

Background

A small ad hoc committee of federal, state, and MPO representatives were asked to determine an agreed to statewide policy that would be the TIP thresholds used by all MPO's to differentiate between an administrative modification vs an amendment requiring Federal approval. The TIP Amendment Threshold committee was made up of Dennis Kent, Darrell Robinson, Eric Mullen, Jon Start, John Watkin, Andy Pickard, and Jason Nordberg.

Two factors were key in the initiation of this effort; consistency throughout the state at all MPO's, MDOT, and FHWA, and secondly, the roll-out of JobNet requirements.

If this proposal is implemented, it should be noted that MPO's still maintain the ability to set individual levels for amendments that would require local technical and policy level approval.

Proposal

After much discussion, the following are the thresholds that would require a federally approved TIP amendment –

1. A change greater than 25% of the total cost of a project, not listed within a GPA.
2. A change greater than 25% of the total cost of a GPA.
3. Projects that include 100% state and local funding do not require an amendment regardless of the percent change in total funding. An amendment is required however if any amount of federal funding is added to the project.

*Please note that a 'change greater than 25%' refers to both an increase or decrease in total cost.

Timeline of implementation

If approved, this policy would start on February 21, 2017, and will remain in effect for a period of one year, at which time the policy would be re-evaluate by the TIP Threshold Committee and the MTPA. If no action is taken by MTPA at or before the February 2018 MTPA meeting to change or permanently adopt this policy than amendment policies requiring a Federal amendment review will revert back to individual local MPO policies.

Next steps

Also, if approved the remaining TIP amendment thresholds that would be discussed are, project length, work type code, and defining 'regional significance' at the MPO level.

Conclusion

Once all TIP amendment thresholds have been established and approved, a 'flow chart' will be developed and vetted through FHWA, MDOT, and MTPA. Its design will hopefully add clarity and consistency to the decision making process.