

## **FY2733 APPLICATIONS**



Active Project Scoring		Points	Max Points	Notes:
BUILD Garden City, 43rd Street (Ustick Road to the Boise River Greenbelt)				
<b>CIM Score</b>				
CIM project score	0	10	Not identified in CIM 2050.	
<b>Performance Assessment:</b>				
Safety - Maximum 40				
Does the project address a known active transportation safety issue?	30	30	Fatalities on segment: none Fatalities within 1000 ft: 1K US 20/26 & Curtis Crashes on segment: none Crashes within 1000 ft: 1A - Adams & Curtis 3B - US 20/26 (2 on 42nd, 1 on 44th); 1B - Adams & Bills 2C - Adams (1 on Veterans Memorial Pkwy and 1 on 42nd).	
Does the project improve safety for active transportation users?	10	10	CMF crash reduction of more than 25%	
<b>Total:</b>	<b>40</b>	<b>40</b>	<b>Limit to 40</b>	
Economic Vitality - Maximum 20				
Does the project address a priority gap in the active transportation network?	3	10	Part of the project is identified in Bike/Walk COMPASS	
Does the project improve a facility in "fair" or "poor" condition?	10	10	Replacing some segments rated med/high priority in ADA Transition Plan and adding some missing segments.	
Does the project provide an active mode alternative to a congested roadway segment?	5	5	Within 1/4 mile of Curtis, which is rated med/high congestion.	
<b>Total:</b>	<b>18</b>	<b>25</b>		
Convenience - Maximum 25				
Does the project improve active mode connectivity to public transportation?	10	10	VRT has an existing route on Chinden	
Does the project improve active mode connectivity to key destinations?	10	15	Within 1/2 mile of more than 2 key destinations	
<b>Total:</b>	<b>20</b>	<b>25</b>		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	10	10	Index of 10-12	
Does the project address potential environmental impacts?	5	5	Water_Wetland, , OpenSpace_Public, Water_Floodzone_500, EnviroJustice_MinorityArea, DEQ_RemediateSite_Count, EnviroJustice_LowIncomeArea, Roadkill, OpenSpace_PublicPark	
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5	5	Included ADA-compliant curb ramps where there were not and rehab existing ones	
<b>Total:</b>	<b>15</b>	<b>15</b>	<b>Limit to 15</b>	
<b>Performance Total:</b>	<b>93</b>	<b>105</b>		
<b>Performance Assessment:</b>				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	10	10	Ranks 1 of 2	
Does the sponsor provide match above the required minimum?	0	5	required match	
Is the project ready for Federal implementation?	2	10	preconcept and preliminary design	
<b>Programming Total:</b>	<b>12</b>	<b>25</b>		
<b>Total Score:</b>	<b>105</b>	<b>140</b>		

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** Ada County Highway District

**Main Agency Contact:** Alex Yann

**Project Title:** BUILD Garden City, 43rd Street (Ustick Road to the Boise River Greenbelt)

#### PROJECT DETAILS:

**Briefly describe your project:** This project will conduct roadway rehabilitation and construction on 43rd Street, construct ADA compliant curb, gutter, sidewalk, and pedestrian ramps, provide bicycle facilities, and install an enhanced pedestrian crossing to cross Ustick Road at the intersection of with 43rd Street.

**Briefly describe the location of the project (include main segment and termini):**  
43rd Street, Ustick Road to the Boise River Greenbelt, Garden City.

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Public Involvement:** Outreach and/or Facilitation

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: Click or tap here to enter text.

#### FUNDING REQUEST / PROJECT TYPE:

**What type of funding are you applying for?** (select all that apply)

If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

**What type of project are you applying for? (select all that apply)**

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

**Is right-of-way (ROW) acquisition needed for this project?**

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

**Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all existing features in the project area:**

- |   |  |  |   |
|---|--|--|---|
| <input checked="" type="checkbox"/> 2 through lanes         | <input type="checkbox"/> Bridge                          | <input type="checkbox"/> Gateway/Traffic Calming       | <input type="checkbox"/> Right Turn Lane (RTL)          |
| <input type="checkbox"/> 2 through lanes /1 TWLTL           | <input type="checkbox"/> Bridge Fencing                  | <input checked="" type="checkbox"/> Gutter             | <input type="checkbox"/> Right Turn, Free Running       |
| <input checked="" type="checkbox"/> 2-Way Stop Intersection | <input type="checkbox"/> Bridge Guardrail                | <input type="checkbox"/> ITS Emergency Vehicle Preempt | <input type="checkbox"/> Roundabout 1-lane              |
| <input type="checkbox"/> 3-Way Signaled Intersection        | <input type="checkbox"/> Bus Lane                        | <input type="checkbox"/> Intersection Dedicated RTL    | <input type="checkbox"/> Roundabout 2-lane              |
| <input type="checkbox"/> 3-Way Stop Intersection            | <input type="checkbox"/> Bus Pullout                     | <input type="checkbox"/> Intersection Dedicated LTL    | <input type="checkbox"/> Roundabout 3-lane              |
| <input type="checkbox"/> 4 through lanes                    | <input type="checkbox"/> Bus Shelter                     | <input type="checkbox"/> Intersection Median U-Turn    | <input type="checkbox"/> Seal coating                   |
| <input type="checkbox"/> 4 through lanes /1 TWLTL           | <input type="checkbox"/> Bus Stop                        | <input type="checkbox"/> Intersection RCUT/J-Turn      | <input type="checkbox"/> Shoulder                       |
| <input type="checkbox"/> 4-Way Signaled Intersection        | <input type="checkbox"/> Corridor Access Management      | <input type="checkbox"/> Intersection Warning System   | <input checked="" type="checkbox"/> Sidewalk 3-4' width |
| <input type="checkbox"/> 4-Way Stop Intersection            | <input checked="" type="checkbox"/> Crossing, Mid-Street | <input type="checkbox"/> Leading Pedestrian Interval   | <input checked="" type="checkbox"/> Sidewalk 5-7' width |
| <input type="checkbox"/> 5-Way Signaled Intersection        | <input type="checkbox"/> Crossing, PHB                   | <input type="checkbox"/> Left Turn Lane                | <input type="checkbox"/> Sidewalk 8-10' width           |
| <input type="checkbox"/> 5-Way Stop Intersection            | <input type="checkbox"/> Crossing, RFFB                  | <input type="checkbox"/> Median, Raised                | <input type="checkbox"/> Signal-Reflect Back Plate      |
| <input type="checkbox"/> 6 through lanes                    | <input type="checkbox"/> Crosswalk, Raised               | <input type="checkbox"/> Mill working                  | <input type="checkbox"/> Speed Bumps                    |
| <input checked="" type="checkbox"/> ADA Ramps               | <input checked="" type="checkbox"/> Curb                 | <input type="checkbox"/> Multi-Use Pathway             | <input type="checkbox"/> Striping                       |
| <input type="checkbox"/> Barrier at Sidewalk/Road           | <input type="checkbox"/> Curve Signage/Striping          | <input type="checkbox"/> Pathway 8-10' width           | <input type="checkbox"/> Other                          |
| <input type="checkbox"/> Bicycle/Pedestrian Facility        | <input type="checkbox"/> Dynamic Feedback Sign           | <input type="checkbox"/> Pavement: CPFM or HFST        |   |
| <input type="checkbox"/> Bicycle-Lane                       | <input type="checkbox"/> Edge Lines, 6"                  | <input type="checkbox"/> Pedestrian Scramble           |   |

- Bicycle-Signal Heads/Phase
- Flashing Stop Sign
- Protected Phasing

Please describe, if necessary [Click or tap here to enter text.](#)

**Check all proposed countermeasures you plan to add with this project:**

- |  |   |  |
|--|---|--|
| <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> 2 through lanes</li> <li><input type="checkbox"/> 2 through lanes /1 TWLTL</li> <li><input checked="" type="checkbox"/> 2-Way Stop Intersection</li> <li><input type="checkbox"/> 3-Way Signaled Intersection</li> <li><input type="checkbox"/> 3-Way Stop Intersection</li> <li><input type="checkbox"/> 4 through lanes</li> <li><input type="checkbox"/> 4 through lanes /1 TWLTL</li> <li><input type="checkbox"/> 4-Way Signaled Intersection</li> <li><input type="checkbox"/> 4-Way Stop Intersection</li> <li><input type="checkbox"/> 5-Way Signaled Intersection</li> <li><input type="checkbox"/> 5-Way Stop Intersection</li> <li><input type="checkbox"/> 6 through lanes</li> <li><input checked="" type="checkbox"/> ADA Ramps</li> <li><input checked="" type="checkbox"/> Barrier at Sidewalk/Road</li> <li><input checked="" type="checkbox"/> Bicycle/Pedestrian Facility</li> <li><input checked="" type="checkbox"/> Bicycle Lane</li> <li><input type="checkbox"/> Bicycle: Green Road Marking</li> <li><input type="checkbox"/> Bicycle: Signal Heads</li> <li><input type="checkbox"/> Bridge</li> <li><input type="checkbox"/> Bridge Fencing</li> <li><input type="checkbox"/> Bridge Guardrail</li> <li><input type="checkbox"/> Bus Lane</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Bus Pullout</li> <li><input type="checkbox"/> Bus Shelter</li> <li><input type="checkbox"/> Bus Stop</li> <li><input type="checkbox"/> Convert Signaled to Roundabout</li> <li><input type="checkbox"/> Convert Stop to Roundabout</li> <li><input type="checkbox"/> Convert Stop to Signaled</li> <li><input type="checkbox"/> Corridor Access Management</li> <li><input checked="" type="checkbox"/> Crossing, Mid-Street</li> <li><input checked="" type="checkbox"/> Crossing, PHB</li> <li><input type="checkbox"/> Crossing, RFFB</li> <li><input type="checkbox"/> Crosswalk, Raised</li> <li><input checked="" type="checkbox"/> Curb</li> <li><input type="checkbox"/> Curve Signage/Striping</li> <li><input type="checkbox"/> Dynamic Feedback Sign</li> <li><input type="checkbox"/> Edge Lines, 6"</li> <li><input type="checkbox"/> Flashing Stop Sign</li> <li><input type="checkbox"/> Gateway/Traffic Calming</li> <li><input checked="" type="checkbox"/> Gutter</li> <li><input type="checkbox"/> ITS Emergency Vehicle Preempt</li> <li><input type="checkbox"/> Inlay and Millwork</li> <li><input type="checkbox"/> Intersection Dedicated RTL/LTL</li> <li><input type="checkbox"/> Intersection Median U-Turn</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Intersection RCUT/J-Turn</li> <li><input type="checkbox"/> Intersection Warning System</li> <li><input checked="" type="checkbox"/> Leading Pedestrian Interval</li> <li><input type="checkbox"/> Left Turn Lane</li> <li><input type="checkbox"/> Median, Raised</li> <li><input type="checkbox"/> Multi-Use Pathway</li> <li><input type="checkbox"/> Pathway 8-10' width</li> <li><input type="checkbox"/> Pathway 11-13' width</li> <li><input type="checkbox"/> Pavement: CPFM or HFST</li> <li><input type="checkbox"/> Pedestrian Scramble</li> <li><input type="checkbox"/> Protected Phasing</li> <li><input checked="" type="checkbox"/> Repaint Striping</li> <li><input checked="" type="checkbox"/> Replace Signage</li> <li><input type="checkbox"/> Right Turn Lane (RTL)</li> <li><input type="checkbox"/> Right Turn, Free Running</li> <li><input type="checkbox"/> Road Reconfiguration</li> <li><input type="checkbox"/> Roundabout 1-lane</li> <li><input type="checkbox"/> Roundabout 2-lane</li> <li><input type="checkbox"/> Roundabout 3-lane</li> <li><input type="checkbox"/> Sealcoating</li> <li><input checked="" type="checkbox"/> Shoulder</li> <li><input checked="" type="checkbox"/> Sidewalk 5-7' width</li> </ul> |
|--|---|--|

- Sidewalk 3-4' width
- Sidewalk 8-10' width
- Sidewalk Replacement
- Signal-Reflect Back Plate
- Speed Reduction
- Street Lighting
- Striping
- Upgrade Signals
- Upgrade Stop to Flashing
- Widen 2 to 3 lanes (w/TWLTL)
- Widen 2 to 4 lanes
- Widen 2 to 5 lanes (w/TWLTL)
- Widen 3 to 5 lanes (w/TWLTL)
- Widen 3 to 7 lanes (w/TWLTL)
- Widen Shoulder

Other:

Please describe, if necessary ACHD is expanding the number of ADA compliant pedestrian ramps and driveways and filling in gaps in sidewalk along 43rd Street. The roadway is to be reconstructed between Ustick Road and Chinden Boulevard (US Highway 20/26), and at the intersection of 43rd Street and Osage Street.

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located is **required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which *Communities in Motion 2050 (CIM 2050)* goals and objectives this project will address then describe the project's purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

- ✓ **Safety:** ✓ Increases Safety ✓ Increases Security ✓ Supports Resiliency
- ✓ **Economic Vitality:** ✓ Promotes Economic Vitality  Promotes Freight ✓ Preserves Infrastructure ✓ Provides Reliability  
✓ Promotes Travel/Tourism ✓ Manages Growth  Preserves Farmland
- ✓ **Convenience:** ✓ Increases Access/Mobility ✓ Increases Connectivity ✓ Reduces Congestion
- ✓ **Quality of Life:** ✓ Protect the Environment ✓ Enhances Public Health ✓ Preserves/Connects to Open Space  
 Promotes Affordable Housing ✓ Provides Transportation Options ✓ Benefits the Underserved

**Please describe:** 43rd Street is a two-lane road that runs north to south from the Boise River Greenbelt to Ustick Road, in Garden City. It was identified in Garden City's 2020 Bike & Pedestrian Plan as a recommended street for connectivity improvements given its access point to the Greenbelt and Ustick Road, a popular east-west arterial that acts as a thoroughfare from the Boise Bench neighborhood into the West Valley region and the city of Meridian.

To advance Garden City's community priorities by promoting safe, effective, and convenient transportation options, ACHD is seeking construction funding to introduce multimodal improvements to 43rd Street, expanding upon an upcoming project that will install a pedestrian hybrid beacon (PHB) to cross Chinden Boulevard (US Highway 20/26) at the intersection with 43rd Street, and a development project that installed a Rectangular Rapid Flashing Beacon (RRFB) to cross Adams Street at the 43rd Street intersection.

This project will install an additional PHB to cross Ustick Road at the intersection with 43rd Street, allowing pedestrians and cyclists to more safely travel between the Boise River Greenbelt, Garden City, and the West Bench. Additionally, ACHD will construct sidewalks to complete all gaps along both sides of 43rd Street and ensure curb, gutter, sidewalk, driveway, and pedestrian ramps are compliant with current PROWAG standards.

Finally, ACHD will reconstruct the roadway of 43rd Street between Ustick Road to Chinden Boulevard, and at the intersection of 43rd Street and Osage Street.

In completing this buildout of 43rd Street, ACHD is further developing a multimodal transportation system in Garden City that advances the quality of bicycle, pedestrian, and auto modes. This project progresses Communities in Motion's efforts to establish safe, efficient, and reliable transportation infrastructure that expands connectivity and reduces congestion throughout the network.

These improvements enhance public health by encouraging transportation alternatives throughout Garden City and promoting access to the Boise River Greenbelt. Additionally, ACHD's roadway rehabilitation work will support the preservation and maintenance of transportation

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<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

infrastructure in the network.

## PROJECT BUDGET:

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

<b>Total Project Cost:</b>	\$2,639,000
<b>Amount Requested</b> (total cost minus local match):	\$2,445,297.40
<b>Proposed local match</b> (amount):	\$193,702.60
<b>Proposed local match</b> (percentage):	7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded: Cost estimates were sourced from an engineer's estimate for a 75% design plan.

**What is the source of the match?** Local Match will be provided through ACHD, non-federal funds.

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase: The project can be split into three segments: 43rd Street, Ustick Road to Chinden Boulevard; 43rd Street from Chinden Boulevard to the Boise River Green Belt, and the enhanced crossing on 43rd Street and Ustick Road.

43rd Street, Ustick Road to Chinden Boulevard: \$600,000  
43rd Street, Chinden Boulevard to the Boise River Greenbelt: \$1,214,000  
43rd Street and Ustick Road PHB: \$365,000

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance):  
Click or tap here to enter text.

## PARTNERS/SUPPORT:

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project: This project crosses Chinden Boulevard (US 20/26), which is operated by ITD. ITD is also working alongside ACHD to construct the PHB at the intersection of Chinden and 43rd. ACHD manages all other right-of-way on the project. Design plans for this project are reviewed by ITD.

Finally, ACHD coordinates with the city of Garden City to ensure their involvement with transportation-related improvement projects, including this one.

Design for the BUILD Garden City projects (formerly Access to Opportunity) was funded through the Federal Highway Administration (FHWA's) FY22 Rebuilding American Infrastructure with Sustainability and Equity grant, and supplemented with the support of COMPASS federal funding programs.

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

Garden City's adopted Bicycle & Pedestrian plan included public outreach to identify and prioritize projects, which included improvements along 43rd Street.

ACHD also provided public outreach on its BUILD Garden City projects bundle here - <https://engage.achdidaho.org/garden-city-projects>.

**READINESS TO PROCEED:**

**If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

Project is currently undergoing preliminary design review (75% design).

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:

Click or tap here to enter text.

**TIMING:**

## When is your project needed (ideal timing)?

Estimated start date: Right-Of-Way FY28, Construction FY29

Target completion date: Construction Complete FY30

Please explain the reasons for timing constraints, if necessary:  
Click or tap here to enter text.

## PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

✓ [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:

- A priority project? (Explain below which list and the project priority number)
- Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

**Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain “other” if selected:**

This project is included as part of the Access to Opportunity project listed in the Short Term Funded (Budgeted) Regional Capital Transportation Projects FY2022-2026.

A project on this corridor regarding pedestrian improvements on 43rd Street and Chinden Boulevard was listed in CIM2050.

**Is this project specifically listed in any local plans?**

- ✓ Yes
- No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)  
Improvements to this corridor are listed on pg. ii of Garden City’s Bicycle & Pedestrian Plan, approved in 2020: [https://gardencityidaho.org/vertical/sites/%7BA16794C5-94AE-4C54-B8E9-ADC537012C3F%7D/uploads/Garden\\_City\\_BP\\_8.13.20\\_Compiled\\_\(1\)\(1\).pdf](https://gardencityidaho.org/vertical/sites/%7BA16794C5-94AE-4C54-B8E9-ADC537012C3F%7D/uploads/Garden_City_BP_8.13.20_Compiled_(1)(1).pdf)

43rd Street im can be found starting on pg. 18 of COMPASS’ Chinden Boulevard Corridor Project

<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

Development: [https://compassidaho.org/wp-content/uploads/Chinden\\_FinalReport.pdf](https://compassidaho.org/wp-content/uploads/Chinden_FinalReport.pdf)

This project is also listed under pg. 31 of ACHD's Five Year Plan:

<https://www.achdidaho.org/home/showpublisheddocument/1796/638968119095100000>

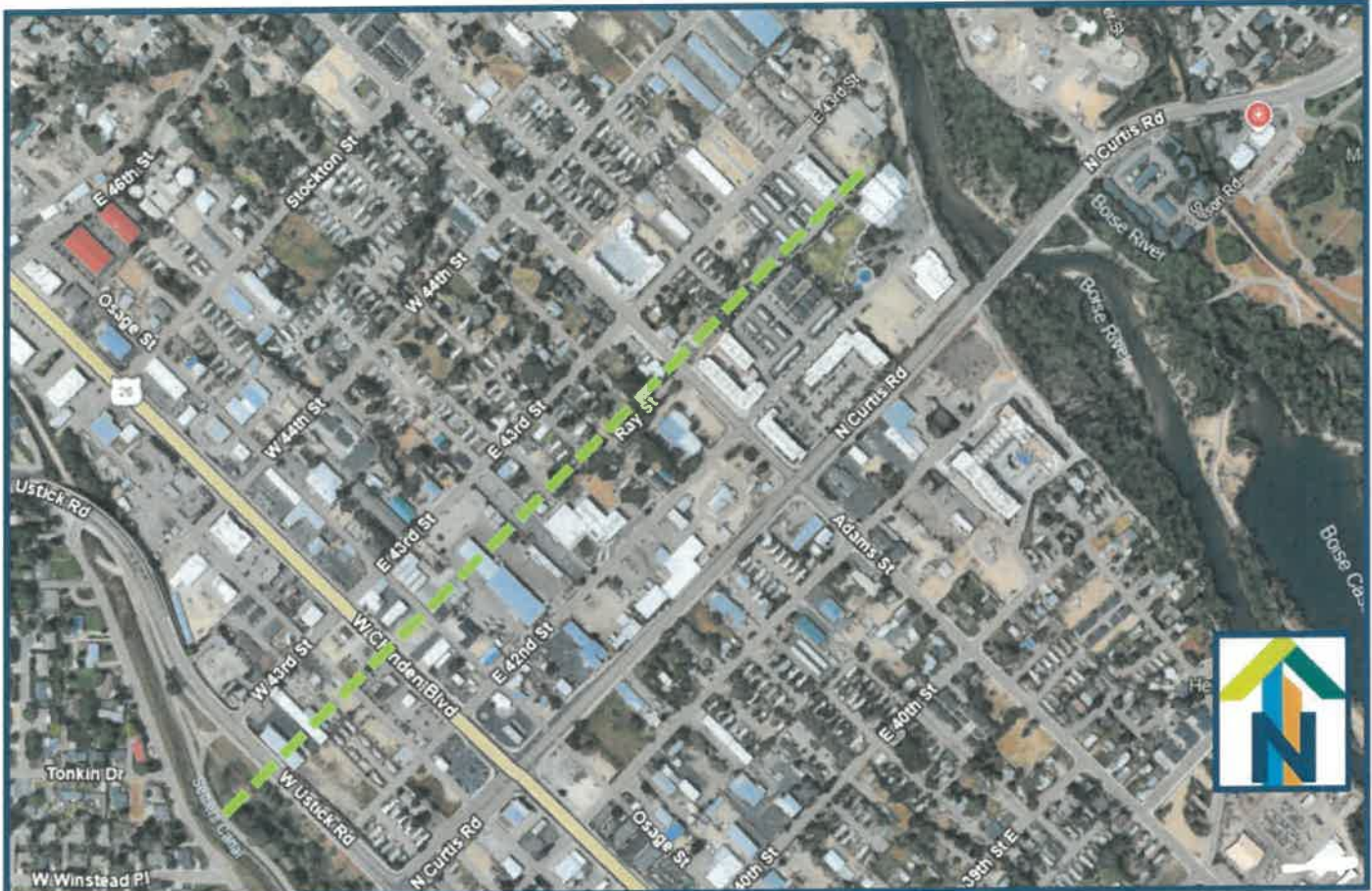
## **ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

# BUILD Garden City, 43rd Street

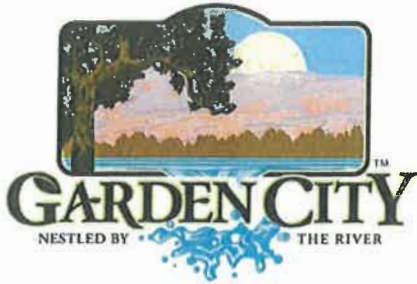


Map is intended as a visual reference



75% Design Courtesy Parametrix

Legend			
	New Asphalt Pavement		New Pedestrian Hybrid Beacon (PHB)
	New Concrete Driveway & Concrete/Gravel Approach		New Signal Modifications (APB) Improvements
	New Concrete Sidewalk		Potential Tree Impacts
	New Landscape Rock		Potential Power Pole Impacts
	New Curb & Gutter Or Ribbon Curb		New ADA Curb Ramp
	New Rolled Curb Access		
	New Permeable Pavers		



## OFFICE OF THE MAYOR

6015 Glenwood Street Garden City, Idaho 83714  
Phone 208/472-2900 Fax 208/472-2998

March 8, 2022

Secretary Peter Paul Montgomery Buttigieg  
Office of the US Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

Re: Raise Grant Letter of Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

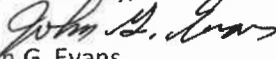
On behalf of Garden City, please accept this letter of support for the Ada County Highway District Access to Opportunity Project.

ACHD has identified 12 active transportation projects that staff have completed preliminary scoping and are also listed in ACHD's FY2022-2026 Integrated Five-Year Work Plan. Six of the projects are identified in Garden City in a portion of the community that is historically disadvantaged. Garden City supports the Ada County Highway District and their projects to aid active transportation and remove long-standing barriers for residents who walk, bike, and reduce greenhouse gas emissions of those within this community.

Benefits include creating safe sidewalks that meet American with Disabilities Act standards, enhancing pedestrian crosswalks where they do not currently exist, creating connections to transit routes, and access to schools and parks. These improvements will enhance bike lanes for safe, low-stress travel and provide the ability for the public to safely enjoy their journey to healthcare, grocery, education, and the Boise River Greenbelt transportation network.

The city of Garden City supports improvements to public access in Ada County and safety for our community. If you have any questions, please feel free to reach out to Jenah Thornborrow at [jthorn@gardencityidaho.org](mailto:jthorn@gardencityidaho.org).

Appreciatively,

  
John G. Evans  
Mayor

**2026 COMPASS Funding Application**  
**Phase II**  
**ACTIVE TRANSPORTATION PROJECT FOCUS**

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is eight pages. Refer to Scoring and Ranking Guide Resources for guidance and links. COMPASS staff has created a [project application map](#)<sup>1</sup> including data needed for this application and scoring projects. Once you've clicked on this application map link, select the Active section to begin retrieving the needed data. The scoring details are provided in the **Scoring and Ranking Supplemental** in the Guide.

COMPASS staff will provide preliminary scores for many items in this application. Feel free to fill out the scores as you write the application to determine where you can improve the application before submittal.

**Sponsor Name (agency): Ada County Highway District**

**Project Title: BUILD Garden City, 43rd St (Ustick Rd to Boise River Greenbelt)**

**CIM Score**

<b>Maximum total of 10 points</b>	<b>CIM Score:</b> COMPASS will provide the preliminary score
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**SAFETY**

**Is the project on the High Injury Network (HIN)?**

- Yes
- No

**Does the project address a known active transportation safety issue?**

Explain and provide the data below:

**Chinden Boulevard (US Highway 20/26) is on the High Injury Network. There have been approximately three identified Class A crashes on this segment, with two Class K fatal crashes occurring within 1000 feet of the project.**

**One of the Class A crashes occurred on the intersection of 43rd and Ustick. This project will seek to install a Pedestrian Hybrid Beacon (PHB) at this intersection, significantly increasing concerns crossing Ustick.**

**AChD will also construct sidewalk where there previously was none on 43rd, filling in a substantial number gaps, in addition to installing ADA complaint curb ramps along this corridor.**

**Expanding more alternate transportation options in the network alleviates the existing**

<sup>1</sup> Project Application Map: <https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b>

structures and allows for increased bicycle and pedestrian usage.

**Crash Data**

**Number of fatalities** (active transportation related): COMPASS will provide

**Number of serious injuries** (active transportation related): COMPASS will provide

**Safety Criteria:**

- 30 points:** On HIN AND  $\geq 2$  Fatal and/or Class A crash history (last 5 years) **AND** Addresses cause of crashes.
- 20 points:** Not on HIN AND 1 Fatal and/or Class A crash history (last 5 years) **AND** Addresses cause of crashes.
- 5 points:** Not on HIN AND non-injury crash history (last 5 years) **AND** Addresses cause of crashes.
- 0 points:** No fatal or serious injury crashes have occurred at this location.

---

**Does the project improve safety for active transportation users?**

**According to the CMF, installing a PHB can have up to a 43% crash reduction factor (CRF). Installing sidewalk where there previously was none can have up to a 40.2% CRF.** COMPASS will provide

**Crash Modification Factor (CMF) most appropriate for this project:**

**Expected percentage of crash reduction based on CMF and types of crashes included:** COMPASS will provide

**Safety Criteria** (check what applies to the project segment or intersection):

- 10 points:** Conforms to national, state, or local adopted standards **AND**  CMF shows 25% crash decrease or more.
- 7 points:** CMF shows 10%-24% crash decrease or more.
- 5 points:** CMF shows 5%-10% crash decrease or more.
- 3 points:** CMF shows 1%-5% crash decrease or more.
- 0 points:** No fatal or serious injury crashes have occurred at this location.

---

**Sum of the three Safety criteria scores above.**

**Maximum total of 40 points**

**Safety Score: 40**

**ECONOMIC VITALITY**

**Does the project address a gap in the active transportation network?**

- Addresses a gap identified in CIM 2050 Priority Corridors and Projects (High Priority)
- Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority)
- Addresses a gap identified in Bike Walk COMPASS
- Does not address a gap.

Please explain how this project addresses a gap:

**Completing this project will construct a planned pathway for pedestrians on the Bike/Walk Map, as well as provide bicycle lanes that connect users from the Boise River Greenbelt to the Boise West Bench. This project is also a direct connection to the Chinden Boulevard | Boise/Garden City Unfunded Regional Pathway Priorities within the Communities in Motion 2050 Priority Corridors and Projects.**

**Economic Vitality Criteria** (check what applies to the project segment or intersection):

- 10 points:** Addresses gap identified in CIM 2050 Priority Corridors and Projects: High Priority.
  - 5 points:** Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority).
  - 3 points:** Addresses gap identified in Bike Walk COMPASS.
  - 0 points:** The project does not address a gap.
- 

**Does the project improve a facility in "fair" or "poor" condition?**

- Yes
- No
- N/A: New Segment

Please explain, if necessary and provide method of data collection:

**ACHD is replacing segments of sidewalk north of Chinden Blvd that are rated as either medium or high priority in the ADA Transition Plan, in addition to installing new facilities where none previously existed south of Chinden.**

**Economic Vitality Criteria** (check what applies to the project segment or intersection):

- 10 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with poor condition rating.
  - 7 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with fair condition rating.
  - 5 points:** Adds new facility where none existed.
  - 0 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with good condition rating.
- 

**Does the project provide an active mode alternative to a congested roadway segment?**

- Runs parallel (within ¼ mile) of a "highly congested" and/or "unreliable" roadway segment
- Runs parallel (within ¼ mile) of a "moderately congested" roadway segment

Please explain how the project provides an alternative to the roadway segment and how it provides or improves active transportation facilities or connections:

**43rd St runs less than ¼ mile west of a segment of N Curtis Rd that is identified as highly congested in the Congestion Management Plan map.**

**STRATEGY EXAMPLES:**

**Transportation Demand Management (TDM):**

Bicycle/Pedestrian facilities/parking, repair stations, safe routes to school program, wayfinding, active network, canal pathways, railway pathways, greenbelts, bicycle sharing, automated shuttle, scooter sharing, and canal pathways

**Economic Vitality Criteria** (check what applies to project segment or intersection):

- 5 points:  Runs parallel to (within ¼ mile) a roadway that's "highly congested" and/or "unreliable."  
**AND**  Provides or improves active transportation facilities or connections.
  - 3 points:  Runs parallel to (within ¼ mile) a roadway that's "moderately congested."  
**AND**  Provides or improves active transportation facilities or connections.
  - 0 points:  Not located on or near a congested segment.
- 

**Sum of the two Economic Vitality criteria scores above.**

**Maximum total of 40 points**

**Economic Vitality Score: 20**

## CONVENIENCE

### Does the project improve active mode connectivity to public transportation?

- Improves connectivity along a corridor with *current* public transportation service.
- Improves connectivity along a corridor with *planned* public transportation service.
- Not location along any current or planned public transportation corridor and does not directly support public transportation.

Please explain:

**Valley Regional Transit (VRT) manages the #8 bus route along Chinden Boulevard, with stops located on Chinden and 39th, and Chinden and 45th. With the sidewalk planned for installation between Ustick and Chinden, more residents will have the ability to safely travel to these stop locations.**

**Convenience Criteria** (check what applies to the project segment or intersection):

- 10 points:** Improves active transportation connectivity along corridor with current public transportation service.
- 5 points:** Improves active transportation connectivity along corridor with planned public transportation service.
- 0 points:** Does not improve or directly support public transportation.

### Does the project improve active mode connectivity to key destinations?

Please explain and provide a list of the regional activity centers and/or key destinations provided access and how far the project is from those destinations:

**43rd St connects directly to the Boise River Greenbelt, allowing bicyclists and pedestrians to connect to the river, Veterans Memorial State Park, Willow Lane Athletic Complex, and The Boardwalk in Garden City.**

**Convenience Criteria** (check what applies to the project segment or intersection):

- 15 points:** Improves active transportation facilities within the bounds of a regional activity center.  
**OR** Improves active transportation facilities within ½ mile of 3 or more key destinations.
- 10 points:** Improves active transportation facilities within ½ mile of 1-2 key destinations.
- 0 points:** Does not improve active transportation facilities within ½ mile of a regional activity center.

**Sum of the two Convenience criteria scores above.**

**Maximum total of 40 points**

**Convenience Score: 20**

## QUALITY OF LIFE

### Does the project benefit an underserved area?

- Yes
- No

Please explain the benefit(s) the project will provide to an underserved area referenced in the COMPASS Equity Map: (If the answer is no, but will still provide benefits to an underserved area, explain how.)

**This project designated COMPASS Equity Map as having an Equity Score of 11, qualifying as a "High" equity score area. This project will install sidewalk or**

**ADA facilities where there previously were none, install a PHB at an intersection that has seen at least 1 Class A crash in the last five years, and rehabilitate driveways to ensure ADA compliance. In doing so, residents will have significantly expanded transportation alternatives that will progress the overall quality of life for the community.**

**Quality of Life Criteria** (check what applies to the project segment or intersection):

- 10 points:** Located in and will provide benefits to an underserved area.
  - 7 points:** Located in a "Medium Equity score area" **AND** Will provide benefits to an underserved area.
  - 5 points:** Not located in, but will still provide benefits to an underserved area.
  - 0 points:** Not located in or does not benefit an underserved area.
- 

### **Does the project address potential environmental impacts?**

- Yes
- No

Please explain how the environmental impacts will be addressed. (Copy and paste the list of Environmental Issues from the map or explain possible environmental impacts the project may encounter.)

**The BUILD Garden City, 43rd St project will look to address several water-related environmental issues such as stormwater, mitigating flow that would impact the nearby Boise River, and allow for better drainage in a flood zone. ACHD will complete this work by ensuring that the sidewalk installed with this project is constructed with up-to-date curb and gutter standards. Locally funded pavement work on this project will look to install permeable pavement, improving drainage.**

**Quality of Life Criteria** (check what applies to the project segment or intersection):

- 5 points:** Sponsor identifies possible environmental impacts **AND** how they are addressed.
  - 0 points:** Environmental impacts do not appear to have been considered.
- 

### **Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?**

- Yes
- No

Please identify the issue and describe the improvements:

**This project will both install ADA-compliant curb ramps where there were none previously, as well as rehabilitate non-compliant ramps, driveways, sidewalks, curb, and gutters.**

**Quality of Life Criteria** (check if this applies to the project segment or intersection):

- 5 points:** Addresses existing ADA compliance issue.
  - 0 points:** Does not address an existing ADA compliance issue.
-

**PROJECT READINESS**

**Is the project a priority to the sponsor agency?** (Answer the questions below.)

How many Phase II applications are you submitting? **2**

Please give each application your local ranking below:

- 1. BUILD Garden City, 43rd St**
- 2. BUILD Garden City, Kent St**

**Readiness Criteria** (check what applies to the project segment or intersection):

- 10 points:** Project highest priority application from the sponsor.
- 5 points:** Project second highest priority application from the sponsor.
- 3 points:** Project in the top half of highest priority application from sponsor (and does not fall into above category).
- 0 points:** Project is not in the top half of the highest priorities and does not fall into a category above.

**Does the sponsor provide match above the required minimum?**

Is your proposed match greater than 7.34%?

- Yes
- No

**Readiness Criteria** (check what applies to the project segment or intersection):

- 5 points:** The sponsor provides more than the required local match amount.
- 0 points:** The sponsor provides only the required local match amount.

**Is the project ready for federal implementation?** (Sum of all that apply)

- 1 point Pre-concept report complete or equivalent
- 1 point Preliminary design complete
- 1 point Environmental complete
- 1 point Final design complete
- 1 point Right-of-way plans complete
- 3 point Right-of-way acquired
- 2 point Project has PS&E
- N/A See question below

If the project is not a construction project explain what would be expected to complete the project. Please explain the status:

**Design for this project was funded through ACHD’s FY22 RAISE grant under KN 23833. Final design is anticipated in Fall 2026.**

**Sum of the three Readiness criteria scores above.**

<b>Maximum total of 25 points</b>	<b>Project Readiness Score: 17</b>
<b>Maximum total of 140 points</b>	<b>TOTAL*: 117</b>

\*Sum of scores from subsections above

## ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures are not allowed). These are not counted in the page limit.

Download forms:

- [ITD Forms](#)<sup>2</sup>
- [COMPASS Form FA100](#)<sup>3</sup>
- [Estimating Worksheet](#)<sup>4</sup>

Video tutorials:

- [How to Fill Out ITD Form](#)<sup>5</sup>
- [How to Fill Out COMPASS Form FA100 and Estimating Worksheet](#)<sup>6</sup>

- Match commitment letter
  - Signed?
  - Scanned?
- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act.
  - Signed?
  - Scanned?
- ITD form 1150 – Project Cost Summary Sheet.
  - Signed?
  - Scanned?
- ITD form 2435 – Local Federal-Aid Project Request.
  - Signed?
  - Scanned?
- COMPASS Form FA100 – Federal Requirements.
  - Signed?
  - Scanned?
- Estimating Worksheet (must match form 1150 and 2435).
  - Signed?
  - Scanned?
- Updated Phase I cost information if a change occurred since the submittal of Phase I

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<sup>2</sup> ITD Forms: <http://apps.itd.idaho.gov/apps/formfinder2dmz>

<sup>3</sup> COMPASS Form FA100: <http://compassidaho.org/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf>

<sup>4</sup> [mailto:Estimating Worksheet](mailto:Estimating_Worksheet): [http://view.officeapps.live.com/op//viw.aspx?src=http%3A%2F%2Fcompassidaho.org%2Fwp-content%2Fuploads%2FEstimating\\_Worksheet.xlsx&wdOrigIn=BROWSELINK](http://view.officeapps.live.com/op//viw.aspx?src=http%3A%2F%2Fcompassidaho.org%2Fwp-content%2Fuploads%2FEstimating_Worksheet.xlsx&wdOrigIn=BROWSELINK)

<sup>5</sup> How to Fill Out ITD Forms tutorial: <http://www.youtube.com/watch?v=MYORA8G5W64>

<sup>6</sup> How to Fill Out COMPASS Form FA100 and Estimating Worksheet: <http://www.youtube.com/watch?v=WaHL3nbnzH4>



Miranda Gold, President  
Alexis Pickering, Vice-President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner  
Patricia Nilsson, Commissioner

November 11<sup>th</sup>, 2025

Craig Raborn, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> St, Suite 200  
Meridian, ID 83642

Director Raborn,

The Ada County Highway District (ACHD) is pleased to submit the following applications to the Community Planning Organization of Southwest Idaho's (COMPASS) Phase I call for Federal-aid funding:

- BUILD Garden City, 43<sup>rd</sup> Street (Ustick Road to the Boise River Greenbelt)
- BUILD Garden City, Kent Street (Chinden Boulevard to Alworth Street)

If funded, these projects will continue ACHD's efforts to advance active transportation networks and build connectivity in Historically Disadvantaged Communities throughout Ada County. These improvements include constructing new and replacement sidewalk, ADA compliant pedestrian ramps, an enhanced bicycle and pedestrian crossing, and green stormwater infrastructure. Allowing more ways for residents to negotiate traffic through and around Chinden Boulevard will increase the safety, quality of life, and economic growth for Garden City, directly supporting the goals for Communities in Motion 2050.

These segments were funded for design as part of ACHD's FY22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application, where the District was awarded \$5,000,000 for its BUILD Boise and BUILD Garden City projects (formerly known as Access to Opportunity). COMPASS awarded ACHD an additional \$1,000,000 to supplement design on the Glenwood and Fairview bundles in 2024. Final design is anticipated to be complete no later than September 2026.

As with the RAISE grant, ACHD is committed to providing the 7.34% match required for Federal-aid funding through local, non-Federal funds.

*connecting you to more*

Project	Total Construction Cost	ACHD Match
43 <sup>rd</sup> St	\$2,179,000.00	\$159,938.60
Kent St	\$1,177,000.00	\$86,391.80

The District appreciates your consideration of these applications. We look forward to your response.

If you have any questions, please feel free to contact Alex Yann, Transportation Funding Coordinator, at [ayann@achdidaho.org](mailto:ayann@achdidaho.org), or 208-387-6157.

Sincerely,



Dyan Bevins  
 Deputy Director, Projects  
 Ada County Highway District

*connecting you to more*



## Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 99312712	Sub-Awardee Name Ada County Highway District		
Address 5800 N Meeker Ave	City Boise	State ID	Zip Code 83713

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) <b>Ryan Head</b>	Title Director	FFY 2026
Signature 		Date 1/16/26



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-1  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
	BUILD Garden City, 43rd St	13-Jan	
Location			District
43rd St, Ustick Rd to Boise River Greenbelt, Garden City			D3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
N/A	N/A	N/A	0.7

	Previous ITD 1150	Initial or Revise
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels 72      Number of Relocations		
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$50,000
4. Earthwork		\$145,000
5. Drainage and Minor Structures		\$88,000
6. Pavement and Base		\$292,000
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures: <input type="checkbox"/> New Structure      Length/Width _____ Location _____ <input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____ Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$38,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$118,000
11. Detours		
12. Landscaping		\$151,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$1,114,000
15. Cost of Constructions (Items 3 through 14)		\$1,996,000
16. Mobilization 15 % of Item 15		\$299,000
17. Construction Engineer and Contingencies 15 % of Items 15 and 16		\$344,000
18. Total Construction Cost (15 + 16 + 17)		\$2,639,000
19. Total Project Cost ( 1 + 2 + 18)		\$2,639,000
20. Project Cost Per Mile	\$1,000	\$3,770,000

Prepared By:

Alex Yann

*Dyan Bwinz 01-16-26*

# Local Federal-Aid Project Request



**Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) Ada County Highway District	Date 1/15/26
---	-----------------

Project Title (Name of Street or Road) BUILD Garden City, 43 <sup>rd</sup> St	F.A. Route Number	Project Length .70 miles	Bridge Length
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Project Limits (Local Landmarks at Each End of the Project)  
43<sup>rd</sup> St, Ustick Rd to Chinden Blvd

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Curb Ramps
<input type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ N/A
Right-of-Way (ITD 1150, Line 2)	\$ N/A
Construction (ITD 1150, Line 18)	\$ 2,639,000

Preliminary Engineering By:  Sponsor Forces     Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	N/A
Within 2 miles of an Airport	N/A
Parks (City, County, State or Federal)	N/A
Environmentally Sensitive Areas	Boise River
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	N/A
Other	N/A

Additional Right-of-Way Required:  None     Minor (1-3 Parcels)     Extensive (4 or More Parcels)

Will any Person or Business be Displaced:  Yes     No     Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	N/A	N/A	Roadway Width (Shoulder to Shoulder)	15 ft	11 ft
Pavement Type	N/A	N/A	Right-of-Way Width	N/A ft	N/A ft

Sponsor's Signature <i>Dyan Bewins</i>	Title <i>Deputy Director of Projects</i>
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**Additional Information to be Furnished by the District**

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

<b>For the costs of a:</b>	<b>Use the principles in:</b>
State, Local or Indian Tribal Government	2 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	2 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Dyan Bevins, from Ada County Highway District (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: BUILD Garden City, 43rd St (Ustick Rd to the Boise River Greenbelt)

Signed: 

Dated: 01-16-26

# Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)			Local Portion		Federal Portion		
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	<b>Preliminary Construction Estimate (PCE)</b> <i>(Enter the estimated cost of construction only)</i>		\$ 2,639,000	7.34%	\$193,703	92.66%	\$2,445,297
CN	<b>Construction Contingency (Overruns, change orders, etc.)</b> <i>(30% of PCE)</i>	30%	\$ 791,700	7.34%	\$58,111	92.66%	\$733,589
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 17,154	7.34%	\$1,259	92.66%	\$15,894
CC	<b>Construction Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i>	15%	\$ 514,605	7.34%	\$37,772	92.66%	\$476,833
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 137,228	7.34%	\$10,073	92.66%	\$127,155
UT	<b>Utilities</b> <i>(amount for moving/improving utilities)</i>		\$ 50,000	7.34%	\$3,670	92.66%	\$46,330
RW	<b>Right-of-Way</b> <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ -	7.34%	\$0	92.66%	\$0
LP	<b>Land Purchase</b> <i>(estimated amount for land purchase)</i>		\$ -	7.34%	\$0	92.66%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 17,154	7.34%	\$1,259	92.66%	\$15,894
PC	<b>Preliminary Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i>	15%	\$ 514,605	7.34%	\$37,772	92.66%	\$476,833
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 137,228	7.34%	\$10,073	92.66%	\$127,155

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$4,818,673</b>	<b>\$353,691</b>	<b>\$4,464,982</b>

Construction  
Right-of-Way  
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Yes

Dyan Bewick  
01-16-26

Active Project Scoring	Points	Max Points	Notes:
BUILD Garden City, Kent Street (Chinden Boulevard to Alworth Street)			
<b>CIM Score</b>			
CIM project score	0	10	Not identified in CIM 2050.
<b>Performance Assessment:</b>			
Safety - Maximum 40			
Does the project address a known active transportation safety issue?	5	30	Crashes within 1000 ft: The fatality mentioned in application was a motorcycle crash and does not count for active transportation. 5 points for explanation of park improvements in the area with no sidewalk. Applicant to explain HOW project address the safety issues.
Does the project improve safety for active transportation users?	10	10	CMF crash reduction of more than 25%
<b>Total:</b>	<b>15</b>	<b>40</b>	Limit to 40
Economic Vitality - Maximum 20			
Does the project address a priority gap in the active transportation network?	3	10	address a gap identified in Bike Walk COMPASS
Does the project improve a facility in "fair" or "poor" condition?	5	10	New facility where none existed.
Does the project provide an active mode alternative to a congested roadway segment?	5	5	Parallel to a high to medium congested and unreliable roadway (Glenwood)
<b>Total:</b>	<b>13</b>	<b>25</b>	
Convenience - Maximum 25			
Does the project improve active mode connectivity to public transportation?	10	10	VRT bus route along Chinden with stop at Chinden/Kent
Does the project improve active mode connectivity to key destinations?	15	15	within the bounds of an activity center
<b>Total:</b>	<b>25</b>	<b>25</b>	
Quality of Life - Maximum 15			
Does the project benefit an underserved area?	7	10	Index 11
Does the project address potential environmental impacts?	5	5	
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5	5	
<b>Total:</b>	<b>15</b>	<b>15</b>	Limit to 15
<b>Performance Total:</b>	<b>68</b>	<b>105</b>	
<b>Performance Assessment:</b>			
Readiness and Support - Maximum 25			
Is the project a priority to the sponsor agency?	5	10	2 of 2
Does the sponsor provide match above the required minimum?	0	5	only requested match
Is the project ready for Federal implementation?	2	10	pre-concept and preliminary design
<b>Programming Total:</b>	<b>7</b>	<b>25</b>	
<b>Total Score:</b>	<b>75</b>	<b>140</b>	

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSIdaho.org](mailto:ssader@COMPASSIdaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** Ada County Highway District

**Main Agency Contact:** Alex Yann

**Project Title:** BUILD Garden City, Kent Street (Chinden Boulevard to Alworth Street)

#### PROJECT DETAILS:

**Briefly describe your project:** This project will construct a multi-use pathway along Kent Street. The signal at the intersection of Chinden Boulevard and Kent Street will be upgraded to current ADA standards.

**Briefly describe the location of the project (include main segment and termini):**  
Kent Street, Chinden Boulevard to Alworth Street

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Public Involvement:** Outreach and/or Facilitation

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

#### FUNDING REQUEST / PROJECT TYPE:

**What type of funding are you applying for?** (select all that apply)

If you're unsure, contact COMPASS staff.

**Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the

goals of the long-range transportation plan, reimbursement of up to \$50,000

**Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000

**Federal Funds** – federal formula funds, this option will require further information provided in Phase II

**Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

**What type of project are you applying for? (select all that apply)**

**Active Transportation:** Bicycle / Pedestrian

**Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems

**Public Transportation:** Vehicles / Equipment / Maintenance / Operations

**Planning:** Plans / Studies / Education

**Procurement:** Bicycle Counters / Signs / Software / Other

**Project Management/Administration**

**Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

**Is right-of-way (ROW) acquisition needed for this project?**

Yes

No

N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

**Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all existing features in the project area:**

- |   |   |  |  |
|---|---|--|--|
| <input checked="" type="checkbox"/> 2 through lanes             | <input checked="" type="checkbox"/> Bridge          | <input type="checkbox"/> Gateway/Traffic Calming               | <input type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL               | <input type="checkbox"/> Bridge Fencing             | <input type="checkbox"/> Gutter                                | <input type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection                | <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> ITS Emergency Vehicle Preempt         | <input type="checkbox"/> Roundabout 1-lane         |
| <input type="checkbox"/> 3-Way Signaled Intersection            | <input type="checkbox"/> Bus Lane                   | <input checked="" type="checkbox"/> Intersection Dedicated RTL | <input type="checkbox"/> Roundabout 2-lane         |
| <input type="checkbox"/> 3-Way Stop Intersection                | <input type="checkbox"/> Bus Pullout                | <input checked="" type="checkbox"/> Intersection Dedicated LTL | <input type="checkbox"/> Roundabout 3-lane         |
| <input type="checkbox"/> 4 through lanes                        | <input type="checkbox"/> Bus Shelter                | <input type="checkbox"/> Intersection Median U-Turn            | <input type="checkbox"/> Seal coating              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL               | <input type="checkbox"/> Bus Stop                   | <input type="checkbox"/> Intersection RCUT/J-Turn              | <input type="checkbox"/> Shoulder                  |
| <input checked="" type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Corridor Access Management | <input type="checkbox"/> Intersection Warning System           | <input type="checkbox"/> Sidewalk 3-4' width       |
| <input type="checkbox"/> 4-Way Stop Intersection                | <input type="checkbox"/> Crossing, Mid-Street       | <input type="checkbox"/> Leading Pedestrian Interval           | <input type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection            | <input type="checkbox"/> Crossing, PHB              | <input checked="" type="checkbox"/> Left Turn Lane             | <input type="checkbox"/> Sidewalk 8-10' width      |
| <input type="checkbox"/> 5-Way Stop Intersection                | <input type="checkbox"/> Crossing, RFFB             | <input type="checkbox"/> Median, Raised                        | <input type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes                        | <input type="checkbox"/> Crosswalk, Raised          | <input type="checkbox"/> Mill working                          | <input type="checkbox"/> Speed Bumps               |
| <input checked="" type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curb                       | <input type="checkbox"/> Multi-Use Pathway                     | <input type="checkbox"/> Striping                  |
| <input checked="" type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Curve Signage/Striping     | <input type="checkbox"/> Pathway 8-10' width                   | <input type="checkbox"/> Other                     |
| <input type="checkbox"/> Bicycle/Pedestrian Facility            | <input type="checkbox"/> Dynamic Feedback Sign      | <input type="checkbox"/> Pavement: CPFM or HFST                |  |
| <input type="checkbox"/> Bicycle-Lane                           | <input type="checkbox"/> Edge Lines, 6"             | <input type="checkbox"/> Pedestrian Scramble                   |  |
| <input type="checkbox"/> Bicycle-Signal Heads/Phase             | <input type="checkbox"/> Flashing Stop Sign         | <input type="checkbox"/> Protected Phasing                     |  |

Please describe, if necessary [Click or tap here to enter text.](#)

**Check all proposed countermeasures you plan to add with this project:**

- |   |  |   |  |
|---|--|---|--|
| <input checked="" type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bus Pullout                               | <input type="checkbox"/> Intersection RCUT/J-Turn               | <input type="checkbox"/> Sidewalk 3-4' width             |
| <input type="checkbox"/> 2 through lanes /1 TWLTL               | <input type="checkbox"/> Bus Shelter                               | <input type="checkbox"/> Intersection Warning System            | <input checked="" type="checkbox"/> Sidewalk 8-10' width |
| <input type="checkbox"/> 2-Way Stop Intersection                | <input type="checkbox"/> Bus Stop                                  | <input checked="" type="checkbox"/> Leading Pedestrian Interval | <input type="checkbox"/> Sidewalk Replacement            |
| <input type="checkbox"/> 3-Way Signaled Intersection            | <input type="checkbox"/> Convert Signaled to Roundabout            | <input checked="" type="checkbox"/> Left Turn Lane              | <input type="checkbox"/> Signal-Reflect Back Plate       |
| <input type="checkbox"/> 3-Way Stop Intersection                | <input type="checkbox"/> Convert Stop to Roundabout                | <input type="checkbox"/> Median, Raised                         | <input type="checkbox"/> Speed Reduction                 |
| <input type="checkbox"/> 4 through lanes                        | <input type="checkbox"/> Convert Stop to Signaled                  | <input checked="" type="checkbox"/> Multi-Use Pathway           | <input type="checkbox"/> Street Lighting                 |
| <input type="checkbox"/> 4 through lanes /1 TWLTL               | <input type="checkbox"/> Corridor Access Management                | <input checked="" type="checkbox"/> Pathway 8-10' width         | <input checked="" type="checkbox"/> Striping             |
| <input checked="" type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Crossing, Mid-Street                      | <input type="checkbox"/> Pathway 11-13' width                   | <input checked="" type="checkbox"/> Upgrade Signals      |
| <input type="checkbox"/> 4-Way Stop Intersection                | <input type="checkbox"/> Crossing, PHB                             | <input type="checkbox"/> Pavement: CPFM or HFST                 | <input type="checkbox"/> Upgrade Stop to Flashing        |
| <input type="checkbox"/> 5-Way Signaled Intersection            | <input type="checkbox"/> Crossing, RFFB                            | <input type="checkbox"/> Pedestrian Scramble                    | <input type="checkbox"/> Widen 2 to 3 lanes (w/TWLTL)    |
| <input type="checkbox"/> 5-Way Stop Intersection                | <input type="checkbox"/> Crosswalk, Raised                         | <input type="checkbox"/> Protected Phasing                      | <input type="checkbox"/> Widen 2 to 4 lanes              |
| <input type="checkbox"/> 6 through lanes                        | <input checked="" type="checkbox"/> Curb                           | <input checked="" type="checkbox"/> Repaint Striping            | <input type="checkbox"/> Widen 2 to 5 lanes (w/TWLTL)    |
| <input checked="" type="checkbox"/> ADA Ramps                   | <input checked="" type="checkbox"/> Curve Signage/Striping         | <input type="checkbox"/> Replace Signage                        | <input type="checkbox"/> Widen 3 to 5 lanes (w/TWLTL)    |
| <input checked="" type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Dynamic Feedback Sign                     | <input checked="" type="checkbox"/> Right Turn Lane (RTL)       | <input type="checkbox"/> Widen 3 to 7 lanes (w/TWLTL)    |
| <input checked="" type="checkbox"/> Bicycle/Pedestrian Facility | <input checked="" type="checkbox"/> Edge Lines, 6"                 | <input type="checkbox"/> Right Turn, Free Running               | <input type="checkbox"/> Widen Shoulder                  |
| <input checked="" type="checkbox"/> Bicycle Lane                | <input type="checkbox"/> Flashing Stop Sign                        | <input type="checkbox"/> Road Reconfiguration                   | <input type="checkbox"/> Other:                          |
| <input type="checkbox"/> Bicycle: Green Road Marking            | <input type="checkbox"/> Gateway/Traffic Calming                   | <input type="checkbox"/> Roundabout 1-lane                      |  |
| <input type="checkbox"/> Bicycle: Signal Heads                  | <input checked="" type="checkbox"/> Gutter                         | <input type="checkbox"/> Roundabout 2-lane                      |  |
| <input checked="" type="checkbox"/> Bridge                      | <input type="checkbox"/> ITS Emergency Vehicle Preempt             | <input type="checkbox"/> Roundabout 3-lane                      |  |
| <input checked="" type="checkbox"/> Bridge Fencing              | <input type="checkbox"/> Inlay and Millwork                        | <input type="checkbox"/> Sealcoating                            |  |
| <input checked="" type="checkbox"/> Bridge Guardrail            | <input checked="" type="checkbox"/> Intersection Dedicated RTL/LTL | <input checked="" type="checkbox"/> Shoulder                    |  |
| <input type="checkbox"/> Bus Lane                               | <input type="checkbox"/> Intersection Median U-Turn                | <input type="checkbox"/> Sidewalk 5-7' width                    |  |

Please describe, if necessary [Signals will be upgraded with APS modifications.](#)

**Does the project include improvements to the public transportation system?**

- Yes  
 No

If yes, a letter of support from the public transportation agency where the project is located is **required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project's purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

- Safety:**  Increases Safety  Increases Security  Supports Resiliency

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

- ✓ **Economic Vitality:** ✓ Promotes Economic Vitality  Promotes Freight ✓ Preserves Infrastructure ✓ Provides Reliability  
 ✓ Promotes Travel/Tourism  Manages Growth  Preserves Farmland
- ✓ **Convenience:** ✓ Increases Access/Mobility ✓ Increases Connectivity  Reduces Congestion
- ✓ **Quality of Life:** ✓ Protect the Environment ✓ Enhances Public Health ✓ Preserves/Connects to Open Space  
 Promotes Affordable Housing ✓ Provides Transportation Options ✓ Benefits the Underserved

**Please describe:** Kent Lane is a two-lane road in Garden City that starts at Chinden Boulevard and runs approximately .34 miles north of the intersection, where it transitions to Lorimer Lane. The road abuts The Park at Expo Idaho, the site of a future multi-use park under development by Ada County, and the future pitch for Idaho’s first professional soccer team, Athletic Club Boise.

To support the forthcoming influx in pedestrian and bicycle traffic generated by these activity centers, ACHD is seeking to construct key segments of its BUILD Garden City project (formerly Access to Opportunity) to create a more complete active transportation network.

This project will construct a 10’ multi-use pathway (MUP) on the east side of Kent Street, from Chinden Boulevard to Alworth Street. New curb and gutter will support stormwater drainage issues impacting Garden City, mitigating runoff impact to the nearby Boise River. These improvements will also connect to a future MUP on the north side of Chinden Boulevard to be installed with the development of The Park at Expo Idaho.

The intersection of Chinden Boulevard and Kent Street will also be upgraded to ADA compliant facilities within the ACHD and ITD right-of-way.

ACHD will also construct a new canal structure allowing for the continued overpass of all transportation modes traveling through the Thurman Mill Canal.

In constructing this project, ACHD will increase the connectivity and accessibility of this area, encouraging current and future commuters to more comfortably walk or bike in a neighborhood that has mostly supported motor vehicle traffic up until now.

Finally, ACHD intends to chipseal this segment in 2027, and will look to slurry seal along Kent Street if constructed in 2029, preserving the pavement longevity to ensure continued use for years to come.

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

<b>Total Project Cost:</b>	\$1,531,000.00
<b>Amount Requested</b> (total cost minus local match):	\$1,418,624.60

**Proposed local match** (amount):

\$112,375.40

**Proposed local match** (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded: Cost estimates were sourced from an engineer's estimate for a 30% design plan.

**What is the source of the match?** Local Match will be provided through ACHD, non-federal funds.

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase: Click or tap here to enter text.

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance): Click or tap here to enter text.

## **PARTNERS/SUPPORT:**

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project: This project crosses Chinden Boulevard (US 20/26), which is operated by ITD. Design plans for this project are reviewed by ITD.

ACHD coordinates with the city of Garden City to ensure their involvement with transportation-related improvement projects, including this one.

Design for the BUILD Garden City projects (formerly Access to Opportunity) was funded through the Federal Highway Administration (FHWA's) FY22 Rebuilding American Infrastructure with Sustainability and Equity grant, and supplemented with the support of COMPASS federal funding programs.

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

ACHD provided public outreach on its BUILD Garden City projects bundle here - <https://engage.achdidaho.org/garden-city-projects>.

### READINESS TO PROCEED:

#### If this is a construction project, has any work been completed on this project?

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

Click or tap here to enter text.

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:

Click or tap here to enter text.

### TIMING:

#### When is your project needed (ideal timing)?

Estimated start date: FY2029

Target completion date: FY2030

Please explain the reasons for timing constraints, if necessary:

Click or tap here to enter text.

### PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)

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<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

- Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

**Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected:**

This project is included as part of the Access to Opportunity project listed in the Short Term Funded (Budgeted) Regional Capital Transportation Projects FY2022-2026.

**Is this project specifically listed in any local plans?**

- Yes
- No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)  
Improvements to Kent can be found starting on pg. 18 of COMPASS' Chinden Boulevard Corridor Project Development: [https://compassidaho.org/wp-content/uploads/Chinden\\_FinalReport.pdf](https://compassidaho.org/wp-content/uploads/Chinden_FinalReport.pdf)

This project was listed as a high priority under the 2020 Garden City Bike and Pedestrian Plan (under pg. 8): [https://gardencityidaho.org/vertical/sites/%7BA16794C5-94AE-4C54-B8E9-ADC537012C3F%7D/uploads/Garden\\_City\\_BP\\_8.13.20\\_Compiled\\_\(1\)\(1\).pdf](https://gardencityidaho.org/vertical/sites/%7BA16794C5-94AE-4C54-B8E9-ADC537012C3F%7D/uploads/Garden_City_BP_8.13.20_Compiled_(1)(1).pdf)

This project is also listed under pg. 31 of ACHD's Five Year Plan:  
<https://www.achdidaho.org/home/showpublisheddocument/1796/638968119095100000d>

**ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

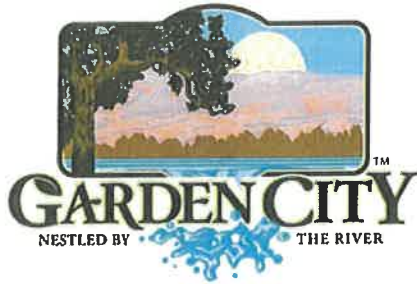
<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

# BUILD Garden City, Kent Street



Map is intended as a visual reference



## OFFICE OF THE MAYOR

6015 Glenwood Street Garden City, Idaho 83714  
Phone 208/472-2900 Fax 208/472-2998

March 8, 2022

Secretary Peter Paul Montgomery Buttigieg  
Office of the US Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Ave SE  
Washington D.C. 20590

Re: Raise Grant Letter of Support for the Ada County Highway District Access to Opportunity Project

Dear Secretary Buttigieg,

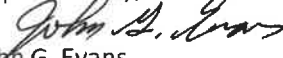
On behalf of Garden City, please accept this letter of support for the Ada County Highway District Access to Opportunity Project.

ACHD has identified 12 active transportation projects that staff have completed preliminary scoping and are also listed in ACHD's FY2022-2026 Integrated Five-Year Work Plan. Six of the projects are identified in Garden City in a portion of the community that is historically disadvantaged. Garden City supports the Ada County Highway District and their projects to aid active transportation and remove long-standing barriers for residents who walk, bike, and reduce greenhouse gas emissions of those within this community.

Benefits include creating safe sidewalks that meet American with Disabilities Act standards, enhancing pedestrian crosswalks where they do not currently exist, creating connections to transit routes, and access to schools and parks. These improvements will enhance bike lanes for safe, low-stress travel and provide the ability for the public to safely enjoy their journey to healthcare, grocery, education, and the Boise River Greenbelt transportation network.

The city of Garden City supports improvements to public access in Ada County and safety for our community. If you have any questions, please feel free to reach out to Jenah Thornborrow at [jthorn@gardencityidaho.org](mailto:jthorn@gardencityidaho.org).

Appreciatively,

  
John G. Evans  
Mayor



Miranda Gold, President  
Alexis Pickering, Vice President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner  
Patricia Nilsson, Commissioner

November 11<sup>th</sup>, 2025

Craig Raborn, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> St, Suite 200  
Meridian, ID 83642

Director Raborn,

The Ada County Highway District (ACHD) is pleased to submit the following applications to the Community Planning Organization of Southwest Idaho's (COMPASS) Phase I call for Federal-aid funding:

- BUILD Garden City, 43<sup>rd</sup> Street (Ustick Road to the Boise River Greenbelt)
- BUILD Garden City, Kent Street (Chinden Boulevard to Alworth Street)

If funded, these projects will continue ACHD's efforts to advance active transportation networks and build connectivity in Historically Disadvantaged Communities throughout Ada County. These improvements include constructing new and replacement sidewalk, ADA compliant pedestrian ramps, an enhanced bicycle and pedestrian crossing, and green stormwater infrastructure. Allowing more ways for residents to negotiate traffic through and around Chinden Boulevard will increase the safety, quality of life, and economic growth for Garden City, directly supporting the goals for Communities in Motion 2050.

These segments were funded for design as part of ACHD's FY22 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application, where the District was awarded \$5,000,000 for its BUILD Boise and BUILD Garden City projects (formerly known as Access to Opportunity). COMPASS awarded ACHD an additional \$1,000,000 to supplement design on the Glenwood and Fairview bundles in 2024. Final design is anticipated to be complete no later than September 2026.

As with the RAISE grant, ACHD is committed to providing the 7.34% match required for Federal-aid funding through local, non-Federal funds.

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Project	Total Construction Cost	ACHD Match
43 <sup>rd</sup> St	\$2,179,000.00	\$159,938.60
Kent St	\$1,177,000.00	\$86,391.80

The District appreciates your consideration of these applications. We look forward to your response.

If you have any questions, please feel free to contact Alex Yann, Transportation Funding Coordinator, at [ayann@achdidaho.org](mailto:ayann@achdidaho.org), or 208-387-6157.

Sincerely,



Dyan Bevins  
 Deputy Director, Projects  
 Ada County Highway District

*connecting you to more*

**2026 COMPASS Funding Application**  
**Phase II**  
**ACTIVE TRANSPORTATION PROJECT FOCUS**

All applications must be submitted in Word format by email to [ssader@COMPASSIdaho.org](mailto:ssader@COMPASSIdaho.org). This phase of the application page limit is eight pages. Refer to Scoring and Ranking Guide Resources for guidance and links. COMPASS staff has created a [project application map](#)<sup>1</sup> including data needed for this application and scoring projects. Once you've clicked on this application map link, select the Active section to begin retrieving the needed data. The scoring details are provided in the **Scoring and Ranking Supplemental** in the Guide.

COMPASS staff will provide preliminary scores for many items in this application. Feel free to fill out the scores as you write the application to determine where you can improve the application before submittal.

**Sponsor Name (agency):** Ada County Highway District

**Project Title:** BUILD Garden City, Kent St (Chinden Blvd to Alworth St)

**CIM Score**

<b>Maximum total of 10 points</b>	<b>CIM Score:</b> COMPASS will provide the preliminary score
-----------------------------------	--

**SAFETY**

**Is the project on the High Injury Network (HIN)?**

- Yes
- No

**Does the project address a known active transportation safety issue?**

Explain and provide the data below:

**COMPASS' Regular Crash Map identified a Class K (fatal) crash on Alworth St in 2021, within near vicinity of the project. As activity centers such as the new Expo Park and Athletic Club Boise soccer stadium increase the amount of pedestrian and bicycle traffic throughout this area, it is crucial to incorporate more options in the active transportation network, spreading bike/ped traffic across more facilities and reducing the potential for future fatal or serious injury crashes.**

**Crash Data**

**Number of fatalities** (active transportation related): COMPASS will provide

**Number of serious injuries** (active transportation related): COMPASS will provide

<sup>1</sup> Project Application Map: <https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b>

**Safety Criteria:**

- 30 points:** On HIN AND  $\geq 2$  Fatal and/or Class A crash history (last 5 years) **AND** Addresses cause of crashes.
- 20 points:** Not on HIN AND 1 Fatal and/or Class A crash history (last 5 years) **AND** Addresses cause of crashes.
- 5 points:** Not on HIN AND non-injury crash history (last 5 years) **AND** Addresses cause of crashes.
- 0 points:** No fatal or serious injury crashes have occurred at this location.

**Does the project improve safety for active transportation users?**

**Installing sidewalks where there previously were none significantly increases safety for active transportation users. This countermeasure (CMF ID 11246) has a crash reduction factor (CRF) of 40.2%.**

**Additionally, installing Leading Pedestrian Interval and Accessible Pedestrian Signal technology (CMF ID 9902) at the intersection of Chinden and Kent has a CRF of 17%.**

**Crash Modification Factor (CMF) most appropriate for this project:**

COMPASS will provide

**Expected percentage of crash reduction based on CMF and types of crashes included:**

COMPASS will provide

**Safety Criteria** (check what applies to the project segment or intersection):

- 10 points:** Conforms to national, state, or local adopted standards **AND**  CMF shows 25% crash decrease or more.
- 7 points:** CMF shows 10%-24% crash decrease or more.
- 5 points:** CMF shows 5%-10% crash decrease or more.
- 3 points:** CMF shows 1%-5% crash decrease or more.
- 0 points:** No fatal or serious injury crashes have occurred at this location.

**Sum of the three Safety criteria scores above.**

**Maximum total of 40 points**

**Safety Score: 30**

**ECONOMIC VITALITY**

**Does the project address a gap in the active transportation network?**

- Addresses a gap identified in CIM 2050 Priority Corridors and Projects (High Priority)
- Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority)
- Addresses a gap identified in Bike Walk COMPASS
- Does not address a gap.

Please explain how this project addresses a gap:

**The Bike Walk COMPASS indicates a gap for bike/ped facilities on Kent Lane from Chinden Blvd to Alworth St. This project will install sidewalk, provide a striped shoulder for bicycles, and construct a buffer between bike/ped and automobile traffic.**

**This project will improve crossing at Chinden Blvd (US 20/26), which is listed on the CIM Priority Pathways.**

**Economic Vitality Criteria** (check what applies to the project segment or intersection):

- 10 points:** Addresses gap identified in CIM 2050 Priority Corridors and Projects: High Priority.

- 5 points:** Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority).
  - 3 points:** Addresses gap identified in Bike Walk COMPASS.
  - 0 points:** The project does not address a gap.
- 

**Does the project improve a facility in “fair” or “poor” condition?**

- Yes
- No
- N/A: New Segment

Please explain, if necessary and provide method of data collection:

**This project will install sidewalk on Kent Lane where none previously existed. While not a pavement, bridge deck, bridge, pathway, or sidewalk facility, this project will replace at grade detectable warning surfaces installed on asphalt with ADA-compliant curb ramps, improving this specific facility for users with low mobility or wheelchairs.**

Economic Vitality Criteria (check what applies to the project segment or intersection):

- 10 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with poor condition rating.
  - 7 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with fair condition rating.
  - 5 points:** Adds new facility where none existed.
  - 0 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with good condition rating.
- 

**Does the project provide an active mode alternative to a congested roadway segment?**

- Runs parallel (within ¼ mile) of a “highly congested” and/or “unreliable” roadway segment
- Runs parallel (within ¼ mile) of a “moderately congested” roadway segment

Please explain how the project provides an alternative to the roadway segment and how it provides or improves active transportation facilities or connections:

**Kent Ln runs parallel to Glenwood St, approximately a ¼ mile west. Glenwood St is listed on COMPASS’ Congestion Management Performance Measures map as “unreliable” and Medium-High levels of congestion.**

**This project will introduce transportation alternatives by providing bike/ped facilities where there previously were none.**

**STRATEGY EXAMPLES:**

**Transportation Demand Management (TDM):**

Bicycle/Pedestrian facilities/parking, repair stations, safe routes to school program, wayfinding, active network, canal pathways, railway pathways, greenbelts, bicycle sharing, automated shuttle, scooter sharing, and canal pathways

**Economic Vitality Criteria** (check what applies to project segment or intersection):

- 5 points:  Runs parallel to (within ¼ mile) a roadway that’s “highly congested” and/or “unreliable.”  
**AND**  Provides or improves active transportation facilities or connections.
  - 3 points:  Runs parallel to (within ¼ mile) a roadway that’s “moderately congested.”  
**AND**  Provides or improves active transportation facilities or connections.
  - 0 points:  Not located on or near a congested segment.
- 

**Sum of the two Economic Vitality criteria scores above.**

<b>Maximum total of 40 points</b>	<b>Economic Vitality Score: 20</b>
-----------------------------------	------------------------------------

## CONVENIENCE

### Does the project improve active mode connectivity to public transportation?

- Improves connectivity along a corridor with *current* public transportation service.
- Improves connectivity along a corridor with *planned* public transportation service.
- Not location along any current or planned public transportation corridor and does not directly support public transportation.

Please explain:

**Valley Regional Transit (VRT) manages a bus route along Chinden Boulevard that has a stop on the northwest corner of Chinden and Kent. This project will provide more connectivity to this stop, which currently lacks sidewalk access.**

**Convenience Criteria** (check what applies to the project segment or intersection):

- 10 points:** Improves active transportation connectivity along corridor with current public transportation service.
- 5 points:** Improves active transportation connectivity along corridor with planned public transportation service.
- 0 points:** Does not improve or directly support public transportation.

### Does the project improve active mode connectivity to key destinations?

Please explain and provide a list of the regional activity centers and/or key destinations provided access and how far the project is from those destinations:

**Kent Ln is listed as within the bounds of a regional activity center on COMPASS' Regional Activity Center Map. It is within proximity of the future Athletic Club Boise professional soccer stadium, Ada County's future Expo Park, and the Boise River Greenbelt trail.**

**Convenience Criteria** (check what applies to the project segment or intersection):

- 15 points:** Improves active transportation facilities within the bounds of a regional activity center.  
**OR** Improves active transportation facilities within ½ mile of 3 or more key destinations.
- 10 points:** Improves active transportation facilities within ½ mile of 1-2 key destinations.
- 0 points:** Does not improve active transportation facilities within ½ mile of a regional activity center.

**Sum of the two Convenience criteria scores above.**

**Maximum total of 40 points**

**Convenience Score: 25**

## QUALITY OF LIFE

### Does the project benefit an underserved area?

- Yes
- No

Please explain the benefit(s) the project will provide to an underserved area referenced in the COMPASS Equity Map: (If the answer is no, but will still provide benefits to an underserved area, explain how.)

**This project is in a tract designated by the COMPASS Equity Map as having an Equity Score of 11, qualifying as a “High” equity score area. This area is also part of a Census-designated tract listed as an Area of Persistent Poverty or Historically Disadvantaged Community. By providing sidewalk and ADA facilities where there previously were none, this project will improve the overall quality of life of nearby residents, expand healthy transportation alternatives, and revitalize the area’s activity centers and commercial areas.**

**Quality of Life Criteria** (check what applies to the project segment or intersection):

- 10 points:** Located in and will provide benefits to an underserved area.
  - 7 points:** Located in a “Medium Equity score area” **AND** Will provide benefits to an underserved area.
  - 5 points:** Not located in, but will still provide benefits to an underserved area.
  - 0 points:** Not located in or does not benefit an underserved area.
- 

**Does the project address potential environmental impacts?**

- Yes
- No

Please explain how the environmental impacts will be addressed. (Copy and paste the list of Environmental Issues from the map or explain possible environmental impacts the project may encounter.)

**ACHD is installing a completely new canal structure on the Thurman Mill Canal network. Additionally, this project will ensure that new sidewalk has ACHD’s standard curb and gutter infrastructure, mitigating pollutants from entering key waterways such as the Boise River.**

**Quality of Life Criteria** (check what applies to the project segment or intersection):

- 5 points:** Sponsor identifies possible environmental impacts **AND** how they are addressed.
  - 0 points:** Environmental impacts do not appear to have been considered.
- 

**Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?**

- Yes
- No

Please identify the issue and describe the improvements:

**This project will reconstruct a driveway along Kent Lane as well as update curb ramps on the intersection of Chinden and Kent.**

**Quality of Life Criteria** (check if this applies to the project segment or intersection):

- 5 points:** Addresses existing ADA compliance issue.
  - 0 points:** Does not address an existing ADA compliance issue.
- 

**PROJECT READINESS**

**Is the project a priority to the sponsor agency?** (Answer the questions below.)

How many Phase II applications are you submitting? **2**

Please give each application your local ranking below:

- 1. BUILD Garden City, 43rd St (Ustick Rd to Boise River Greenbelt)**
- 2. BUILD Garden City, Kent St (Chinden Blvd to Alworth St)**

**Readiness Criteria** (check what applies to the project segment or intersection):

- 10 points:** Project highest priority application from the sponsor.
- 5 points:** Project second highest priority application from the sponsor.
- 3 points:** Project in the top half of highest priority application from sponsor (and does not fall into above category).
- 0 points:** Project is not in the top half of the highest priorities and does not fall into a category above.

**Does the sponsor provide match above the required minimum?**

Is your proposed match greater than 7.34%?

- Yes
- No

**Readiness Criteria** (check what applies to the project segment or intersection):

- 5 points:** The sponsor provides more than the required local match amount.
- 0 points:** The sponsor provides only the required local match amount.

**Is the project ready for federal implementation?** (Sum of all that apply)

- 1 point      Pre-concept report complete or equivalent
- 1 point      Preliminary design complete
- 1 point      Environmental complete
- 1 point      Final design complete
- 1 point      Right-of-way plans complete
- 3 point      Right-of-way acquired
- 2 point      Project has PS&E
- N/A          See question below

If the project is not a construction project explain what would be expected to complete the project. Please explain the status:

**Design for this project was funded through ACHD's FY22 RAISE grant under KN 23833. Final design is anticipated in Fall 2026.**

**Sum of the three Readiness criteria scores above.**

<b>Maximum total of 25 points</b>	<b>Project Readiness Score: 7</b>
<b>Maximum total of 140 points</b>	<b>TOTAL*: 102</b>

\*Sum of scores from subsections above

**ATTACHMENT CHECKLIST:**

All project applications **must include** the following signed and scanned attachments (digital signatures are not allowed). These are not counted in the page limit.

Download forms:

- [ITD Forms](#)<sup>2</sup>
- [COMPASS Form FA100](#)<sup>3</sup>
- [Estimating Worksheet](#)<sup>4</sup>

Video tutorials:

- [How to Fill Out ITD Form](#)<sup>5</sup>
- [How to Fill Out COMPASS Form FA100 and Estimating Worksheet](#)<sup>6</sup>

- Match commitment letter
  - Signed?
  - Scanned?
- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act.
  - Signed?
  - Scanned?
- ITD form 1150 – Project Cost Summary Sheet.
  - Signed?
  - Scanned?
- ITD form 2435 – Local Federal-Aid Project Request.
  - Signed?
  - Scanned?
- COMPASS Form FA100 – Federal Requirements.
  - Signed?
  - Scanned?
- Estimating Worksheet (must match form 1150 and 2435).
  - Signed?
  - Scanned?
- Updated Phase I cost information if a change occurred since the submittal of Phase I

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<sup>2</sup> ITD Forms: <https://apps.itd.idaho.gov/apps/formfinder2dmz>

<sup>3</sup> COMPASS Form FA100: <https://compassidaho.org/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf>

<sup>4</sup> [mailto:Estimating Worksheet](mailto:EstimatingWorksheet): <https://view.officeapps.live.com/op//viw.aspx?src=https%3A%2F%2Fcompassidaho.org%2Fsp-content%2Fuploads%2FEstimatingWorksheet.xlsx&wdOrigin=BROWSELINK>

<sup>5</sup> How to Fill Out ITD Forms tutorial: <https://www.youtube.com/watch?v=MYORA8G5W64>

<sup>6</sup> How to Fill Out COMPASS Form FA100 and Estimating Worksheet: <https://www.youtube.com/watch?v=WaHL3nbzH4>



Miranda Gold, President  
Alexis Pickering, Vice-President  
Kent Goldthorpe, Commissioner  
Dave McKinney, Commissioner  
Patricia Nilsson, Commissioner

November 11<sup>th</sup>, 2025

Craig Raborn, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> St, Suite 200  
Meridian, ID 83642

Director Raborn,

The Ada County Highway District (ACHD) is pleased to submit the following applications to the Community Planning Organization of Southwest Idaho's (COMPASS) Phase I call for Federal-aid funding:

- BUILD Garden City, 43<sup>rd</sup> Street (Ustick Road to the Boise River Greenbelt)
- BUILD Garden City, Kent Street (Chinden Boulevard to Alworth Street)

If funded, these projects will continue ACHD's efforts to advance active transportation networks and build connectivity in Historically Disadvantaged Communities throughout Ada County. These improvements include constructing new and replacement sidewalk, ADA compliant pedestrian ramps, an enhanced bicycle and pedestrian crossing, and green stormwater infrastructure. Allowing more ways for residents to negotiate traffic through and around Chinden Boulevard will increase the safety, quality of life, and economic growth for Garden City, directly supporting the goals for Communities in Motion 2050.

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Project	Total Construction Cost	ACHD Match
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Kent St	\$1,177,000.00	\$86,391.80

The District appreciates your consideration of these applications. We look forward to your response.

If you have any questions, please feel free to contact Alex Yann, Transportation Funding Coordinator, at [ayann@achdidaho.org](mailto:ayann@achdidaho.org), or 208-387-6157.

Sincerely,



Dyan Bevins  
Deputy Director, Projects  
Ada County Highway District

*connecting you to more*



## Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 99312712	Sub-Awardee Name Ada County Highway District		
Address 5800 N Meeker Ave	City Boise	State ID	Zip Code 83713

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Ryan Head	Title Director	FFY 2026
Signature 		Date 1/16/26



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-1)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
	BUILD Garden City, Kent St	12-Jan
Location		District
Kent St (Chinden Blvd to Alworth St)		D3
Segment Code	Begin Mile Post	End Mile Post
25268		
		Length in Miles
		0.52

	Previous ITD 1150	Initial or Revise
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$39,000
5. Drainage and Minor Structures		\$602,000
6. Pavement and Base		\$132,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$3,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$47,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$242,000
15. Cost of Constructions (Items 3 through 14)		\$1,065,000
16. Mobilization    15 % of Item 15		\$160,000
17. Construction Engineer and Contingencies                      25 % of Items 15 and 16		\$306,000
18. Total Construction Cost ( 15 + 16 + 17)		\$1,531,000
19. Total Project Cost ( 1 + 2 + 18)		\$1,531,000
20. Project Cost Per Mile	\$1,000	\$2,944,000

Prepared By:

Alex Yann

*Dyan Bwim 01-16-26*

# Local Federal-Aid Project Request



**Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) Ada County Highway District	Date
---	------

Project Title (Name of Street or Road) BUILD Garden City, Kent St	F.A. Route Number	Project Length 52 miles	Bridge Length
--	-------------------	----------------------------	---------------

Project Limits (Local Landmarks at Each End of the Project)  
Kent St, Chinden Blvd to Alworth St

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> ADA Ramps
<input type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ _____
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 18)	\$ 1,531,000

Preliminary Engineering By:  Sponsor Forces  Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	N/A
Within 2 miles of an Airport	N/A
Parks (City, County, State or Federal)	Ladybird Park
Environmentally Sensitive Areas	Boise River
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	N/A
Other	N/A

Additional Right-of-Way Required:  None  Minor (1-3 Parcels)  Extensive (4 or More Parcels)

Will any Person or Business be Displaced:  Yes  No  Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	N/A	N/A	Roadway Width (Shoulder to Shoulder)	N/A ft	N/A ft
Pavement Type	N/A	N/A	Right-of-Way Width	N/A ft	N/A ft

Sponsor's Signature <i>Dyan Bewins</i>	Title Deputy Director of Projects
---	--------------------------------------

**Additional Information to be Furnished by the District**

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:

- a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
- b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
- c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
- d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
- e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.

6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.

7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

<b>For the costs of a:</b>	<b>Use the principles in:</b>
State, Local or Indian Tribal Government	2 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	2 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Dyan Bevins, from Ada County Highway District (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: BUILD Garden City, Kent St (Chinden Blvd to Alworth St)

Signed: Dyan Bevins

Dated: 01-16-26

# Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)			Local Portion		Federal Portion		
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	<b>Preliminary Construction Estimate (PCE)</b> <i>(Enter the estimated cost of construction only)</i>		\$ 1,531,000	7.34%	\$112,375	92.66%	\$1,418,625
CN	<b>Construction Contingency</b> (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 459,300	7.34%	\$33,713	92.66%	\$425,587
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 9,952	7.34%	\$730	92.66%	\$9,221
CC	<b>Construction Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i>	10%	\$ 199,030	7.34%	\$14,609	92.66%	\$184,421
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 79,612	7.34%	\$5,844	92.66%	\$73,768
UT	<b>Utilities</b> <i>(amount for moving/improving utilities)</i>		\$ -	7.34%	\$0	92.66%	\$0
RW	<b>Right-of-Way</b> <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ -	7.34%	\$0	92.66%	\$0
LP	<b>Land Purchase</b> <i>(estimated amount for land purchase)</i>		\$ -	7.34%	\$0	92.66%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 9,952	7.34%	\$730	92.66%	\$9,221
PC	<b>Preliminary Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i>	15%	\$ 298,545	7.34%	\$21,913	92.66%	\$276,632
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 79,612	7.34%	\$5,844	92.66%	\$73,768

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$ 2,667,002</b>	<b>\$ 195,758</b>	<b>\$ 2,471,244</b>

Construction  
Right-of-Way  
Design

Dyan Bwimz 01-16-26

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Roadway Project Scoring			
	Points	Max Points	Notes:
Middleton Road and Nampa/Caldwell Boulevard Widening			
<b>CIM Score</b>			
CIM project score	10	10	#9 Local system priority corridor: Middleton, Greenhurst to Caldwell-Nampla Boulevard
<b>Performance Assessment:</b>			
Safety - Maximum 40			
Does the project address a known auto safety issue?	30	30	On HIN (score 3.5, 46 crashes - 2 fatalities)
Does the project address a known active transportation safety issue and improve safety for active transportation users?	30	30	On HIN (1 non-motorized fatality)
Does the project support the transportation mode(s) identified for the segment in the Complete Network Policy?	15	20	Auto, Sidewalk, Freight
<b>Total:</b>	<b>40</b>	<b>40</b>	<b>40 limit</b>
Economic Vitality - Maximum 25			
Does the project address a congestion issue using a non-capacity-adding strategy?	10	10	High congestion, Unreliable
Does the project improve a facility in "fair" or "poor" condition?	5	10	Fair
Does the project improve freight mobility?	5	5	Primary and Secondary
<b>Total:</b>	<b>20</b>	<b>25</b>	<b>25 limit</b>
Convenience - Maximum 25			
Does the project improve connectivity to a regional activity center?	5	10	Within 2 miles of a regional activity center
Does the project improve auto and/or active and public transportation accessibility to key destinations?	N/A	8	
Does the project address a gap in the network?	4	16	Addresses gap in active transportation system.
<b>Total:</b>	<b>9</b>	<b>25</b>	
Quality of Life - Maximum 15			
Does the project benefit an underserved area?	10	10	Equity Score: 8-13 (high)
Does the project address potential environmental impacts?	5	5	OpenSpace_Public, EnviroJustice_MinorityArea, OpenSpace_ParksPrivate, Water_Groundwater, SchoolParcels, Roadkill, OpenSpace_Cemetery, Slope, HistoricUnassessed and EnviroJustice_MinorityArea, Water_Floodzone_500, Water_Groundwater, SchoolParcels, Floodzone
<b>Total:</b>	<b>15</b>	<b>15</b>	
<b>Performance Total:</b>	<b>84</b>	<b>105</b>	
<b>Programming Assessment:</b>			
Readiness and Support - Maximum 25			
Is the project a priority to the sponsor agency?	10	10	1 of 2
Does the sponsor agency provide match above the required minimum?	0	5	Only required match
Is the project ready for Federal implementation?	0	10	Nothing is complete.
<b>Programming Total:</b>	<b>10</b>	<b>25</b>	
<b>Total Score:</b>	<b>104</b>	<b>140</b>	

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** City of Nampa

**Main Agency Contact:** Shelia Gibson, [gibsons@cityofnampa.us](mailto:gibsons@cityofnampa.us); 208-468-5467

**Project Title:** Middleton Road and Nampa/Caldwell Boulevard Intersection Improvements

#### PROJECT DETAILS:

**Briefly describe your project:** The proposed project will widen the north leg of the intersection at Middleton Road and Nampa/Caldwell Boulevard. Widening will allow the free running right turn pocket and dedicated left turn pocket to be lengthened which will allow for less queuing at the intersection. Currently, queued thru southbound vehicles prevent the free running right movement onto Nampa/Caldwell Boulevard. Enhancing the dedicated right turn pocket will improve intersection performance and prevent unintentional delays along Nampa/Caldwell Boulevard.

**Briefly describe the location of the project (include main segment and termini):**  
The intersection of Middleton Road and Nampa/Caldwell Boulevard, located in the city of Nampa, Idaho. Specifically, the north leg of the intersection.

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Public Involvement:** Outreach and/or Facilitation

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

#### FUNDING REQUEST / PROJECT TYPE:

## What type of funding are you applying for? (select all that apply)

If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

## What type of project are you applying for? (select all that apply)

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

## Is right-of-way (ROW) acquisition needed for this project?

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

## Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all **existing** features in the project area:

- |   |   |  |   |
|---|---|--|---|
| <input checked="" type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bridge                       | <input type="checkbox"/> Gateway/Traffic Calming               | <input checked="" type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL               | <input type="checkbox"/> Bridge Fencing               | <input checked="" type="checkbox"/> Gutter                     | <input checked="" type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection                | <input type="checkbox"/> Bridge Guardrail             | <input type="checkbox"/> ITS Emergency Vehicle Preempt         | <input type="checkbox"/> Roundabout 1-lane                    |
| <input type="checkbox"/> 3-Way Signaled Intersection            | <input type="checkbox"/> Bus Lane                     | <input checked="" type="checkbox"/> Intersection Dedicated RTL | <input type="checkbox"/> Roundabout 2-lane                    |
| <input type="checkbox"/> 3-Way Stop Intersection                | <input type="checkbox"/> Bus Pullout                  | <input checked="" type="checkbox"/> Intersection Dedicated LTL | <input type="checkbox"/> Roundabout 3-lane                    |
| <input type="checkbox"/> 4 through lanes                        | <input type="checkbox"/> Bus Shelter                  | <input type="checkbox"/> Intersection Median U-Turn            | <input type="checkbox"/> Seal coating                         |
| <input checked="" type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Stop                     | <input type="checkbox"/> Intersection RCUT/J-Turn              | <input type="checkbox"/> Shoulder                             |
| <input checked="" type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Corridor Access Management   | <input type="checkbox"/> Intersection Warning System           | <input type="checkbox"/> Sidewalk 3-4' width                  |
| <input type="checkbox"/> 4-Way Stop Intersection                | <input type="checkbox"/> Crossing, Mid-Street         | <input type="checkbox"/> Leading Pedestrian Interval           | <input checked="" type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection            | <input type="checkbox"/> Crossing, PHB                | <input checked="" type="checkbox"/> Left Turn Lane             | <input type="checkbox"/> Sidewalk 8-10' width                 |
| <input type="checkbox"/> 5-Way Stop Intersection                | <input type="checkbox"/> Crossing, RFFB               | <input type="checkbox"/> Median, Raised                        | <input checked="" type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes                        | <input checked="" type="checkbox"/> Crosswalk, Raised | <input type="checkbox"/> Mill working                          | <input type="checkbox"/> Speed Bumps                          |
| <input checked="" type="checkbox"/> ADA Ramps                   | <input checked="" type="checkbox"/> Curb              | <input type="checkbox"/> Multi-Use Pathway                     | <input checked="" type="checkbox"/> Striping                  |
| <input type="checkbox"/> Barrier at Sidewalk/Road               | <input type="checkbox"/> Curve Signage/Striping       | <input type="checkbox"/> Pathway 8-10' width                   | <input checked="" type="checkbox"/> Other                     |

- Bicycle/Pedestrian Facility
- Bicycle-Lane
- Bicycle-Signal Heads/Phase
- Dynamic Feedback Sign
- Edge Lines, 6"
- Flashing Stop Sign
- Pavement: CPFM or HFST
- Pedestrian Scramble
- Protected Phasing


Please describe, if necessary The intersection of Middleton Road and Nampa/Caldwell Boulevard is closer to a 45-degree connection than 90-degrees. Middleton Road is a two-lane road with a dedicated left turn lane and free running right lane at the intersection. The thru lanes travel north/south. The intersecting Nampa/Caldwell Boulevard is a five-lane road including a left turn lane and bike lanes, thru lanes travel northwest/southeast. There is a crosswalk at the traffic signal, however, it is not raised.

**Check all proposed countermeasures you plan to add with this project:**

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bus Pullout                    | <input type="checkbox"/> Intersection RCUT/J-Turn            | <input type="checkbox"/> Sidewalk 3-4' width             |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Shelter                    | <input type="checkbox"/> Intersection Warning System         | <input type="checkbox"/> Sidewalk 8-10' width            |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bus Stop                       | <input type="checkbox"/> Leading Pedestrian Interval         | <input checked="" type="checkbox"/> Sidewalk Replacement |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Left Turn Lane                      | <input type="checkbox"/> Signal-Reflect Back Plate       |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Convert Stop to Roundabout     | <input type="checkbox"/> Median, Raised                      | <input type="checkbox"/> Speed Reduction                 |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Convert Stop to Signaled       | <input type="checkbox"/> Multi-Use Pathway                   | <input type="checkbox"/> Street Lighting                 |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Corridor Access Management     | <input type="checkbox"/> Pathway 8-10' width                 | <input checked="" type="checkbox"/> Striping             |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Crossing, Mid-Street           | <input type="checkbox"/> Pathway 11-13' width                | <input type="checkbox"/> Upgrade Signals                 |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, PHB                  | <input type="checkbox"/> Pavement: CPFM or HFST              | <input type="checkbox"/> Upgrade Stop to Flashing        |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, RFFB                 | <input type="checkbox"/> Pedestrian Scramble                 | <input type="checkbox"/> Widen 2 to 3 lanes (w/TWLTL)    |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crosswalk, Raised              | <input type="checkbox"/> Protected Phasing                   | <input type="checkbox"/> Widen 2 to 4 lanes              |
| <input type="checkbox"/> 6 through lanes             | <input checked="" type="checkbox"/> Curb                | <input type="checkbox"/> Repaint Striping                    | <input type="checkbox"/> Widen 2 to 5 lanes (w/TWLTL)    |
| <input checked="" type="checkbox"/> ADA Ramps        | <input type="checkbox"/> Curve Signage/Striping         | <input type="checkbox"/> Replace Signage                     | <input type="checkbox"/> Widen 3 to 5 lanes (w/TWLTL)    |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Dynamic Feedback Sign          | <input type="checkbox"/> Right Turn Lane (RTL)               | <input type="checkbox"/> Widen 3 to 7 lanes (w/TWLTL)    |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Edge Lines, 6"                 | <input checked="" type="checkbox"/> Right Turn, Free Running | <input type="checkbox"/> Widen Shoulder                  |
| <input type="checkbox"/> Bicycle Lane                | <input type="checkbox"/> Flashing Stop Sign             | <input type="checkbox"/> Road Reconfiguration                | <input type="checkbox"/> Other:                          |
| <input type="checkbox"/> Bicycle: Green Road Marking | <input type="checkbox"/> Gateway/Traffic Calming        | <input type="checkbox"/> Roundabout 1-lane                   |  |
| <input type="checkbox"/> Bicycle: Signal Heads       | <input checked="" type="checkbox"/> Gutter              | <input type="checkbox"/> Roundabout 2-lane                   |  |
| <input type="checkbox"/> Bridge                      | <input type="checkbox"/> ITS Emergency Vehicle Preempt  | <input type="checkbox"/> Roundabout 3-lane                   |  |
| <input type="checkbox"/> Bridge Fencing              | <input type="checkbox"/> Inlay and Millwork             | <input type="checkbox"/> Sealcoating                         |  |
| <input type="checkbox"/> Bridge Guardrail            | <input type="checkbox"/> Intersection Dedicated RTL/LTL | <input type="checkbox"/> Shoulder                            |  |
| <input type="checkbox"/> Bus Lane                    | <input type="checkbox"/> Intersection Median U-Turn     | <input checked="" type="checkbox"/> Sidewalk 5-7' width      |  |

Please describe, if necessary [Click or tap here to enter text.](#)

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement, and approval is required to be included in the submission.

## PURPOSE AND NEED:

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project's purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

- ✓ **Safety:** ✓ Increases Safety  Increases Security  Supports Resiliency
- ✓ **Economic Vitality:**  Promotes Economic Vitality  Promotes Freight  Preserves Infrastructure ✓ Provides Reliability  
 Promotes Travel/Tourism ✓ Manages Growth  Preserves Farmland
- ✓ **Convenience:**  Increases Access/Mobility  Increases Connectivity ✓ Reduces Congestion
- ✓ **Quality of Life:**  Protect the Environment  Enhances Public Health  Preserves/Connects to Open Space  
 Promotes Affordable Housing ✓ Provides Transportation Options  Benefits the Underserved

Please describe: The purpose of the project is to reduce congestion along Middleton Road. During the evening peak hour, it is not uncommon to have queue lengths nearing a mile in length. The problem is primarily from the thru lane blocks the right turn lane pocket. Volumes between the two movements are 160 right turn, 237 thru and 142 left turn movements. The demand is higher than the actual volumes and the queue grows through every cycle during the peak hour.

If the turn lanes are lengthened, we can reduce the amount of green time dedicated for Middleton Road which will in turn be applied to Nampa/Caldwell Blvd Corridor to reduce congestion in either direction. We anticipate this one alteration will reduce the ranking for Nampa/Caldwell Boulevard and Middleton Road intersection from number six on the "Hot Spot" list identified by COMPASS.

There is an at grade rail crossing north of the intersection that causes traffic to queue. Once a train has cleared the intersection is automatically at capacity. With the increased capacity due to the proposed improvements the intersection will be able to process the demand after a train passes.

There have been 71 crashes within the past five years with a majority of them being rear end crashes. This is evidence that if there were less stops, we could reduce the number of crashes observed at the intersection. See attached diagram on the attachment section page.

Lastly, the COMPASS high injury network score for the intersection is 3.50 out of 3.998. What this indicates is that this intersection has more severe injury crashes than most intersections within the Treasure Valley. This project is important for the safety of Nampa & Caldwell residents and commuters. Adding turn pockets is key to improving the Middleton Road and Nampa/Caldwell Boulevard corridor.

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

<b>Total Project Cost:</b>	\$589,000
<b>Amount Requested</b> (total cost minus local match):	\$545,767
<b>Proposed local match</b> (amount):	\$43,233
<b>Proposed local match</b> (percentage):	7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded: Used a recent bid tabulation to determine costs for construction items that are going to be involved within this project.

**What is the source of the match?** City of Nampa streets department funds and impact fees when addressing growth.

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase: Click or tap here to enter text.

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance): Click or tap here to enter text.

**PARTNERS/SUPPORT:**

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project: **We will coordinate with ITD throughout design and construction as Nampa/Caldwell Boulevard is I84B.**

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

Click or tap here to enter text.

**READINESS TO PROCEED:**

**If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

Click or tap here to enter text.

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:

Click or tap here to enter text.

**TIMING:**

**When is your project needed (ideal timing)?**

Estimated start date: 10/01/2027

Target completion date: 12/31/2029

Please explain the reasons for timing constraints, if necessary:

We need to correct the intersection soon; however, we have already begun projects for fiscal year 2026. Fiscal year 2027 would be the easier to budget and begin design.

**PLANNING DOCUMENTS:**

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)
  - Listed, but not prioritized?

<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

**Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected:**

The intersection of Middleton Road and Nampa/Caldwell Boulevard is considered part of the Middleton Road widening showing on the Communities in Motion 2050, listed as number nine priority.

The intersection is identified within the high injury network and has a score of 3.5 in the Regional Safety Action Plan.

The intersection, specifically N Middleton Road (southbound) and Nampa/Caldwell Boulevard is also identified in the COMPASS Congestion Management Process Performance Measures map showing the travel time index is colored orange indicating a medium data result, making the intersection a known problem area needing improvement.

**Is this project specifically listed in any local plans?**

- Yes
- No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

The intersection of Middleton Road and Nampa/Caldwell Boulevard is considered part of the Middleton Road widening showing on Nampa's Transportation Improvement Plan as a preliminary development. It also shows as Impact Fee eligible.

**ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>



# N Middleton Rd and Nampa/Caldwell Blvd 2020-2024



Created on November 17, 2025

Created by Shelia Gibson

Data extents: November 12, 2011 to November 12, 2025

## Applied Filters

City = Nampa    Crash Date (Year) = 2020, 2021, 2022, 2023, 2024

Crash Attributes = Intersection Related, Distracted Driver Related, Fixed Object, CMV Related, Work Zone Related, Motorcycle Related, Pedestrian Related, Bicycle Related, Wild Animal Related

Shape: Circle    500 ft



Total Crashes	71	Fatal Crashes	0
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# 2026 COMPASS Funding Application

## Phase II ROADWAY AND BRIDGE PROJECTS

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application is limited to eight pages. Refer to the Scoring and Ranking Guide Resources document for guidance and links.

Refer to the [project application map](#)<sup>1</sup> for data needed for this application; select the Roadway and Bridge section to begin retrieving the needed data. The scoring details are provided in the Scoring and Ranking document.

COMPASS staff will provide preliminary scores for many items in this application. Feel free to fill out the scores as you write the application to determine where you can improve the application before submittal.

**Sponsor Name (agency):** City of Nampa

**Project Title:** Middleton Road Improvements at Nampa/Caldwell Blvd

### GENERAL

**Select the functional classification of the roadway segment on the** 2025 Federal Functional Classification Map (COMPASS will provide data). To qualify for federal aid, a roadway must be classified as a major collector or higher:

- Interstate
- Proposed Expressway
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector
- Proposed Major Collector

### CIM Score

**Maximum total of 10 points**

**CIM Score:** COMPASS will provide the preliminary score

<sup>1</sup> Project Application Map: <https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b>

## SAFETY –

### Crash Data

Number of fatalities (auto-related):

COMPASS will provide data

Number of serious injuries (auto-related):

COMPASS will provide data

Number of fatalities (bicycle/pedestrian-related):

COMPASS will provide data

Number of serious injuries (bicycle/pedestrian-related):

COMPASS will provide data

### Does the project address a known auto safety issue and improve safety for auto users?

Yes

No

### Is the project located on the High Injury Network (HIN)?

Yes

No

**If the project is not on the HIN, does the project address a known *auto* safety issue and improve safety for auto users?** Please explain how the project addresses the cause of crashes and provide documentation if necessary:

**Total crashes are at 46 with 2 crashes being fatal and serious injury (KA). There is also a non-motorized KA crash. One crash was a head-on turning crash, and another was a peda-cycle crash.**

#### Safety Criteria:

**30 points:** On HIN AND  $\geq 2$  Fatal and/or Class A crash history (last 5 years) **AND** Addresses cause of crashes.

**20 points:** Not on HIN AND 1 Fatal and/or Class A crash history (last 5 years) **AND** Addresses cause of crashes.

**10 points:** Not on HIN AND non-injury crash history (last 5 years) **AND** Addresses cause of crashes.

### Does the project address a known *active transportation* safety issue and improve safety for *active transportation* users?

Please explain how the project addresses the cause of crashes and provide documentation if necessary:

**One of the fatal and serious injury crashes (KA) involved a peda-cycle. Project completion includes improvements for the intersection to correct active transportation safety. By minimizing congestion and improving sidewalk conditions, upgrading them for ADA compliance, vulnerable users will be able to navigate the intersection better which improves their travel time through the area.**

#### Bicycle/Pedestrian Safety Criteria:

**30 points:** On HIN AND  $\geq 2$  Fatal and/or Class A, B, and/or C bicycle/pedestrian crash history (last 5 years) **AND** Project addresses the cause of crashes.

**20 points:** Not on HIN AND 1 Fatal and/or Class A, B, and/or C bicycle/pedestrian crash history (last 5 years) **AND** Project addresses the cause of crashes.

**10 points:** Not on HIN AND non-injury crash history (last 5 years) **AND** Addresses cause of crashes.

**0 points:** No safety issues.

**Does the project support the mode of the segment identified in the Complete Network Policy?**

Please explain how the project supports the mode. Suggestions regarding information that can be found in COMPASS planning materials may help describe the benefits of the project are listed below. Information can be found on the map link.

**The project supports the Complete Network Policy mode for autos to enhance the intersection traffic flow by increasing the north right-turn lane on Middleton Road. It will improve the efficiency of travelers through the area while addressing the sidewalk issue. The sidewalk is outside the ADA compliance, the project upgrades will allow active users to cross through the intersection safer and minimize the time necessary to navigate the curb and walkway also improving congestion.**

**COMPLETE NETWORK POLICY MODES:**

**AUTO:**

Project Addresses:  Congestion  Efficiency  Messaging  Capacity

Congestion Scoring:

Travel Time Index:  High  Medium  Low  Other (explain in box above)

Travel Time Reliability:  Reliable  Unreliable  No Data

Truck Travel Time Reliability:  Fair  Good  Poor  No Data

**BICYCLE:**

Project Addresses:  Proximity  Connectivity  Safety  Separation  Bicycle Lane or Facility Gaps

**PEDESTRIAN:**

Project Addresses:  Proximity  Connectivity  Safety  Separation  Sidewalk Gaps  Pathway Gaps

**FREIGHT:**  Primary  Secondary  High-Capacity Rail Freight

Project Addresses:  Access Management  Parking Management  Manufacturing Land Use Protection

**TRANSIT:**  Primary  Secondary

Project Addresses:  Connectivity  Density Thresholds  First/Last Mile Bicycle Pedestrian Connection

Rural Bus Landing Pad  Separation  Conflict Reduction/Bus Island  Comfort/Bus Shelter

**Safety Criteria** (sum of all that apply):

**5 points:** Project supports the Complete Network Policy mode for Auto.

**5 points:** Project supports the Complete Network Policy mode for Pathway/Sidewalk/Bicycle.

**5 points:** Project supports the Complete Network Policy mode for Freight.

**5 points:** Project supports the Complete Network Policy mode for Transit.

**Sum of the three Safety criteria scores above.**

**Maximum total of 40 points**

**Safety Score: 40**

**ECONOMIC VITALITY –**

**Does the project address congestion issues using a non-capacity adding strategy?**

Explain how the project will address congestion and which strategy(ies) in the Congestion Management Process will be used, incorporating strategy examples from the list below:

**The project will improve the sidewalk curb along Nampa/Caldwell Boulevard on the north side of the Middleton Road intersection, bringing them into ADA compliance for walkability to the nearby bus stops as well as shopping locations along Nampa/Caldwell Boulevard. The project also includes lengthening the right turn lane from Middleton Road, traveling west on to Nampa/Caldwell Boulevard. The current congestion is high during variable times restricting turns, continuous flow through the intersection, and traffic signal timing.**

**Congestion Management Strategy Examples:**

**Transportation Demand Management (TDM):**

- Bicycle/Pedestrian facilities/parking, parking management, safe routes to school program, wayfinding, active networks, and canal pathways.

**Transportation System Management and Operations (TSMO):**

- Turn restrictions, access management, arterial travel time improvement, enhanced signals, traffic, monitor/data collection.
- Automation infrastructure, ramp metering, bus lanes, variable speed limits, emergency routing/alert system, intersection
- Continuous flow, maintenance, construction management, closed-circuit television monitors, road condition monitors, roadside travel information, and trip planning.

**Freight and Goods Mobilization:**

- Signal priorities, freight intersections, delivery zones, truck lanes, and weigh-in-motion facilities.

**Based on the Congestion Management Annual Report, how congested is this corridor?**

- Highly Congested
- Moderately Congested
- Low Congestion/no data

**Based on the Congestion Management Annual Report, how reliable is this corridor?**

- Reliable
- Unreliable

**Economic Vitality Criteria** (check what applies to the project segment or intersection):

- 10 points:** Corridor highly congested or unreliable **AND**  Project improves congestion without adding capacity.
- 7 points:** Corridor moderately congested **AND**  Project improves congestion without adding capacity.
- 5 points:** Adds capacity to a highly congested or unreliable corridor.
- 3 points:** Adds capacity to moderately congested.
- 0 points:** The project is not located on a congested segment.

**What condition is the current facility in?**

- Good
- Fair
- Poor
- N/A: New Segment

**Economic Vitality Criteria** (check what applies to the project segment or intersection):

- 10 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) in a poor condition rating.
- 5 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) in a fair condition rating.
- 0 points:** Adds capacity to a highly congested or unreliable corridor.

**Does the project improve freight mobility?**

- Yes
- No

Please explain how the project improves freight mobility:

**By completing the project to improve the intersection north of Middleton Road and Nampa/Caldwell Boulevard, the queue of southbound vehicles waiting at the light to turn right will be able to reach the dedicated right turn lane sooner which in turn will help the function of the traffic signal, allowing travel through the intersection to ease and become less congested.**

**Economic Vitality Criteria** (check what applies to the project segment or intersection):

- 5 points:** Located on a freight primary or secondary corridor. **AND**  Improves freight mobility.
- 0 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) in a fair condition rating.

**Sum of the three Economic criteria scores above.**

**Maximum total of 25 points**

**Economic Vitality Score: 20**

## CONVENIENCE

### Does the project improve connectivity to a regional activity center?

- Yes
- No

**Convenience Criteria** (check what applies to the project segment or intersection):

- 10 points:** Located within the bounds of a regional activity center.
- 5 points:** Located within two miles of a regional activity center.
- 0 points:** Not located within the bounds of a regional activity center.

### If the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?

- Yes
- No

Please explain and provide a list of the destinations provided access and how far the project is from those destinations.

**The intersection of Middleton Road and Nampa/Caldwell Boulevard is the only direct route between Nampa and Caldwell, south of the interstate. Improving the congestion and travel through the area helps all users to move between cities. Destinations include grocery stores, College of Western Idaho Canyon County, restaurants, and auto repair stores.**

**Convenience Criteria** (check what applies to the project segment or intersection):

- 8 points:** Improves auto and active and/or public transportation accessibility within ½ mile of (≥ 3) key destinations.
- 6 points:** Improves auto accessibility within ½ mile of (≥ 3) key destinations.
- 4 points:** Improves auto and active and/or public transportation accessibility within ½ mile of (1-2) key destinations.
- 2 points:** Improves auto accessibility within ½ mile of (1-2) key destinations.
- 0 points:** Does not improve auto and active and/or public transportation accessibility within ½ mile of key destinations.

### Does the project address a gap in the network?

Please explain how the project addresses the gap:

**By improving southbound Middleton traffic, the allocated signal time for that movement will reduce. Which will in turn allow for additional green time for the east/west movement along Nampa/Caldwell Boulevard. The ability of active transportation improvements for ADA compliance completes the gap along the roadway for increased mobility and reduced congestion.**

**Convenience Criteria** (mark all that apply):

- 8 points:** Addresses a gap in the roadway network by adding a missing segment or removing a bottleneck.
- 6 points:** Addresses a gap in the active transportation network.
- 4 points:** Project includes improvements to public transportation facilities.
- 0 points:** Project does not address a gap.

**Sum of the three Convenience criteria scores above.**

**Maximum total of 25 points**

**Convenience Score: 18**

## QUALITY OF LIFE

### Does the project benefit an underserved area?

- Yes
- No

**Please explain the benefit(s) the project will provide to an underserved area referenced in the COMPASS Equity Map:** (If the answer is no, but will still provide benefits to an underserved area, explain how.)

**The intersection is considered in a “EnviroJustice Minority Area” and rates as a 9, directly adjacent to the segment rating as a 13. The improvements will help residents within the area and the travelers throughout.**

**Quality of Life Criteria** (check what applies to the project segment or intersection):

- 10 points:** Located in a High Equity score area AND Will provide benefits to an underserved area.
- 7 points:** Located in a Medium Equity score area AND Will provide benefits to an underserved area.
- 5 points:** Not located in but will still provide collateral benefits to an underserved area (explained).
- 0 points:** The project is not located in nor does it benefit an underserved area.

### Does the project address any environmental impacts?

- Yes
- No

Please explain how the environmental impacts will be addressed. (Copy and paste the list of Environmental Issue from the map or explain possible environmental impacts the project may encounter.)

**Water\_Wetland, , EnviroJustice\_MinorityArea, Water\_Floodzone\_500, DEQ\_RemediateSite\_Count, Water\_Groundwater, OpenSpace\_ParksPrivate, SchoolParcels, Floodzone, HistoricUnassessed – The environmental impacts listed are not affected by the improvements as roadway currently exists as well as sidewalk.**

**Quality of Life Criteria** (check what applies to the project segment or intersection):

- 5 points:** The sponsor identifies possible environmental impacts AND how they are addressed.
- 0 points:** Environmental impacts do not appear to have been considered.

**Sum of the two quality of life criteria scores above.**

**Maximum total of 15 points**

**Quality of Life Score: 12**

## READINESS

### Is the project a priority to the sponsor agency? (Answer the questions below.)

How many Phase II applications are you submitting? **2**

Please give each application your local ranking below (or attach a ranked list of projects):

**1 – Middleton Rd Intersection Improvements at Nampa/Caldwell**  
**2 – Ten Lane at Karcher Rd, RSA**

**Readiness Criteria** (check what applies to the project segment or intersection):

- 10 points:** Highest priority application from the sponsor.
- 7 points:** Second highest priority application from the sponsor.
- 5 points:** In the top half of highest priority applications from the sponsor and does not fall into a category above.
- 0 points:** Not in the top half of the highest priority applications and does not fall into a category above.

**Does the sponsor provide a match above the required minimum?**

Is your proposed match greater than 7.34%?

- Yes
- No

**Readiness Criteria** (check what applies to the project segment or intersection):

- 5 points:** The sponsor provides more than the required match.
- 0 points:** The sponsor provides only the required match.

**Is the project ready for federal implementation?** (Sum of all that apply)

**Readiness Checklist:**

- 1 point: Pre-concept report complete or equivalent
- 1 point: Preliminary design complete
- 1 point: Environmental complete
- 1 point: Final design complete
- 1 point: Right-of-way plans complete
- 3 points: Right-of-way acquired
- 2 points: Project has PS&E
- N/A: See question below

If the project is not a construction project explain what would be expected to complete the project. Please explain the status:

Click or tap here to enter text.

**Sum of the three Readiness criteria scores above.**

<b>Maximum total of 25 points</b>	<b>Project Readiness Score:</b>
<b>Maximum total of 140 points</b>	<b>TOTAL *: 10</b>

\*Sum of scores from subsections above

**ATTACHMENT CHECKLIST:**

All project applications **must include** the following signed and scanned attachments (digital signatures are not allowed). These are not counted in the page limit.

Download forms:

- [ITD Forms](#)<sup>2</sup>
- [COMPASS Form FA100](#)<sup>3</sup>
- [Estimating Worksheet](#)<sup>4</sup>

Video tutorials:

- [How to Fill Out ITD Form](#)<sup>5</sup>
- [How to Fill Out COMPASS Form FA100 and Estimating Worksheet](#)<sup>6</sup>

x Match commitment letter

- x Signed?
- x Scanned?

x ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act.

- x Signed?
- x Scanned?

x ITD form 1150 – Project Cost Summary Sheet.

- x Signed?
- x Scanned?

x ITD form 2435 – Local Federal-Aid Project Request.

- x Signed?
- x Scanned?

x COMPASS Form FA100 – Federal Requirements.

- x Signed?
- x Scanned?

x Estimating Worksheet (must match form 1150 and 2435).

- Signed?
- x Scanned?

Updated Phase I cost information if a change occurred since the submittal of Phase

<sup>2</sup> ITD Forms: <https://apps.itd.idaho.gov/apps/formfinder2dmz>

<sup>3</sup> COMPASS Form FA100: <https://compassidaho.org/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf>

<sup>4</sup> [mailto:Estimating Worksheet](mailto:EstimatingWorksheet): <https://view.officeapps.live.com/op//viw.aspx?src=https%3A%2F%2Fcompassidaho.org%2Fsp-content%2Fuploads%2FEstimatingWorksheet.xlsx&wdOrigin=BROWSELINK>

<sup>5</sup> How to Fill Out ITD Forms tutorial: <https://www.youtube.com/watch?v=MYORA8G5W64>

<sup>6</sup> How to Fill Out COMPASS Form FA100 and Estimating Worksheet: <https://www.youtube.com/watch?v=WaHL3nbzH4>

Debbie Kling  
Mayor



City of Nampa  
411 3rd Street South  
Nampa, ID 83651  
208-468-5401

**Office of the Mayor**

November 17, 2025

Craig Raborn  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

RE: Fiscal Year 2027 COMPASS Funding Applications Phase I, for Nampa, Idaho

Dear Mr. Raborn,

The City of Nampa is committed to improving transportation safety for all Nampa residents and travelers. Please consider the following 2027 Phase I project applications for funding:

- Ten Lane and West Karcher Road, Road Safety Audit
- Middleton Road and Nampa/Caldwell Boulevard, Widening and Signal Modifications

Both above projects are necessary to help advance the transportation goals of our community and enhance Nampa's quality of life. The city understands that a local match of 7.34% may be required if awarded funding for selected projects. Additionally, the city's staffed engineering division is committed to the successful completion of all awarded projects through experienced project managers, qualified in managing grant funds and construction projects.

Historically, COMPASS has partnered with the city of Nampa to make great progress in implementing projects, improving transportation efficiency and safety. These projects will build upon this work.

Thank you for your consideration of these important applications. We thank you for your help. Please call me if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Debbie Kling". The signature is written in a cursive, flowing style. Below the signature, the name "Debbie Kling" and the title "Mayor" are printed in a standard black font.

Debbie Kling  
Mayor



# Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 072959430 (UEI R6QNKZMEAHT4)	Sub-Awardee Name City of Nampa			
Address 411 3 <sup>rd</sup> St N.	City Nampa	State ID	Zip Code 83651	

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1. n/a	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above Options listed do not apply	

## Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Crystal Craig, P.E.	Title Director of Transportation, Public Works	FFY 2026
Signature 		Date 1-16-26



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		1/15/2026
Location		District
Middleton Rd & Nampa/Caldwell Blvd		3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$1,000
1b. Preliminary Engineering by Consultant (PEC)		\$42,000
2. Right-of-Way: Number of Parcels 1      Number of Relocations		\$200,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$20,000
5. Drainage and Minor Structures		\$58,000
6. Pavement and Base		\$65,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$6,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$47,000
15. Cost of Constructions (Items 3 through 14)		\$196,000
16. Mobilization 10 % of Item 15		\$20,000
17. Construction Engineer and Contingencies      60 % of Items 15 and 16		\$130,000
18. Total Construction Cost (15 + 16 + 17)		\$346,000
19. Total Project Cost ( 1 + 2 + 18)		\$589,000
20. Project Cost Per Mile		

Prepared By:

*Clemente Saturni*

# Local Federal-Aid Project Request



## Instructions

- Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
- Attach a Vicinity Map showing the extent of the project limits.
- Attach an ITD 1150, Project Cost Summary Sheet.
- Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/15/26
Project Title (Name of Street or Road) Middleton Rd Improvements at Nampa/Caldwell Blvd	F.A. Route Number	Project Length	Bridge Length

Project Limits (Local Landmarks at Each End of the Project)  
Intersection of Middleton Rd and Nampa/Boulevard, specifically the north east and west corners along with lengthening the dedicated right turn lane.

Character of Proposed Work (Mark Appropriate Items)

<input checked="" type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk
<input checked="" type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input checked="" type="checkbox"/> Seal Coat
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 43000
Right-of-Way (ITD 1150, Line 2)	\$ 200000
Construction (ITD 1150, Line 18)	\$ 346000

Preliminary Engineering By:  Sponsor Forces  Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	College of Western Idaho Canyon County
Other	Grocery stores

Additional Right-of-Way Required:  None  Minor (1-3 Parcels)  Extensive (4 or More Parcels)

Will any Person or Business be Displaced:  Yes  No  Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	3	3	Roadway Width (Shoulder to Shoulder)	24 to 38 ft	50 ft
Pavement Type	AC Pavement	AC Pavement	Right-of-Way Width	50 to 100 ft	75 to 125 ft

Sponsor's Signature <i>Clemente Saturna</i>	Title Engineering Manager
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**Additional Information to be Furnished by the District**

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

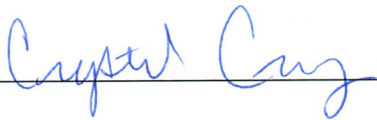
5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

<b>For the costs of a:</b>	<b>Use the principles in:</b>
State, Local or Indian Tribal Government	2 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	2 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Crystal Craig, from City of Nampa (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Middleton Rd Intersection Improvements at Nampa/Caldwell Blvd

Signed: 

Dated: 1-16-26

# Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)			Local Portion			Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	<b>Preliminary Construction Estimate (PCE)</b> <i>(Enter the estimated cost of construction only)</i>		\$ 215,000	7.34%	\$15,781	92.66%	\$199,219
CN	<b>Construction Contingency</b> (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 64,500	7.34%	\$4,734	92.66%	\$59,766
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 1,398	7.34%	\$103	92.66%	\$1,295
CC	<b>Construction Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i>	15%	\$ 42,174	7.34%	\$3,096	92.66%	\$39,078
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 11,180	7.34%	\$821	92.66%	\$10,359
UT	<b>Utilities</b> <i>(amount for moving/improving utilities)</i>			7.34%	\$0	92.66%	\$0
RW	<b>Right-of-Way</b> <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>			7.34%	\$0	92.66%	\$0
LP	<b>Land Purchase</b> <i>(amount for land purchase) (estimated)</i>		\$ 200,000	7.34%	\$14,680	92.66%	\$185,320
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 1,398	7.34%	\$103	92.66%	\$1,295
PC	<b>Preliminary Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i>	15%	\$ 42,171	7.34%	\$3,095	92.66%	\$39,076
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 11,180	7.34%	\$821	92.66%	\$10,359

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$589,000</b>	<b>\$43,233</b>	<b>\$545,767</b>

Construction  
Right-of-Way  
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSIdaho.org](mailto:ssader@COMPASSIdaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** City of Nampa

**Main Agency Contact:** Shelia Gibson, [gibsons@cityofnampa.us](mailto:gibsons@cityofnampa.us), 208-468-5467

**Project Title:** Ten Lane and West Karcher Road, Roadside Safety Audit

#### PROJECT DETAILS:

**Briefly describe your project:** The City of Nampa is requesting funds through COMPASS to conduct a road safety audit at West Karcher Road and Ten Lane in Nampa Idaho. This audit aims to identify and address existing safety issues and concerns along West Karcher Road. By conducting a thorough evaluation, Nampa seeks to enhance road safety for all users and improve overall traffic conditions in the area.

**Briefly describe the location of the project** (include main segment and termini):

The project area is north of Interstate 84 and located in western Nampa. The requested road safety audit will assess the intersection of Ten Lane and West Karcher Road including a radius of a quarter mile. Reference Figure 1 – Project Location Map.

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Public Involvement:** Outreach and/or Facilitation

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

#### FUNDING REQUEST / PROJECT TYPE:

## What type of funding are you applying for? (select all that apply)

If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding but will include it in the Resource Development Plan for funding support.

## What type of project are you applying for? (select all that apply)

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

## Is right-of-way (ROW) acquisition needed for this project?

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

## Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all **existing** features in the project area:

- |  |   |  |  |
|--|---|--|--|
| <input checked="" type="checkbox"/> 2 through lanes          | <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Gateway/Traffic Calming       | <input type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL            | <input type="checkbox"/> Bridge Fencing             | <input checked="" type="checkbox"/> Gutter             | <input type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection             | <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> ITS Emergency Vehicle Preempt | <input type="checkbox"/> Roundabout 1-lane         |
| <input type="checkbox"/> 3-Way Signaled Intersection         | <input type="checkbox"/> Bus Lane                   | <input type="checkbox"/> Intersection Dedicated RTL    | <input type="checkbox"/> Roundabout 2-lane         |
| <input type="checkbox"/> 3-Way Stop Intersection             | <input type="checkbox"/> Bus Pullout                | <input type="checkbox"/> Intersection Dedicated LTL    | <input type="checkbox"/> Roundabout 3-lane         |
| <input type="checkbox"/> 4 through lanes                     | <input type="checkbox"/> Bus Shelter                | <input type="checkbox"/> Intersection Median U-Turn    | <input type="checkbox"/> Seal coating              |
| <input checked="" type="checkbox"/> 4 through lanes /1 TWLTL | <input type="checkbox"/> Bus Stop                   | <input type="checkbox"/> Intersection RCUT/J-Turn      | <input type="checkbox"/> Shoulder                  |
| <input type="checkbox"/> 4-Way Signaled Intersection         | <input type="checkbox"/> Corridor Access Management | <input type="checkbox"/> Intersection Warning System   | <input type="checkbox"/> Sidewalk 3-4' width       |
| <input type="checkbox"/> 4-Way Stop Intersection             | <input type="checkbox"/> Crossing, Mid-Street       | <input type="checkbox"/> Leading Pedestrian Interval   | <input type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection         | <input type="checkbox"/> Crossing, PHB              | <input type="checkbox"/> Left Turn Lane                | <input type="checkbox"/> Sidewalk 8-10' width      |
| <input type="checkbox"/> 5-Way Stop Intersection             | <input type="checkbox"/> Crossing, RFFB             | <input type="checkbox"/> Median, Raised                | <input type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes                     | <input type="checkbox"/> Crosswalk, Raised          | <input type="checkbox"/> Mill working                  | <input type="checkbox"/> Speed Bumps               |
| <input type="checkbox"/> ADA Ramps                           | <input checked="" type="checkbox"/> Curb            | <input type="checkbox"/> Multi-Use Pathway             | <input checked="" type="checkbox"/> Striping       |
| <input type="checkbox"/> Barrier at Sidewalk/Road            | <input type="checkbox"/> Curve Signage/Striping     | <input type="checkbox"/> Pathway 8-10' width           | <input checked="" type="checkbox"/> Other          |
| <input type="checkbox"/> Bicycle/Pedestrian Facility         | <input type="checkbox"/> Dynamic Feedback Sign      | <input type="checkbox"/> Pavement: CPFM or HFST        |  |

- Bicycle-Lane
- Edge Lines, 6"
- Pedestrian Scramble
- Bicycle-Signal Heads/Phase
- Flashing Stop Sign
- Protected Phasing


Please describe, if necessary The intersection is a partial stop controlled intersection with Ten Lane being stop controlled. There are large transmission power poles on the northeast corner of the intersection that could be vision obstructing.

**Check all proposed countermeasures you plan to add with this project:**

- |  |   |  |   |
|--|---|--|---|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bus Pullout                    | <input type="checkbox"/> Intersection RCUT/J-Turn    | <input type="checkbox"/> Sidewalk 3-4' width          |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Shelter                    | <input type="checkbox"/> Intersection Warning System | <input type="checkbox"/> Sidewalk 8-10' width         |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bus Stop                       | <input type="checkbox"/> Leading Pedestrian Interval | <input type="checkbox"/> Sidewalk Replacement         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Left Turn Lane              | <input type="checkbox"/> Signal-Reflect Back Plate    |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Convert Stop to Roundabout     | <input type="checkbox"/> Median, Raised              | <input type="checkbox"/> Speed Reduction              |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Convert Stop to Signaled       | <input type="checkbox"/> Multi-Use Pathway           | <input type="checkbox"/> Street Lighting              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Corridor Access Management     | <input type="checkbox"/> Pathway 8-10' width         | <input type="checkbox"/> Striping                     |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Crossing, Mid-Street           | <input type="checkbox"/> Pathway 11-13' width        | <input type="checkbox"/> Upgrade Signals              |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, PHB                  | <input type="checkbox"/> Pavement: CPFM or HFST      | <input type="checkbox"/> Upgrade Stop to Flashing     |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, RFFB                 | <input type="checkbox"/> Pedestrian Scramble         | <input type="checkbox"/> Widen 2 to 3 lanes (w/TWLTL) |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crosswalk, Raised              | <input type="checkbox"/> Protected Phasing           | <input type="checkbox"/> Widen 2 to 4 lanes           |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Curb                           | <input type="checkbox"/> Repaint Striping            | <input type="checkbox"/> Widen 2 to 5 lanes (w/TWLTL) |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curve Signage/Striping         | <input type="checkbox"/> Replace Signage             | <input type="checkbox"/> Widen 3 to 5 lanes (w/TWLTL) |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Dynamic Feedback Sign          | <input type="checkbox"/> Right Turn Lane (RTL)       | <input type="checkbox"/> Widen 3 to 7 lanes (w/TWLTL) |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Edge Lines, 6"                 | <input type="checkbox"/> Right Turn, Free Running    | <input type="checkbox"/> Widen Shoulder               |
| <input type="checkbox"/> Bicycle Lane                | <input type="checkbox"/> Flashing Stop Sign             | <input type="checkbox"/> Road Reconfiguration        | <input checked="" type="checkbox"/> Other:            |
| <input type="checkbox"/> Bicycle: Green Road Marking | <input type="checkbox"/> Gateway/Traffic Calming        | <input type="checkbox"/> Roundabout 1-lane           |   |
| <input type="checkbox"/> Bicycle: Signal Heads       | <input type="checkbox"/> Gutter                         | <input type="checkbox"/> Roundabout 2-lane           |   |
| <input type="checkbox"/> Bridge                      | <input type="checkbox"/> ITS Emergency Vehicle Preempt  | <input type="checkbox"/> Roundabout 3-lane           |   |
| <input type="checkbox"/> Bridge Fencing              | <input type="checkbox"/> Inlay and Millwork             | <input type="checkbox"/> Sealcoating                 |   |
| <input type="checkbox"/> Bridge Guardrail            | <input type="checkbox"/> Intersection Dedicated RTL/LTL | <input type="checkbox"/> Shoulder                    |   |
| <input type="checkbox"/> Bus Lane                    | <input type="checkbox"/> Intersection Median U-Turn     | <input type="checkbox"/> Sidewalk 5-7' width         |   |

Please describe, if necessary Audit is for review of existing infrastructure and intersection function, to determine potential improvements.

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project’s purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

- ✓ **Safety:** ✓ Increases Safety ✓ Increases Security ✓ Supports Resiliency
- ✓ **Economic Vitality:** ✓ Promotes Economic Vitality ✓ Promotes Freight  Preserves Infrastructure  Provides Reliability  
 Promotes Travel/Tourism ✓ Manages Growth  Preserves Farmland
- ✓ **Convenience:** ✓ Increases Access/Mobility ✓ Increases Connectivity  Reduces Congestion
- ✓ **Quality of Life:**  Protect the Environment  Enhances Public Health  Preserves/Connects to Open Space  
 Promotes Affordable Housing  Provides Transportation Options ✓ Benefits the Underserved

Please describe: Karcher Road has significant travel with varying degrees of use. While the area provides a throughfare to healthcare facilities, grocery stores, shopping destinations, family dining, and hotel accommodations. The area near the intersection has a dominant industrial element with freight bearing cargo for agricultural and rural resources. For instance, Ten Lane is a primary truck route for sugar plant deliveries, during the harvest campaign trucks can be observed every four minutes. Ten Lane also has an asphalt plant and a concrete precast manufacturer. Approximately 200 feet west of the Karcher Road and Ten Lane intersection is a beverage company, a truck sales and service center, and a summer camp and after school martial arts facility with minibuses for child travel..

This intersection has had 20 non-impaired crashes from 2020 to 2024, with 19 of them being designated as intersection related, one being a type A crash, according to an Aashtoware Crash Map query. Motorists mention vision obstruction as an issue which may be caused by an electrical transmission pole located at the northeast corner of the intersection and a fence and landscape berm located on the northwest corner. The source of vision obstruction could be lighting since the Karcher Road and Ten Lane both lack streetlights along the lanes of travel.

A road safety audit for this area will identify what measures need to be added to increase safety for all types of road users while improving the freight and economic vitality for increased connectivity.

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

<b>Total Project Cost:</b>	80,000.00
<b>Amount Requested</b> (total cost minus local match):	74,128.00
<b>Proposed local match</b> (amount):	5,872.00

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

**Proposed local match** (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:

**The cost estimates were derived from a similar quote for the road safety audit which City of Nampa applied for (and was awarded) earlier this year through LHSIP for the Marketplace Boulevard area, Karcher Boulevard to Midland Boulevard.**

**What is the source of the match?** City of Nampa local funds

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

Yes

No

If yes, please indicate how your project can be phased and the approximate costs of each phase: [Click or tap here to enter text.](#)

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance):

[Click or tap here to enter text.](#)

## **PARTNERS/SUPPORT:**

**Are other jurisdictional agencies or partners involved in this project?**

No

Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project: [Click or tap here to enter text.](#)

**Has any public involvement been conducted for this project?**

No

Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

[Click or tap here to enter text.](#)

## **READINESS TO PROCEED:**

**If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

N/A

Nothing is Complete

Preliminary Design (concept) – approximately 30% of the design

Final Design

Environmental Review

- Utilities
- Right-of-Way

Please explain, if necessary:  
Click or tap here to enter text.

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:  
Click or tap here to enter text.

## TIMING:

### When is your project needed (ideal timing)?

Estimated start date: 10/1/2026

Target completion date: 12/1/2026

Please explain the reasons for timing constraints, if necessary:

**No timing constraints have been identified, to date. However, we believe that if awarded the preferred time of year would be October so that the number of trucks through the intersection and lighting impacts could be observed.**

## PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)
  - Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)

<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

N/A

**Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected:**

**The Ten Lane and West Karcher Road area is on the COMPASS Congestion Management Map showing a 2024 Travel Time Index reference. Karcher Road has been identified with a low rating, however Ten Lane has not been rated yet.**

**The area is also identified in the Freight Plan document, on the Appendix A. Map of freight volume by route. It is near a star identifier for Amalgamated Sugar.**

**Neither of the above referenced documents provide funding for this project. I84 Corridor Operations Plan was selected however it is not identified within the plan. The reason why it was selected is in the past this section of Karcher Road has been used as a detour for westbound I84 while I84 was temporarily closed.**

**Is this project specifically listed in any local plans?**

Yes

No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

Click or tap here to enter text.

## **ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)



Debbie Kling  
Mayor



City of Nampa  
411 3rd Street South  
Nampa, ID 83651  
208-468-5401

**Office of the Mayor**

November 17, 2025

Craig Raborn  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

RE: Fiscal Year 2027 COMPASS Funding Applications Phase I, for Nampa, Idaho

Dear Mr. Raborn,

The City of Nampa is committed to improving transportation safety for all Nampa residents and travelers. Please consider the following 2027 Phase I project applications for funding:

- Ten Lane and West Karcher Road, Road Safety Audit
- Middleton Road and Nampa/Caldwell Boulevard, Widening and Signal Modifications

Both above projects are necessary to help advance the transportation goals of our community and enhance Nampa's quality of life. The city understands that a local match of 7.34% may be required if awarded funding for selected projects. Additionally, the city's staffed engineering division is committed to the successful completion of all awarded projects through experienced project managers, qualified in managing grant funds and construction projects.

Historically, COMPASS has partnered with the city of Nampa to make great progress in implementing projects, improving transportation efficiency and safety. These projects will build upon this work.

Thank you for your consideration of these important applications. We thank you for your help. Please call me if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Debbie Kling". The signature is written in a cursive, flowing style. Below the signature, the name "Debbie Kling" and the title "Mayor" are printed in a standard black font.

Debbie Kling  
Mayor

# 2027 COMPASS Funding Application

## Phase II

### PLANNING and SPECIAL PROJECT ONLY FOCUS

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

**Sponsor Name (agency):**            **City of Nampa**

**Project Title:**                    **Ten Lane at Karcher Rd, Road Safety Audit**

#### **SAFETY**

**Please explain how the project provides a benefit to safety in the region.**

Crashes occurring at and near this location have mentioned sight issues. Our safety audit will determine if the issues are due to a fixed structure obstructing vision, turning trucks needing additional pavement width to turn, the angle of the intersection, lighting, or all the items mentioned. The road safety audit will help identify issues and provide potential improvements. The area is considered industrial with less active transportation along the intersection. There are currently no fatalities or class A bicycle or pedestrian crashes in the five years; however, a road safety audit assessment will determine which safety measures will alleviate sight issues when active transportation users are in the area.

#### **ECONOMIC VITALITY**

**Please explain how the project provides economic benefits in the region.**

Karcher Road is a low congestion, reliable, primary road however using a road safety audit will identify risks and vision issues mentioned by drivers along the corridor. Improving safety for the industrial and commercial businesses in the area will encourage freight while minimizing hazards for local travelers moving between activity centers.

#### **CONVENIENCE**

**Please explain how the project impacts Regional Activity Centers or key destinations.**

Karcher Road is a primary freight corridor that intersects Ten Lane north of I-84. While the area is more industrial centered, it is a key navigation thoroughfare for westbound travelers visiting the popular shopping destinations located at the Nampa marketplace while providing access to medical services at St. Lukes. The same travelers are met with large trucks and industrial vehicles delivering sugar beets, beverage trucks, concrete precast shipments. Sugar beet harvest campaign trucks pass through the intersection every four minutes during peak season. Many of the trucks are turning wide to move west along Karcher Road and proceed north on Ten Lane, which only has a stop sign and one travel lane in either direction.

## QUALITY OF LIFE

**Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.**

Improving a known freight corridor for safety and travel mitigation provides alternate routes for local businesses and residents to move freely among the city streets, minimizing the need to travel the interstate or through neighborhoods, allowing underserved residents to travel shorter distances at a lower, safer speed. The ability for vehicles to move sooner from the stop sign at Ten Lane, turn east or west onto Karcher Road will ease environmental impact for idling. Currently vehicles must wait while a large truck crosses the middle lane to make the wide right turn, potentially obstructing view for the waiting driver.

## OTHER

**Is the project needed to meet or exceed federal requirements?**

**No**

## ATTACHMENT CHECKLIST:

**All project applications must include the following signed and scanned attachments (digital signatures won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).**

- ✓ **Match commitment letter**
  - ✓ Signed?
  - ✓ Scanned?
- ✓ **ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.***
  - ✓ **Signed?**
  - ✓ **Scanned?**
- ✓ **ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.***
  - ✓ **Signed?**
  - ✓ **Scanned?**
- ✓ **ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.***
  - ✓ **Signed?**
  - ✓ **Scanned?**
- ✓ **COMPASS Form FA100 – Federal Requirements. *View Tutorial here.***
  - Signed?**
  - ✓ **Scanned?**
- ✓ **Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.***
  - Signed?**
  - ✓ **Scanned?**
  - Updated Phase I cost information if change occurred since the submittal of Phase**



# Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 072959430 (UEI R6QNKZMEAHT4)	Sub-Awardee Name City of Nampa			
Address 411 3 <sup>rd</sup> St N.	City Nampa	State ID	Zip Code 83651	

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1. n/a	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above Options listed do not apply	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Crystal Craig, P.E.	Title Director of Transportation, Public Works	FFY 2026
Signature 		Date 1-16-26



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		1/16/2026	
Location		District	
Ten Lane at Karcher Road, Road Safety Audit		3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$80,000
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization      % of Item 15		
17. Construction Engineer and Contingencies                      % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		\$80,000
20. Project Cost Per Mile		

Prepared By:

*Clemente Salinas*

# Local Federal-Aid Project Request



## Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/16/26
Project Title (Name of Street or Road) Ten Lane at Karcher Rd, RSA	F.A. Route Number	Project Length .25	Bridge Length

Project Limits (Local Landmarks at Each End of the Project)  
Audit a quarter mile east, west, and north, from the intersection of Ten Lane and West Karcher Road.

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Road Safety Audit
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 80000
Right-of-Way (ITD 1150, Line 2)	\$
Construction (ITD 1150, Line 18)	\$

Preliminary Engineering By:  Sponsor Forces  Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	Summer Camp and Martial Arts Facility
Other	

Additional Right-of-Way Required:  None  Minor (1-3 Parcels)  Extensive (4 or More Parcels)

Will any Person or Business be Displaced:  Yes  No  Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature <i>Clemente Salazar</i>	Title Engineering Manager
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**Additional Information to be Furnished by the District**

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

<b>For the costs of a:</b>	<b>Use the principles in:</b>
State, Local or Indian Tribal Government	2 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	2 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Crystal Craig, from City of Nampa (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Ten Ln at Karcher Rd, Road Safety Audit

Signed: Crystal Craig

Dated: 1-14-26

# Project Estimating Worksheet

For Non-Construction projects (includes a purchase or study)

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to zero below if agency plans to cover the cost of a phase, such as design costs, utilities, or right-of-way costs.

Non-Infrastructure Project			Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Project Total	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
<b>CN or PC</b>	<b>Cost for Project</b> <i>(Enter the estimated cost of the project.)</i>	\$ 80,000	7.34%	\$5,872	92.66%	\$74,128
<b>CN or PC</b>	<b>Cost for Project</b> <i>(Enter amount of extra local funds (beyond required match) for the project, if desired)</i>	\$ -	100.00%	\$0	0.00%	\$0
<b>PE</b>	<b>Preliminary Engineering (ITD)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0
<b>PL</b>	<b>Preliminary Engineering (LHTAC)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0

**Construction Design**

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$80,000</b>	<b>\$5,872</b>	<b>\$74,128</b>

Use this form for projects that do not require design, such as a study, bus, or van purchase. If there is any disturbance of dirt, such as installing a sign, post, or something more substantial, fill out the construction form.

Please note: A work plan is required to be submitted within 30 days after award for Safe Routes to School projects.

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** COMPASS

**Main Agency Contact:** Austin Miller

**Project Title:** Bicycle and Pedestrian Counter, LU

#### PROJECT DETAILS:

**Briefly describe your project:** Purchase one permanent bicycle and pedestrian counter with data processing to further expand the regional county effort in the Nampa Urban Area. Location to be recommended by the COMPASS Active Transportation Workgroup.

**Briefly describe the location of the project** (include main segment and termini):  
Nampa Urban Area - Location to be recommended by the COMPASS Active Transportation Workgroup.

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):  
If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Public Involvement:** Outreach and/or Facilitation

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

#### FUNDING REQUEST / PROJECT TYPE:

**What type of funding are you applying for?** (select all that apply)  
If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

**What type of project are you applying for? (select all that apply)**

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

**Is right-of-way (ROW) acquisition needed for this project?**

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

**Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all existing features in the project area:**

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Gateway/Traffic Calming       | <input type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bridge Fencing             | <input type="checkbox"/> Gutter                        | <input type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> ITS Emergency Vehicle Preempt | <input type="checkbox"/> Roundabout 1-lane         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Bus Lane                   | <input type="checkbox"/> Intersection Dedicated RTL    | <input type="checkbox"/> Roundabout 2-lane         |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Bus Pullout                | <input type="checkbox"/> Intersection Dedicated LTL    | <input type="checkbox"/> Roundabout 3-lane         |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Bus Shelter                | <input type="checkbox"/> Intersection Median U-Turn    | <input type="checkbox"/> Seal coating              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Stop                   | <input type="checkbox"/> Intersection RCUT/J-Turn      | <input type="checkbox"/> Shoulder                  |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Corridor Access Management | <input type="checkbox"/> Intersection Warning System   | <input type="checkbox"/> Sidewalk 3-4' width       |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, Mid-Street       | <input type="checkbox"/> Leading Pedestrian Interval   | <input type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, PHB              | <input type="checkbox"/> Left Turn Lane                | <input type="checkbox"/> Sidewalk 8-10' width      |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crossing, RFFB             | <input type="checkbox"/> Median, Raised                | <input type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Crosswalk, Raised          | <input type="checkbox"/> Mill working                  | <input type="checkbox"/> Speed Bumps               |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curb                       | <input checked="" type="checkbox"/> Multi-Use Pathway  | <input type="checkbox"/> Striping                  |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Curve Signage/Striping     | <input type="checkbox"/> Pathway 8-10' width           | <input type="checkbox"/> Other                     |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Dynamic Feedback Sign      | <input type="checkbox"/> Pavement: CPFM or HFST        |  |
| <input type="checkbox"/> Bicycle-Lane                | <input type="checkbox"/> Edge Lines, 6"             | <input type="checkbox"/> Pedestrian Scramble           |  |

- Bicycle-Signal Heads/Phase
- Flashing Stop Sign
- Protected Phasing

Please describe, if necessary [Click or tap here to enter text.](#)

**Check all proposed countermeasures you plan to add with this project:**

- |  |   |  |   |
|--|---|--|---|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bus Pullout                    | <input type="checkbox"/> Intersection RCUT/J-Turn    | <input type="checkbox"/> Sidewalk 3-4' width          |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Shelter                    | <input type="checkbox"/> Intersection Warning System | <input type="checkbox"/> Sidewalk 8-10' width         |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bus Stop                       | <input type="checkbox"/> Leading Pedestrian Interval | <input type="checkbox"/> Sidewalk Replacement         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Left Turn Lane              | <input type="checkbox"/> Signal-Reflect Back Plate    |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Convert Stop to Roundabout     | <input type="checkbox"/> Median, Raised              | <input type="checkbox"/> Speed Reduction              |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Convert Stop to Signaled       | <input type="checkbox"/> Multi-Use Pathway           | <input type="checkbox"/> Street Lighting              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Corridor Access Management     | <input type="checkbox"/> Pathway 8-10' width         | <input type="checkbox"/> Striping                     |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Crossing, Mid-Street           | <input type="checkbox"/> Pathway 11-13' width        | <input type="checkbox"/> Upgrade Signals              |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, PHB                  | <input type="checkbox"/> Pavement: CPFM or HFST      | <input type="checkbox"/> Upgrade Stop to Flashing     |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, RFFB                 | <input type="checkbox"/> Pedestrian Scramble         | <input type="checkbox"/> Widen 2 to 3 lanes (w/TWLTL) |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crosswalk, Raised              | <input type="checkbox"/> Protected Phasing           | <input type="checkbox"/> Widen 2 to 4 lanes           |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Curb                           | <input type="checkbox"/> Repaint Striping            | <input type="checkbox"/> Widen 2 to 5 lanes (w/TWLTL) |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curve Signage/Striping         | <input type="checkbox"/> Replace Signage             | <input type="checkbox"/> Widen 3 to 5 lanes (w/TWLTL) |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Dynamic Feedback Sign          | <input type="checkbox"/> Right Turn Lane (RTL)       | <input type="checkbox"/> Widen 3 to 7 lanes (w/TWLTL) |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Edge Lines, 6"                 | <input type="checkbox"/> Right Turn, Free Running    | <input type="checkbox"/> Widen Shoulder               |
| <input type="checkbox"/> Bicycle Lane                | <input type="checkbox"/> Flashing Stop Sign             | <input type="checkbox"/> Road Reconfiguration        | <input type="checkbox"/> Other:                       |
| <input type="checkbox"/> Bicycle: Green Road Marking | <input type="checkbox"/> Gateway/Traffic Calming        | <input type="checkbox"/> Roundabout 1-lane           |   |
| <input type="checkbox"/> Bicycle: Signal Heads       | <input type="checkbox"/> Gutter                         | <input type="checkbox"/> Roundabout 2-lane           |   |
| <input type="checkbox"/> Bridge                      | <input type="checkbox"/> ITS Emergency Vehicle Preempt  | <input type="checkbox"/> Roundabout 3-lane           |   |
| <input type="checkbox"/> Bridge Fencing              | <input type="checkbox"/> Inlay and Millwork             | <input type="checkbox"/> Sealcoating                 |   |
| <input type="checkbox"/> Bridge Guardrail            | <input type="checkbox"/> Intersection Dedicated RTL/LTL | <input type="checkbox"/> Shoulder                    |   |
| <input type="checkbox"/> Bus Lane                    | <input type="checkbox"/> Intersection Median U-Turn     | <input type="checkbox"/> Sidewalk 5-7' width         |   |

Please describe, if necessary [Click or tap here to enter text.](#)

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project's purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

- ✓ **Safety:**  Increases Safety  Increases Security  Supports Resiliency
- ✓ **Economic Vitality:**  Promotes Economic Vitality  Promotes Freight  Preserves Infrastructure  Provides Reliability  
 Promotes Travel/Tourism  Manages Growth  Preserves Farmland
- ✓ **Convenience:**  Increases Access/Mobility  Increases Connectivity  Reduces Congestion
- ✓ **Quality of Life:**  Protect the Environment  Enhances Public Health  Preserves/Connects to Open Space  
 Promotes Affordable Housing  Provides Transportation Options  Benefits the Underserved

Please describe: The counter program is essential to regional active transportation planning efforts included in Communities in Motion 2050 and supports each of the main goal areas as outlined in the Active Transportation chapter (shown below).

<https://cim2050.compassidaho.org/regional-vision/bicycle-pedestrian/>

**Active Transportation and *Communities in Motion* 2050 Goals**

Enhanced Active Transportation infrastructure will support *Communities in Motion* 2050's four goal areas:



**Safety**

is a vital consideration for active transportation. It is imperative to provide safe accommodations for bicyclists and pedestrians, the most vulnerable network users.



**Economic Vitality**

is complementary to active transportation. Studies show a variety of economic benefits are positively correlated with an increase in active transportation.



**Convenience**

is an important aspect of active transportation and can be improved if human-powered transport is made easily accessible to all.



**Quality of Life**

is closely linked to active transportation, as it bolsters mental and physical health, serves as an environmentally considerate means of transportation, and provides options for those who can't or don't drive.

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

**Total Project Cost:**

\$8,000

**Amount Requested** (total cost minus local match):

\$7,413

**Proposed local match** (amount):

\$587

**Proposed local match** (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:

**Cost estimate provided by vendor**

**What is the source of the match?** Local funds, membership dues

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase:  
Click or tap here to enter text.

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance):  
Click or tap here to enter text.

**PARTNERS/SUPPORT:**

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project:  
Click or tap here to enter text.

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:  
Click or tap here to enter text.

**READINESS TO PROCEED:**

**If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:  
Project is ready to proceed once funding is identified

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:  
Click or tap here to enter text.

## TIMING:

### When is your project needed (ideal timing)?

Estimated start date: FY2030

Target completion date: FY2031

Please explain the reasons for timing constraints, if necessary:  
Click or tap here to enter text.

## PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- ✓ [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)
  - ✓ Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

### **Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected:**

CIM 2050 Active Transportation section describes how understanding supply and demand is critical in planning for a regional active transportation network. COMPASS counter program provides the region with the demand side of that equation by providing bicycle and pedestrian count data to monitor long-term trends as well as see short-term impacts.

### **Is this project specifically listed in any local plans?**

- Yes
- ✓ No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

---

<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

**ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable**

(otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

# 2027 COMPASS Funding Application

## Phase II

### PLANNING and SPECIAL PROJECT ONLY FOCUS

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

**Sponsor Name (agency):** COMPASS

**Project Title:** Bicycle and Pedestrian Counter, LU

#### SAFETY

**Please explain how the project provides a benefit to safety in the region.**

**The data collected from the bicycle and pedestrian counter will be used to assist in planning and prioritizing future safety improvements to bicycle and pedestrian routes within the region.**

#### ECONOMIC VITALITY

**Please explain how the project provides economic benefits in the region.**

**The data collected from the counter will be used to assist in planning and prioritizing improvements to the active transportation network, which will allow greater access to jobs and services to those without vehicles or who prefer non-motorized travel.**

#### CONVENIENCE

**Please explain how the project impacts Regional Activity Centers or key destinations.**

**The data collected from the counter will be used to help plan and improve active transportation routes to key destinations within the region, such as regional activity centers.**

#### QUALITY OF LIFE

**Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.**

**The data collected from the counter will be used to improve the active transportation network and provide increased mobility options to underserved communities and those without access to vehicles. Bicycle and pedestrian routes also provide a healthy, environmentally friendly alternative to driving.**

## OTHER

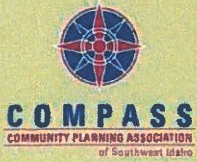
### Is the project needed to meet or exceed federal requirements?

The bicycle and pedestrian data obtained from the counter will be used by COMPASS to help meet federal requirements regarding the use of performance-based measures, and inclusion of active transportation and safety components within the Long Range Transportation Plan.

### ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

- ✓ Match commitment letter
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ COMPASS Form FA100 – Federal Requirements. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
  - ✓ Updated Phase I cost information if change occurred since the submittal of Phase I



November 17, 2025

**MEMORANDUM**

**RE: COMPASS Project Proposals**

COMPASS submits the following projects for inclusion in the Resource Development Plan and for future funding:

- Replace Existing Permanent Bicycle and Pedestrian Counters
- Road Safety Data Collection Pilot
- Bicycle and Pedestrian Counters, TMA
- Bicycle and Pedestrian Counter, LU

Prior to accepting funding, the project proposals would go to the COMPASS Board of Directors for approval of the local match.

Approval of project submittal: \_\_\_\_\_

A handwritten signature in green ink, appearing to read "Craig Raborn", written over a horizontal line.

Craig Raborn, AICP  
Executive Director



# Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 12-357-6779	Sub-Awardee Name COMPASS		
Address 700 NE 2 <sup>nd</sup> Street, Ste 200	City Meridian	State ID	Zip Code 83642

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Megan Sonnen	Title Director of Operations	FFY 2026
Signature 		Date 1.22.2026



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		1/22/2025
Location		District
Bicycle and Pedestrian Counter, LU		3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$8,000
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization      % of Item 15		
17. Construction Engineer and Contingencies                      % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		\$8,000
20. Project Cost Per Mile		

Prepared By:  
**Austin Miller - COMPASS**

# Local Federal-Aid Project Request



**Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) <b>COMPASS</b>			Date <b>1/22/2026</b>		
Project Title (Name of Street or Road) <b>Bicycle and Pedestrian Counter, LU</b>		F.A. Route Number	Project Length	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project)					
<b>Character of Proposed Work (Mark Appropriate Items)</b>					
<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> <u>Bicycle and Pedestrian Counter</u>		
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
<b>Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)</b>					
Preliminary Engineering (ITD 1150, Line 1)		\$ 8,000			
Right-of-Way (ITD 1150, Line 2)		\$			
Construction (ITD 1150, Line 18)		\$			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
<b>Checklist (Provide Names, Locations, and Type of Facilities)</b>					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature 	Title <b>Planning Team Lead</b>
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**Additional Information to be Furnished by the District**

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	<a href="#">2 CFR 225</a>
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">2 CFR 230</a>
Educational institution	<a href="#">2 CFR 220</a>
For-profit organization other than a hospital and an organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">48 CFR Part 31</a> , Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Megan Sonnen, from COMPASS (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Bicycle and Pedestrian Counter, LU

Signed: 

Dated: 1/29/2026

# Project Estimating Worksheet

For Non-Construction projects (includes a purchase or study)

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to zero below if agency plans to cover the cost of a phase, such as design costs, utilities, or right-of-way costs.

Non-Infrastructure Project			Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Project Total	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN or PC	<b>Cost for Project</b> <i>(Enter the estimated cost of the project.)</i>	\$8,000	7.34%	\$587	92.66%	\$7,413
CN or PC	<b>Cost for Project</b> <i>(Enter amount of extra local funds (beyond required match) for the project, if desired)</i>		100.00%	\$0	0.00%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0

## Construction Design

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$8,000</b>	<b>\$587</b>	<b>\$7,413</b>

Use this form for projects that do not require design, such as a study, bus, or van purchase. If there is any disturbance of dirt, such as installing a sign, post, or something more substantial, fill out the construction form.

Please note: A work plan is required to be submitted within 30 days after award for Safe Routes to School projects.

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** COMPASS

**Main Agency Contact:** Austin Miller

**Project Title:** Bicycle and Pedestrian Counter, TMA

#### PROJECT DETAILS:

**Briefly describe your project:** Purchase one permanent bicycle and pedestrian counter with data processing to further expand the regional count effort in the Boise Urban Area. Location to be recommended by the COMPASS Active Transportation Workgroup.

**Briefly describe the location of the project** (include main segment and termini):  
Boise Urban Area - Location to be recommended by the COMPASS Active Transportation Workgroup.

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Public Involvement:** Outreach and/or Facilitation

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

#### FUNDING REQUEST / PROJECT TYPE:

**What type of funding are you applying for?** (select all that apply)

If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

**What type of project are you applying for? (select all that apply)**

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

**Is right-of-way (ROW) acquisition needed for this project?**

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

**Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all existing features in the project area:**

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Gateway/Traffic Calming       | <input type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bridge Fencing             | <input type="checkbox"/> Gutter                        | <input type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> ITS Emergency Vehicle Preempt | <input type="checkbox"/> Roundabout 1-lane         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Bus Lane                   | <input type="checkbox"/> Intersection Dedicated RTL    | <input type="checkbox"/> Roundabout 2-lane         |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Bus Pullout                | <input type="checkbox"/> Intersection Dedicated LTL    | <input type="checkbox"/> Roundabout 3-lane         |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Bus Shelter                | <input type="checkbox"/> Intersection Median U-Turn    | <input type="checkbox"/> Seal coating              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Stop                   | <input type="checkbox"/> Intersection RCUT/J-Turn      | <input type="checkbox"/> Shoulder                  |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Corridor Access Management | <input type="checkbox"/> Intersection Warning System   | <input type="checkbox"/> Sidewalk 3-4' width       |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, Mid-Street       | <input type="checkbox"/> Leading Pedestrian Interval   | <input type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, PHB              | <input type="checkbox"/> Left Turn Lane                | <input type="checkbox"/> Sidewalk 8-10' width      |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crossing, RFFB             | <input type="checkbox"/> Median, Raised                | <input type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Crosswalk, Raised          | <input type="checkbox"/> Mill working                  | <input type="checkbox"/> Speed Bumps               |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curb                       | <input checked="" type="checkbox"/> Multi-Use Pathway  | <input type="checkbox"/> Striping                  |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Curve Signage/Striping     | <input type="checkbox"/> Pathway 8-10' width           | <input type="checkbox"/> Other                     |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Dynamic Feedback Sign      | <input type="checkbox"/> Pavement: CPFM or HFST        |  |
| <input type="checkbox"/> Bicycle-Lane                | <input type="checkbox"/> Edge Lines, 6"             | <input type="checkbox"/> Pedestrian Scramble           |  |

- Bicycle-Signal Heads/Phase
- Flashing Stop Sign
- Protected Phasing

Please describe, if necessary [Click or tap here to enter text.](#)

**Check all proposed countermeasures you plan to add with this project:**

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bus Pullout                    | <input type="checkbox"/> Intersection RCUT/J-Turn    | <input type="checkbox"/> Sidewalk 3-4' width                     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Shelter                    | <input type="checkbox"/> Intersection Warning System | <input type="checkbox"/> Sidewalk 8-10' width                    |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bus Stop                       | <input type="checkbox"/> Leading Pedestrian Interval | <input type="checkbox"/> Sidewalk Replacement                    |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Left Turn Lane              | <input type="checkbox"/> Signal-Reflect Back Plate               |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Convert Stop to Roundabout     | <input type="checkbox"/> Median, Raised              | <input type="checkbox"/> Speed Reduction                         |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Convert Stop to Signaled       | <input type="checkbox"/> Multi-Use Pathway           | <input type="checkbox"/> Street Lighting                         |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Corridor Access Management     | <input type="checkbox"/> Pathway 8-10' width         | <input type="checkbox"/> Striping                                |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Crossing, Mid-Street           | <input type="checkbox"/> Pathway 11-13' width        | <input type="checkbox"/> Upgrade Signals                         |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, PHB                  | <input type="checkbox"/> Pavement: CPFM or HFST      | <input type="checkbox"/> Upgrade Stop to Flashing                |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, RFFB                 | <input type="checkbox"/> Pedestrian Scramble         | <input type="checkbox"/> Widen 2 to 3 lanes (w/TWLTL)            |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crosswalk, Raised              | <input type="checkbox"/> Protected Phasing           | <input type="checkbox"/> Widen 2 to 4 lanes                      |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Curb                           | <input type="checkbox"/> Repaint Striping            | <input type="checkbox"/> Widen 2 to 5 lanes (w/TWLTL)            |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curve Signage/Striping         | <input type="checkbox"/> Replace Signage             | <input type="checkbox"/> Widen 3 to 5 lanes (w/TWLTL)            |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Dynamic Feedback Sign          | <input type="checkbox"/> Right Turn Lane (RTL)       | <input type="checkbox"/> Widen 3 to 7 lanes (w/TWLTL)            |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Edge Lines, 6"                 | <input type="checkbox"/> Right Turn, Free Running    | <input type="checkbox"/> Widen Shoulder                          |
| <input type="checkbox"/> Bicycle Lane                | <input type="checkbox"/> Flashing Stop Sign             | <input type="checkbox"/> Road Reconfiguration        | <input checked="" type="checkbox"/> Other: Bike/Ped Counters TMA |
| <input type="checkbox"/> Bicycle: Green Road Marking | <input type="checkbox"/> Gateway/Traffic Calming        | <input type="checkbox"/> Roundabout 1-lane           | <input type="checkbox"/>   |
| <input type="checkbox"/> Bicycle: Signal Heads       | <input type="checkbox"/> Gutter                         | <input type="checkbox"/> Roundabout 2-lane           | <input type="checkbox"/>   |
| <input type="checkbox"/> Bridge                      | <input type="checkbox"/> ITS Emergency Vehicle Preempt  | <input type="checkbox"/> Roundabout 3-lane           | <input type="checkbox"/>   |
| <input type="checkbox"/> Bridge Fencing              | <input type="checkbox"/> Inlay and Millwork             | <input type="checkbox"/> Sealcoating                 | <input type="checkbox"/>   |
| <input type="checkbox"/> Bridge Guardrail            | <input type="checkbox"/> Intersection Dedicated RTL/LTL | <input type="checkbox"/> Shoulder                    | <input type="checkbox"/>   |
| <input type="checkbox"/> Bus Lane                    | <input type="checkbox"/> Intersection Median U-Turn     | <input type="checkbox"/> Sidewalk 5-7' width         | <input type="checkbox"/>   |

Please describe, if necessary [Click or tap here to enter text.](#)

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project's purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

- ✓ **Safety:**  Increases Safety  Increases Security  Supports Resiliency
- ✓ **Economic Vitality:**  Promotes Economic Vitality  Promotes Freight  Preserves Infrastructure  Provides Reliability  
 Promotes Travel/Tourism  Manages Growth  Preserves Farmland
- ✓ **Convenience:**  Increases Access/Mobility  Increases Connectivity  Reduces Congestion
- ✓ **Quality of Life:**  Protect the Environment  Enhances Public Health  Preserves/Connects to Open Space  
 Promotes Affordable Housing  Provides Transportation Options  Benefits the Underserved

Please describe: The counter program is essential to regional active transportation planning efforts included in Communities in Motion 2050 and supports each of the main goal areas as outlined in the Active Transportation chapter (shown below).

<https://cim2050.compassidaho.org/regional-vision/bicycle-pedestrian/>

**Active Transportation and *Communities in Motion* 2050 Goals**

Enhanced Active Transportation infrastructure will support *Communities in Motion* 2050's four goal areas:



**Safety**

is a vital consideration for active transportation. It is imperative to provide safe accommodations for bicyclists and pedestrians, the most vulnerable network users.



**Economic Vitality**

is complementary to active transportation. Studies show a variety of economic benefits are positively correlated with an increase in active transportation.



**Convenience**

is an important aspect of active transportation and can be improved if human-powered transport is made easily accessible to all.



**Quality of Life**

is closely linked to active transportation, as it bolsters mental and physical health, serves as an environmentally considerate means of transportation, and provides options for those who can't or don't drive.

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

**Total Project Cost:**

\$8,000

**Amount Requested** (total cost minus local match):

\$7,413

**Proposed local match** (amount):

\$587

**Proposed local match** (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:

**Cost estimate provided by vendor**

**What is the source of the match?** Local funds, membership dues

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase:  
Click or tap here to enter text.

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance):  
Click or tap here to enter text.

**PARTNERS/SUPPORT:**

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project:  
Click or tap here to enter text.

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:  
Click or tap here to enter text.

**READINESS TO PROCEED:**

**If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:  
Project is ready to proceed once funding is identified

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:  
Click or tap here to enter text.

## TIMING:

### When is your project needed (ideal timing)?

Estimated start date: FY2030

Target completion date: FY2031

Please explain the reasons for timing constraints, if necessary:  
Click or tap here to enter text.

## PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- ✓ [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)
  - ✓ Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

### **Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected:**

CIM 2050 Active Transportation section describes how understanding supply and demand is critical in planning for a regional active transportation network. COMPASS counter program provides the region with the demand side of that equation by providing bicycle and pedestrian count data to monitor long-term trends as well as see short-term impacts.

### **Is this project specifically listed in any local plans?**

- ✓ Yes
- No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

---

<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

Page 82 of the City of Boise's Boise Pathways Master Plan highlights the need for a formal data collection program within the City. Continuing to build out the counter program helps support planning efforts by supplying data.

<https://www.cityofboise.org/departments/planning-and-development-services/planning/designing-our-city/mobility-and-public-spaces/pathways-program/>

### **DATA COLLECTION PROGRAM**

Data drives decisions. The City should develop a formal data collection program to understand trends in pathway use in as many locations as possible and in all seasons. Additional permanent and visible counters should be added to strategic locations along the Greenbelt and should be considered every time a new pathway is constructed.

### **ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

# 2027 COMPASS Funding Application

## Phase II

### PLANNING and SPECIAL PROJECT ONLY FOCUS

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

**Sponsor Name (agency):** COMPASS

**Project Title:** Bicycle and Pedestrian Counter, TMA

#### SAFETY

**Please explain how the project provides a benefit to safety in the region.**

**The data collected from the bicycle and pedestrian counter will be used to assist in planning and prioritizing future safety improvements to bicycle and pedestrian routes within the region.**

#### ECONOMIC VITALITY

**Please explain how the project provides economic benefits in the region.**

**The data collected from the counter will be used to assist in planning and prioritizing improvements to the active transportation network, which will allow greater access to jobs and services to those without vehicles or who prefer non-motorized travel.**

#### CONVENIENCE

**Please explain how the project impacts Regional Activity Centers or key destinations.**

**The data collected from the counter will be used to help plan and improve active transportation routes to key destinations within the region, such as regional activity centers.**

#### QUALITY OF LIFE

**Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.**

**The data collected from the counter will be used to improve the active transportation network and provide increased mobility options to underserved communities and those without access to vehicles. Bicycle and pedestrian routes also provide a healthy, environmentally friendly alternative to driving.**

## OTHER

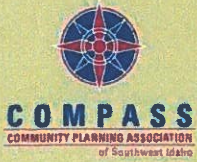
### Is the project needed to meet or exceed federal requirements?

The bicycle and pedestrian data obtained from the counter will be used by COMPASS to help meet federal requirements regarding the use of performance-based measures, and inclusion of active transportation and safety components within the Long Range Transportation Plan.

### ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

- ✓ Match commitment letter
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ COMPASS Form FA100 – Federal Requirements. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
  - ✓ Updated Phase I cost information if change occurred since the submittal of Phase I



November 17, 2025

**MEMORANDUM**

**RE: COMPASS Project Proposals**

COMPASS submits the following projects for inclusion in the Resource Development Plan and for future funding:

- Replace Existing Permanent Bicycle and Pedestrian Counters
- Road Safety Data Collection Pilot
- Bicycle and Pedestrian Counters, TMA
- Bicycle and Pedestrian Counter, LU

Prior to accepting funding, the project proposals would go to the COMPASS Board of Directors for approval of the local match.

Approval of project submittal: \_\_\_\_\_

A handwritten signature in green ink, appearing to read "Craig Raborn", written over a horizontal line.

Craig Raborn, AICP  
Executive Director



## Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

ITD 0414 Rev. 11-15  
itd.idaho.gov

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 12-357-6779	Sub-Awardee Name COMPASS		
Address 700 NE 2 <sup>nd</sup> Street, Ste 200	City Meridian	State ID	Zip Code 83642

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Megan Sonnen	Title Director of Operations	FFY 2026
Signature 		Date 1.22.2026



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		1/22/2025
Location		District
Bicycle and Pedestrian Counter, TMA		3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$8,000
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization      % of Item 15		
17. Construction Engineer and Contingencies                      % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		\$8,000
20. Project Cost Per Mile		

Prepared By:  
**Austin Miller - COMPASS**

# Local Federal-Aid Project Request



## Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) <b>COMPASS</b>			Date <b>1/22/2026</b>
Project Title (Name of Street or Road) <b>Bicycle and Pedestrian Counter, TMA</b>	F.A. Route Number	Project Length	Bridge Length
Project Limits (Local Landmarks at Each End of the Project)			
<b>Character of Proposed Work (Mark Appropriate Items)</b>			
<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> <u>Bicycle and Pedestrian Counter</u>
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	
<b>Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)</b>			
Preliminary Engineering (ITD 1150, Line 1)	\$ 8,000		
Right-of-Way (ITD 1150, Line 2)	\$		
Construction (ITD 1150, Line 18)	\$		
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant			
<b>Checklist (Provide Names, Locations, and Type of Facilities)</b>			
Railroad Crossing			
Within 2 miles of an Airport			
Parks (City, County, State or Federal)			
Environmentally Sensitive Areas			
Federal Lands (Indian, BLM, etc.)			
Historical Sites			
Schools			
Other			
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)			
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly			

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature 	Title <b>Planning Team Lead</b>
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### Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.


5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	<a href="#">2 CFR 225</a>
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">2 CFR 230</a>
Educational institution	<a href="#">2 CFR 220</a>
For-profit organization other than a hospital and an organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">48 CFR Part 31</a> , Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Megan Sonnen, from COMPASS (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Bicycle and Pedestrian Counter, TMA

Signed: 

Dated: 1/29/2016

# Project Estimating Worksheet

For Non-Construction projects (includes a purchase or study)

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to zero below if agency plans to cover the cost of a phase, such as design costs, utilities, or right-of-way costs.

Non-Infrastructure Project			Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Project Total	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN or PC	<b>Cost for Project</b> <i>(Enter the estimated cost of the project.)</i>	\$8,000	7.34%	\$587	92.66%	\$7,413
CN or PC	<b>Cost for Project</b> <i>(Enter amount of extra local funds (beyond required match) for the project, if desired)</i>		100.00%	\$0	0.00%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0

## Construction Design

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$8,000</b>	<b>\$587</b>	<b>\$7,413</b>

Use this form for projects that do not require design, such as a study, bus, or van purchase. If there is any disturbance of dirt, such as installing a sign, post, or something more substantial, fill out the construction form.

Please note: A work plan is required to be submitted within 30 days after award for Safe Routes to School projects.

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** COMPASS

**Main Agency Contact:** Austin Miller

**Project Title:** Replace Existing Permanent Bicycle and Pedestrian Counters

#### PROJECT DETAILS:

**Briefly describe your project:** This project would purchase replacement hardware for the existing permanent bike/ped counters. The bike/ped counter program began over a decade ago. Some of the existing counter infrastructure is approaching the end of its useful life. This project would allow COMPASS to continue providing bicycle and pedestrian counts along key active transportation facilities in Ada and Canyon Counties.

**Briefly describe the location of the project** (include main segment and termini):  
Ada and Canyon Counties

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Public Involvement:** Outreach and/or Facilitation

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

#### FUNDING REQUEST / PROJECT TYPE:

**What type of funding are you applying for?** (select all that apply)

If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

**What type of project are you applying for? (select all that apply)**

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

**Is right-of-way (ROW) acquisition needed for this project?**

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

**Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all existing features in the project area:**

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Gateway/Traffic Calming       | <input type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bridge Fencing             | <input type="checkbox"/> Gutter                        | <input type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> ITS Emergency Vehicle Preempt | <input type="checkbox"/> Roundabout 1-lane         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Bus Lane                   | <input type="checkbox"/> Intersection Dedicated RTL    | <input type="checkbox"/> Roundabout 2-lane         |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Bus Pullout                | <input type="checkbox"/> Intersection Dedicated LTL    | <input type="checkbox"/> Roundabout 3-lane         |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Bus Shelter                | <input type="checkbox"/> Intersection Median U-Turn    | <input type="checkbox"/> Seal coating              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Stop                   | <input type="checkbox"/> Intersection RCUT/J-Turn      | <input type="checkbox"/> Shoulder                  |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Corridor Access Management | <input type="checkbox"/> Intersection Warning System   | <input type="checkbox"/> Sidewalk 3-4' width       |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, Mid-Street       | <input type="checkbox"/> Leading Pedestrian Interval   | <input type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, PHB              | <input type="checkbox"/> Left Turn Lane                | <input type="checkbox"/> Sidewalk 8-10' width      |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crossing, RFFB             | <input type="checkbox"/> Median, Raised                | <input type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Crosswalk, Raised          | <input type="checkbox"/> Mill working                  | <input type="checkbox"/> Speed Bumps               |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curb                       | <input checked="" type="checkbox"/> Multi-Use Pathway  | <input type="checkbox"/> Striping                  |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Curve Signage/Striping     | <input type="checkbox"/> Pathway 8-10' width           | <input type="checkbox"/> Other                     |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Dynamic Feedback Sign      | <input type="checkbox"/> Pavement: CPFM or HFST        |  |
| <input type="checkbox"/> Bicycle-Lane                | <input type="checkbox"/> Edge Lines, 6"             | <input type="checkbox"/> Pedestrian Scramble           |  |

- Bicycle-Signal Heads/Phase
- Flashing Stop Sign
- Protected Phasing

Please describe, if necessary [Click or tap here to enter text.](#)

**Check all proposed countermeasures you plan to add with this project:**

- |  |   |  |   |
|--|---|--|---|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bus Pullout                    | <input type="checkbox"/> Intersection RCUT/J-Turn    | <input type="checkbox"/> Sidewalk 3-4' width          |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Shelter                    | <input type="checkbox"/> Intersection Warning System | <input type="checkbox"/> Sidewalk 8-10' width         |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bus Stop                       | <input type="checkbox"/> Leading Pedestrian Interval | <input type="checkbox"/> Sidewalk Replacement         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Left Turn Lane              | <input type="checkbox"/> Signal-Reflect Back Plate    |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Convert Stop to Roundabout     | <input type="checkbox"/> Median, Raised              | <input type="checkbox"/> Speed Reduction              |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Convert Stop to Signaled       | <input type="checkbox"/> Multi-Use Pathway           | <input type="checkbox"/> Street Lighting              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Corridor Access Management     | <input type="checkbox"/> Pathway 8-10' width         | <input type="checkbox"/> Striping                     |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Crossing, Mid-Street           | <input type="checkbox"/> Pathway 11-13' width        | <input type="checkbox"/> Upgrade Signals              |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, PHB                  | <input type="checkbox"/> Pavement: CPFM or HFST      | <input type="checkbox"/> Upgrade Stop to Flashing     |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, RFFB                 | <input type="checkbox"/> Pedestrian Scramble         | <input type="checkbox"/> Widen 2 to 3 lanes (w/TWLTL) |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crosswalk, Raised              | <input type="checkbox"/> Protected Phasing           | <input type="checkbox"/> Widen 2 to 4 lanes           |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Curb                           | <input type="checkbox"/> Repaint Striping            | <input type="checkbox"/> Widen 2 to 5 lanes (w/TWLTL) |
| <input type="checkbox"/> ADA Ramps                   | <input type="checkbox"/> Curve Signage/Striping         | <input type="checkbox"/> Replace Signage             | <input type="checkbox"/> Widen 3 to 5 lanes (w/TWLTL) |
| <input type="checkbox"/> Barrier at Sidewalk/Road    | <input type="checkbox"/> Dynamic Feedback Sign          | <input type="checkbox"/> Right Turn Lane (RTL)       | <input type="checkbox"/> Widen 3 to 7 lanes (w/TWLTL) |
| <input type="checkbox"/> Bicycle/Pedestrian Facility | <input type="checkbox"/> Edge Lines, 6"                 | <input type="checkbox"/> Right Turn, Free Running    | <input type="checkbox"/> Widen Shoulder               |
| <input type="checkbox"/> Bicycle Lane                | <input type="checkbox"/> Flashing Stop Sign             | <input type="checkbox"/> Road Reconfiguration        | <input type="checkbox"/> Other:                       |
| <input type="checkbox"/> Bicycle: Green Road Marking | <input type="checkbox"/> Gateway/Traffic Calming        | <input type="checkbox"/> Roundabout 1-lane           |   |
| <input type="checkbox"/> Bicycle: Signal Heads       | <input type="checkbox"/> Gutter                         | <input type="checkbox"/> Roundabout 2-lane           |   |
| <input type="checkbox"/> Bridge                      | <input type="checkbox"/> ITS Emergency Vehicle Preempt  | <input type="checkbox"/> Roundabout 3-lane           |   |
| <input type="checkbox"/> Bridge Fencing              | <input type="checkbox"/> Inlay and Millwork             | <input type="checkbox"/> Sealcoating                 |   |
| <input type="checkbox"/> Bridge Guardrail            | <input type="checkbox"/> Intersection Dedicated RTL/LTL | <input type="checkbox"/> Shoulder                    |   |
| <input type="checkbox"/> Bus Lane                    | <input type="checkbox"/> Intersection Median U-Turn     | <input type="checkbox"/> Sidewalk 5-7' width         |   |

Please describe, if necessary [Click or tap here to enter text.](#)

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project's purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

- ✓ **Safety:**  Increases Safety  Increases Security  Supports Resiliency
- ✓ **Economic Vitality:**  Promotes Economic Vitality  Promotes Freight  Preserves Infrastructure  Provides Reliability  
 Promotes Travel/Tourism  Manages Growth  Preserves Farmland
- ✓ **Convenience:**  Increases Access/Mobility  Increases Connectivity  Reduces Congestion
- ✓ **Quality of Life:**  Protect the Environment  Enhances Public Health  Preserves/Connects to Open Space  
 Promotes Affordable Housing  Provides Transportation Options  Benefits the Underserved

Please describe: The counter program is essential to regional active transportation planning efforts included in Communities in Motion 2050 and supports each of the main goal areas as outlined in the Active Transportation chapter (shown below).

<https://cim2050.compassidaho.org/regional-vision/bicycle-pedestrian/>

**Active Transportation and *Communities in Motion* 2050 Goals**

Enhanced Active Transportation infrastructure will support *Communities in Motion* 2050's four goal areas:



**Safety**

is a vital consideration for active transportation. It is imperative to provide safe accommodations for bicyclists and pedestrians, the most vulnerable network users.



**Economic Vitality**

is complementary to active transportation. Studies show a variety of economic benefits are positively correlated with an increase in active transportation.



**Convenience**

is an important aspect of active transportation and can be improved if human-powered transport is made easily accessible to all.



**Quality of Life**

is closely linked to active transportation, as it bolsters mental and physical health, serves as an environmentally considerate means of transportation, and provides options for those who can't or don't drive.

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

**Total Project Cost:**

\$30,000

**Amount Requested** (total cost minus local match):

\$27,798

**Proposed local match** (amount):

\$2,202

**Proposed local match** (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:

**Vendor provided a replacement quote in 2025. Assumed 3% inflation for 4 years.**

**What is the source of the match?** Local funds, membership dues.

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase: This project will replace 5 existing permanent counters. Phasing could be one counter at a time, minimum of \$6,000. Three of the counters are functioning but could be replaced as soon as funding is available. The other two counters have several years left on their useful life and do not anticipate a need prior to 2028.

**If your project is for COMPASS staff support only:**

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance):  
Click or tap here to enter text.

**PARTNERS/SUPPORT:**

**Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project: While not financial partners for the project Boise, Nampa, Caldwell, and Boise State University would each directly benefit. The counter locations will provide bike and pedestrian counts for each agency's active transportation facilities and can be used to inform their planning efforts.

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

Click or tap here to enter text.

**READINESS TO PROCEED:**

**If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

Up to three counters are ready to proceed immediately (\$18,000), but could be phased one counter at a time (\$6,000 each). The remaining two counters do not have an anticipated need prior to 2028.

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:  
Click or tap here to enter text.

### TIMING:

#### When is your project needed (ideal timing)?

Estimated start date:       FY2027

Target completion date:    FY2030

Please explain the reasons for timing constraints, if necessary:  
The project includes the purchase of 5 permanent counters. The counters could be purchased as a group or one at a time, so long as the minimum amount is \$6,000. Three of the counters can be replaced as soon as funding is identified; the remaining two counters show a need beginning in 2028.

### PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)
  - Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

**Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected:**

**CIM 2050 Active Transportation section describes how understanding supply and demand is critical in planning for a regional active transportation network. COMPASS counter program provides the region with the demand side of that equation by providing bicycle and pedestrian count data to monitor long-term trends as well as see short-term impacts.**

**Is this project specifically listed in any local plans?**

- Yes
- No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

**Page 82 of the City of Boise's Boise Pathways Master Plan highlights the need for a formal data collection program within the City. COMPASS, the City of Boise, and the Ada County Highway District share data. Failure to properly maintain COMPASS counters would reduce the effectiveness of City of Boise and ACHD efforts by creating data gaps in the pathway system.**

**<https://www.cityofboise.org/departments/planning-and-development-services/planning/designing-our-city/mobility-and-public-spaces/pathways-program/>**

#### **DATA COLLECTION PROGRAM**

Data drives decisions. The City should develop a formal data collection program to understand trends in pathway use in as many locations as possible and in all seasons. Additional permanent and visible counters should be added to strategic locations along the Greenbelt and should be considered every time a new pathway is constructed.

#### **ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

# 2027 COMPASS Funding Application

## Phase II

### PLANNING and SPECIAL PROJECT ONLY FOCUS

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

**Sponsor Name (agency):** COMPASS

**Project Title:** Replace Existing Permanent Bicycle and Pedestrian Counters

#### SAFETY

**Please explain how the project provides a benefit to safety in the region.**

The existing counters are used to obtain bicycle and pedestrian counts along key active transportation routes within the region, and data obtained from the counters is used to plan and prioritize future safety improvements for cyclists and pedestrians. Replacing older counters nearing the end of their useful life will allow this data to continue to be recorded and utilized for future safety planning.

#### ECONOMIC VITALITY

**Please explain how the project provides economic benefits in the region.**

The data collected from these bicycle and pedestrian counters is used to plan future improvements to the active transportation network, which will allow greater access to jobs and services to those without vehicles or who prefer non-motorized travel.

#### CONVENIENCE

**Please explain how the project impacts Regional Activity Centers or key destinations.**

The data collected from the bicycle and pedestrian counters is used to improve non-motorized access to key destinations throughout Ada and Canyon County, including Regional Activity Centers. Replacing older counters will allow this data to continue to be collected and utilized in planning future access improvements.

#### QUALITY OF LIFE

**Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.**

**The data collected from the counters is used to plan improvements to the active transportation network and provide increased mobility options to underserved communities and those without access to vehicles. Bicycle and pedestrian routes also provide a healthy, environmentally friendly alternative to driving.**

## **OTHER**

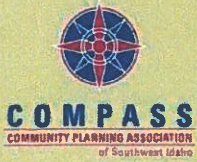
**Is the project needed to meet or exceed federal requirements?**

**The bicycle and pedestrian data obtained from the counter will be used by COMPASS to help meet federal requirements regarding the use of performance-based measures, and inclusion of active transportation and safety components within the Long Range Transportation Plan.**

## **ATTACHMENT CHECKLIST:**

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

- ✓ Match commitment letter
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ COMPASS Form FA100 – Federal Requirements. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
  - ✓ Updated Phase I cost information if change occurred since the submittal of Phase I



November 17, 2025

**MEMORANDUM**

**RE: COMPASS Project Proposals**

COMPASS submits the following projects for inclusion in the Resource Development Plan and for future funding:

- Replace Existing Permanent Bicycle and Pedestrian Counters
- Road Safety Data Collection Pilot
- Bicycle and Pedestrian Counters, TMA
- Bicycle and Pedestrian Counter, LU

Prior to accepting funding, the project proposals would go to the COMPASS Board of Directors for approval of the local match.

Approval of project submittal: \_\_\_\_\_

A handwritten signature in green ink, appearing to read "Craig Raborn", written over a horizontal line.

Craig Raborn, AICP  
Executive Director



# Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 12-357-6779	Sub-Awardee Name COMPASS		
Address 700 NE 2 <sup>nd</sup> Street, Ste 200	City Meridian	State ID	Zip Code 83642

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Megan Sonnen	Title Director of Operations	FFY 2026
Signature 		Date 1.22.2026



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		1/22/2025
Location		District
Replace Existing Permanent Bicycle and Pedestrian Counters		3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$30,000
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization      % of Item 15		
17. Construction Engineer and Contingencies                      % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		\$30,000
20. Project Cost Per Mile		

Prepared By:

Austin Miller - COMPASS

# Local Federal-Aid Project Request



## Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) <b>COMPASS</b>			Date <b>1/22/2026</b>		
Project Title (Name of Street or Road) <b>Replace Existing Bicycle and Pedestrian Counters</b>		F.A. Route Number	Project Length	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project)					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> <u>Bicycle and Pedestrian Counters</u>		
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 30,000			
Right-of-Way (ITD 1150, Line 2)		\$			
Construction (ITD 1150, Line 18)		\$			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature 	Title <b>Planning Team Lead</b>
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### Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	<a href="#">2 CFR 225</a>
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">2 CFR 230</a>
Educational institution	<a href="#">2 CFR 220</a>
For-profit organization other than a hospital and an organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">48 CFR Part 31</a> , Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Megan Sonnen, from COMPASS (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Replace Bicycle & Pedestrian Counters

Signed: 

Dated: 1/29/2026

# Project Estimating Worksheet

For Non-Construction projects (includes a purchase or study)

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to zero below if agency plans to cover the cost of a phase, such as design costs, utilities, or right-of-way costs.

Non-Infrastructure Project			Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Project Total	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN or PC	<b>Cost for Project</b> <i>(Enter the estimated cost of the project.)</i>	\$30,000	7.34%	\$2,202	92.66%	\$27,798
CN or PC	<b>Cost for Project</b> <i>(Enter amount of extra local funds (beyond required match) for the project, if desired)</i>		100.00%	\$0	0.00%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0

## Construction Design

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$30,000</b>	<b>\$2,202</b>	<b>\$27,798</b>

Use this form for projects that do not require design, such as a study, bus, or van purchase. If there is any disturbance of dirt, such as installing a sign, post, or something more substantial, fill out the construction form.

Please note: A work plan is required to be submitted within 30 days after award for Safe Routes to School projects.

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

# 2027 COMPASS Funding Application

## Phase I

### All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). Phase I applications are limited to 10 pages each.

Fill out what you know about your project. Since this application is used for multiple programs, some questions may not be applicable.

#### DETAILS:

**Sponsor Name (agency):** COMPASS

**Main Agency Contact:** Hunter Mulhall

**Project Title:** Road Safety Data Collection Pilot

#### PROJECT DETAILS:

**Briefly describe your project:** This pilot project would purchase and install computer-vision enabled traffic sensors at two intersections, one in Ada County and one in Canyon County. The sensors use artificial intelligence to capture and process data on vehicles and vulnerable road user movements, volumes, and speeds. This information can help identify near-miss events, conflict zones, red-light running, and speeding behaviors to guide intersection design and operational improvements. The sensors will also be used to support before-and-after evaluations to quantify the impact of safety investments. Specific locations will be recommended by the COMPASS Regional Safety Workgroup.

**Briefly describe the location of the project** (include main segment and termini):  
Ada and Canyon Counties - Specific locations will be recommended by the COMPASS Regional Safety Workgroup.

#### STAFF SUPPORT REQUEST:

**What type of support are you applying for?** (select all that apply):

If you're unsure, contact COMPASS staff.

**Technical:** Data, Travel Demand Forecast Modeling, Demographic Support

**Planning:** Active, Freight, Public Transportation, Roadway, or Other (e.g., housing, environmental, etc.)

**Project Management and/or Administration** (if this box is checked, then COMPASS is a lead agency)

**GIS:** Mapping, Spatial Data and Analysis, Online Map Application

**Public Involvement:** Outreach and/or Facilitation

**Other:** (e.g., Specialized Software, Consultant Services, etc.)

If other, please describe: [Click or tap here to enter text.](#)

## FUNDING REQUEST / PROJECT TYPE:

### What type of funding are you applying for? (select all that apply)

If you're unsure, contact COMPASS staff.

- Communities in Motion (CIM) Implementation Grant Program** – funds infrastructure and/or planning to support the goals of the long-range transportation plan, reimbursement of up to \$50,000
- Project Development Program (PDP)** – develops a project idea into a fundable concept, consultant cost of up to \$50,000
- Federal Funds** – federal formula funds, this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the prioritization process for funding, but will include it in the Resource Development Plan for funding support.

### What type of project are you applying for? (select all that apply)

- Active Transportation:** Bicycle / Pedestrian
- Capital Construction:** Road / Bridge / Intersection / Intelligent Transportation Systems
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Planning:** Plans / Studies / Education
- Procurement:** Bicycle Counters / Signs / Software / Other
- Project Management/Administration**
- Other** (describe below)

If other, please describe: [Click or tap here to enter text.](#)

### Is right-of-way (ROW) acquisition needed for this project?

- Yes
- No
- N/A

If ROW is owned by a different agency than the sponsor of this project, a letter of support from that agency **is required** to ensure their involvement and approval before submission.

### Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all **existing** features in the project area:

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> 2 through lanes             | <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Gateway/Traffic Calming       | <input type="checkbox"/> Right Turn Lane (RTL)     |
| <input type="checkbox"/> 2 through lanes /1 TWLTL    | <input type="checkbox"/> Bridge Fencing             | <input type="checkbox"/> Gutter                        | <input type="checkbox"/> Right Turn, Free Running  |
| <input type="checkbox"/> 2-Way Stop Intersection     | <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> ITS Emergency Vehicle Preempt | <input type="checkbox"/> Roundabout 1-lane         |
| <input type="checkbox"/> 3-Way Signaled Intersection | <input type="checkbox"/> Bus Lane                   | <input type="checkbox"/> Intersection Dedicated RTL    | <input type="checkbox"/> Roundabout 2-lane         |
| <input type="checkbox"/> 3-Way Stop Intersection     | <input type="checkbox"/> Bus Pullout                | <input type="checkbox"/> Intersection Dedicated LTL    | <input type="checkbox"/> Roundabout 3-lane         |
| <input type="checkbox"/> 4 through lanes             | <input type="checkbox"/> Bus Shelter                | <input type="checkbox"/> Intersection Median U-Turn    | <input type="checkbox"/> Seal coating              |
| <input type="checkbox"/> 4 through lanes /1 TWLTL    | <input type="checkbox"/> Bus Stop                   | <input type="checkbox"/> Intersection RCUT/J-Turn      | <input type="checkbox"/> Shoulder                  |
| <input type="checkbox"/> 4-Way Signaled Intersection | <input type="checkbox"/> Corridor Access Management | <input type="checkbox"/> Intersection Warning System   | <input type="checkbox"/> Sidewalk 3-4' width       |
| <input type="checkbox"/> 4-Way Stop Intersection     | <input type="checkbox"/> Crossing, Mid-Street       | <input type="checkbox"/> Leading Pedestrian Interval   | <input type="checkbox"/> Sidewalk 5-7' width       |
| <input type="checkbox"/> 5-Way Signaled Intersection | <input type="checkbox"/> Crossing, PHB              | <input type="checkbox"/> Left Turn Lane                | <input type="checkbox"/> Sidewalk 8-10' width      |
| <input type="checkbox"/> 5-Way Stop Intersection     | <input type="checkbox"/> Crossing, RFFB             | <input type="checkbox"/> Median, Raised                | <input type="checkbox"/> Signal-Reflect Back Plate |
| <input type="checkbox"/> 6 through lanes             | <input type="checkbox"/> Crosswalk, Raised          | <input type="checkbox"/> Mill working                  | <input type="checkbox"/> Speed Bumps               |

- ADA Ramps
- Barrier at Sidewalk/Road
- Bicycle/Pedestrian Facility
- Bicycle-Lane
- Bicycle-Signal Heads/Phase
- Curb
- Curve Signage/Striping
- Dynamic Feedback Sign
- Edge Lines, 6"
- Flashing Stop Sign
- Multi-Use Pathway
- Pathway 8-10' width
- Pavement: CPFM or HFST
- Pedestrian Scramble
- Protected Phasing
- Striping

<input type="checkbox"/> Other

Please describe, if necessary [Click or tap here to enter text.](#)

**Check all proposed countermeasures you plan to add with this project:**

- 2 through lanes
- 2 through lanes /1 TWLTL
- 2-Way Stop Intersection
- 3-Way Signaled Intersection
- 3-Way Stop Intersection
- 4 through lanes
- 4 through lanes /1 TWLTL
- 4-Way Signaled Intersection
- 4-Way Stop Intersection
- 5-Way Signaled Intersection
- 5-Way Stop Intersection
- 6 through lanes
- ADA Ramps
- Barrier at Sidewalk/Road
- Bicycle/Pedestrian Facility
- Bicycle Lane
- Bicycle: Green Road Marking
- Bicycle: Signal Heads
- Bridge
- Bridge Fencing
- Bridge Guardrail
- Bus Lane
- Bus Pullout
- Bus Shelter
- Bus Stop
- Convert Signaled to Roundabout
- Convert Stop to Roundabout
- Convert Stop to Signaled
- Corridor Access Management
- Crossing, Mid-Street
- Crossing, PHB
- Crossing, RFFB
- Crosswalk, Raised
- Curb
- Curve Signage/Striping
- Dynamic Feedback Sign
- Edge Lines, 6"
- Flashing Stop Sign
- Gateway/Traffic Calming
- Gutter
- ITS Emergency Vehicle Preempt
- Inlay and Millwork
- Intersection Dedicated RTL/LTL
- Intersection Median U-Turn
- Intersection RCUT/J-Turn
- Intersection Warning System
- Leading Pedestrian Interval
- Left Turn Lane
- Median, Raised
- Multi-Use Pathway
- Pathway 8-10' width
- Pathway 11-13' width
- Pavement: CPFM or HFST
- Pedestrian Scramble
- Protected Phasing
- Repaint Striping
- Replace Signage
- Right Turn Lane (RTL)
- Right Turn, Free Running
- Road Reconfiguration
- Roundabout 1-lane
- Roundabout 2-lane
- Roundabout 3-lane
- Sealcoating
- Shoulder
- Sidewalk 3-4' width
- Sidewalk 8-10' width
- Sidewalk Replacement
- Signal-Reflect Back Plate
- Speed Reduction
- Street Lighting
- Striping
- Upgrade Signals
- Upgrade Stop to Flashing
- Widen 2 to 3 lanes (w/TWLTL)
- Widen 2 to 4 lanes
- Widen 2 to 5 lanes (w/TWLTL)
- Widen 3 to 5 lanes (w/TWLTL)
- Widen 3 to 7 lanes (w/TWLTL)
- Widen Shoulder

<input type="checkbox"/> Other:

Please describe, if necessary [Click or tap here to enter text.](#)

**Does the project include improvements to the public transportation system?**

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located is **required** to ensure its involvement, and approval is required to be included in the submission.

**PURPOSE AND NEED:**

Select which **Communities in Motion 2050 (CIM 2050)** goals and objectives this project will address then describe the project’s purpose and need in detail, including why this project is important to your agency and to the region based on the [CIM 2050 goals](#)<sup>7</sup>.

**CIM2050 Goals** (check all that apply):

- Safety:**    Increases Safety    Increases Security    Supports Resiliency
- Economic Vitality:**    Promotes Economic Vitality    Promotes Freight    Preserves Infrastructure    Provides Reliability  
 Promotes Travel/Tourism    Manages Growth    Preserves Farmland
- Convenience:**    Increases Access/Mobility    Increases Connectivity    Reduces Congestion
- Quality of Life:**    Protect the Environment    Enhances Public Health    Preserves/Connects to Open Space  
 Promotes Affordable Housing    Provides Transportation Options    Benefits the Underserved

Please describe: This pilot project would help identify near-miss events, conflict zones, red-light running, and speeding behaviors to guide intersection design and operational improvements. The sensors will also be used to support before-and-after evaluations to quantify the impact of safety investments consistent with COMPASS’ performance-based planning process.

**PROJECT BUDGET:**

**Provide a total cost estimate and amount requested for the following project tasks or activities:** If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

**Total Project Cost:**

\$35,000

**Amount Requested** (total cost minus local match):

\$32,431

**Proposed local match** (amount):

\$2,569

**Proposed local match** (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded: Click or tap here to enter text.

**What is the source of the match?** Local funds, membership dues

**Can the project be phased?** (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
- No

If yes, please indicate how your project can be phased and the approximate costs of each phase: Click or tap here to enter text.

**If your project is for COMPASS staff support only:**

<sup>7</sup> CIM 2050 goals: <https://cim2050.compassidaho.org/cim-2050-goals/>

Estimated COMPASS staff workdays (if unsure, contact COMPASS staff for assistance):

## **PARTNERS/SUPPORT:**

### **Are other jurisdictional agencies or partners involved in this project?**

- No
- Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project: The partner agency and location will be determined by the COMPASS Regional Safety Workgroup. However a partner agency will be needed to coordinate with COMPASS staff on installation, and reporting of the pilot project.

### **Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

Click or tap here to enter text.

## **READINESS TO PROCEED:**

### **If this is a construction project, has any work been completed on this project?**

(Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – approximately 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

Click or tap here to enter text.

**If design has started, does it meet federal standards?** Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:

Click or tap here to enter text.

## **TIMING:**

## When is your project needed (ideal timing)?

Estimated start date: FY2030

Target completion date: FY2031

Please explain the reasons for timing constraints, if necessary:

Project is ready to proceed when funding is identified. Only potential constraint would be working with the COMPASS Regional Safety Workgroup to identify a suitable local safety project and location to pilot.

## PLANNING DOCUMENTS:

**Is the project specifically listed in any of the following regional plans?** (check all that apply – if you need help, please contact COMPASS staff)

- ✓ [Communities in Motion 2050](#)<sup>8</sup> – If yes, is it:
  - A priority project? (Explain below which list and the project priority number)
  - ✓ Listed, but not prioritized?
- [Congestion Management Process](#)<sup>9</sup>
- [Freight Plan](#)<sup>10</sup>
- [I-84 Corridor Operations Plan](#)<sup>11</sup>
- ✓ [Regional Safety Action Plan](#)<sup>12</sup>
- [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#)<sup>13</sup>
- Other (explain below)
- N/A

**Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain “other” if selected:**

In the Transportation Safety and Security chapter of CIM 2050 (Table 2), COMPASS’ role in regards to safety includes performing safety data analysis, and developing new and additional tools to analyze safety data. This pilot project would be action towards that exact role. By piloting new technology, analyzing the data, and reporting back out the results. COMPASS and its member agencies can better understand the benefits of safety projects in our region.  
<https://cim2050.compassidaho.org/wp-content/uploads/SafetySecurity.pdf>

**Is this project specifically listed in any local plans?**

- Yes
- ✓ No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)  
Click or tap here to enter text.

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<sup>8</sup> CIM 2050 Priority Projects: <https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/>

<sup>9</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>10</sup> 2015 Agricultural Freight Study: <https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf>

<sup>11</sup> I-84 Corridor Operations Plan: <https://compassidaho.org/transportation-management-and-operations/>

<sup>12</sup> Regional Safety Action Plan: <https://compassidaho.org/safety/>

<sup>13</sup> TSMO: <https://compassidaho.org/transportation-management-and-operations/>

**ATTACHMENTS:**

**Attach no more than two map/sketch pages** (if applicable).

**Attach the required one-page support letters if the conditions below are applicable** (otherwise optional).

- A support letter is required:
  - From the agency providing match funds
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g., Valley Regional Transit)

# 2027 COMPASS Funding Application

## Phase II

### PLANNING and SPECIAL PROJECT ONLY FOCUS

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

**Sponsor Name (agency):** COMPASS

**Project Title:** Road Safety Data Collection Pilot

#### SAFETY

**Please explain how the project provides a benefit to safety in the region.**

This project would include purchasing and installing computer-vision enabled traffic sensors at two intersections, one in Ada County and one in Canyon County. The sensors would use artificial intelligence to capture and process data on vehicles and vulnerable road user movements, volumes, and speeds. This information would be used to help identify safety concerns such as near-miss events, conflict zones, red-light running, and speeding behaviors and guide intersection design and operational improvements. The sensors will also be used to support before-and-after evaluations to quantify the impact of safety investments.

#### ECONOMIC VITALITY

**Please explain how the project provides economic benefits in the region.**

Data collected from the traffic sensors would be used to improve intersection safety for drivers, cyclists and pedestrians, allowing improved access to jobs and services, and reducing economic costs associated with crashes and injuries.

#### CONVENIENCE

**Please explain how the project impacts Regional Activity Centers or key destinations.**

Data collected from the traffic sensors would be used to create safer access for various modes of transportation to key destinations within the region. Specific locations for the traffic sensors would be determined by the COMPASS Regional Safety Workgroup and would likely focus on high-activity intersections.

#### QUALITY OF LIFE

**Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.**

**Data collected from the traffic sensors will provide improved access to underserved communities by increasing intersection safety for active transportation users and those without access to vehicles. Improving intersection safety could encourage additional pedestrians and bicycle trips, which provide a healthy, environmentally friendly alternative to driving.**

## **OTHER**

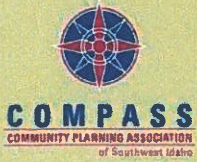
**Is the project needed to meet or exceed federal requirements?**

**Data and information obtained from the traffic sensors will be used by COMPASS to help meet federal requirements regarding the use of performance-based measures, and the inclusion of safety components within the Long Range Transportation Plan.**

## **ATTACHMENT CHECKLIST:**

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

- ✓ Match commitment letter
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ COMPASS Form FA100 – Federal Requirements. *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
- ✓ Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.*
  - ✓ Signed?
  - ✓ Scanned?
  - ✓ Updated Phase I cost information if change occurred since the submittal of Phase I



November 17, 2025

**MEMORANDUM**

**RE: COMPASS Project Proposals**

COMPASS submits the following projects for inclusion in the Resource Development Plan and for future funding:

- Replace Existing Permanent Bicycle and Pedestrian Counters
- Road Safety Data Collection Pilot
- Bicycle and Pedestrian Counters, TMA
- Bicycle and Pedestrian Counter, LU

Prior to accepting funding, the project proposals would go to the COMPASS Board of Directors for approval of the local match.

Approval of project submittal: \_\_\_\_\_

A handwritten signature in green ink, appearing to read "Craig Raborn", written over a horizontal line.

Craig Raborn, AICP  
Executive Director



# Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 12-357-6779	Sub-Awardee Name COMPASS		
Address 700 NE 2 <sup>nd</sup> Street, Ste 200	City Meridian	State ID	Zip Code 83642

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Megan Sonnen	Title Director of Operations	FFY 2026
Signature 		Date 1.22.2026



# Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		1/22/2025	
Location		District	
Road Safety Data Collection Pilot		3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure      Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$35,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization      % of Item 15		
17. Construction Engineer and Contingencies                      % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost ( 1 + 2 + 18)		\$35,000
20. Project Cost Per Mile		

Prepared By:  
**Austin Miller - COMPASS**

# Local Federal-Aid Project Request



## Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) <b>COMPASS</b>			Date <b>1/22/2026</b>		
Project Title (Name of Street or Road) <b>Road Safety Data Collection Pilot</b>		F.A. Route Number	Project Length	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project)					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Traffic Sensors		
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1) \$ 35,000					
Right-of-Way (ITD 1150, Line 2) \$					
Construction (ITD 1150, Line 18) \$					
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)					
Environmentally Sensitive Areas					
Federal Lands (Indian, BLM, etc.)					
Historical Sites					
Schools					
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature 	Title <b>Planning Team Lead</b>
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### Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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## UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

Applicants should keep in mind that receipt of federal funds requires compliance with the following federal and state requirements (Note - this is not an exhaustive list):

1. **Equal Opportunity** requirements (non-discrimination) for construction contracts in excess of \$10,000 apply to a wide range of project elements, including contracting opportunities. A non-discrimination agreement must be signed as part of the award process, and records must be kept to show compliance. Disadvantaged Business Enterprise (DBE) requirements might apply.
2. Minimum wage requirements (**Davis-Bacon Act**) and anti-kickback requirements (**Copeland Act**) for construction contracts in excess of \$2,000, records must be kept to show compliance.
3. No use of federal funds for lobbying, for construction contracts in excess of \$100,000.
4. National Environmental Policy Act (**NEPA**).
  - a. The National Environmental Policy Act requires federal actions (including local transportation projects receiving federal aid) to be evaluated for potential impacts to the environment. Idaho Transportation Department (ITD) and the FHWA jointly conduct this review.
    - i. For major actions that significantly affect the quality of the human environment, an Environmental Impact Statement (EIS) must be prepared. This is a lengthy (and expensive) process that requires consideration of alternatives, analysis of impacts, and compliance with a series of public notice and comment periods.
    - ii. For projects in which the significance of the environmental impact is uncertain, an Environmental Assessment (EA) must be prepared. This document is more limited in scope than an EIS, and the procedure is not as lengthy. If it is determined, through the EA process, that there will not be significant impacts, a Finding of No Significant Impact (FONSI) is issued. If it is determined that there will be significant impacts, an EIS must be prepared.
    - iii. Most federal aid projects qualify for a "categorical exclusion," meaning that the project will not have a significant effect on the human environment. For these projects, neither an EIS nor an EA need be prepared. Federal regulations have identified several project types that typically receive a categorical exclusion (such as installation of utilities along a road; construction of bicycle and pedestrian paths; landscaping; installation of fences, signs, pavement markings and traffic signals, where no substantial land acquisition or traffic disruption would occur; alterations to facilities to make them accessible to elderly and handicapped persons; and other types of projects). Even though a proposed project might fall within an exclusion category, applicants must obtain clearance from ITD.
    - iv. Contact District Environmental Staff (listed at <http://itd.idaho.gov/enviro/District.Staff.htm>) for assistance with navigating the environmental review process.

5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
  - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
  - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
  - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
  - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	<a href="#">2 CFR 225</a>
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">2 CFR 230</a>
Educational institution	<a href="#">2 CFR 220</a>
For-profit organization other than a hospital and an organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">48 CFR Part 31</a> , Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

8. Compliance with Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

I, Megan Sonnen, from COMPASS (agency) have read the information above and understand the intent, and realize there are many other federal requirements to follow if this project is funded with federal funds. The information above is merely a summary of federal requirements for a federal-aid project. This project is proposed considering the federal requirements above.

Project Name: Road Safety Data Collection Pilot

Signed: 

Dated: 1/29/2026

# Project Estimating Worksheet

For Non-Construction projects (includes a purchase or study)

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to zero below if agency plans to cover the cost of a phase, such as design costs, utilities, or right-of-way costs.

Non-Infrastructure Project			Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Project Total	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN or PC	<b>Cost for Project</b> <i>(Enter the estimated cost of the project.)</i>	\$35,000	7.34%	\$2,569	92.66%	\$32,431
CN or PC	<b>Cost for Project</b> <i>(Enter amount of extra local funds (beyond required match) for the project, if desired)</i>		100.00%	\$0	0.00%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0

## Construction Design

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$35,000</b>	<b>\$2,569</b>	<b>\$32,431</b>

Use this form for projects that do not require design, such as a study, bus, or van purchase. If there is any disturbance of dirt, such as installing a sign, post, or something more substantial, fill out the construction form.

Please note: A work plan is required to be submitted within 30 days after award for Safe Routes to School projects.

Did you remember to include Davis Bacon wages and consideration of all federal requirements?