

## **KATS General Program Accounts Policy- Adopted December 4, 2013**

### **General Program Accounts- MDOT Policy**

Federal regulations allow for the grouping of projects that are “not considered to be of appropriate scale” to merit individual listing in the STIP. In Michigan, these groupings are called General Program Accounts or GPAs. Some projects with specific work type activities and some phases can be grouped together in a GPA. Project lists for each program are typically maintained by the MDOT program manager.

For all GPA categories, the following conditions apply:

1. The total project cost for all phases cannot exceed \$5 million.
2. The project cannot be part of a new roads or capacity expansion project.
3. The project cannot be a congressional earmark project.
4. Each project must also be a categorical exclusion and air quality neutral.
5. Right-of-way activities are limited to grading permits, mutual benefit permits, and minor takings without relocation.

### **Kalamazoo Area Transportation Study GPA Policy**

The Michigan Department of Transportation has asked Metropolitan Planning Organizations to explore the use of GPAs within their Transportation Improvement Programs (TIP). GPAs offer a way to reduce the amount of time spent on administering the S/TIP.

One argument against GPAs is the possible reduction of public involvement regarding projects. In Michigan, the current GPA process calls for the project groups to be backed by a project list that is available to all interested parties.

KATS currently does not allow the use of GPAs within the TIP. KATS Staff and MDOT reviewed recent amendments, current projects within the FY 2014-2017 TIP, and the requirements for public involvement in developing the proposed GPA policy.

KATS proposes the use of GPAs under the four following guidelines:

1. GPA for pre-construction phases (SUB, PE, ROW, Utility)
  - a. KATS found that a large number of amendments are minor adjustments within the pre-construction phases, yet these phases have little public involvement issues since the primary construction phase is identified separately.
2. GPA for Preventive Maintenance Program (CPM) not to exceed \$750,000.
  - a. KATS found that the projects more significant in scope tend to be over this construction cost. Additionally, KATS found that adding a new project of any significance to this GPA would likely trigger an amendment, ensuring public notification of the new work.

3. GPA for Rail Safety funding:
  - a. KATS found that these projects are generally fairly small and are scheduled as funding becomes available and often have compressed schedule timelines.
  
4. GPA for Trunkline Safety funding
  - a. KATS found that these projects are often programmed late in the fiscal year to take advantage of bid savings. Many of the projects are small, involving pedestrian or traffic signals.

Per MDOT and FHWA policy, a project list will be attached to each GPA. That list will be made available through KATS and continually updated by MDOT. All GPA modifications must adhere to the KATS Administrative Modification Policy in regards to its classification as an amendment or administrative modification.