railing, all or in part
Trunkline/Local Bridge	Bridge	Bridge Miscellaneous	472	Bridge Inspection	Perform bridge inspection
Trunkline/Local Bridge	Bridge	Bridge CSM	465	Concrete Surface Coating	Apply surface coating to bridge railing, deck fascia, concrete beams, or substructure concrete
Trunkline/Local Bridge	Bridge	Bridge CSM	466	Crack Sealing	Seal individual deck cracks with crack chaser
Trunkline/Local Bridge	Bridge	Bridge Replacement	452	Culvert Replacement	Replace entire culvert
Trunkline/Local Bridge	Bridge	Bridge CPM	419	Deck Patching	Patch deck with concrete, less than full depth

Trunkline/Local Bridge	Bridge	Bridge CPM	617	Deck Patching - Full Depth	Patch deck with concrete, full depth
Trunkline/Local Bridge	Bridge	Bridge CSM	462	Drain System Clean/Repair	Clean and/or repair deck drains and downspouts
Trunkline/Local Bridge	Bridge	Bridge CSM	479	Healer Sealer	Place healer sealer on deck surface to seal cracks
Trunkline/Local Bridge	Bridge	Bridge CSM	464	Joint Repair	Repair existing bridge deck joints
Trunkline/Local Bridge	Bridge	Bridge CPM	430	Joint Replacement	Replace bridge deck joints
Trunkline/Local Bridge	Bridge	Bridge CSM	624	Metal Mesh Panels	Place metal fencing type panels as false decking to prevent concrete falling from deck
Trunkline/Local Bridge	Bridge	Bridge CSM	467	Minor Concrete Patching	Patch isolated areas of deck or substructure concrete
Trunkline/Local Bridge	Bridge	Bridge CPM	421	Miscellaneous Bridge CPM	Bridge CPM work does not fit another work type
Trunkline/Local Bridge	Bridge	Bridge CSM	476	Miscellaneous Bridge CSM	Bridge CSM work does not fit another work type
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	139	Miscellaneous Rehabilitation	Bridge rehabilitation does not fit another work type
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	424	Overlay - Deep	Place rigid concrete overlay after removing a minimum 3" of existing deck surface
Trunkline/Local Bridge	Bridge	Bridge CPM	418	Overlay - Epoxy	Place a thin epoxy overlay on bridge deck
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	417	Overlay - Shallow	Place rigid concrete overlay after removing 1" thickness of existing deck surface
Trunkline/Local Bridge	Bridge	Bridge CSM	463	Paint - Spot	Paint isolated areas of steel beams
Trunkline/Local Bridge	Bridge	Bridge CPM	433	Painting - Zone	Paint ends of steel beams
Trunkline/Local Bridge	Bridge	Bridge CPM	422	Painting Complete	Paint steel beams in entirety
Trunkline/Local Bridge	Bridge	Bridge CPM	423	Pin & Hanger Replacement	Replace pin and hangers
Trunkline/Local Bridge	Bridge	Bridge Miscellaneous	477	Railroad Oversight	Any work in railroad ROW that requires the railroad to provide oversight
Trunkline/Local Bridge	Bridge	Bridge Miscellaneous	478	Relocation of Railroad Facilities	Relocate any railroad appurtenances
Trunkline/Local Bridge	Bridge	Bridge CPM	420	Scour Protection	Place riprap or other scour countermeasures
Trunkline/Local Bridge	Bridge	Bridge CSM	469	Slope Protection Repair	Repair slope paving or riprap

Trunkline/Local Bridge	Bridge	Bridge Miscellaneous	475	Special Needs	Includes emergency repairs done under the Capital program (not Maintenance) and the use of Emerging Technology in a bridge project.
Trunkline/Local Bridge	Bridge	Bridge CPM	431	Substructure Patching	Patch concrete on pier or abutment
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	116	Substructure Repair	Repair existing pier or abutment
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	622	Superstructure Repair - Concrete	Repair concrete beams
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	621	Superstructure Repair - Steel	Repair steel beams
Trunkline/Local Bridge	Bridge	Bridge CSM	460	Superstructure Wash	Wash bridge deck and/or beams with high pressure water
Trunkline/Local Bridge	Bridge	Bridge CPM	620	Thrie Beam Retrofit	Retrofit existing substandard bridge railing with thrie beam
Trunkline/Local Bridge	Bridge	Bridge CSM	461	Vegetation Control	Cut brush under or adjacent to bridge
Trunkline/Local Bridge	Bridge	Bridge Rehabilitation	135	Widen-Maintain Lanes	Widen bridge without increasing number of lanes, for example, to widen shoulders
Trunkline/Local Bridge	Planning, Research & Design	Contracts	201	Warranty Inspection	For Inspections Associated with Recently Constructed Bridge, Road Capital Preventive Maintenance and/or Road Rehabilitation & Reconstruction Warranty Projects.
Trunkline/Local Livability and Sustainability	Bridge	Bridge Miscellaneous	470	Miscellaneous Bridge	Bridge work that does not fit any other work type
Trunkline/Local Livability and Sustainability	Environmental	Environmental	709	Environmental Mitigation	Environmental Mitigation applications (i.e. phytoremediation, dredging, skimming) policies, and programs
Trunkline/Local Livability and Sustainability	Facilities	Roadside Facilities - Improve	704	Bike/Pedestrian Facility Improvements	Bike (separated bike paths) and Pedestrian Facilities and Improvements
Trunkline/Local Livability and Sustainability	Facilities	New Facilities	317	Landscaping	Installation of new facility landscaping
Trunkline/Local Livability and Sustainability	Facilities	Roadside Facilities - Improve	240	Landscaping - Improve	When remediating existing landscaping at a roadside facility
Trunkline/Local Livability and Sustainability	Facilities	Roadside Facilities - Preserve	185	Miscellaneous Roadside	For Roadside Facility Projects that are not represented by a current Wtc. New Wtcs should be submitted to the Systems Implementation And Monitoring Unit via the Wtc Add/Mod form.

Trunkline/Local Livability and Sustainability	Facilities	Roadside Facilities - Preserve	190	Non-Motorized Path Rehabilitation	For Non-Motorized Path Preservation Work.
Trunkline/Local Livability and Sustainability	Facilities	Roadside Facilities - Preserve	189	Streetscaping	For Streetscape Related Work I.E. Trees, Benches, Decorative Walkways.
Trunkline/Local Livability and Sustainability	Planning, Research & Design	Planning, Research & Design	194	Planning	For Transportation Planning Related Activities.
Trunkline/Local Livability and Sustainability	System Operations	Operation Improvements	196	Ride Share	When Repairing/Rebuilding A Ride Share (Carpool Lot).
Trunkline/Local Road	Road	Road Rehabilitation	718	Aggregate Grade Lift & Asphalt Overlay	For overlaying existing concrete or composite pavement with an aggregate grade lift followed by asphalt pavement.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	456	Asphalt Crack Treatment	Crack treatment consists of both crack sealing and crack filling. Crack sealing consists of sawing/routing the desired reservoir shape at the working crack in the existing asphalt pavement surface, cleaning the cut surfaces and placing the specified materials into the cavity to reduce the intrusion of water and incompressibles into the crack. Crack filling consists of cleaning the non-working crack in the asphalt pavement surface and placing the specified materials into and above the crack to substantially reduce infiltration of water and to reinforce the adjacent pavement.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	739	Asphalt Milling and Overlay over Chip Seal	Asphalt Milling and Overlay over Chip Seal
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	738	Asphalt Overlay over Chip Seal	Asphalt Overlay over Chip Seal
Trunkline/Local Road	Road	Road Rehabilitation	157	Asphalt Pavement Repair	Full depth (Detail 8) and/or partial depth (Detail 7) asphalt repairs are typically constructed on flexible or composite pavements prior to asphalt resurfacing of the roadway.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	401	Cape Seal	The single application of a polymer modified asphalt emulsion with a cover aggregate followed by a micro-surface.
Trunkline/Local Road	Road	Road Rehabilitation	686	Cold Milling	Cold milling of an asphalt or concrete pavement, at a uniform depth.

Trunkline/Local Road	Road	Road Rehabilitation	168	Cold-In-Place Recycle & Asphalt Resurfacing	Cold-In-Place is a rehabilitation technique in which the existing pavement materials are reused in place. The materials are mixed in-place without the application of heat. The reclaimed asphalt pavement (RAP) material is obtained by milling, planing, or crushing the existing pavement. Virgin aggregate or recycling agent or both are added to the RAP material which is then laid and compacted and overlaid with asphalt pavement.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	406	Concrete Crack Sealing	Sawing or routing, cleaning and sealing of cracks in concrete pavement.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	412	Concrete Joint & Surface Spall Repair	when making joint repairs and/or surface spall repairs on a concrete pavement.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	457	Concrete Joints Reseal	The removal of the existing joint seals, and resealing the transverse and longitudinal joint with low-modulus hot-poured rubber.
Trunkline/Local Road	Road	Road Rehabilitation	145	Concrete Overlay (>4)	For Road Resurfacing With A Concrete Overlay greater than 4" over a full-depth flexible pavement
Trunkline/Local Road	Road	Road Rehabilitation	166	Concrete Pavement Repair	Full depth longitudinal and/or transverse joint/crack repairs.
Trunkline/Local Road	Road	Road Rehabilitation	169	Concrete Pavement Rubblize & Asphalt Resurfacing	Preparing, shattering and compacting the existing concrete pavement to provide a rubblized base to be overlaid with asphalt pavement
Trunkline/Local Road	Road	Road Rehabilitation	167	Crush & Shape & Asphalt Resurfacing	The process by which an existing asphalt surface, on a gravel base, is crushed and broken up in place and overlaid with asphalt pavement.
Trunkline/Local Road	Road	Road Rehabilitation	152	Culvert Rehabilitation	Culvert repair, replacement, or extension
Trunkline/Local Road	Road	Road Rehabilitation	696	Curb and Gutter	Constructing new or replacing existing curb and gutter for drainage, safety improvements etc.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	403	Diamond Grinding	Diamond grinding is used to restore the surface longitudinal profile and crown of a concrete pavement that provides an improved ride quality.

Trunkline/Local Road	Road	Road Maintenance	716	Ditching	Ditch cleanout to restore ditch lines to proper grades and slopes.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	413	Dowel Bar Retrofit	Dowel bar retrofit is an operation in which slots are cut into the concrete pavement across faulted joints and cracks, and dowel bars are placed in the slots to restore the load transfer
Trunkline/Local Road	Road	Road Rehabilitation	695	Drainage Improvement	Proposed work to improve drainage. Examples include re-ditching, improve/repair existing drainage features, such as curb & gutter, catch basins, or underdrains, the addition or replacement of a storm sewer system, storm water retention/detention, etc.
Trunkline/Local Road	Road	Road Maintenance	717	Drainage Updates	Drainage improvements to address environmental or capacity deficiencies.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	402	Fog Seal	A light application of a diluted slow-setting asphalt emulsion to the surface of an aged (oxidized) pavement surface. Fog seals are low-cost and are used to restore flexibility to an existing asphalt surface. Fog seals can also be applied to a newly placed chip seal.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	450	Full Depth Concrete Pavement Repair	Complete removal and replacement of the concrete pavement at the deteriorated joint or open crack.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	409	Hot In-Place Asphalt Recycling	This work type should be used for hot-in-place recycling methods that heat, remove, rejuvenate and re-place the existing flexible or composite road surface.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	408	Milling & One Course Asphalt Overlay	The removal of an existing asphalt surface by the cold milling method and placement of a dense graded asphalt mixture limited to a 165 lbs/syd (1.5.) application rate.
Trunkline/Local Road	Road	Road Rehabilitation	684	Milling and Two Course Asphalt Resurfacing	For cold-milling the existing asphalt surface and then Resurface the road with Two Courses of Asphalt.
Trunkline/Local Road	Road	Road Rehabilitation	670	Multiple Course Asphalt Overlay with ASCRL	Multiple course asphalt overlay constructed on composite pavement with an Asphalt Stabilized Crack Relief Layer (ASCRL) utilized as the base course.

Trunkline/Local Road	Road	Road Capital Preventive Maintenance	400	Multiple Course Chip Seal	The multiple application of a polymer modified asphalt emulsion with a cover aggregate.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	411	Multiple Course Micro-Surfacing	The multiple application of a mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and placed on flexible and composite pavements.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	416	New Treatment Technology - Concrete Pavements	For new preventive maintenance technology treatments on concrete. To be used only if an existing work type code is not available. New work types should be submitted to the Systems Implementation and Monitoring Unit via the Work Type Add/Mod Form.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	459	New Treatment Technology- Flexible & Comp Pavements	For New Treatment Technology On Asphalt Or Composite Pavements That Is Not Represented By An Existing Wtc. New Wtcs Should Be Submitted To The Systems Implementation And Monitoring Unit Via Wtc Add/Mod Form.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	443	One Course Asphalt Overlay	A dense graded asphalt mixture limited to a 165 lbs/syd. (1.5?) application rate.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	405	Overband Crack Fill	Cleaning the crack in the asphalt pavement surface and placing the specified materials into and above the crack to substantially reduce infiltration of water and to reinforce the adjacent pavement.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	404	Partial Depth Concrete Pavement Repair	This work type should be used for partial depth concrete repairs in areas of delamination.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	414	Paver Placed Surface Seal	A paving process that incorporates a polymer modified asphalt emulsion followed immediately by a gap-graded ultra-thin HMA surface course.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	444	Profile Milling	For variable depth cold milling work on flexible, concrete, or composite pavements.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	455	Shoulder Chip Seal	The single application of a polymer modified asphalt emulsion with a cover aggregate placed on existing paved shoulders.
Trunkline/Local Road	Road	Road Rehabilitation	151	Shoulder Rehabilitation	For Restoring Or Rehabbing Shoulders.

Trunkline/Local Road	Road	Road Capital Preventive Maintenance	454	Shoulder Slurry Seal	A homogenous mixture of emulsified asphalt, water, well-graded fine aggregate and mineral filler that has a creamy fluid-like appearance when applied. Slurry seals are used to fill existing pavement surface defects as either a preparatory treatment for other maintenance treatments or as a wearing course.
Trunkline/Local Road	Road	Minor Widening	715	Shoulder Widening	For increasing the width of either an asphalt or concrete shoulder.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	440	Single Course Chip Seal	The single application of a polymer modified asphalt emulsion with a cover aggregate.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	410	Single Course Micro-Surfacing	The single application of a mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and placed on flexible and composite pavements.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	442	Skip Patching	This is used as an intermittent asphalt resurfacing repair
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	441	Slurry Seal	When applying a slurry seal to an asphalt or composite pavement.
Trunkline/Local Road	Road	Road Rehabilitation	144	Thin Concrete Overlay (<=4)	For Thin Concrete Overlays Of 4" or less over a full depth flexible pavement
Trunkline/Local Road	Road	Road Rehabilitation	685	Three Course Asphalt Resurfacing	For Road Resurfacing with Three Courses of Asphalt.
Trunkline/Local Road	Road	Road Rehabilitation	140	Two Course Asphalt Resurfacing	Resurface an existing pavement with two courses of asphalt.
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	407	Ultra-Thin Asphalt Overlay (3/4)	A dense graded asphalt mixture applied with a target application rate of 83 lbs/syd (3/4.).
Trunkline/Local Road	Road	Road Rehabilitation	156	Unbonded Concrete Overlay	For overlaying existing concrete pavement with a separator layer followed by concrete pavement
Trunkline/Local Road	Road	Road Capital Preventive Maintenance	453	Underdrain Outlet Repair & Cleaning	For underdrain outlet repairs and cleaning.
Trunkline/Local Traffic Operations and Safety	Facilities	Roadside Facilities - Improve	191	Carpool Lots - Expansion	For expanding the existing capacity of a carpool parking lot. Not for Rest Area Parking.

Trunkline/Local Traffic Operations and Safety	Facilities	Roadside Facilities - Preserve	694	Carpool Lots - Preservation	For work needed to improve the condition of the existing carpool parking lot. Examples include asphalt resurfacing, creak sealing, pavement markings, etc.
Trunkline/Local Traffic Operations and Safety	Facilities	Roadside Facilities - Improve	245	Fence Upgrading	For Roadside Fence Upgrades (Not For New Installs).
Trunkline/Local Traffic Operations and Safety	Facilities	Roadside Facilities - Preserve	183	Rest Area or Welcome Center Rehabilitation	For Minor Preservation Related Activities At Rest Areas Or Welcome Centers.
Trunkline/Local Traffic Operations and Safety	Railroad	Railroad	630	Grade Crossing	At-Grade Rail Crossing Work
Trunkline/Local Traffic Operations and Safety	Road	Minor Widening	173	Additional Lane(s) less than 0.5 mile long	When constructing additional lane(s) of a half mile in length or less, excluding turn lanes.
Trunkline/Local Traffic Operations and Safety	Road	Minor Widening	171	Left Turn Lane	For constructing a new left turn lane on an existing road. Less than a half mile per JobNet indicator, over a half mile is not GPA eligible.
Trunkline/Local Traffic Operations and Safety	Road	Minor Widening	172	Right Turn Lane	For constructing a new right turn lane on an existing road. Less than a half mile per JobNet indicator, over a half mile is not GPA eligible.
Trunkline/Local Traffic Operations and Safety	System Operations	Operation Improvements	121	Construct Roadway Lighting	For the construction, rehabilitation, or retrofit of freeway lighting systems. This includes luminaire upgrades, pole upgrades, wiring and control box upgrades, deficient lighting/footcandle enhancements.
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	503	Freeway Courtesy Patrol Operations	For Freeway Courtesy Patrol Operations.
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	502	ITS Device Maintenance	When Performing Its Device Maintenance
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	500	ITS Infrastructure and Device Installation	When Installing Its Infrastructure And Devices.
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	507	ITS Operations	For General Miscellaneous Its Operations. New Wtcs Should Be Submitted To The Systems Implementation And Monitoring Unit Via The Wtc Add/Mod Form.
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	504	ITS Studies	For Intelligent Transportation System Studies.

Trunkline/Local Traffic Operations and Safety	System Operations	Operation Improvements	153	Pump Station Rehabilitation	For Pump Station Rehabilitation Or Replacement.
Trunkline/Local Traffic Operations and Safety	System Operations	Operation Improvements	244	Sound Barrier Rehabilitation	Rehabilitation of noise wall/sound barrier
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	501	Transportation Center Operations	For Transportation Center Operations
Trunkline/Local Traffic Operations and Safety	System Operations	ITS Applications	505	Traveler Information Systems	For Installation And Maintenance Of Traveler Information Systems.
Trunkline/Local Traffic Operations and Safety	System Operations	Operation Improvements	187	Weigh Station Modifications	For Modifications/Calibrations Made To A Weigh Station.
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	692	ADA Ramps	Constructing or upgrading a sidewalk ramp in conjunction with new construction or roadway alterations in compliance with the Americans with Disabilities Act of 1990
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	122	Construct Median Barrier	When Constructing A Median Barrier (Includes Rigid, Semi-Rigid And Cable).
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	687	Delineation	When Replacing or Installing Roadside Delineation
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	114	Freeway Sign Replacement	When Replacing or Installing Freeway Signs
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	123	Guardrails & Attenuator	When Replacing or Installing Guardrails Or Impact Attenuators
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	689	High Friction Surface	Application of High Friction Surface to Address Safety at Spot Locations
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	103	Intersection Geo Improvements for Signalization	When Performing Intersection Geometric Improvements to Accommodate Signalization or Signal Operational Changes.
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	120	Intersection Improvements	When Performing Intersection Geometric Improvements to Improve Safety
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	693	Maintaining Traffic	Maintenance of Traffic
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	110	Non-Freeway Sign Replacement	When Replacing or Installing Non-Freeway Signs

Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	113	Overhead Sign Structures	When Replacing or Installing Overhead Sign Structures
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	111	Pavement Marking	When Replacing Pavement Markings (Does Not Include Raised).
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	688	Pedestrian/Bike Safety Improvements	Intersection/corridor Improvements to Address Pedestrian/Bike Safety, including bike lanes in the roadway
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	101	Relocate Roadside Obstacles	When Relocating Roadside Obstacles I.E. Utilities, Roadside Facilities Etc.
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	126	Remove Roadside Obstacles	When Removing Roadside Safety Hazards From The Clear Zone
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	102	Rumble Strips - Shoulder	For Shoulder Rumble Strip Construction
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	690	Rumble Strips- Centerline	For Centerline Rumble Strip Construction
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	691	Segment Geometric Improvements for Safety	When Performing Segment Geometric Improvements to Improve Safety
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	128	Slope Flattening	For Road Slope Flattening.
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	702	Traffic Flow Improvement	Applications, policies, and strategies specific to improving traffic flows
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	112	Traffic Signals	When Repairing Or Rebuilding Traffic Signals.
Trunkline/Local Traffic Operations and Safety	Traffic Safety	Traffic Safety	105	Vertical and Horizontal Alignment Revision(s)	This Work Type Should Be Selected For Horizontal And Vertical Alignment Corrections.
Not GPA Eligible	Bridge	Bridge Rehabilitation	714	Bearing Realignment	Realignment of the bridge bearing to control movement and reduce stresses.
Not GPA Eligible	Bridge	Bridge Miscellaneous	474	Bridge Removal	Remove existing bridge
Not GPA Eligible	Bridge	Bridge Replacement	221	Bridge Replacement	Replace entire bridge
Not GPA Eligible	Bridge	Bridge Replacement	130	Deck Replacement	Replace bridge deck on existing superstructure
Not GPA Eligible	Bridge	Bridge Replacement	234	Miscellaneous Replace	Replacement does not fit another work type

Not GPA Eligible	Bridge	New Structure	341	New Structure on Existing Route	Construction of a new structure on an existing route
Not GPA Eligible	Bridge	New Structure	311	New Structure on New Route	Build new bridge on new route
Not GPA Eligible	Bridge	New Structure	321	New Structure on Relocated Route	Build new bridge on relocated route
Not GPA Eligible	Bridge	Bridge Miscellaneous	471	New Technologies	Utilize a new technology in bridge project
Not GPA Eligible	Bridge	Bridge Rehabilitation	117	Substructure Replacement	Replace entire pier or abutment
Not GPA Eligible	Bridge	Bridge Replacement	137	Superstructure Replacement	Replace bridge superstructure on existing substructure
Not GPA Eligible	Bridge	Bridge - Improve	230	Widen - Add Lanes	Widen bridge to increase number of lanes
Not GPA Eligible	Environmental	Air Quality Improvement	706	Alternative Fuel Vehicle	Alternative Fuel Vehicles
Not GPA Eligible	Environmental	Air Quality Improvement	701	Diesel Retrofit	The addition of an emission control device to remove emissions from the engine exhaust and/or advanced diesel Truck Engine/Truck Engine Technologies
Not GPA Eligible	Environmental	Environmental	308	Wetland Mitigation	Wetland mitigation activities including monitoring and construction thereof
Not GPA Eligible	Facilities	New Facilities	246	Carpool Lots - New	For The Development Of New Carpool Parking Lots.
Not GPA Eligible	Facilities	Roadside Facilities - Improve	241	Facility Expansion	For Rest Area, Welcome Center, Or Weigh Station Expansion Projects.
Not GPA Eligible	Facilities	New Facilities	242	New Non-Motorized Path	For Constructing A New Nonmotorized Path.
Not GPA Eligible	Facilities	New Facilities	313	New Rest Area	Construction of a new rest area
Not GPA Eligible	Facilities	New Facilities	314	New Welcome Center	Construction of a new welcome center
Not GPA Eligible	Facilities	Roadside Facilities - Improve	243	Parking Area Expansion	This Work Type Should Be Selected For Parking Area Expansion At A Roadside Facility. Not for Carpool Lot Expansion.
Not GPA Eligible	Facilities	Roadside Facilities - Improve	247	Rest Area Repair or Rebuild	For Extensive Existing Rest Area Repair or Reconstruction.
Not GPA Eligible	Ferry Boat	Ferry Boat	713	Ferry Boat	Ferry Boat
Not GPA Eligible	Planning, Research & Design	Contracts	638	Project Management Contract	For Project Management Work
Not GPA Eligible	Planning, Research & Design	Contracts	639	Real Estate Activities	For Real Estate Related Activities Including Contracts, Purchases, and Sales

Not GPA Eligible	Planning, Research & Design	Planning, Research & Design	705	Travel Demand Management	Providing travelers with travel choices, such as work location, route, time, and mode.
Not GPA Eligible	Rail	Rail	712	Rail	
Not GPA Eligible	Railroad	Railroad	633	Miscellaneous	Miscellaneous Office of Rail Project
Not GPA Eligible	Railroad	Economic Development	636	New Spurs	Construction of new railroad spurs as part of an economic development initiative.
Not GPA Eligible	Railroad	Railroad	631	Property Management	State owned rail property management
Not GPA Eligible	Railroad	Railroad	632	Rail Passenger	Railroad passenger project
Not GPA Eligible	Railroad	Railroad	634	Rail Structures	Rail structure projects
Not GPA Eligible	Railroad	Railroad	635	Railroad Track	Railroad track projects
Not GPA Eligible	Railroad	Economic Development	637	Rehabilitate Spurs	Rehabilitation of existing railroad spurs as part of an economic development initiative.
Not GPA Eligible	Road	Major Widening	210	Additional lane(s) over 0.5 mile long	For constructing one or more new lanes at least a half mile long, excluding turn lanes.
Not GPA Eligible	Road	Reconstruction	164	Asphalt Reconstruction	For Road Reconstruction Using Asphalt. This Work Type Will Also Be Utilized As A Placeholder For The Highway Call For Projects Road Asphalt Reconstruction Projects That Exceed \$1M In Estimated Pavement Cost And Have Not Yet Completed A Life Cycle Cost Analysis.
Not GPA Eligible	Road	Road Rehabilitation	165	Concrete Pavement Inlay	For replacement of 50% or less of the pavement width (including shoulders).
Not GPA Eligible	Road	Reconstruction	163	Concrete Reconstruction	For Road Reconstruction Activities Using Concrete. This Work Type Will Also Be Utilized As A Placeholder For The Highway Call For Projects Road Concrete Pavement Reconstruction Projects That Exceed \$1M In Estimated Pavement Cost And Have Not Yet Completed A Life Cycle Cost Analysis.

Not GPA Eligible	Road	Reconstruction	710	Culvert Replacement - Road	For culvert replacements that are less than 10' on the trunkline system and less than 20' on the local system. These structures are not captured in the MiBridge application. Replacement of a drainage culvert meeting capacity and environmental requirements, and returning the pavement and/or surrounding area to its original condition or better.
Not GPA Eligible	Road	Major Widening	213	Interchange Redesign & Upgrading	Reconstructing an existing interchange in a new configuration.
Not GPA Eligible	Road	New Roads	340	New Interchange on Existing Route	Construction of a new interchange on an existing route
Not GPA Eligible	Road	New Roads	310	New Road	Construction of a new road segment
Not GPA Eligible	Road	New Roads	320	New Road - Relocating an Existing Route	New road construction in order to relocate an existing route
Not GPA Eligible	Road	Minor Widening	174	Passing Relief Lane(s)	For construction of passing relief lane(s).
Not GPA Eligible	Road	Reconstruction	160	Reconstruction	For Reconstructing An Existing Route. This Work Type Will Also Be Utilized As A Placeholder For The Highway Call For Projects Road Reconstruction Projects That Exceed \$1M In Estimated Pavement Cost And Have Not Yet Completed A Life Cycle Cost Analysis.
Not GPA Eligible	System Operations	ITS Applications	506	Connected Vehicles	Any work which involves connected vehicle technology
Not GPA Eligible	System Operations	Active Traffic Management	697	Dynamic Lane Use	The dynamic closure of travel lanes on a temporary basis in response to increasing congestion or incidents.
Not GPA Eligible	System Operations	Active Traffic Management	698	Dynamic Shoulder Use	The dynamic opening of a shoulder lane to traffic.
Not GPA Eligible	System Operations	Operation Improvements	703	Freight and Intermodal	Freight and Intermodal Connector Improvements
Not GPA Eligible	System Operations	Operation Improvements	316	New Sound Barrier Type I	Construction of a new sound barrier type I
Not GPA Eligible	System Operations	Operation Improvements	312	New Sound Barrier Type II	Construction of a new sound barrier type II
Not GPA Eligible	System Operations	Operation Improvements	315	New Weigh Station	Construction of a new weigh station

Not GPA Eligible	System Operations	Active Traffic Management	700	Queue Warning System	The dynamic display of warning signs to alert drivers that congestion and queues are ahead.
Not GPA Eligible	System Operations	Active Traffic Management	699	Variable Speed Limits	The dynamic change in speed limits based on road, traffic, and weather conditions.
Not GPA Eligible	System Operations	Operation Improvements	248	Weigh Station Replace or Rehabilitate	When Constructing A New Weigh Station On An Existing Route.
Not GPA Eligible	Transit	Transit	711	Public Transit	Public Transit

Transit GPAs

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 in the STIP and MPO TIPs.

Work Type Activities

Please note that all SP codes begin with “SP” and are used for urban funding and that Scope Codes are used for rural funding. (Rural)

Transit Capital GPA

The Transit Capital GPA represents FTA funded work activities including buses, vans, facility construction, and equipment.

Transit Capital GPA (SP Codes)

Revenue Vehicles:

- 1101 <30 foot replacement bus with or without lift
- 1102 30-34 foot replacement bus with or without lift
- 1103 35-39 foot replacement bus with or without lift
- 1104 40 foot and greater replacement bus with or without lift
- 1105 van replacement, any size with or without lift
- 1106 <30 foot expansion bus with or without lift
- 1107 30-34 foot expansion bus with or without lift
- 1108 35-39 foot expansion bus with or without lift
- 1109 40 foot and greater expansion bus with or without lift
- 1110 van expansion, any size with or without lift
- 1111 sedan/car (revenue) replacement
- 1112 sedan/car (revenue) expansion
- 1113 bus rehab

Facilities:

- 1201 admin/maintenance facility construction

- 1202 admin/maintenance facility purchase
- 1203 admin/maintenance facility improvements
- 1204 bus terminal facility construction
- 1205 bus terminal facility purchase
- 1206 bus terminal facility improvements
- 1207 architect and engineer
- 1208 property purchase
- 1209 fueling station construction
- 1210 fueling station improvements

Bus Shelters/Stations/Signs:

- 1301 bus shelter construction
- 1302 bus shelter improvements
- 1303 bus shelter purchase
- 1304 bus stop construction
- 1305 bus stop improvements
- 1306 wayfinder/bus stop signs

Equipment:

- 1401 bus equipment (spare parts, tires, windshields, lifts, bus wraps, bike racks, ADA etc.)
- 1402 fare collection
- 1403 office equipment (copier, office furniture, etc.)
- 1404 computers (hardware and software)
- 1405 communication equipment
- 1406 security equipment - facilities
- 1407 security equipment - vehicles
- 1408 maintenance equipment (hoists, tools, etc.)
- 1409 administrative vehicle
- 1410 misc. support equipment (explanation must be provided in work detail)

JARC:

- 1502 JARC mobility management

New Freedom:

- 1602 New Freedom mobility management
- 1603 marketing

Other:

- 1801 preventative maintenance
- 1802 capital cost of contracting
- 1805 contingency
- 1807 traffic signals (prioritization, upgrades, etc.)
- 1808 construct park and ride lot
- 1809 safety
- 1811 misc. (explanation must be provided in work detail)

Transit Capital GPA (Scope Codes)

- 1110 Bus Rolling Stock (vehicle purchase, vehicle lease, vehicle rehabilitation)
- 1130 Bus Stations/Stops/Terminals (facility improvements, construction, purchase, security/surveillance system for facility)
- 1140 Bus Support Equip/Facilities (computer equipment, office equipment, admin vehicle, vehicle equipment, bus cameras)
- 1160 Signal & Communication Equip – Bus (radios, other communication equipment related to buses)
- 1170 Other Capital Items (Mobility Management – non-JARC and non-New Freedom)
- 1190 Bus Associated Transit Enhancements
- 5500 Research projects
- 6410 Section 5310 projects (including New Freedom Mobility Management)
- 6460 Section 5311 JARC projects (capital)
- 6470 Section 5310 New Freedom projects (capital)

Transit Operations GPA

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

Transit Operating GPA (SP Codes)

JARC:

- 1501 JARC operating

New Freedom:

- 1601 New Freedom operating

Operating:

- 3000 Operating except JARC and New Freedom
- CTF Local Bus Operating (LBO) Assistance

CMAQ:

- 1701 rideshare (This SP code is utilized for flex jobs ONLY)
- 1702 ozone action
- 1703 commute alternatives
- 1704 public education
- 1705 public outreach/marketing

Other:

- 1803 planning/studies
- 1804 consulting services
- 1805 contingency
- 1806 program administration
- 1810 bike share
- 1811 misc. (explanation must be provided in work detail)

Transit Operating GPA (Scope Codes)

- 3000 Operating Assistance (Section 5311 only)
- 6460 Section 5311 JARC projects (operating)
- 6470 Section 5310 New Freedom projects (operating)

GPA Usage by MPOs

MPOs have the option of using GPAs within their planning boundaries. The table below shows which category of GPAs are currently being utilized in each MPO.

Utilization of GPAs by MPO

MPO	GPA- Trunkline	GPA - Local	GPA - Multimodal
Rural	Yes	Yes	Yes
Battle Creek (BCATS)	No	No	No
Bay City (BCATS)	Yes	No	No
Flint (GCMPC)	Yes	Yes	Yes
Grand Rapids (GVMC)	Yes	Yes	Yes
Kalamazoo (KATS)	No	No	No
Holland (MACC)	No	No	No
Jackson (JACTS)	No	No	No
Niles (NATS)	No	No	Yes
Benton Harbor (TWINCATS)	No	No	Yes
Saginaw (SATA)	Yes	No	No
SEMCOG	Yes	Yes	Yes
Lansing (TCRPC)	Yes	No	No
Muskegon (WestPlan)	Yes	No	Yes
Midland (MATS)	Yes	Yes	Yes