

CHANGES THAT REQUIRE A STIP REVISION—Breaking a Business Rule

- Adding federally funded projects
- Adding regionally significant state or locally-funded projects locally-funded for illustrative purposes unless there are environmental or AQ impacts)
- Change in the project scope of work
- Change in the project limits
- Changes from state funding category to federal funding category (same as adding a federally funded project)
- If the MPO's project selection procedures do not provide for selecting projects in the second or third years, a change in TIP year would require a revision
- Change in Transit Grantees for FTA Section 5310 projects
- Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding \$1,499,999. An amendment is not required when a change in estimated federal cost results in a total project cost of under \$1,500,000. This point is clarified by examples presented on the next page.

CHANGES THAT REQUIRE A STIP REVISION - continued

Initial Cost	Revised Cost	Amendment Needed
\$800,000	\$1,450,000	No (increase > 50%, revised cost < \$1,499,999)
\$800,000	\$1,550,000	Yes (increase > 50%, revised cost > \$1,499,999)
\$1,500,000	\$2,200,000	No (increase < 50%, revised cost > \$1,499,999)
\$1,500,000	\$2,300,000	Yes (increase > 50%, revised cost > \$1,499,999)
\$14,000,000	\$20,000,000	No (increase < 50%, revised cost > \$1,499,999)
\$20,000,000	\$32,000,000	Yes (increase > 50%, revised cost > \$1,499,999)

- If project changes types of lanes (same as project scope of work changing) examples:

(HOV / E x L)— HOV / Tolloed Express Lanes

(HOV) - HOV Lanes

(E x L) - Express Lanes

(ML / T) - Tolloed Managed Lanes

(-C) - Concurrent Lanes

(-R) - Reversible Lanes

- Removing or adding a phase of work, e.g., PE, Construction or ROW (same as change in the project scope of work)