



## MEMORANDUM

**To:** Transportation Committee

**Date:** February 22, 2008

**From:** CMAP (TIP) Staff

**Re:** TIP Change and Project Grouping Procedures

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This memo was drafted to explain the proposed changes to the TIP change and project grouping procedures. Changes to the procedures were initiated when new Federal Regulations were published in February of 2007. CMAP and the FHWA along with other regional partners have had numerous discussions over the past several months through the Consultation process. The Tier II Consultation team met on February 5, 2007 and produced a final draft of procedures.

Under the older TIP Change and Project Grouping procedures (and remains in the proposed changes), an amendment occurred when a projects scope changed that it affected air quality. For example, when a project that added capacity was submitted for inclusion in the TIP, or when a project that was already in the TIP and adds capacity changes its limits to become a larger project or changes scenario years. When this occurs, a TIP amendment and conformity analysis will occur. This is subject to a 30 day public comment and approval from the MPO Policy Committee.

Continually, under the older TIP Change and Project Grouping procedures various changes needed Transportation Committee approval. Those changes that required Transportation Committee approval were:

- Any total project cost increase of over \$1,000,000 or 15% of total cost.
- Any project leaving the selected year (current Federal Fiscal Year).
- Any line item is moved from out of three years in the TIP into the selected year.
- Any project is moving from the MYB into the selected year.
- Any new project.
- Deleting a project.

Any of the above mentioned changes required Transportation Committee approval and were always displayed to the Transportation Committee through the TIP change attachment. Additionally, some changes required only Transportation Committee notification – these being moving a project or line item into the MYB or awarding a line-item.

The procedures to revise the TIP as currently proposed apply only to those projects which include federal funds or are deemed regionally significant.

Amendments are changes to a project with federal funds or are regionally significant are subject to thresholds below and will require a public comment period of at least seven days prior to approval.

<b>Percent Increase</b>	<b>Federal Project or Project Group Cost</b>
100%	\$0-\$999,000
50%	\$1,00,000-\$4,999,999
25%	\$5,000,000-\$9,999,999
20% or \$10M	Greater than or equal to \$10,000,000

An additional change that will trigger an amendment is the addition or deletion of a phase from a not-exempt project with federal funding.

Some examples of what were considered changes and are now considered amendments:

- Widget Rd at Wrench Rd has an other funding line item for construction 2010 with a total cost of \$4,300,000 and a federal cost of \$0 and the project implementer stated they received federal funding in the amount of \$2,000,000 – due to the addition of the federal funding this would cause an amendment that needs at least seven day of public comment.
- Widget Rd at Wrench Rd has a line item for Phase II Engineering for a total cost of \$1,000,000 and federal cost of \$500,000 but no line item for construction. The project implementer has obtained federal high priority funding of \$1,000,000 for constructing the project, however the project will cost \$20,000,000 to build completely. According to the new regulations, the construction line item should not be included until all funding has been identified and is reasonably available for construction. When the funding does become available, the TIP will need to be amended to include the phase.
- Widget Rd at Wrench Rd has a line item for Phase I Engineering and the project implementer would like to add a line item for a total cost of \$10,000 and federal cost of \$8,000 for Phase II Engineering. The TIP would need to be amended because the addition of a phase is considered a new project.

There will be a large increase in the amount of TIP amendments that will occur. Any amendment that is triggered due to financial changes is solely subject to a seven day public comment and approval by the Transportation Committee.