

## REVISIONS TO THE STIP

Revision	A. Administrative Modification	B. Amendment <sup>i</sup>
<b>Project</b>	<ol style="list-style-type: none"> <li>1. Advancing a project from its programmed year if it is ready-to-go.<sup>ii</sup></li> <li>2. Deferring a project to a later year within the current STIP if it is not ready-to-go as originally programmed.</li> <li>3. Revising, clarifying, or expanding a project's description as long as the project's scope is not modified.</li> <li>4. Splitting or grouping projects (e.g., guardrail replacement or bridge rehabilitation) as long as the scope remains unchanged, and the funding amounts stay within the guidelines in Table 1, B.8. Adding or deleting projects from grouped listings as long as the funding amounts stay within the guidelines in Table 1, B.8.</li> <li>5. Revising projects that are included in the STIP for illustrative purposes.</li> <li>6. Changing the scope of a project to accommodate prescribed actions made under NEPA (National Environmental Policy Act) processes and requirements.</li> <li>7. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by 20 percent or less.</li> <li>8. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in quantity results in a change in the total carrying capacity by 20 percent or less.</li> </ol>	<ol style="list-style-type: none"> <li>1. Adding a project to the STIP.</li> <li>2. Deleting a project from the STIP, including deferring a project to a year that is outside of the four-year STIP.</li> <li>3. Modifying the design concept or design scope of a programmed project (e.g., changing the project termini or the number of through traffic lanes).</li> <li>4. For projects programmed with FTA funds, a change in a project's scope is considered "major" if the change materially alters the objective or description of the project, or the size, type, or quantity of items. Examples include:               <ol style="list-style-type: none"> <li>a. Changing from replacement buses to expansion buses (and vice versa);</li> <li>b. Changing the size of revenue rolling stock (e.g., vans, 30' buses, 40' buses, 60' buses) if the change results in a change in the total carrying capacity by more than 20 percent.</li> <li>c. Changing the quantity for revenue rolling stock that exceeds 20 percent (plus or minus) of the original quantity if the change in quantity results in a change in the total carrying capacity by more than 20 percent.</li> </ol> </li> </ol>
<b>Project Phase<sup>iii</sup></b>	<ol style="list-style-type: none"> <li>9. Adding a project phase to an existing project as long as the phase is estimated to be \$3 million or less and the project's scope is not modified.</li> <li>10. Deleting or deferring a project phase to a year that is outside of the four-year STIP as long as another phase of the project remains in the STIP and the project's scope is not modified.</li> </ol>	<ol style="list-style-type: none"> <li>5. Adding a project phase to an existing project if the phase is estimated to be more than \$3 million.</li> <li>6. Deferring a project phase to a year that is outside of the four-year STIP when there are no other project phases in the STIP and the project's scope is modified.</li> </ol>

<sup>i</sup> Amendments include revisions that are not listed as administrative modifications.

<sup>ii</sup> Projects must be "ready-to-go" in the year that they are programmed to be funded. Projects must have cleared previous federal requirements, which include:

- a. Construction projects must have FHWA-approved Plans, Specifications, and Estimates (PS&E).
- b. For projects heading into construction, land for the project must also have already been acquired.
- c. Design projects must have cleared all NEPA requirements.
- d. Rights-of-Way acquisition cannot occur without clearing NEPA requirements.
- e. All projects must also have the appropriate matching local funds in place.

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<b>Funding Source</b>	11. Revising the source of federal funds designated for a project to reflect a different funding program administered by the same U.S. DOT operating agency (e.g., NHS to STP). 12. Changing a project's funding from federal to local or state funding. 13. Changing a project's funding from local or state to federal funds. 14. Adding additional federal funding, such as congressional earmarks or discretionary funds, to a project currently included in the STIP.	7. Switching from FTA to FHWA funds (and vice versa).
<b>Cost Estimates</b>	15. Revising the amount programmed for a project phase to reflect changes in cost estimates as long as it does not meet the thresholds identified in Table 1, B.8.	8. Revising the amount programmed for a project phase if all of these thresholds are met: <ol style="list-style-type: none"> <li>a. The total estimated project cost, after the revision, exceeds \$10 million; and</li> <li>b. The amount programmed for the federal portion of the total estimated project cost is increased by more than 50%; and</li> <li>c. The total estimated project cost is increased by more than \$3 million.</li> </ol>

STIP Administrative Modifications shall be considered minor and pre-approved changes, and can be immediately processed. STIP Administrative Modifications shall be posted on the HDOT STIP website. Notices via STIP email list and/or print media should also be used. For Oahu projects, a separate TIP Administrative Modification process must first be completed.

STIP Amendments are major changes to the STIP and will require, at a minimum, a two-week public comment period that begins once the Amendment is posted on the HDOT STIP website. Comments must be considered and adequately responded to. Comments and responses should be submitted to FHWA and FTA with the Revision approval request. Amendments must also be publicized via the STIP email list and print media statewide. STIP Amendments are approved once FHWA and/or FTA approve them in writing. For Oahu projects, a separate TIP Amendment process must first be completed before a major change can be amended into the STIP.

Regardless of the type of revision being proposed, financial constraint of the STIP must be maintained both within each fiscal year and over the entire approved duration of the STIP.

The STIP may be revised at any time, if time constraints permit. Typically, there will be **two** planned **major** revisions (Amendments) to the STIP. There will be a revision planned near the beginning of the federal fiscal year. This revision will typically serve to sort out and balance funding changes that occurred at the end of the previous federal fiscal year. This first amendment will typically be approved in late February. There will be a revision planned near the end of the federal fiscal year. This revision will try to tie all the late changes that are required due to project developments or changes in priorities. This last amendment will typically be approved in early August. Administrative Modifications that do not result in the need to amend the STIP can and have been processed at any time, time permitting.

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<sup>iii</sup> For example, design or right-of-way, as defined in 23 CFR 450.216(i) and 23 CFR 450.324(e).