

POLICY STATEMENT

Board Policy No. 2024-02

Adopted: August 19, 2024
By: COMPASS Board of Directors
Last Revision: None

Policy Statement:

Annual Regional Transportation Improvement Program Update

Purpose:

This policy is intended to guide programming during the annual transportation improvement program (TIP) update cycle.

Background:

The TIP is a five-to-seven-year budget (program), which is updated annually to add new projects and adjust project costs and timing of existing projects, when needed. All projects included in the TIP must be consistent with the regional long-range transportation plan, *Communities in Motion 2050* (CIM 2050). Some [priority projects](#)¹ or corridors are listed specifically in CIM 2050. Other types of priorities, such as safety or general operational improvements, are not listed in CIM by project. When this is the case, projects in the TIP must still be consistent with the identified priorities, goals, and vision of the plan.

The TIP is developed, and projects selected, following federal regulations ([Code of Federal Regulation \(CFR\) 450 C](#)²). Federal regulations require that metropolitan planning organizations follow the “Three C’s”: a continuing, cooperative, and comprehensive planning approach.

“... the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution; and encourages continued development and improvement of metropolitan planning process...” (23 CFR.300)

¹ CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

² 23 CFR 450 C: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C>

Programs Managed by COMPASS:

Federal funds for transportation projects are managed through the application process outlined in the [COMPASS Application Guide](#)³ each year. The following programs are managed by COMPASS:

Transportation Management Area (TMA) (Boise Urban Area):

- Surface Transportation Block Grant - TMA (STBG-TMA)
- Transportation Alternatives Program - TMA (TAP-TMA)
- Carbon Reduction Program - TMA (CRP-TMA)

Large Urban (LU) (Nampa Urban Area):

- STBG-LU
- CRP-LU

Adding new projects:

Adding new projects to the TIP shall follow program [guidance](#)⁴ provided by the Federal Highway Administration (FHWA).

The project selection process is outlined in the [COMPASS Application Guide](#)⁵ and updated each year. The Application Guide provides the scoring criteria, funding estimates for each program, and other expectations for ranking projects for inclusion in the TIP.

New projects should follow the [funding policy](#)⁶ for STBG funding, as set in CIM 2050, as closely as possible. As new plans are adopted, some portions of the TIP will have been budgeted under previous funding policies.

Adjusting the overall program:

As the TIP is updated each year, numerous changes are included in the program. The steps below provide priority order and structure to the development of the new program.

1. Add "off-the-top" projects, as provided in the CIM 2050 funding policy, in the STBG programs first.
2. Increase the construction phase of each project by 2% to cover inflation, as the program is structured using current costs.
3. Remove advanced construction funds and replace them with federal funds as much as possible to reduce the financial burden on sponsoring agencies.
4. Incorporate official requests for additional funding or timing changes to existing projects based on new estimates or negotiated contracts, as funding is available.
5. Add new projects with design and right-of-way phases in the early years, as funding permits.
 - In all programs located in the TMA area (Boise Urban Area), construction of new projects will typically enter the program in the last funding year or as preliminary

³ COMPASS Application Guide: <https://compassidaho.org/resourcedevelopment/#AppProcess>

⁴ FHWA program guidance webpage: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/guidance.cfm>

⁵ COMPASS Funding Application Guide: <https://compassidaho.org/resourcedevelopment/#AppProcess>

⁶ CIM 2050 Funding Policy: <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>

development, with design and right-of-way phases in a funded year, as funds are available⁷.

- In the TMA, STBG, TAP, and CRP programs, funds may be mixed on individual projects, if eligible for the funding source.
- Projects in the Nampa Urban Area share Large Urban funds with other metropolitan planning organizations throughout the state and are managed through the Large Urban Balancing process. Construction of new projects must start in preliminary development and those projects are not eligible to move into a funded year until the project concept report is approved by the Idaho Transportation Department.

Programs Managed by Other Agencies:

The Idaho Transportation Department selects new state system projects to add to the TIP on an annual basis.

The Local Highway Technical Assistance Council (LHTAC) selects new projects for local agencies in Small Urban and Rural areas through various federal programs, such as the TAP program. LHTAC also selects new projects for local projects statewide, such as the bridge and safety programs. New projects are added annually or in an every-other-year cycle.

Valley Regional Transit selects new public transportation projects funded through the Federal Transit Administration. Most projects are continuations of existing operational and maintenance projects and are added as continuous projects.

The processes of working with the Idaho Transportation Department and Valley Regional Transit are outlined in the [Memoranda of Understanding \(MOU\)](#)⁸.

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⁷ Typically, the program is funded for four years, plus preliminary development. Projects in preliminary development advance to a funded year if possible before adding new projects to a funded year.

⁸ COMPASS Policies and MOUs: <https://compassidaho.org/policies-and-mous/>