

# COMPASS Resource Development Plan

Approved February 27, 2017

The intent of Resource Development efforts is to increase the amount of outside resources being invested in the Treasure Valley to implement the regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040).

The purpose of developing the annual Resource Development Plan (Plan) is to provide transparency and obtain COMPASS Board endorsement of funding pursuits for the year. While some grants have annual solicitations, most grants or other partnership opportunities present themselves with little lead time for preparation and application. Proactive identification and consideration of projects allows project information to be prepared so it is ready should funding opportunities become available. It is expressly understood that although the funds are to be applied for this year, it is most likely the funds will not be available for planning efforts or projects until subsequent years due to award cycles and funding availability.

This Plan is intended to allow for some degree of flexibility. If a member agency wishes to have a project added to the Plan, a written request accompanied by a completed Phase I application form can be made to the COMPASS Executive Director. The project will be reviewed by the Regional Transportation Advisory Committee (RTAC) for recommendation to the COMPASS Board to be added to the Plan.

COMPASS staff work days for grant-related activities including research and writing have been budgeted in the COMPASS FY2017 Unified Planning Work Program and Budget (UPWP) under program 685.

Any project requiring match or local funds from COMPASS in the current fiscal year will need Board action prior to acceptance of the award. Projects where match will be required in a future budget year will be addressed through the annual budget process or through Board action prior to the award, depending on timing of acceptance.

To further the implementation of CIM 2040, COMPASS staff will conduct grant research, maintain a project needs database, refer funding sources to member agencies, provide technical assistance in grant writing and grant administration, or write and administer the grants directly. Projects which require match or local funds from member agencies will require a commitment letter of that match from the respective agency at the time of application.

The Resource Development Plan is organized into three sections – (1) Member Agency Projects, (2) COMPASS Efforts needing supplementary funding, and (3) Potential Funding Sources.

# 1. Member Agency Projects

COMPASS staff met with member agencies to discuss project needs and COMPASS services. Phase I applications submitted by member agencies prior to the November 30, 2016, deadline are listed in this section.

COMPASS staff will work with member agencies on projects that need more development to ensure the projects are competitive for any type of funding when it becomes available. Projects needing additional development will be referred to the COMPASS Project Development Program to transform ideas into well-defined projects with cost estimates, purpose and needs statements, environmental scans, and public information plans. This ensures readiness for state and federal funding.

COMPASS staff will research funding opportunities, communicate those to member agencies throughout the year, and provide varying levels of grant writing and administration as mutually agreed to with the individual member agencies. All projects that have been through the COMPASS Project Development Program will receive priority for grant research and writing assistance, as components for a successful application are complete.

## Phase I Applications

The following table provides information on Phase I applications received from COMPASS members and others in response to the November 30, 2016, Call for Projects.

## PHASE I APPLICATIONS – November 30, 2016

Key for **Type** in chart below:

CN = Construction

DS = Design

ITS = Intelligent Transportation System

NI = Non-Infrastructure

ST = Study/Plan

\*Funding source eligibility abbreviations are defined following this table.

Applicant/ Member	Project	Brief Description	Ref No.	Amount	Type	Readiness & Next Steps	Funding Source Eligibility*
ACHD	Fairview Avenue Traffic Signal Performance Measure Implementation	Upgrade vehicle detection and traffic signal controllers at 14 intersections on Fairview Avenue. The project will also upgrade existing emergency pre-emption equipment to allow Transit Signal Priority and allow this to be a future freight priority corridor. The upgraded system will also allow for a Connected Vehicle to Intersection (VI) Interface in the future as car manufacturers implement DSRC radio technology in new car models.	22	\$700,000	ITS	Ready for Federal Funding	STP-TMA
ACHD	Pavement Condition Evaluation	The primary objectives of this project are to: <ul style="list-style-type: none"> <li>• Perform walking inspections on all the residential roads.</li> <li>• Provide rigorous quality control.</li> <li>• Update ACHD's StreetSaver database with the condition inspection data.</li> <li>• Perform pavement condition index (PCI) calculations.</li> <li>• Assist ACHD staff with technical support.</li> </ul>	23	\$325,000	ST	Ready for Federal Funding	STP-TMA
ACHD and Garden City	Pedestrian Crossing of Chinden at 43rd Street	Install a pedestrian hybrid beacon controlled crossing of Chinden Boulevard at 43rd Street. Worked with ITD on parameters.	25	\$203,000	CN	<b>Completed PDP</b> Ready for Federal Funding	STP-TMA TAP-TMA TAP-State
ACHD	Locust Grove and Time Zone Crossing and Sidewalk Gap Project	Fill sidewalk gap and enhance pedestrian crossing to provide safe route for students walking or biking to school. This funding	28	\$372,000	DS/CN	Ready for Federal Funding	TAP-TMA TAP-State STP-TMA

<b>Applicant/ Member</b>	<b>Project</b>	<b>Brief Description</b>	<b>Ref No.</b>	<b>Amount</b>	<b>Type</b>	<b>Readiness &amp; Next Steps</b>	<b>Funding Source Eligibility*</b>
		would cover design and construction of approximately 250' of asphalt pathway along the west side of Locust Grove Road south of Mastiff Street in Meridian. This project would also install an enhanced pedestrian crossing (with pedestrian hybrid beacon/PHB) to cross Locust Grove at Time Zone.					
<b>ACHD</b>	<b>Linder Road and Porter Street Crossing and Sidewalk Gap Project</b>	Design and construction of approximately 675' of asphalt pathway along the west side of Linder Road near Porter Street in Kuna. This would also install an enhanced pedestrian crossing (with rectangular rapid flashing beacon/RRFB) to cross Linder at Porter.	29	\$222,000	DS/CN	Ready for Federal Funding	STP-Urban TAP-State
<b>Boise</b>	<b>Fairview Avenue Greenbelt Ramp</b>	Design and construct an ADA-compliant, concrete, multi-use pathway ramp connecting the south side Greenbelt to the existing bike lane on Fairview Ave. The ramp will be located entirely within the ACHD and ITD right-of-way. The ramp will be 12 feet wide and approximately 200 feet in length. A small section of block retaining wall construction is anticipated.	69	\$81,000	DS/CN	Ready for Federal Funding and Grants	STP-TMA TAP-TMA TAP-State CIM
<b>Boise Bicycle Project</b>	<b>Ride On! Boise's Traffic Safety Garden</b>	Create a 700 square foot (about the size of two tennis courts) traffic safety garden that teaches youth how to safely walk, bike, and eventually drive on city streets.	79	\$240,000 (Requested \$100,000)	DS/CN	Ready for Federal Funding	TAP-TMA TAP-State
<b>Boise School District</b>	<b>School Crosswalk Signage, Boise School District</b>	In-crosswalk signage to bring improved safety and visibility to crosswalks near schools.	45	\$31,000	DS/CN	Ready for Federal Funding	TAP-TMA TAP-State
<b>Boise State</b>	<b>Boise State University Transportation Demand Management Study</b>	Create a comprehensive Transportation Demand Management (TDM) Study for Boise State University, including all TDM measures requiring consideration within and around Boise State University.	16	\$100,000	ST	Ready for Federal Funding	STP-TMA
<b>Boise State</b>	<b>Boise State Solar Crosswalk on Theater Lane on Boise State Campus</b>	Provide a highly visible, interactive project on the Boise State campus promoting safe Ped/Bike facilities, by using Idaho State Technology and green innovation. This	17	\$144,000	DS/CN	Ready for Federal Funding	STP-TMA TAP-TMA TAP-State

<b>Applicant/ Member</b>	<b>Project</b>	<b>Brief Description</b>	<b>Ref No.</b>	<b>Amount</b>	<b>Type</b>	<b>Readiness &amp; Next Steps</b>	<b>Funding Source Eligibility*</b>
		location connects regional commute patterns to the Boise Greenbelt. Seeking purchase and installation funds.					
<b>Boise State</b>	<b>Boise State Campus Wayfinding</b>	Provide comprehensive wayfinding across Boise State's campus, accommodating pedestrians, cyclists, first-time visitors, and vehicles alike. Boise State has a final design for the complete "sign family" – the various types of signs - and is currently working with a transportation consultant to assist with location and content. While the plan is being completed, current needed signs can be constructed/installed.	18	\$1,550,000 (scalable)	DS/CN	Ready for Grants	STP-TMA TAP-TMA TAP-State CIM
<b>Caldwell</b>	<b>Charging Station – Downtown Caldwell</b>	Construction of two electric car charging stations in downtown Caldwell. It is desired that funding covers environmental, planning, design, procurement, and construction.	61	\$150,000	DS/CN	Ready for Federal Funding	STP-Urban
<b>Caldwell</b>	<b>Pedestrian Pathway – Plymouth Street to the Boise River</b>	Construction of a 10-foot-wide asphalt pedestrian pathway in the previously described area. Pathway to be approximately 2,000LF and 2.5" thick. Funding would cover environmental, planning, design, procurement, and construction.	62	\$270,000	DS/CN	Ready for Federal Funding	STP-Urban TAP-State
<b>Caldwell</b>	<b>Pedestrian Pathway – Ustick Road to Homedale Road</b>	Construction of a 10' wide asphalt pedestrian pathway in the previously described area. Pathway to be approximately 4,900LF and 2.5" thick.	63	\$300,000	DS/CN	Ready for Federal Funding	STP-Urban TAP-State
<b>Caldwell</b>	<b>Indian Creek Multimodal Pathway</b>	Construct a 15-foot multimodal pathway for bicyclists and pedestrians on the south side of Arthur Street. The pathway will be constructed inside of the existing City easements. Additionally, street lighting will be added along the pathway.	64	\$725,000	DS/CN	Ready for Federal Funding	STP-Urban TAP-State
<b>Caldwell</b>	<b>Wayfinding for Pathways and Points of Interest</b>	Conduct a Wayfinding for Pathways and Points of Interest study to determine the best types of signage and appropriate locations for signage that will assist	65	\$20,000	ST	Ready for Grants	CIM PDP

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		residents and visitors in locating key sites within the City.					
<b>Caldwell</b>	<b>Montana Avenue Widening and Pedestrian Improvements</b>	Enhance pedestrian safety and walkability, including sidewalks from Syringa Middle School to Spruce Street on the west side of Montana Avenue. Place Rectangular Rapid Flashing Beacons at Montana crossings at Alder Street and Spruce.	66	\$525,360	DS/CN	Ready for Federal Funding	STP-Urban TAP-State
<b>Canyon County</b>	<b>Traffic Impact of Wineries</b>	Measure actual traffic counts at up to ten wineries during the summer month and develop local trip generation rates. Will initially ask for COMPASS assistance to develop a detailed scope of work.	24	\$10,000	ST	UPWP	UPWP
<b>Canyon County</b>	<b>Consolidated Permit for Special Events in Rural Areas</b>	Develop a consolidated permit process to streamline the process for the operator while meeting individual agency needs. The agencies typically involved in permitting include the local land use jurisdiction (Canyon County), highway district, ITD, State Police (for events with alcohol), the health district (environmental health and food safety divisions), and the Sheriff's Office.	26	\$6,000	ST	UPWP	UPWP
<b>Canyon Highway District &amp; City of Caldwell</b>	<b>Canyon County Road Maintenance – Midway Road Rehabilitation</b>	Rehabilitate and install paved shared-use shoulders on Midway Road between Karcher Road (SH-55) and Caldwell Boulevard (I-84B) in Canyon County.	80A	\$1,300,000	CN	Ready for Federal Funding	STP-Urban
<b>Canyon Highway District</b>	<b>Fifteen Mile Bridge Replacement (Northside Blvd)</b>	Determine feasible options and cost estimates for replacement of the existing two-lane, two-span, 52-foot long bridge constructed in 1970. Upstream and downstream structures include corrugated steel pipe arches and box culverts, which if feasible, could provide more cost-effective solutions for replacement. Preliminary development is anticipated to include hydrologic/hydraulic analysis, preliminary	30	\$45,000	ST	Project Development Program	PDP

Applicant/Member	Project	Brief Description	Ref No.	Amount	Type	Readiness & Next Steps	Funding Source Eligibility*
		foundation investigation, environmental scan, and preliminary layout(s).					
Canyon Highway District	Orchard Avenue & Indiana Avenue Shared Roadway	Define scope and budget to construct paved shoulders of 4 to 6 feet in width (4 foot minimum) along both sides of Indiana Avenue and Orchard Avenue within the project limits described, including paving, base, excavation, embankment, drainage, signage, and other incidental work. Treatments for potential pedestrian and bicycle crossing locations would also be determined.	31	\$1,100,000 for Orchard (priority), plus \$640,000 for Indiana	ST	Project Development Program	PDP
Eagle	Bicycle and Pedestrian Bridge over the North Channel of the Boise River	Project will provide north/south connectivity of existing bike/pedestrian paths in the surrounding communities as well as overall connectivity with the local neighborhoods, businesses, public recreation facilities, and with downtown City of Eagle project. In coordination with ITD.	20	\$1,299,000	DS/CN	Completed PDP Ready for Federal Funding	STP-TMA TAP-TMA TAP-State
Eagle	Exercise Equipment along Plaza Drive Extension, Eagle, Idaho	Install outdoor exercise stations on concrete pads along the approximate ½ mile of the Plaza Drive extension. 1-2 pieces of equipment will be placed on the five pads to allow for residents and visitors of Eagle to exercise and walk along this route.	21	\$30,716	DS/CN	Completed PDP Ready for Grants	CIM
Eagle and ITD	Ped/Bike Crossing Plan for ½ CFI at SH-44 and SH-55 Intersection	Review and formalize a ped/bike access/crossing plan for the proposed CFI at the intersection of SH-55 & SH-44 in Downtown Eagle. ITD has selected and programmed for construction a half Continuous Flow Intersection (CFI) at the entry to Downtown Eagle. The City has concerns about how pedestrians and bicycles will cross this intersection to access business to the north and south of the intersection. This portion would be included in the full project. Information developed will be used for other future ½ CFI's.	32	\$50,000	ST	Project Development Program	PDP

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<b>Eagle</b>	<b>Grade separated Ped/Bike crossing of SH-44 Bypass between Palmetto Avenue Extension and Eagle Road.</b>	Project development and design of a grade separated pedestrian and bicycle crossing of SH-44 connecting Downtown Eagle to the Eagle River Development. Funding will be for preliminary development and design of the facility. In coordination with ITD.	33	\$50,000	ST	Project Development Program	PDP
<b>Eagle</b>	<b>Interim Ped/Bike safety on SH-55 from Colchester to Eagle River</b>	Raised safety curb, candles, painted sharrows, and a 20-foot-long pathway connection to the existing green belt to provide a protected shoulder along Eagle Road/SH-44 for pedestrians and bikes across the Boise River until bike/ped bridge is constructed. Funding will cover all aspects of the project. In coordination with ITD.	34	\$280,000	DS/CN	Ready for Federal Funding	STP-TMA TAP-TMA TAP-State
<b>Garden City</b>	<b>Bike Work Stations</b>	Four bike work stations along the greenbelt in Garden City at activity centers near regionally significant biking routes.	9	\$10,000	DS/CN	Ready for Federal Funding and Grants	STP-TMA TAP-TMA TAP-State CIM
<b>Golden Gate Highway District</b>	<b>Advisory Speed Study for Curves and Hills</b>	Advisory Speed study to determine safe speed in curves and over hills. It will also identify where chevron signs are needed within the curves.	59	\$8,500	ST	Needs Study	LHTAC-Rural
<b>Golden Gate Highway District</b>	<b>Peckham Road Rehabilitation Project, Key No. 13964</b>	Assistance in identifying & securing additional grant funding to partner with the Federal-aid grant. The project will rehabilitate 5.5 miles of Peckham Road with RABS, base course, and asphalt. Curb, gutter, sidewalk & storm drains in both Wilder and Greenleaf. The project is \$1,031,800 over current grant funding. The Concept Report proposes to not construct pedestrian facilities nor rehab 0.75 miles of roadway to fit within budget constraints.	60	\$1,758,500	DS/CN	Ready for Federal Funding	TAP-State Freight
<b>ITD and Eagle</b>	<b>Pedestrian Crossing with ½ CFI at Eagle and State</b>	Fund the construction if/when the project gets selected for Strategic Initiatives funds. The current concept report does not include pedestrian crossings.	3	\$75,000	ST/ DS/CN	Project Development Program	PDP



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<b>ITD</b>	<b>Roundabout at SH-19 and Farmway Road</b>	Fund the construction if/when the project gets selected for Strategic Initiatives (SI) funds. Prior to submitting to the SI program – ITD needs to analyze the intersection to see if a roundabout would work well at that location.	4	\$100,000	ST	Needs Study	STP-Urban
<b>ITD</b>	<b>Environmental Evaluation for SH-55 (Karcher)</b>	Fund an environmental evaluation on SH55 (Karcher) in Canyon County. Can be funded in phases. Anticipating an Environmental Assessment.	5	\$3,000,000	ST	Needs Study	STP-Urban
<b>ITD</b>	<b>Fairview and Eagle Intersection Concept</b>	Identify the ideal configuration and timing for high capacity intersection upgrade to improve mobility. In coordination with ACHD and City of Eagle.	6	\$400,000	ST	Needs Study	STP-TMA
<b>ITD</b>	<b>SH-55 (North) and SH- 44 Intersection Study</b>	Study of the intersection of SH-55 North and State Street (SH-44) in anticipation of expected growth from development in the Boise foothills adjacent to SH-55. The intersection is projected to fail with the anticipated development of Dry Creek, which is one of many potential developments.	58	\$400,000	ST	Needs Study	Yes STP-TMA
<b>Kuna</b>	<b>Phase II of the Downtown Kuna Revitalization project</b>	Phase II includes two blocks of Main Street from Avenue C to Avenue A, linking the current revitalization project (Phase I) to the new roundabout at Linder Road and Main Street in Downtown Kuna.	13	\$1,364,000 request \$500,000	DS/CN	Ready for Federal Funding	STP-Urban TAP-State
<b>Kuna</b>	<b>Kuna 4th Street Planning Project</b>	Requesting professional planning services to determine details of streetscape material and inadequate infrastructures, identify priority pedestrian and bicycle access, and organize utility improvements.	14	Unknown	ST	Ready for Grants	CIM Tech Assist
<b>Kuna</b>	<b>Downtown Parking Lot Project</b>	The parking lot is dirt and deteriorated asphalt. The City of Kuna is interested in the potential for innovative designs including creative solar energy options, lighting, electric car charging, impervious asphalt, landscaping islands, and covered areas that could be used for the Kuna Farmer's Market and other events.	15	Unknown	ST	Ready for Grants	CIM Tech Assist

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Melba	Safe Routes to School Sidewalks and Lighting	Installation of sidewalk, curb and gutter on the west side of Carrie Rex from 1st Street to 4th Street. The project includes widening of the existing street beyond the existing travel lane and installation of curb, gutter and 7.5 to 8-foot sidewalks. If awarded, funding would be used to help meet the City's downtown vision of the City for decorative colored/stamped concrete, decorative streetlights and planters between 2nd Street and 4 <sup>th</sup> Street. Funding will also be utilized to install ADA compliant pedestrian ramps at the intersections.	42	\$536,130	DS/CN	Ready for Federal Funding	TAP-State
Melba	Wayfinding Sign Design and Construction	For information kiosks containing information regarding byways and nearby sights such as Silver City, Celebration Park, Map Rock, Guffey Bridge, Walter's Ferry Swan Falls, Birds of Prey and the Melba Community Museum.	43	\$1,200	DS/CN	Ready for Grants	PDP CIM
Melba	Walking Path by Soccer Fields	Determine cost estimate, purpose and need statement, environmental scan, and public information plan to create a walking path for residents in the city park near the soccer fields.	44	\$15,000	ST	Project Development Program	PDP
Meridian	Roadway Lighting - SH 55/Eagle Road Project Development	Design and construct continuous roadway lighting on Eagle Road between Overland Road and the northern city limits. The first phase of the project will include designing continuous lighting that meets ANSI/IES RP-8-14 guidelines for lighting on a major arterial. The second phase will include construction of said lighting.	19	\$935,000	DS/CN	Ready for Federal Funding	STP-TMA TAP-TMA TAP-State
Meridian	SH 55/Eagle Road Pedestrian & Bicycle Improvements	Construction of continuous pedestrian facilities on SH-55 (Eagle Road) including sidewalk and lighting between Overland Road and Chinden Boulevard – 5 miles. Specifically, the request is to design and construct 10-foot wide concrete sidewalk/pathway detached from the	55	\$2,950,000	DS/CN	<b>Completed PDP</b> Ready for Federal Funding	STP-TMA TAP-TMA TAP-State

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		vehicular travel lanes with associated pedestrian (historic) lighting and ADA compliant ramps. In coordination with ITD.					
<b>Nampa</b>	<b>Midland Boulevard and Marketplace Boulevard Intersection Improvements</b>	Install signal upgrades, road widening and channelization improvements. The road will be widened on the east and west legs of the intersection to provide additional lane capacity for retail traffic. In addition to widening, installing a center median on Marketplace Boulevard east of the intersection will be examined. Coordination with local businesses including Costco and Saint Alphonsus is necessary.	47	Unknown	ST	Project Development Program and Ready for Federal Funding	STP-Urban PDP
<b>Nampa</b>	<b>Stoddard Pathway Extension (2nd Street South to Iowa Avenue)</b>	Design and construct a mile-long 10 to 12-foot-wide asphalt pathway between 2 <sup>nd</sup> Street South and Iowa Avenue, with a Rapid Flashing Beacon (RFB) crossing at Iowa Avenue and intersection improvements at 2nd Street South. Other improvements will include lighting, ADA pedestrian ramps, landscaping, and signage. City will Design.	48	\$700,000	DS/CN	Ready for Federal Funding	TAP-State
<b>Nampa</b>	<b>Cassia Street Pathway (Flamingo Avenue to Orchard Avenue)</b>	Determine if a multi-use pathway would be supported and utilized. City staff would like to explore the feasibility of a multi-use pathway perhaps in conjunction with a linear community open space or garden for the unused ROW. A neighborhood visioning workshop or community open house will be the first project development activity. If the surrounding neighborhood is receptive to the idea, additional outreach will be needed to determine design elements of the pathway and accompanying amenities including landscaping and gardens.	49	\$40,000	ST	Project Development Program	PDP
<b>Nampa</b>	<b>Wilson and Stoddard Pathway RFB crossings (Southside Boulevard and Locust Lane)</b>	Install a Rapid Flashing Beacon to assist Wilson Pathway users as they cross Sunnyridge Road near the Wilson ponds. Signage will also be needed to direct pathway users north 340 feet along the west	50	\$550,000	DS/CN	Ready for Federal Funding	STP-Urban TAP-State

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		side of Sunnyridge Road to the next segment of the Wilson Pathway. Install a Rapid Flashing Beacon (RFB) on the Stoddard Pathway at its Locust Lane crossing. Pave and stripe Stoddard pathway parking lot.					
<b>Nampa</b>	<b>Grimes Creek Pathway Extension at McDonagh Park</b>	Fill in an important pathway gap connecting six residential subdivisions and three city parks including the future 30-acre Orah Brandt Park (Franklin Boulevard and Cherry Lane). The project will install 1,550 feet of 10-foot-wide asphalt pathway around McDonagh Park and 320 feet of 10-foot-wide asphalt pathway near the intersection of Birch Lane. A Rapid Flashing Beacon (RFB) pedestrian crossing will be installed at Birch Lane. A walkway culvert will be installed across Grimes Creek to provide access to McDonagh Park. In addition to trail construction and the culvert, the project will include seeding, removable bollards, and signage.	51	\$400,000	DS/CN	Ready for Federal Funding	TAP-State
<b>Nampa</b>	<b>Holly Street/NNU Road Diet (Roosevelt Avenue to Colorado Avenue)</b>	Examine the potential of lane reduction for the Holly Avenue Corridor to address vehicle, bicycle, and pedestrian safety issues along the congested corridor.	52	\$50,000	ST	Project Development Program	PDP Tech Assist
<b>Nampa</b>	<b>Indian Creek Pathway (Shortline Drive to 15th Avenue North)</b>	Project development work is needed to determine the feasibility of the railroad underpass and willingness of other property owners to allow a pathway easement to extend the Indian Creek Pathway. If the final alignment is not currently feasible the initial pathway could follow the roadway in some locations.	53	\$30,000	ST	Project Development Program	PDP
<b>Nampa</b>	<b>Public Transportation Improvements in North Central Nampa</b>	Project development is needed to determine the feasibility of public transportation improvement. Community members have suggested that a shuttle bus providing service to the new WinCo grocery store	54	Unknown	ST	Work with VRT	FTA

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		would be helpful. Perhaps a similar model could be used to get workers to jobs or kids to the Boys and Girls club.					
<b>Nampa</b>	<b>Sherman Elementary Bike/Ped Improvements</b>	Improve pedestrian and bicycle safety near Sherman Elementary, to specifically address a Type A injury accident at the intersection of Lincoln Avenue and South Powerline Road. Includes sidewalk, rapid flashing beacon, ramps, lighting, signage, and striping.	81	\$341,430	DS/CN	Ready for Federal Funding	TAP-State STP-Urban
<b>Nampa</b>	<b>Lone Star Middle School Pedestrian Improvements</b>	Pedestrian improvements on both sides of Lone Star Road from Middleton Road to ¾ mile east. Includes installation of sidewalks, widened asphalt shoulders, ADA pedestrian ramps, signage, and striping.	82	\$449,000	DS/CN	Ready for Federal Funding	TAP-State STP-Urban
<b>Nampa</b>	<b>West Middle School Pedestrian Improvements</b>	Pedestrian improvements along Blaine Avenue from Midland Boulevard to Skye Drive. Includes sidewalk and pedestrian ramps, and a rapid flashing beacon to increase safety.	83	\$380,643	DS/CN	Ready for Federal Funding	TAP-State STP-Urban
<b>Nampa</b>	<b>Lone Star and Middleton Intersection Improvements</b>	Install a traffic signal and sidewalk to increase commuter and pedestrian safety while improving traffic flow. This area currently lacks sidewalks, signage, and bike lanes.	84	\$1,467,000	DS/CN	Ready for Federal Funding	LHTAC-Rural STP-Urban
<b>Nampa</b>	<b>Canyon County Road Maintenance – Cherry Lane Rebuild</b>	Rebuild Cherry Lane between Franklin Boulevard and 11 <sup>th</sup> Avenue North.	80B	\$1,298,000	CN	Ready for Federal Funding	STP-Urban
<b>Nampa</b>	<b>N Franklin Boulevard and E Karcher Road Intersection</b>	Convert a four-way stop to a roundabout. Includes sidewalks for pedestrian safety between residential area on northeast corner and convenience store on southwest corner.	88	\$1,337,084	DS/CN	Ready for Federal Funding	LHTAC-Rural
<b>Notus</b>	<b>Rebuild and Widen 3<sup>rd</sup> Street – Highway 26 to Tuttle Lane</b>	Rebuild and widen 3 <sup>rd</sup> Street in the City of Notus, which has many compromised areas on the surface. Needs Comp Plan revision.	35	\$95,000	DS/CN	Not Ready for Grants	N/A
<b>Notus</b>	<b>Highway Entry-way Beautification</b>	Attract more residential and commercial development to the town. On Hwy 20/26 East and West entries. RR involved. In coordination with ITD.	36	Unknown	DS/CN	Not Ready for Grants	N/A

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<b>Notus</b>	<b>Park and Ride</b>	Make available a location commuters can use for parking their vehicles on their way to their worksites. Possible location - Hwy 20/26 and Wagner – City owns.	37	Unknown	NI	UPWP/Work with VRT	Other
<b>Notus</b>	<b>City-wide Chip Seals</b>	Chip seal all city streets and raise manhole covers to grade, with exception of state highway. #1 Priority.	38	\$192,000	DS/CN	Ready for Grants	LHTAC-Rural
<b>Notus</b>	<b>Equipment Purchase Beneficial to Road and Street Repairs</b>	Purchase equipment for street repairs. Type of equipment needed: backhoe, small dump truck, 4-wheel drive pickup (blade capable)	39	\$75,000	NI	Ready to Purchase	Other
<b>Notus</b>	<b>Road Signs within City Limits</b>	The Master Transportation Plan for the City of Notus has recommended replacing several signs within the city. 11 signs are missing and 17 are in poor condition. That would also include breakaway posts for the signs. Can be phased.	40	\$7,000	DS/CN	Ready to Purchase	Other
<b>Parma</b>	<b>Walker Road Culvert Replacement</b>	Replace a 60 foot by 24-inch 16-gauge steel culvert that runs under Walker Road, a major collector road. In addition, a 12 foot by 50-foot section of oil mat will need to be replaced on Walker Avenue.	1	\$1,799	DS/CN	Ready for Grants	CIM
<b>Parma</b>	<b>Fisk Avenue Culvert Replacement</b>	Replace a 60-foot by 48-inch culvert that runs under Fisk Avenue. In addition, a 12 foot by 40-foot section of oil mat will need to be replaced once culvert is replaced. Funding will cover the purchase of the 60-foot by 48-inch 16-gauge steel culvert.	2	\$3,200	DS/CN	Ready for Grants	CIM
<b>Parma</b>	<b>Grove Avenue New Sidewalk and Repair</b>	Complete an ADA compliant sidewalk. Funding will cover the cost of framing, concrete and finish work of the concrete. This project would also involve lengthening the sidewalk through the length of Parma by adding approximately 140 feet of length commencing at Fouch Street East to the asphalt parking lot of Point S Tire Shop on the North side of Grove Avenue. The new concrete will require the removal of about ten feet of curbing to create a curb ramp with ADA detectable warning tile.	7	\$11,850	DS/CN	Ready for Federal Funding and Grants	TAP-State CIM

<b>Applicant/ Member</b>	<b>Project</b>	<b>Brief Description</b>	<b>Ref No.</b>	<b>Amount</b>	<b>Type</b>	<b>Readiness &amp; Next Steps</b>	<b>Funding Source Eligibility*</b>
Star	<b>Star Greenbelt and River Walk Parking Lot Improvements</b>	Develop a phased plan to pave 1.25-mile-long trail and parking lot to increase ADA accessibility. Study will include planning, design, and construction phases.	70	Unknown	ST	Project Development Program	PDP
Star	<b>Feasibility Study to Connect Pathways through Star Neighborhoods</b>	Study to determine project feasibility of creating new and extending existing pathways. Expect to receive: <ul style="list-style-type: none"> <li>• Phased plan to build out in segments</li> <li>• Expected cost (budget) of each phase</li> <li>• Identification of land or right-of-way to be acquired</li> <li>• Other pertinent facts</li> </ul>	71	Unknown	ST	ACHD Neighborhood Planning	Other
Star	<b>City of Star Bicycle/Pedestrian Master Plan</b>	Study improvements to pedestrian and bicycle safety and increase walkability and bike movement within the city limits of Star, including but not limited to the Central Business District, commercial areas, and neighborhoods. Plan will include inventory of existing bike/ped facilities and prioritization of gaps that need attention.	72	Unknown	ST	ACHD Neighborhood Planning	Other
Star	<b>Feasibility Study of Public Parking Off-Street in Central Business District</b>	Identify potential locations and project budget to locate a parking and gathering area to allow for more commercial development and access to public transportation (Park & Ride, bus stop). Area could also serve to host community functions such as a Farmers Market, Arts & Crafts events, etc. Study is intended to cover: <ul style="list-style-type: none"> <li>• Requirements for EISs, permits, and other regulatory issues</li> <li>• Right of way and/or land acquisition, if any</li> <li>• Project design and engineering budget</li> <li>• Construction budget</li> </ul>	73	Unknown	ST	Project Development Program	PDP
Star	<b>Star State Street Bicycle/Pedestrian Corridor Study</b>	Identify needed bicycle/pedestrian safety and ADA improvements and increase walkability on State Street in City of Star's Central Business District and beyond. In coordination with ITD.	75	Unknown	ST	ACHD Neighborhood Planning	Other

<b>Applicant/ Member</b>	<b>Project</b>	<b>Brief Description</b>	<b>Ref No.</b>	<b>Amount</b>	<b>Type</b>	<b>Readiness &amp; Next Steps</b>	<b>Funding Source Eligibility*</b>
<b>TVT</b>	<b>5310 Rural Purchase/Acquisition of Service for the City of Melba</b>	Purchases rides for seniors and persons with disabilities, Monday through Friday, except designated holidays. This enables access to the senior center, medical appointments, social and recreational opportunities, etc. 2,100 annual rides will be provided.	11	FY2018- \$16,000 FY2019- \$17,000	NI	Coordinate with VRT/ITD	FTA
<b>TVT</b>	<b>5311 Rural Demand Response Service in Canyon County</b>	Provide demand response service that operates Monday through Friday except designated holidays from 6:00 am until 6:00 pm in rural Canyon County.	12	FY2018- \$723,504 FY2019- \$795,854	NI	Coordinate with VRT/ITD	FTA
<b>VRT</b>	<b>Acquisition of Service – Rural Areas</b>	Acquisition of Service in the rural portions of Ada County and Canyon County. The grant funds will contribute towards the cost of transportation for persons that are age 65 and older and persons with disabilities. Trips provided from rural areas to small or large urbanized areas and return.	46	\$85,000	NI	Coordinate with ITD	FTA
<b>VRT</b>	<b>Public Transportation Rolling Stock</b>	The maintaining of rolling stock listed in this project are required to provide safe and secure public transportation to the region, have a State of Good Repair overall score lower than 2.5 out of 5.0, and are needed to provide reliable public transportation to Ada and Canyon counties.	57	\$10,015,415 (2018-2022)	CN	Ready for Federal Funding	FTA STP-TMA STP-Urban
<b>VRT/YMCA</b>	<b>Valley Regional Transit/Treasure Valley Family YMCA Safe Routes to School</b>	Treasure Valley Family YMCA (YSR2S) will continue to utilize the 5 E's (education, encouragement, engineering, enforcement and evaluations) for successful programming, with a primary focus on education and encouragement. YSR2S will develop and implement pedestrian and bicycle education and encouragement activities in Boise and West Ada School Districts.	56	\$187,500	NI	Ready for Federal Funding	STP-TMA TAP-TMA
<b>Wilder</b>	<b>Guard Rail Project</b>	Installation of guard rails within the City of Wilder along the deep irrigation canals that run parallel to the Wilder Schools. Funding will cover the rails, posts, fittings, anchors and installation.	27	\$58,600	DS/CN	Ready for Federal Funding	LHTAC- Rural



Applicant/ Member	Project	Brief Description	Ref No.	Amount	Type	Readiness & Next Steps	Funding Source Eligibility*
Wilder	Avenue B and C Sidewalk Project	Construct curb, gutter, and sidewalks on Avenue B and C in the City of Wilder.	41	\$30,000 (Requested \$25,000)	DS/CN	Ready for Federal Funding and Grants	TAP-State PDP CIM
Wilder	2018 Irrigation Upgrade Project	A 3-phase project: <u>Phase 1</u> - Upgrade well pump; <u>Phase 2</u> - Install pressurized irrigation lines on 1st and 2nd Street between Golden Gate Avenue and D Avenue; <u>Phase 3</u> - Install pressurized irrigation lines between 5th Street and 2nd Street between B Avenue and D Avenue and select other downtown locations. Current irrigation system has caused flooding into roadways and broken pipes under roadways, causing roads to have to be torn up and patched.	68	\$120,000	DS/CN	Not Ready for Grants	Other

### \*Funding Sources

The following are definitions and additional information on funding sources listed in the Funding Source Eligibility column above. Projects may be eligible for other sources as well.

Funding Type	Typical Uses of Funds	Estimated Amount Available	Who can use this funding in Ada/Canyon Counties
<b>CIM</b> Communities in Motion (CIM) Implementation Grant	COMPASS program for locally important projects that reinforce the regional goals established in <i>Communities in Motion</i> (CIM), such as 1) better access to public transportation, bike, and pedestrian facilities to offset congestion, 2) investment in town centers, main streets, and existing infrastructure as identified in CIM, and 3) developing specific area plans for activity centers consistent with <i>CIM</i> and planned integration of alternative transportation systems.	FY2017 – \$50,000 Committed  FY2018 - Unknown	COMPASS members

<b>Funding Type</b>	<b>Typical Uses of Funds</b>	<b>Estimated Amount Available</b>	<b>Who can use this funding in Ada/Canyon Counties</b>
<b>Freight</b>	Projects that enhance the movement of freight on interstates and the National Highway System.	Statewide program – averages \$9M each year	Freight Advisory Committee Recommends Projects
<b>FTA</b>	5310 Rural: Public transportation services and equipment that directly benefit the elderly and people with disabilities in rural areas with a population less than 50,000. 5311: Planning, developing, improving, and operating public transportation services in areas with a population less than 50,000. 5339 Rural: Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in areas with a population less than 50,000.	Statewide program, Unknown	Public transportation providers outside of the Boise and Nampa Urbanized Areas
<b>LHTAC-Rural</b>	Various programs for rural projects as well as local safety and bridge projects	Varies	Rural Agencies or Local Agencies, depending on source
<b>Other</b>	Varies	Varies	Varies
<b>PDP</b> Project Development Program	Transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding applications	FY2017 - \$75,000 Committed FY2018 - Unknown	COMPASS members
<b>STP-Urban</b> Surface Transportation Program – Urban	Populations between 5,000 and 200,000, funding a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. Current COMPASS policy focuses funding on maintenance.	PD - \$3,275,000	Jurisdictions in the Nampa Urbanized Area.
<b>STP-TMA</b> Surface Transportation Program – Transportation Management Area	Projects in urbanized areas of 200,000 or greater population. Funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. Current COMPASS policy focuses majority of funding on maintenance.	FY2018 - \$181,000 FY2019 - \$45,000 FY2020 - \$1,813,000 FY2021 - \$1,776,000 FY2022 - \$1,776,000 PD - \$3,181,000	Generally, jurisdictions in the Boise Urbanized Area
<b>TAP-State</b> Transportation Alternatives Program State	Projects that support “alternative” (non-auto) transportation options.	Statewide program – averaging \$3.8M each year	Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area)

Funding Type	Typical Uses of Funds	Estimated Amount Available	Who can use this funding in Ada/Canyon Counties
<b>TAP-TMA</b> Transportation Alternatives Program – Transportation Management Area	Projects that support “alternative” (non-auto) transportation options in urbanized areas of 200,000 or greater population.  Note that while these funds are programmed as a priority for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds.	FY2021 - \$212,000 FY2022 - \$443,000 PD - \$288,000	Generally, jurisdictions in the Boise Urbanized Area
<b>Tech Assist</b> Technical Assistance	Expertise provided from outside sources; not a financial contribution.	N/A	COMPASS Members
<b>UPWP</b> Unified Planning Work Program	COMPASS Budget detailing projects and tasks to support members and fulfill federal requirements.	Varies	COMPASS Members

## 2. COMPASS Efforts

COMPASS efforts needing resource development are identified by COMPASS staff and are consistent with the COMPASS Strategic Plan and the long-range transportation plan, but need outside supplementary funding to be implemented due to limited operating funds.

The source of match funding required for any grant award will be identified and approved by the COMPASS Board before any grant is accepted. COMPASS efforts include:

**Project Name:** **Automated COMPASS Development Checklist with Fiscal Impact Analysis Calculator**

**Project Description:** To better implement the goals of *Communities in Motion*, this project will revise the current COMPASS Development Checklist to make it more streamlined and user-friendly. Work will include three main tasks: 1) automate the checklist so it derives data from GIS databases, 2) develop a fiscal impact analysis calculator of anticipated costs and revenues of typical development proposals and 3) conduct outreach and training for local decision-makers so the checklist becomes more successfully used in local decision-making.

**Estimated Project Cost:** \$40,000

**COMPASS Staff Work Days:** 10

**Project Name:** **Census 2020 Outreach**

**Project Description:** The decennial census determines how \$4 trillion dollars in federal programs are distributed to state and local governments based on census participation; approximately \$12,000 per person counted in the census. This project would raise awareness of the Census 2020 and encourage participation through an organized Census campaign. It is desired to receive marketing strategy proposals, select 1-3 of the best ideas, and fund the necessary marketing (i.e. YouTube videos, radio ads, events) to increase census participation.

**Estimated Project Cost:** \$25,000

**COMPASS Staff Work Days:** 6

**Project Name:** **Crowdsourced Bicycle/Pedestrian Counting Program**

**Project Description:** Create a media campaign and work with local advocacy groups to transition from hard-copy manual bike/ped counts to digital application based counts. Similar to the CounterPoint App, <http://counterpointapp.org/>, this app allows for count data to be done anywhere by anyone at any time, expanding counts from just the two times per year they currently occur. Data is also already uploaded to a spreadsheet, limiting the need to enter it once hard-copy count pages are received. This project will also have a component where for a set time volunteers who complete a count are placed in drawings for prizes.

**Estimated Project Cost:** \$21,000

**COMPASS Staff Work Days:** 10

**Project Name:** [FHWA T2 Bike/Ped Technology Funding](#)

**Project Description:** Examine new technologies related to bicycle and pedestrian safety. Previous purchases include automated counters and solar-powered lighting. This effort will focus on pilot projects to determine the feasibility of new equipment or practices.

**Estimated Project Cost:** \$15,000

**COMPASS Staff Work Days:** 5

**Project Name:** [Canal Trail Development Plan](#)

**Project Description:** Create a unified strategy between member agencies for the development of a canal trails system. Create a canal development plan for canal pathway establishment with best practices, contacts, liabilities, current canal pathway inventory, and ranking of top potential projects and strategies regarding pathway creation.

**Estimated Project Cost:** \$15,000

**COMPASS Staff Work Days:** 20

**Project Name:** [Canyon County Bikeway Map](#)

**Project Description:** Facilitate collaboration among member agencies to create a bikeway map for Canyon County similar to the existing Ada County map. Current bikeway datasets will be updated, classifications redefined, and maps designed in coordination with ACHD.

**Estimated Project Cost:** \$20,000

**COMPASS Staff Work Days:** 25

**Project Name:** [Smart Corridors](#)

**Project Description:** Evaluate intelligent transportation systems, traffic signal system upgrades, and access management improvements that allow for the adaptability of signals to change to traffic patterns and provide for transit signal prioritization. The goal of smart corridors would be to reduce vehicle delay and vehicle mileage, and improve travel times for multiple modes of transportation. Smart corridors can devise strategies to enhance safety and operations of roadways, improve vehicle travel times, relieve congestion, reduce accidents, improve emergency access, and improve freight and transit travel times. Two corridors will be selected to evaluate expansion versus "other" non-expansion solutions on both corridors, and assess project performance of both sets of solutions against pre-determined project outcomes. The corridors will be compared and contrasted to evaluate under what conditions the different sets of solutions are appropriate and successful.

**Estimated Project Cost:** \$140,000

**COMPASS Staff Work Days:** 30

**Project Name:** [Pavement Management Inventory and Plan, Canyon County](#)

**Project Description:** Inventory of arterials and collectors conducted for a pavement condition index for jurisdictions not currently conducting such inspections in Canyon County. Establish baseline data for PCI information, establish reporting protocols and collaboration of reporting consistency between the jurisdictions, and procure and support software purchase and training to enable jurisdictions to perform predictive budgeting for their pavement management programs. Set up an inspection interval and decision matrix

for treatments individualized to the jurisdictions that can also be rolled up to county-level reporting of asset and financial information.

**Estimated Project Cost:** \$400,000-additional in subsequent years for further inspection  
**COMPASS Staff Work Days:** 40

**Project Name:** **Economic Impact of Bicycle/Pedestrian Infrastructure**

**Project Description:** Perform before-and after analysis of the economic influence of bike lanes, greenbelts, and more to local businesses and communities, including effects on housing prices. Create a report and quick guide, along with a distribution plan to reach decision makers and elected officials.

**Estimated Project Cost:** \$45,000

**COMPASS Staff Work Days:** 25

**Project Name:** **Bicycle/Pedestrian Safe Routes Challenge**

**Project Description:** Incorporate portable automated bicycle/pedestrian counting technology to demonstrate a potential non-traditional planning use and highlight routes to schools that could be improved. Select one-to-two schools in the area to participate and perform before and during counts of active trips combined with outreach/education about safe routes to school. Then have classrooms or schools compete against each other for who can have the most bicycle/pedestrian trips over a week. Overall trends can be analyzed using teacher reporting/bike rack counts/and the data from the counters.

**Estimated Project Cost:** \$20,000 direct costs

**COMPASS Staff Work Days:** 12

**Project Name:** **Bicycle/Pedestrian Vendor-Supplied Data**

**Project Description:** Create a media campaign to encourage residents to use Strava for bike/ped planning purposes. Includes creation of fliers and distribution to local bike shops, digital ads, and social media outreach.

**Estimated Project Cost:** \$21,000

**COMPASS Staff Work Days:** 6

**Project Name:** **Bicycle/Pedestrian Permanent Automated Counter Purchase**

**Project Description:** Purchase additional permanent bicycle/pedestrian counters in FY2018 to further expand the regional count effort. Final locations to be pending Active Transportation Work Group input but may include: 11<sup>th</sup> Ave Bridge-Nampa, Greenbelt, Plymouth Bridge, Luby Park-Caldwell, Main Street Bridge Middleton, Greenbelt-Star, Tully Park, Five Mile Canal-Meridian, Shamrock Bikeway, Foothills, Federal Way Pathway-Boise, Greenbelt-Garden City.

**Estimated Project Cost:** \$70,000

**COMPASS Staff Work Days:** 12

**Project Name:** **Boise River Greenbelt Analysis**

**Project Description:** Compile an analysis of extending the greenbelt to the Snake River, locate easements, best routes, connections to nearby cities, next steps for agencies. Next steps will include cost estimates for gaps and funding options.

**Estimated Project Cost:** \$150,000

**COMPASS Staff Work Days:** 45

### 3. Potential Funding Sources

While the following funding sources have been identified as potential opportunities to fund COMPASS and member agency projects, staff will continue to build this list throughout the year. It should be noted that foundations often require that an organization be a nonprofit with a 501(c)3 designation. Members are encouraged to partner with local nonprofits to be able to access those funds.

Advocacy Advance (Rapid Response Grant)  
Albertson Foundation  
American Hiking Society National Trails Fund  
Blue Cross of Idaho Foundation for Health (Community Giving and High Five)  
Capital Matrix – Jeff Tunison Community Fund  
*Communities in Motion (CIM)* Implementation Grant  
Clif Bar Family Foundation\*  
Federal Highway Administration  
    Surface Transportation Program  
    Transportation Alternatives Program  
    Federal Lands Access Program  
Housing and Urban Development  
    CDBG Economic Development  
    CDBG Public Facilities/Infrastructure  
Idaho Community Foundation  
Idaho Department of Commerce  
    Idaho Gem Grant  
    Rural Community Block Grant (RCBG)  
Idaho Women's Charitable Foundation  
Laura Moore Cunningham Foundation  
MDU Resources Foundation  
Micron  
MJ Murdock Charitable Trust\*  
Nagel Foundation  
PacificSource Healthy Life Schools Challenge  
People for Bikes Community Grant Program  
Plan for Health (APA Project)  
Project Development Program  
Rails to Trails Conservancy Doppelt Family Trail Development Fund  
RBC Foundation\*  
Robert Wood Johnson Foundation (BUILD Health Challenge)  
Southwest Airlines Heart of the Community  
St. Luke's Community Health Improvement Fund  
Ticket to Ride  
Union Pacific Foundation Community-Based Grants  
US Bank Foundation

US Department of Transportation

FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies)

TIGER (Transportation Investment Generating Economic Recovery)

US Soccer Foundation Safe Places to Play

Walmart Foundation (Community and State Giving Programs)

Wells Fargo Neighborhood Planning and Community Giving

Whittenberger Foundation

Many banks have Community Reinvestment Act (CRA) funding available for projects that benefit low to middle-income (LMI) individuals, small businesses, and economic development via their Healthy Community initiatives.

\*Only 501(c)3 nonprofits are eligible

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