COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

Funding Application Guide FY2027-2033

Report Number XX

Approved by COMPASS Board of Directors XX

TABLE OF CONTENTS

1 INTRODUCTION

The Community Planning Association of Southwest Idaho (COMPASS) serves as the regional forum for transportation-related planning and decision-making. Each fall, COMPASS opens a call for projects to accept applications for both federal and local funding for transportation projects. An additional call for projects is extended each spring.

Helpful hint: Learn how to prepare a successful grant application![1]

Project applications awarded federal funds through the September 2025 call for projects will be included in the FY2027-2033 Transportation Improvement Program (TIP). Though the funding period covered by the FY2027-2033 TIP begins October 1, 2026, most new projects will be budgeted in the last year(s) of the TIP. Project applications awarded local program funding will be funded in FY2027 (starting October 1, 2026). Project applications that remain unfunded will be included in the FY2027 Resource Development Plan, allowing COMPASS staff to pursue other funding opportunities.

This guidebook provides information for project applicants on the types of funding available, the application process, and the ranking criteria. The sections below provide an overview of the available funding programs (Section 2); project eligibility, schedule, and application process (Section 3); and the project selection process (Section 4). While this guidebook provides a general overview, the supplemental documents referenced cover each topic in greater detail.

2 FUNDING SOURCES

COMPASS manages both federal and local funding sources. Requirements for both funding sources vary. Project applications are matched with the appropriate funding sources based on their eligibility and readiness for implementation. Once projects are matched with applicable funding sources, the Regional Transportation Advisory Committee (RTAC) recommends projects for funding to the COMPASS Board of Directors based on the process described in the **Scoring and Ranking Supplemental**.

While COMPASS coordinates all funding for inclusion in the TIP, Valley Regional Transit (VRT) – as the designated recipient for most Federal Transit Administration funds – prioritizes all Federal Transit Administration funds allocated to the region.

The Idaho Transportation Department (ITD) and Local Highway Assistance Council (LHTAC) also have processes for selecting projects for programs.

[1] How to Prepare a Successful Grant: https://youtu.be/zKokWhBexJU?si=5ld_9hTOGQqA1pt9

COMPASS staff will score all new projects to ensure consistency with the long-range transportation plan and RTAC will review proposed prioritized projects for recommendation to the COMPASS Board of Directors for funding. Below, the funding requirements and amounts available for federal and non-federal sources managed by COMPASS are briefly described.

2.1 Federal Funding for Programs Managed by COMPASS

Federal funding is programmed (budgeted) up to five years in the future. Additional "preliminary development" (PD) funds are programmed in the sixth and seventh years to fund design phases of projects scheduled for construction in later years. Typically, most funds available through the call for projects are in the PD years. Projects begin in PD and then move into a funded year as the design is developed.

An estimated $14,500,000 is expected to be available for programming in PD in the Boise Urban Area in the FY2027-2033 TIP, with an additional $4,025,000 in the Nampa Urban Area (Table 1). These funds are subject to additional requirements described in the **Funding Policies and Procedures Supplemental**.

Table 1: Federal Funding Programs

Federal Funding Sources		
Program Abbreviation	**Program Name**	**Available Funds (Estimate, PD only)**
STBG-TMA	Surface Transportation Block Grant – Transportation Management Area (Boise Urban Area)	**$12,354,000**
TAP-TMA	Transportation Alternatives Program – Transportation Management Area (Boise Urban Area)	**$1,131,000**
CRP-TMA	Carbon Reduction Program – Transportation Management Area (Boise Urban Area)	**$1,465,000**
STBG-LU	Surface Transportation Block Grant – Large Urban (Nampa Urban Area)	**$3,400,000**
CRP-LU	Carbon Reduction Program – Large Urban (Nampa Urban Area)	**$625,000**

See the **Federal Funding Sources Supplemental** for additional information on federal funding allocation requirements and links to federal guidance and eligibility.

2.2 Local Funding

COMPASS provides funding for the benefit of member agencies for transportation projects through two programs (Table 2). Local funding is programmed only for the next fiscal year and is awarded in small allotments. The intent of these two local

programs is to support the implementation of *Communities in Motion 2050* (CIM 2050) goals and to transform identified needs and conceptual ideas into well-defined projects that can compete for additional funding.

Table 2: Local Funding Programs with FY2027 Estimated Available Funds

Local Funding Sources			
Program Abbreviation	**Program Name and Description**	**Maximum Award Value**	**Available Funds (Estimate)**
CIMI Grants	***Communities in Motion* Implementation Grants:** Funds are budgeted annually by the COMPASS Board using member agency dues and are awarded to projects that implement the vision and goals of CIM 2050. This program has significantly fewer requirements than federal funding.	**$50,000 (7.34% match)**	**$100,000**
PDP	**Project Development Program:** Funds are budgeted annually by the COMPASS Board using federal-aid funds from the COMPASS Consolidated Planning Grant. The program helps transform conceptual ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to be ready to compete for additional funding. All federal guidelines and regulations related to planning projects apply.	**$50,000 (no match)**	**$150,000**

2.3 Funding Policy for Programs Managed by COMPASS

The COMPASS Board of Directors has provided policy guidance regarding how federal and local funds may be allocated. The guidance varies by geography and funding source. The **Funding Policies and Procedures Supplemental** provides more detailed information on how funding is administered.

2.4 Funding Local Projects in the COMPASS Unified Planning Work Program and Budget

COMPASS accepts applications during the annual call for projects from member agencies for COMPASS staff time of more than five COMPASS workdays to assist with their local or regional level planning efforts. Efforts that require less than five COMPASS workdays may be requested at any time. The Member Benefits Brochure[2] provides more detailed information on how projects are selected for this opportunity.

[2] Member Benefits Brochure: https://compassidaho.org/wp-content/uploads/COMPASS_MembershipBrochure_May2024.pdf

2.5 How Do These Programs Work Together?

With multiple programs, this process can seem confusing! Larger projects are eligible to use multiple programs throughout the life of the project to reach various levels of development and ultimately construction. COMPASS staff will determine the best fit for your project so that you don't have to. The most important thing is to submit a Phase I application so that the need is known and it can start being considered for funding. The next step for the project really does depend on the project. See the **How to Fund a Project Supplemental** to learn more.

3 Project Application

Project sponsors may apply for federal and local funding programs by submitting a Phase I project application during the call for projects. All project applications must be submitted through a Microsoft Word application.

Project eligibility, the application process, application support, and the 2025/2026 schedule are discussed below.

3.1 Eligibility

Any member agency with a transportation project that is within, runs through, or touches Ada and/or Canyon County is eligible to submit a project application. Though agencies are encouraged to apply for all transportation projects that help fulfill the COMPASS vision, federal funding programs are often limited to specific project types. COMPASS staff will review project applications and identify applicable funding sources. Additional information about federal funding requirements can be found in the **Federal Funding Sources Supplemental**.

Any agency or organization (including non-profit organizations) may apply for projects that support bicycle and pedestrian infrastructure that benefits regional transportation.

An agency may submit an application for a project with right-of-way that is under the jurisdiction of another agency. However, **the jurisdictional agency must provide a letter of support** with the Phase I submittal (see below). Without a letter of support, a project application will not be considered for funding, nor will it be invited to proceed to the next step in the application process.

3.2 Application Process

Project applications are solicited in two phases. **Phase I** applications include basic project information that allows COMPASS staff to determine an application's eligibility for different federal and local funding sources. After Phase I, project applications eligible for federal funding are then invited to complete a **Phase II** application. The Phase II application includes information required for federally funded projects. See below for Phase I and Phase II deadlines.

Phase I

A Phase I application is a preliminary application and is **required** for **all** applications for any funding source administered by COMPASS, including:

- Projects of any size, large or small
- Projects seeking any funding source: federal, local, or other
- Projects at any stage of development, from conceptual to "shovel-ready"
- Projects in need of COMPASS staff assistance

Phase I applications are due no later than midnight, Wednesday, November 19, 2025. Two additional calls for projects will be available for specific projects types:

- UPWP projects:
  - January 5 through February 13, 2026
- *Communities in Motion* Implementation Grants, Project Development Program assistance, and projects that need COMPASS staff assistance to pursue other ("outside") funding sources, such as philanthropic competitive grants:
  - April 1 through May 1, 2026

Phase I applications provide COMPASS staff with information on the transportation-related needs and priorities in each community. Phase I applications received are included in the COMPASS Resource Development Plan, which guides COMPASS' ' grant-seeking efforts. Project needs **MUST** be included in the Resource Development Plan for COMPASS staff to assist you in seeking funding.

Phase I Content

The Phase I application requests high-level information on project location, scope, and expected impacts and is used to evaluate the project's eligibility for different federal funding programs. Phase I applications must include, but are not limited to:

- Sponsor
- Project Title and Project Details
- Project Location (map/sketch required)
- Project Description
- Type of Support Required
- Purpose and Need Statement
- Impact on CIM 2050 Performance Measures
- Funding Request/Project Type
- Opportunities for Phasing
- Project Readiness and Work Completed
- Right-Of-Way Jurisdiction/Status (if within an agency's jurisdiction other than the sponsor's agency, letter of support required)
- Project Partners/Support
- Match Commitment Documentation (not required for PDP funds)
- Support Letters (optional, unless another agency owns right-of-way)

All required items must be received with the application by the due date. Failure to submit all required items will result in the application not being considered for funding.

Any unfunded applications submitted by COMPASS member agencies in Phase I will be included in the Resource Development Plan, allowing COMPASS staff to pursue other funding sources.

Phase II

Once the window to submit Phase I applications closes, COMPASS staff will review all applications for federal funding eligibility. If a project is eligible for federal funds, COMPASS staff will notify the applicant and request that they submit a Phase II application. The Phase II application requests all federally required project information and is **due no later than noon on Tuesday, January 20, 2026**.

Phase II Content

The information requested in Phase II varies with project type.

All projects are required to submit details about the project that tie to the goals and vision of CIM 2050 and other COMPASS planning documents. CIM goals fall into four areas:

- Safety
- Economic Vitality
- Convenience
- Quality of Life

There are unique questions for projects in the following categories:

- Planning/Special Projects
- Roadways/Bridges
- Active Transportation
- Public Transportation

In Phase II, all project applicants must also submit **Idaho Transportation Department forms 0414, 1150, and 2435**, as well as a **COMPASS form A100** and the **Estimating Worksheet** for each project. COMPASS staff developed short training videos[3] regarding how to fill out these forms. Applications may also include additional attachments such as maps, photos, letters of support, or other documentation not included in Phase I. Please ensure any graphics are comprehensible to someone not familiar with the project or area. All required attachments must be received by the due date, or the application will not be considered.

[3] Forms Tutorials: https://youtu.be/MYORA8G5W64?si=WPXrHpsfzZRL82Nw

3.3 Application Assistance

A sample application and additional instructions for submitting Phase I and Phase II applications can be found in the **Application Supplemental.** COMPASS staff can also provide technical assistance in completing project applications before the November 19, 2025; January 20, 2026; February 13, 2026; and May 1, 2026, deadlines. If you would like a staff review of your application before submittal, please submit the request one week before the deadline to allow sufficient time for review.

Additionally, COMPASS staff can provide a wide range of technical assistance to a member agency seeking any source of funding. Details of requirements and services offered can be found in the **Application Assistance Supplemental**.

3.4 Funding Schedule

Table 3: General Application Schedule

General Application Schedule	
September 16, 2025	Call for projects
November 19,2025	Phase I applications (any need) due by midnight
December 19, 2025	COMPASS staff requests Phase II applications and provides corresponding data for the application
January 20, 2026	Phase II applications (for projects eligible for federal funding) due by noon
January 5, 2026 through February 13, 2026	Second call for Phase I project applications (for UPWP) due by midnight
April 1, 2026 through May 1, 2026	Second call for Phase I project applications (for CIM Implementation Grants, Project Development Program, and other grant assistance) due by midnight

Table 4: Federal Funding Schedule

Federal Funding Schedule	
February 4, 2026	Optional RTAC workshop for detailed application information and preliminary ranking review
February 4-13, 2026	RTAC prioritizes studies and special projects through the paired comparison process
February 25, 2026	RTAC requested to recommend federal-aid rankings
March 4, 2026	Optional RTAC workshop to review staff recommendations for federal-aid funding based on recommended RTAC rankings
March 25, 2026	RTAC requested to recommend draft federal-aid programming (budget)
August 5, 2026	RTAC requested to recommend the draft FY2027-2033 TIP, including federal-aid programs

August 17, 2026	COMPASS Board of Directors requested to approve the FY2027-2033 TIP, including federal-aid programs

Table 5: UPWP Schedule

UPWP Program Schedule	
February 20-March 6, 2026	RTAC members requested to rank the applications through a short survey
March 25, 2026	RTAC requested to recommend a ranking
April 2026	COMPASS staff work with requesting agencies to refine the scope and workday estimates for applications
May 2026	Finance Committee requested to review the draft UPWP, including member agency requests
June – July, 2026	Finance Committee continues review and recommends draft UPWP; Executive Committee reviews workgroup charters to include tasks, as needed
August 17, 2026	COMPASS Board of Directors requested to approve the FY2027 UPWP

Table 6: CIMI and PDP Schedule

CIM Implementation Grant and Project Development Programs Schedule	
June 3, 2026	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and PDP applications
June 3-17, 2026	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program (open day after workshop for two weeks)
July 22, 2026	RTAC reviews rankings and requested to recommend CIM Implementation Grants and Project Development Program projects
August 17, 2026	COMPASS Board of Directors requested to approve CIM Implementation Grants and Project Development Program projects

Please note that dates could change due to scheduling conflicts or as new information becomes available.

4 Scoring and Ranking

Once the call for projects application window has closed, the applications will be evaluated and prioritized for funding. Ultimately, RTAC is responsible for reviewing project applications and recommending a list of projects to be funded. To support RTAC in prioritizing project applications, COMPASS staff will provide a score for each capital, maintenance, and Intelligent Transportation System (ITS) project seeking federal funding. The scoring process will evaluate each project's anticipated contribution to the regional goals, objectives, and performance measures of CIM 2050.

Applications for studies and those seeking local funding will be ranked using a paired comparison method, which evaluates each project individually against every other competing project.

Scoring will also be provided for new projects managed by other agencies for consideration and coordination with CIM 2050.

The scoring criteria and ranking process are described in more detail in the **Scoring and Ranking Supplemental**.

5 More Information

To learn more about the COMPASS application process, please contact:

- Toni Tisdale at ttisdale@compassidaho.org or (208) 475-2238
- Matt Carlson at mcarlson@compassidaho.org or (208) 475-2232
- Sherone Sader at ssader@compassidaho.org or (208) 475-2237

Supplemental Information

I. Scoring and Ranking Supplemental
II. Funding Policy and Procedures Supplemental
III. Federal Funding Sources Supplemental
IV. How to Fund a Project Supplemental
V. Application Supplemental (Phase I and Phase II applications)
VI. Application Assistance Supplemental

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I. SCORING AND RANKING

Each fall, COMPASS issues an annual call for projects seeking applications for the federal and local funding sources managed by COMPASS. Additional calls for projects are issued for local programs in the winter and spring of each year.

In response, project sponsors submit Phase I and Phase II (federal funding only) project applications. The Regional Transportation Advisory Committee (RTAC) is responsible for recommending the ranked list of project applications included in the draft transportation improvement program, which is approved by the COMPASS Board of Directors.

A rank is assigned to all project applications regardless of project type, including applications to the following funding sources:

1. Federal funds
    a. Boise Urban Area:
        i. Surface Transportation Block Grant – Transportation Management Area (STBG-TMA)
        ii. Transportation Alternatives Program – Transportation Management Area (TAP-TMA)
        iii. Carbon Reduction Program – Transportation Management Area (CRP-TMA)
    b. Nampa Urban Area:
        i. Surface Transportation Block Grant – Large Urban (STBG-LU)
        ii. Carbon Reduction Program – Large Urban (CRP-LU)

2. COMPASS funds
    a. *Communities in Motion* Implementation Grants
    b. Project Development Program

This document outlines the ranking and evaluation processes (**Sections 1 and 2**, respectively) for all funds managed by COMPASS. The scoring criteria for these programs are provided in full in Section 3.

3. All other funds (not managed by COMPASS)
    a. New projects selected by other agencies will be scored using the criteria for federal funds. COMPASS staff will provide the scores to RTAC and the COMPASS Board of Directors to inform project selection and help ensure consistency with *Communities in Motion 2050* (CIM 2050).

1. RANKING PROCESS

Project applications are evaluated and ranked, then the highest ranked projects are awarded funding. The ranking process varies depending upon the type of project submitted and the type of funding sought.

Most project applications seeking federal-aid funding are scored by COMPASS staff before receiving a rank. The scoring includes a component indicating alignment with CIM 2050. The scoring and ranking processes are described in more detail below.

Project applications for COMPASS programs, studies and plans, and some CRP funds remain unscored and are ranked using a paired comparison process described later in this document.

Alignment with *Communities in Motion 2050*

All project applications seeking federal-aid funding are first assigned a CIM score, using a tiered scoring system of 0 to 10, depending on the level of priority in CIM 2050.

- **Roadways** – corresponds directly to all or part of a roadway priority project[1] identified in CIM 2050.
- **Active Transportation** (Regional Pathways) - corresponds directly to all or part of a priority corridor identified in CIM 2050, based on the 2050 prioritized regional pathways[2] (map on page 6).
- **Public Transportation** (Transit) – corresponds directly to all or part of a priority transit corridor based on the corridors and services in the CIM 2050 unfunded public transportation priorities[3] list.

Applications also receive a "TIP" score using additional objective criteria; see details beginning on page 6.

Scored Projects: Scoring and Ranking

To aid RTAC in ranking project applications, all capital, maintenance, intelligent transportation system (ITS), and other new projects seeking federal funds will be scored by COMPASS staff using the "TIP scoring process" (described in section 2). This scoring process evaluates each project's contribution toward the region's vision, goals, and performance measures described in CIM 2050.

COMPASS staff will present the results of the scoring process and a preliminary project ranking to RTAC members at a workshop in early February. The preliminary ranking will be developed by ordering the project applications from the highest-scoring to the lowest-scoring.

Once projects are ranked, COMPASS staff will present the initial ranking results to RTAC for review and discussion. After review, RTAC will be asked to recommend final rankings during the February RTAC meeting. COMPASS staff will then allocate available funding to the highest-ranked projects, as funding is available. RTAC

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[1] CIM 2050 Project Priorities: https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/

[2] CIM 2050 Prioritized Regional Pathways: https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf (page 6)

[3] CIM 2050 Public Transportation Priorities: https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsPT.pdf

members will review the initial allocation of funding at an optional workshop in early March, before being asked to recommend the final allocation of funding during the March RTAC meeting.

Unscored Projects: Paired Comparison

Projects competing for COMPASS funds (Project Development Program and CIM Implementation funds) as well as federal-aid applications for plans and studies, and some CRP-eligible projects, will remain unscored. These projects will be ranked using a paired comparison process.

The paired comparison process[4] compares each project to every other project eligible for the same funding. Each project is paired with another competing project, and the RTAC member selects the preferred option. RTAC members will determine which of the two projects better aligns with the goals and vision of CIM 2050, as well as which projects have a higher need for the region. This process is repeated until every project is paired with and compared to every other competing project.

RTAC members will complete the paired comparison process by indicating their preferences on a provided worksheet. Once the deadline has passed, the responses will be compiled, and applications will be ranked based on the total number of times each is selected across all responses.

Once projects are ranked, COMPASS staff will present the preliminary ranking results to RTAC for review and discussion. After review, RTAC will recommend final rankings for consideration in budgeting the available funding. COMPASS staff will allocate available funding to the highest-ranked projects as funds are available. RTAC members will review the preliminary allocation of federal-aid funding at an optional workshop in early March, before recommending the allocation of funding for the draft transportation improvement program during the March RTAC meeting.

2. Scoring Process

All capital, maintenance, and ITS projects seeking federal funds will be scored. Projects that were scored as part of CIM 2050 will receive additional points based on their CIM 2050 score in addition to a TIP score. Projects that do not correspond directly to an identified CIM 2050 priority project or corridor will only receive a TIP score process, resulting in a lower overall score. This scoring process recognizes the sophistication and regional perspective of the CIM 2050 scoring process and supports the resulting priorities.

The TIP scoring process and criteria for different types of projects are described in detail beginning on page 4.

[4] Paired Comparison Process: https://mse.isri.cmu.edu/facstaff/faculty1/faculty-publications/miranda/sasaopairedcomparisonexperiencereport.pdf

TIP Scoring Process

The TIP scoring process will be used to evaluate and prioritize specific project applications. Applications will be evaluated using criteria derived from the CIM vision, goals, and performance measures. Additional COMPASS plans and policies are also integrated into the scoring criteria.

Each scored project is first categorized according to the "primary mode" impacted—roadway (auto), active transportation (bicycle and/or pedestrian), or public transportation (transit or vanpool)—and scored with criteria developed specifically for that mode. The modal splits are further defined in the table below.

Primary Project Mode	Definition and Examples
Roadway and Bridge	Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes, roadway geometry, intersection design, intersection controls, and/or roadway operations. **Examples:** Added travel lanes, added turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, Transportation System Management and Operations (TSMO), and ITS improvements.
Active Transportation	Active transportation user-oriented projects that improve, maintain, modify, or add active transportation facilities without *extensive impact* to the roadway.[5] **Examples:** New or improved pathway, bikeway or sidewalk; improved bike or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian signals); traffic calming; addressing Americans with Disabilities Act (ADA) compliance issues; and/or adding permanent active mode data collection devices.
Public Transportation	Projects that improve, maintain, replace, modify, or add facilities, equipment, technologies, or capital supporting public transportation and/or vanpool services. **Examples:** Improving bus stops, replacing vehicles and equipment, maintaining transit facilities, adopting improved technology, or addressing ADA compliance issues within public transportation facilities.

Once each project application is assigned a primary mode, it is then scored using criteria developed specifically for that mode. For example, an intersection reconfiguration or roadway resurfacing project is evaluated using different criteria than a non-motorized pathway extension or a sidewalk replacement project. The criteria for each mode are provided in full in **Section 3**, below.

[5] Here, "extensive impact" to the roadway would include a change in the number of vehicle-travel lanes but would exclude a reduction in lane widths to accommodate a pathway, for example.

The results of the scoring process will be summarized and provided to RTAC members at an optional workshop in early February. At the workshop, RTAC members will have an opportunity to discuss the results and share any additional information about the projects before providing their input.

Throughout the project evaluation process, instances may arise where the criteria described in Section 3 do not accurately reflect the known impact or contribution of a project. In this case, COMPASS staff will review the project and the relevant scoring criteria and may modify (increase or decrease) the points awarded. Staff will note the modification and justify the change to RTAC, along with the summary of the scoring results and draft ranking.

3. Scoring Criteria

The criteria used to evaluate each project type are provided on pages 6–22.

Note that for all project types, the scoring summary has a maximum of 140 points. There are multiple ways for a project application to receive 140 points.

COMPASS staff created a project application map[6] including data needed for the application and scoring projects.

[6] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

Roadway and Bridge Project Scoring Summary

[Project Application Map][7]

CIM Score	
CIM project score	10
Maximum Total:	**10**
Performance Assessment:	
Safety	Page 7
Does the project address a known auto safety issue?	30
Does the project address a known active transportation safety issue and improve safety for active transportation users?	30
Does the project support the transportation mode(s) identified for the segment in the Complete Network Policy?	20
Maximum Total:[8]	**40**
Economic Vitality	Page 9
Does the project address a congestion issue using a non-capacity-adding strategy?	10
Does the project improve a facility in "fair" or "poor" condition?	10
Does the project improve freight mobility?	5
Maximum Total:	**25**
Convenience	Page 10
Does the project improve connectivity to a regional activity center?	10
Does the project improve auto and/or active and public transportation accessibility to key destinations?[9]	8
Does the project address a gap in the network?	16
Maximum Total:[10]	**25**
Quality of Life	Page 11
Does the project benefit an underserved area?	10
Does the project address potential environmental impacts?	5
Maximum Total:	**15**
Maximum Performance Total:	**105**
Programming Assessment:	
Readiness and Support	Page 12
Is the project a priority to the sponsor agency?	10
Does the sponsor agency provide match above the required minimum?	5
Is the project ready for federal implementation?	10
Maximum Programming Total:	**25**
Total Maximum Score:	**140**

[7] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

[8] Only a maximum of 40 points will be allocated, even if more points could be awarded.

[9] Only applies if the previous question on regional activity centers is not applicable.

[10] Only a maximum of 25 points will be allocated, even if more points could be awarded.

Roadway and Bridge Project Scoring Criteria

CIM Score:

The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050.	
Points	**Criteria**
10	The project is located on a priority corridor listed in CIM 2050 (prioritized state and local system roadway projects and/or long-term funded projects)
5	The project is located on an unprioritized, unfunded roadway corridor listed in CIM 2050 as needed beyond 2030
0	Not listed in CIM 2050
Map Tab: CIM 2050 Map	

Safety Criteria:

Does the project address a known auto safety issue and improve safety for auto users?	
Points	**Criteria**
30	The project is located on the High Injury Network or on a segment or intersection that has had two or more fatal and/or serious (class A) crashes in the last five years of available data. AND the project addresses cause of the crashes identified in the Regional Safety Action Plan (RSAP) emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
20	The project is not located on the High Injury Network, but is on a segment or intersection with one fatal crash or serious injury within the last five years. AND the project addresses the cause of the crash identified in the RSAP emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
10	The project is not located on the High Injury Network, but is on a segment or intersection with a known history of non-injury crashes or near misses (applicant must submit evidence and/or documentation). AND the project addresses the cause of the crashes or safety concern (applicant must explain).
0	The project is not located on the High Injury Network and is not located on a segment or intersection with any crash history within the last five years.
Map Tabs: HIN, Reg. Crash Map, RSAP Note: To qualify as a known safety issue (without a serious crash history), the applicant must describe the issue and submit supporting documentation. COMPASS staff may adjust point values awarded if the proposed improvement does not address all crash types in the project area or if the Crash Modification Factors (CMF) Clearinghouse indicates a small improvement. Reasons for adjustments will be provided to the applicant.	

Does the project address a known active transportation safety issue and improve safety for active transportation users?	
Points	**Criteria**
30	The project is located on the High Injury Network or on a segment or intersection with (>=2) fatal and/or injury of a bicyclist or pedestrian (class A, B, and/or C) crash history within the last five years. AND the project is expected to address the cause of crashes identified in the RSAP emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
20	The project is not located on the High Injury Network but is on a segment or intersection with one fatal and/or serious injury of a bicyclist or pedestrian (class A, B, and/or C) crash within the last five years. AND the project is expected to address the cause of crashes identified in the RSAP emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
10	The project is located on a segment or intersection with a known history of active transportation near misses (applicant must submit evidence and/or documentation). AND the project is expected to address the cause of crashes identified in the RSAP emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
0	The project is located on a segment or intersection with no fatal and/or serious injury (class A, B, and/or C) crashes or known near misses within the last five years.
Map Tabs: HIN, RSAP, Bike/Ped Crash Map	

Does the project support the mode(s) identified for the segment in the Complete Network Policy? (Sum of all that apply) Applicant must explain how the project supports the mode.	
Points	**Criteria**
5	The project supports the Complete Network Policy mode for Auto.
5	The project supports the Complete Network Policy mode for Pathway/Sidewalk/Bicycle Facilities.
5	The project supports the Complete Network Policy mode for Freight.
5	The project supports the Complete Network Policy mode for Transit.
Map Tab: Complete Network Policy	

Economic Vitality Criteria:

Does the project address a congestion issue using a non-capacity-adding strategy?	
Points	**Criteria**
10	The project is located on a segment or intersection considered "highly congested" or "unreliable" in the most recent COMPASS Congestion Management Annual Report. AND the project will improve congestion without adding capacity.
7	The project is located on a segment or intersection considered "moderately congested" in the most recent COMPASS Congestion Management Annual Report. AND the project is expected to improve congestion without adding capacity.
5	The project adds capacity to a segment or intersection considered "highly congested" or "unreliable" in the most recent COMPASS Congestion Management Annual Report.
3	The project adds capacity to a segment or intersection considered "moderately congested" in the most recent COMPASS Congestion Management Annual Report.
0	The project is not located on a congested segment.
Map Tab: CMP Map Note: Examples of projects that improve congestion without adding capacity can be found in the COMPASS Congestion Management Process Toolkit,[11] the I-84 Corridor Operations Plan,[12] and the Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan.[13] The Congestion Management Process analysis,[14] provides congestion metrics for most roadways classified as major arterials and above. If a project addresses congestion on a roadway not covered by this analysis, the applicant may submit other congestion data.	

Does the project improve a facility in "fair" or "poor" condition?	
Points	**Criteria**
10	The project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "poor" condition rating.
5	The project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "fair" condition rating.
0	The project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "good" condition rating.
Map Tab: Pavement Condition Map Note: Facility (pavement, bridge deck, bridge, pathway, sidewalk) condition will be determined using data provided to COMPASS for performance monitoring. If the facility condition rating is not available, the applicant must provide a narrative of the condition and the supporting evidence, such as photographs, core samples, the sponsor's own International Roughness Index (IRI) report, or Pavement Condition Index (PCI) report. The sponsor may check with the local highway district or the Idaho Transportation Department for condition data if they do not have their own.	

[11] COMPASS Congestion Management Process Toolkit: https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf
[12] COMPASS I-84 Corridor Operations Plan:https://compassidaho.org/wp-content/uploads/COMPASS_I-84_CorridorOperationsPlan_2-28-23.pdf
[13] Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan: https://compassidaho.org/wp-content/uploads/COMPASSTSMOPlan_FINAL.pdf
[14] COMPASS Congestion Management Process Performance Measures: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6

Does the project improve freight mobility?	
Points	**Criteria**
5	The project is located on a freight primary or secondary corridor per the COMPASS Complete Network Policy. AND the project improves freight mobility (applicant must describe the compliance issue and proposed improvements).
0	The project is not located on a freight primary or secondary corridor. OR the project does not improve freight mobility.
Map Tab: Complete Network Policy, Complete Network Map	

Convenience Criteria:

Does the project improve connectivity to a regional activity center?	
Points	**Criteria**
10	The project is located within the bounds of a regional activity center.
5	The project is located within two miles of a regional activity center.
0	The project is not located within two miles of a regional activity center.
Map Tab: Complete Network Map	

If *the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?*	
Points	**Criteria**
8	The project improves auto, active, and/or public transportation accessibility within 1/2 mile of three or more key destinations (applicant must explain).
6	The project improves auto accessibility within 1/2 mile of three or more key destinations (applicant must explain).
4	The project improves auto and active, and/or public transportation accessibility within 1/2 mile of one or two key destinations (applicant must explain).
2	The project improves auto accessibility within 1/2 mile of one or two key destinations (applicant must explain).
0	The project does not improve auto, active, or public transportation accessibility within 1/2 mile of a key destination.
Notes: Key destinations are defined as employment centers[15], hospitals, grocery stores, public schools, parks, and transit facilities.	

[15] Employment center is defined as "downtown" or an area identified in an economic development plan, which must be referenced.

Does the project address a gap in the network? (Sum of all that apply)	
Points	**Criteria**
8	The project addresses a gap in the roadway network by adding a missing segment or removing a bottleneck.
4	The project addresses a gap in the active transportation network.
4	The project includes improvements to public transportation facilities.
0	The project does not address a gap.
Note: Sponsor must describe how the project addresses a gap.	

Quality of Life Criteria:

Does the project benefit an underserved area?	
Points	**Criteria**
10	The project is located in a "High Equity Index" (12-15) score area and will provide benefits to that underserved area (applicant must explain benefit).
7	The project is located in a "Medium/High Equity Index" (8-11) score area and will provide benefits to that underserved area (applicant must explain benefit).
5	The project is not located in an underserved area but will still provide collateral benefits to an underserved area as identified in the COMPASS Equity Index (applicant must explain benefit).
0	The project is not located in or does not benefit an underserved area.
Map Tab: Equity Index Map	

Does the project address potential environmental impacts?	
Points	**Points**
5	The sponsor identifies all environmental impacts in the COMPASS Environmental Review Map or provides documentation AND explains how they will be addressed
0	Environmental impacts do not appear to have been considered.
Map Tab: Environmental Map Note: The data provided was developed to inform capital roadway project development. Applications need only respond to relevant environmental issues. The sponsor may provide supplemental documentation showing how the project addresses environmental impacts, if the corridor is not on the COMPASS Environmental Review Map.	

Project Readiness and Support Criteria and Thresholds:

Is the project a priority to the sponsor agency?	
Points	**Criteria**
10	The project is the highest priority application from the sponsor.
7	The project is the 2nd highest priority application from the sponsor.
5	The project is in the top half of the highest priority applications from an applicant (and does not fall into a category above).
0	The project is not in the top half of the highest priority applications from an applicant (and does not fall into a category above).

Does the sponsor agency provide match above the required minimum?	
Points	**Criteria**
5	The sponsor provides more than the required local match amount.
0	The sponsor provides only the required local match amount.

Is the project ready for federal implementation? (Sum of all that apply)		
✓ **If complete**	**Points**	**Criteria**
	1	The pre-concept report or equivalent is complete.
	1	Preliminary design is complete.
	1	The environmental report is complete.
	1	The final design is complete.
	1	Right-of-way plans are complete (or not needed).
	3	Right-of-way is acquired (or not needed).
	2	The Plans, Specifications, and Engineer's Estimate package is prepared and is designed to local or federal standards.

Active Transportation Project Scoring Summary

[Project Application Map][16]

CIM Score		
CIM project score		10
	Maximum Total:	**10**
Performance Assessment:		
Safety		Page 14
Does the project address a known active transportation safety issue?		30
Does the project improve safety for active transportation users?		10
	Maximum Total:	**40**
Economic Vitality		Page 15
Does the project address a priority gap in the active transportation network?		10
Does the project improve a facility in "fair" or "poor" condition?		10
Does the project provide an active mode alternative to a congested roadway segment?		5
	Maximum Total:	**25**
Convenience		Page 16
Does the project improve active mode connectivity to public transportation?		10
Does the project improve active mode connectivity to key destinations?		15
	Maximum Total:	**25**
Quality of Life		Page 17
Does the project benefit an underserved area?		10
Does the project address potential environmental impacts?		5
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?		5
	Maximum Total:[17]	**15**
	Maximum Performance Total:	**105**
Programming Assessment:		
Readiness and Support		Page 18
Is the project a priority to the sponsor agency?		10
Does the sponsor provide match above the required minimum?		5
Is the project ready for federal implementation?		10
	Maximum Programming Total:	**25**
	Total Maximum Score:	**140**

[16] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

[17] Only a maximum of 15 points will be allocated, even if more points could be awarded

Active Transportation Project Scoring Criteria

CIM Score:

The CIM score is given to projects that correspond directly to all or part of a project identified in CIM 2050.	
Points	**Criteria**
10	The project is located on a prioritized corridor in CIM 2050.
5	The project is located on a listed corridor in CIM 2050 but not prioritized.
0	The project is not on a corridor listed in CIM 2050.
Map Tab: CIM 2050, CIM 2050 Map	

Safety Criteria:

Does the project address a known active transportation safety issue?	
Points	**Criteria**
30	The project is located on the High Injury Network or a segment or intersection with two or more fatal and/or injury (class A, B, and/or C) bicyclist or pedestrian crashes within the last five years. AND the project is expected to address the cause of crashes identified in the RSAP emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
20	The project is not located on the High Injury Network but is on a segment or intersection with 1- fatal and/or serious injury (class A, B, and/or C) bicyclist or pedestrian crash within the last five years. AND the project addresses the cause of the crash identified in the RSAP emphasis areas using the RSAP Countermeasures Toolkit (applicant must explain).
5	The project is not located on the High Injury Network but is located on a segment or intersection with a known history of active transportation safety issues. AND the project is expected to address the cause of safety concerns (applicant must explain how the project addresses cause of crashes).
0	The project is located on a segment or intersection with no fatal and/or serious injury (class A, B, and/or C) crashes within the last five years.
Map Tabs: HIN, Bike/Ped Crash Map, RSAP Note: To qualify as a known safety issue without a serious crash history, the applicant must describe the issue and submit supporting documentation. COMPASS staff may adjust point values awarded if the proposed improvement does not address all crash types in the project area or if the Crash Modification Factors (CMF) Clearinghouse indicates a small improvement. Reasons for adjustments will be provided to the applicant.	

Does the project improve safety for active transportation users?	
Points	**Criteria**
10	The project conforms to national, state, or local adopted safety standards.[18, 19] The project is expected to improve the safety of active transportation users (CMF reports a 25% decrease or more).
7	The project is expected to improve the safety of active transportation users (CMF reports a 10%-24% decrease).
5	The project is expected to improve the safety of active transportation users (CMF reports a 5%-10% decrease).
3	The project is expected to improve the safety of active transportation users (CMF reports a 1%-5% decrease).
0	The project is not expected to improve the safety of active transportation users.
Note: COMPASS staff will provide the eligible CMF code and the expected crash reduction from the countermeasure(s).	

Economic Vitality Criteria:

Does the project address a priority gap in the active transportation network?	
Points	**Criteria**
10	The project addresses a gap as identified in CIM 2050 Priority Corridors and Projects: High Priority.
5	The project addresses a gap as identified in CIM 2050 Priority Pathways: Medium/Low Priority.
3	The project addresses a gap identified in Bike Walk COMPASS
0	The project does not address an active transportation gap.
Map Tabs: CIM 2050 Map, Bike Walk COMPASS Map	

Does the project improve a facility in "fair" or "poor" condition?	
Points	**Criteria**
10	The project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "poor" condition rating.
7	The project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "fair" condition rating.
5	The project adds a new facility where none previously existed.
0	The project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "good" condition rating.
Map Tab: Path Condition Note: Facility condition rating is determined using the rating provided by the COMPASS Data Bike program (only applicable to off-system pathways). If a rating is not available, the applicant may request one by contacting COMPASS staff.	

[18] Standards used such as: Federal Highway Administration (FHWA) Bikeway Design Guide, American Association of State Highway Transportation Officials (AASHTO), Idaho State Public Works Construction, Idaho Transportation Department, or local agency adopted standards.
[19] Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Does the project provide an active mode alternative to a congested roadway segment?	
Points	**Criteria**
5	The project runs parallel to (within 1/4 mile) a roadway segment considered "highly congested" and/or "unreliable" in the COMPASS Congestion Management Annual Report. AND the project provides or improves active transportation facilities or connections.
3	The project runs parallel to (1/4 mile) a roadway segment considered "moderately congested" in the COMPASS Congestion Management Annual Report. AND the project provides or improves active transportation facilities or connections.
0	The project is not located on a congested segment per the COMPASS Congestion Management Annual Report.
Map Tab: Congestion Management Map Note: The CMP analysis[20] provides congestion metrics for most roadways classified as major arterials and above. If a project addresses congestion on a roadway not covered in the Congestion Management Annual Report, other congestion data may be included.	

Convenience Criteria:

Does the project improve active mode connectivity to public transportation?	
Points	**Criteria**
10	The project improves active transportation connectivity along a corridor with current public transportation service.
5	The project improves active transportation connectivity along a corridor with planned public transportation service per CIM 2050.
0	The project is not located along any current or planned public transportation corridor and does not directly support public transportation.
Map Tabs: VRT Service Map, VRT Funded Map	

Does the project improve active mode connectivity to key destinations?	
Points	**Criteria**
15	The project improves active transportation facilities within the bounds of a regional activity center OR the project improves active transportation facilities within ½ mile of three or more key destinations.
10	The project improves active transportation facilities within ½ mile of one or two key destinations.
10	The project improves active transportation facilities within ½ mile of a regional activity center.
0	The project does not improve active mode connections to a regional activity center or key destinations.
Map tabs: Complete Network Policy, Complete Network Map Notes: Key destinations are defined as employment centers[21], hospitals, grocery stores, public schools, parks, and transit facilities.	

[20] CMP Analysis: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6

[21] Employment center is defined as "downtown", or an area identified in an economic development plan. (Must be referenced)

Quality of Life Criteria:

Does the project benefit an underserved area?	
Points	**Criteria**
10	The project is located in a "High Equity Index" (12-15) score area and will provide benefits to the underserved area (applicant must explain benefit).
7	The project is located in a "Medium/High Equity Index" (8-11) score area and will provide benefits to the underserved area (applicant must explain benefit).
5	The project is not located in, but will still provide collateral benefits to, an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
0	The project is not located in or does not benefit an underserved area.
Map tab: Equity Index Map	

Does the project address potential environmental impacts?	
Points	**Criteria**
5	The sponsor identifies all environmental impacts in the COMPASS Environmental Review Map or provides documentation AND explains how they will be addressed
0	Environmental impacts do not appear to have been considered.
Map Tab: Environmental Map Note: The data provided was developed to inform capital roadway project development. Applications need only respond to relevant environmental issues. Applicant may provide supplemental documentation that shows their project addresses environmental impacts, if the corridor is not included in COMPASS Environmental Review Map.	

Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	
Points	**Criteria**
5	The project addresses an existing ADA compliance issue (applicant must identify the compliance issue and describe the improvement).
0	The project does not address an existing ADA compliance issue.

Project Readiness and Support Criteria:

Is the project a priority to the sponsor agency?	
Points	**Criteria**
10	The project is the highest priority application from the sponsor.
5	The project is the 2nd highest priority application from the sponsor.
3	The project is in the top half of the highest priority applications from an applicant (and does not fall into a category above).
0	The project is not in the top half of the highest priority applications from an applicant (and does not fall into a category above).

Does the sponsor agency provide match above the required minimum?	
Points	**Criteria**
5	The sponsor provides more than the required local match amount.
0	The sponsor provides only the required local match amount.

Is the project ready for federal implementation? (Sum of all that apply)		
✓ **If complete**	**Points**	**Criteria**
	1	The pre-concept report or equivalent is complete.
	1	Preliminary design is complete.
	1	The environmental report is complete.
	1	The final design is complete.
	1	Right-of-way plans are complete (or not needed).
	3	Right-of-way is acquired (or not needed).
	2	The Plans, Specifications, and Engineer's Estimate package is prepared and is designed to local or federal standards.

Public Transportation Project Scoring Summary

Project Application Map[22]

CIM Score		
CIM project score		10
	Maximum Total:	**10**
Performance Assessment:		
Safety	Page 20	
Does the project address a known safety issue for public transportation users?	40	
Does the project improve safety for public transportation users?	20	
	Maximum Total:[23]	**40**
Economic Vitality	Page 20	
Does the project replace a vehicle (rolling stock) or equipment, and/or improve a facility consistent with the priorities of the Transit Asset Management (TAM) group plan?	20	
Does the project include the purchase or maintenance of electric vehicles or related equipment?	5	
	Maximum Total:	**25**
Convenience	Page 21	
Does the project improve public transportation access to regional activity centers?	15	
Does the project address an existing Americans with Disability Act (ADA) compliance issue?	5	
Does the project improve route transparency and information at transit connections?	5	
	Maximum Total:	**25**
Quality of Life	Page 22	
Does the project benefit an area with potentially transit dependent populations?	10	
Does the project adequately address potential environmental impacts?	5	
	Maximum Total:	**15**
	Maximum Performance Total:	**105**
Programming Assessment:		
Readiness and Support	Page 22	
Is the project a priority to the sponsor agency and/or is the project in the Transportation Development Plan (TDP)?	10	
Does the sponsor agency provide match above the required minimum?	5	
Is the project ready for federal implementation?	10	
	Maximum Programming Total:	**25**
	Total Maximum Score:	**140**

[22] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

[23] Only a maximum of 40 points will be allocated, even if more points could be awarded.

Public Transportation Project Scoring Criteria

CIM Score:

The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050.	
10	The project is located on the #1 priority corridors.
5	The project is located on all other identified corridors in CIM 2050 (Frequent Network, Express Network, Secondary Network, Regional Rail, and Park and Ride Facilities).
0	All other projects.
Map Tab: CIM 2050	

Safety Criteria:

Does the project address a known safety issue for public transportation users?	
Points	**Criteria**
40	The project addresses a known safety issue for public transportation users (applicant must describe the safety concern and improvement).
0	The project does not address a known safety issue.
Map Tab: Bike/Ped Crash Map Note: Public transportation users include cyclists and pedestrians in the immediate vicinity of a public transportation connection.	

Does the project improve safety for public transportation users?	
Points	**Criteria**
20	The project improves upon existing safety measures already in place.
0	The project does not improve upon existing safety measures already in place.

Economic Vitality Criteria:

Does the project replace a vehicle (rolling stock), maintain equipment, and/or improve a facility consistent with the priorities of the TAM group plan? (sum of all that apply)	
Points	**Criteria**
10	The project replaces a vehicle, maintains equipment, or improves a facility consistent with the priorities of the TAM plan.
10	The project reduces travel time or improves the speed and/or reliability of service.
0	The project does not replace a vehicle, maintain equipment, or improve a facility consistent with the priorities of the TAM plan or does not reduce travel time, does not improve the speed and/or reliability of service.
Map Tab: TAM Plan	

Does the project include the purchase or maintenance of electric vehicles or related equipment?	
Points	**Criteria**
5	The project includes the purchase or maintenance of electric vehicles or related equipment.
0	The project does not include the purchase or maintenance of electric vehicles or related equipment.

Convenience Criteria:

Does the project improve public transportation access to regional activity centers?	
Points	**Criteria**
15	The project directly improves access to regional activity centers.
10	The project indirectly supports access to a regional activity center.
0	The project does not support access to a regional activity center.
Map Tabs: Complete Network Policy, Complete Network Map Note: A project that "directly improves access" would include, but is not limited to, the addition of or improvements to pedestrian facilities, bike lanes, bus stops, or technology.	

Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	
Points	**Criteria**
5	The project addresses a known ADA compliance issue.
0	The project does not address a known ADA compliance issue.

Does the project improve route transparency and rider information at transit connections?	
Points	**Criteria**
5	The project improves route transparency and rider information.
0	The project does not improve route transparency and rider information.
Note: Examples of projects that improve route transparency and rider information would include, but are not limited to, route schedules and timetables, dynamic "next arriving" signs, wayfinding, other technology informing riders.	

Quality of Life Criteria :

Does the project benefit an area with potentially transit-dependent populations?	
Points	**Criteria**
10	The project directly improves connectivity or accessibility to an area with potentially transit-dependent populations as identified in the COMPASS Equity Index (applicant must explain benefit).
5	The project indirectly benefits potentially transit-dependent populations (applicant must explain benefit).
0	The project does not improve connectivity or accessibility for transit-dependent populations.
Map Tab: Equity Index Map	

Does the project address potential environmental impacts?	
Points	**Criteria**
5	The sponsor identifies all environmental impacts in the COMPASS Environmental Review Map or provides documentation AND explains how they will be addressed
0	Environmental impacts do not appear to have been considered.
Map Tab: Environmental Map Note: The data provided was developed to inform capital roadway project development. Applications need only respond to relevant environmental issues. Applicant may provide supplemental documentation that shows their project addresses environmental impacts, if the corridor is not included in COMPASS Environmental Review Map.	

Project Readiness and Support Criteria and Thresholds:

Is the project a priority to the sponsor agency?	
Points	**Criteria**
10	The project is the highest priority application from the sponsor AND is identified in the TDP[24].
7	The project is the 2nd highest priority application from the sponsor AND is identified in the TDP[77].
5	The project is in the top half of the highest priority applications from an applicant (and does not fall into a category above).
0	The project is not in the top half of the highest priority applications from an applicant (and does not fall into a category above).

Does the sponsor agency provide a match above the required minimum?	
Points	**Criteria**
5	The sponsor provides more than the required local match amount.
0	The sponsor provides only the required local match amount.

[24] Transportation Development Plan (TDP): https://www.valleyregionaltransit.org/planning/tdp/

Is the project ready for federal implementation? (Sum of all that apply)		
✓ **If complete**	**Points**	**Criteria**
	1	The pre-concept report or equivalent is complete or not applicable.
	1	Preliminary design is complete or not applicable.
	1	The environmental report is complete or not applicable.
	1	The final design is complete or not applicable.
	1	Right-of-way plans are complete or not applicable.
	3	Right-of-way is acquired or not needed.
	2	The Plans, Specifications, and Engineer's Estimate package is prepared and is designed to local or federal standards or not applicable.
Note: Public transportation projects may follow a different implementation sequence than roadway or active transportation projects. Public transportation projects may have some criteria that are not applicable (e.g., a bus purchase does not require design plans). This is taken into consideration in evaluating project readiness.		

II. Funding Policies and Procedures

Several policies affect how funding is allocated once applications are ranked. The COMPASS Federal-Aid Funding Policy is provided in full below. Deadlines and other procedures are also provided, as are links to other relevant policies. Sponsor agencies should consider these policies when developing their applications.

Federal-Aid Funding Policy

The CIM 2050 Funding Policy[1] states:

> Use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan.
>
> Focus federal formula funds in Ada County (Surface Transportation Block Grant – Transportation Management Area [STBG-TMA]) to maintain the existing transportation network and fill gaps in the alternative transportation system. Use new available funding to strategically address regional priorities.
>
> Use federal formula funds in Canyon County (STBG-Urban) to address regional priorities as identified in the regional long-range transportation plan.

Federal-Aid Funding Goals

The Federal-Aid Funding Policy is further articulated by federal-aid funding goals. The funding goals describe "off-the-top" contributions to specific programs and the allocation of remaining funds to specific project types (funding splits). Tables 1 and 2 describe the off-the-top contributions and funding splits for both the Boise and Nampa Urban Areas. Each table also provides an example of approximately how funding would be allocated in FY2032, based on estimates of available funding.

Table 1: Ada County Funding Policy and Goals

	Policy Amount	Illustrative Amount (FY2032)
Estimated Available Funds		$12,354,000
Off-the-Top Contributions		
COMPASS Planning*	$232,000	
Ada County Highway District (ACHD) Commuteride	$220,000	
Safe Routes to School Education Program (Ada)	$280,000	
Split of Remaining Funds		
Local Network Improvements	72%	$8,368,000
Pathways (state highway or off-network)^	12%	$1,395,000
Public Transportation Capital	13%	$1,511,000
Studies and Special Projects	3%	$349,000

*COMPASS Off-the-Top is $331,000 total and divided between Boise Urban Area and Nampa Urban Area funds based on 70/30 split in population.
Gray highlight indicates illustrative information based on the Federal Funding Sources supplement.

[1] CIM 2050 Funding Policy: https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf

^If funding is not sought or funds remain, funds will be split equally between local network improvements and public transportation capital.

Table 2: Canyon County Funding Policy and Goals

	Policy Amount	Illustrative Amount (FY2032)
Estimated Available Funds		$3,400,000
Off-the-Top Contributions		
COMPASS*	$99,000	
Ada County Highway District (ACHD) Commuteride	$55,000	
Safe Routes to School Education Program (Canyon)	$50,000	
Split of Remaining Funds		
Local Network Improvements	85%	$2,551,720
Alternative Transportation Capital	12%	$486,900
Studies and Special Projects	3%	$97,380

*COMPASS Off-the-Top is $331,000 total and divided between Boise Urban Area and Nampa Urban Area funds based on 70/30 split in population.
Gray highlight indicates illustrative information based on the Federal Funding Sources supplement.

The funding splits will be calculated as five-year rolling averages to allow flexibility for larger projects in any of the categories to move forward and remain consistent with the policy.

"Local network improvements" include all capital improvements to "maintain and improve the infrastructure and operational performance on the current system." Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act
- Improvements to the intelligent transportation system and similar operations systems
- Specific to Ada County:
    - Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
    - Eligible for projects to maintain and add capacity.

Projects should reflect strategies outlined in the COMPASS Congestion Management Process, which can be found on the COMPASS website at: https://compassidaho.org/congestion-management/.

Deadline for Obligation of Federal Funds

The deadline for the obligation of federal funding (any phase) is March 1 of the fiscal year. A project is considered "obligated" when all necessary paperwork, payments, and/or agreements are reviewed, signed, and approved by the federal

agency. This deadline (approved by the COMPASS Board in 2015) applies to all federal programs managed by COMPASS:

- Surface Transportation Block Grant Program - Transportation Management Area (Boise Urban Area)
- Transportation Alternatives Program – Transportation Management Area (Boise Urban Area)
- Carbon Reduction Program – Transportation Management Area (Boise Urban Area)
- Surface Transportation Block Grant Program – Large Urban (Nampa Urban Area)
- Carbon Reduction Program – Large Urban Area

The Idaho Transportation Department (ITD) "sweeps" unobligated funds in Federal Highway Administration programs near the end of the fiscal year and reprograms those funds to other projects to ensure the state does not lose federal funding.

If a project is not able to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

In addition to the COMPASS obligation deadline of March 1, the following deadlines were established by ITD. These dates apply to all projects, even if granted an extension to the COMPASS March 1 deadline.

- July 1: Deadline for design and right-of-way funds
    - Design:
        - State/local agreement for design
        - Deposit to ITD for required/agreed local match
    - Right-of-way/land acquisition:
        - Final design
        - Environmental approval
        - Right-of-way plans
- August 1: Deadline for construction and utility funds
    - Plans, specifications, and the engineer's estimate package
    - State/local agreement for construction
    - Check for required/agreed local match

Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies[2] are available online:

[2] Policies: https://compassidaho.org/resourcedevelopment

- Annual Regional Transportation Improvement Program Update
- Balancing Surface Transportation Block Grant (STBG), Transportation Alternative Program (TAP), and Carbon Reduction Program (CRP) Funds
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
- Federal Highway Funding Eligibility

Policies may be updated at any time. The most up-to-date version of each can be found at the link above.

Internal Procedures

The COMPASS Executive Director has approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. The following procedures[3] are available online:

- COMPASS Procedure to Request Changes to the Regional Transportation Improvement Program (TIP)
- COMPASS Procedure to Request an Extension of the Obligation Deadline
- COMPASS Procedure for Resource Development Plan
- COMPASS Procedure for Project Development Program
- COMPASS Procedure for *Communities in Motion* Implementation Grant Program
- COMPASS Procedure for Member Agency Notification of Intent to Apply for Discretionary Grant Applications

Procedures may be updated at any time. The most up-to-date version of each can be found at the link above.

[3] Procedures: https://compassidaho.org/resourcedevelopment/

III. FEDERAL FUNDING SOURCES

COMPASS manages five federal funding programs[1]:

- **Surface Transportation Block Grant Program - Transportation Management Area** (STBG-TMA) (Boise Urban Area)
- **Transportation Alternatives Program – Transportation Management Area** (TAP-TMA) (Boise Urban Area)
- **Carbon Reduction Program – Transportation Management Area** (CRP-TMA) (Boise Urban Area)
- **Surface Transportation Block Grant Program – Large Urban** (STBG-LU) (Nampa Urban Area)
- **Carbon Reduction Program – Large Urban** (CRP-LU) (Nampa Urban Area)

Table 1 lists the estimated amounts anticipated to be available in Preliminary Development (PD) for the STBG-TMA, TAP-TMA, and STBG-LU programs (see the **"Funding Policies and Procedures Supplemental"**) in the FY2027-2033 application cycle. These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding the timing and amounts of funding. Most construction projects enter the program at the end of the program without a funding year ("PD"), as the first several years are already fully programmed. As the program changes through various funding opportunities, some funds may be available in multiple years of the program.

Table 1. Estimated Federal Funding in PD, by Program*

Program	PD[1]
STBG-TMA[2] Local Network Improvements	$8,368,000
STBG-TMA[3] Pathways (state highway or off-network)	$1,395,000
STBG-TMA Public Transportation Capital	$1,511,000
STBG-TMA[3] Studies/Special Projects	$349,000
TAP-TMA	$1,154,000
CRP-TMA	$1,494,000
STBG-LU[3,4] Local Network Improvements	$2,551,720
STBG-LU[3,4] Alternative Transportation Capital	$486,900
STBG-LU[3,4] Studies/Special Projects	$97,380
CRP-LU	$625,000

*Note the transportation authorization bill expires at the end of FY2026. Until a new bill is signed into law, funding programs and amounts are uncertain. The numbers provided are an estimate based on historical programs and apportionments.

[1] PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2031)

[2] Local network improvement funding is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urban Area. Funds are programmed per the *Communities in Motion 2050* funding policy. (See **"Funding Policies and Procedures Supplemental."**)

[3] See **"Funding Policies and Procedures Supplemental."**

[4] Assumes projects currently scheduled in PD can advance to a funded year. These funds are shared by large urban areas statewide with no specific allocation to an individual area. Design will be scheduled for new projects as early as funds are available, but construction will remain in PD until the concept report is approved, and funds are available in a program year. Funds are extremely limited.

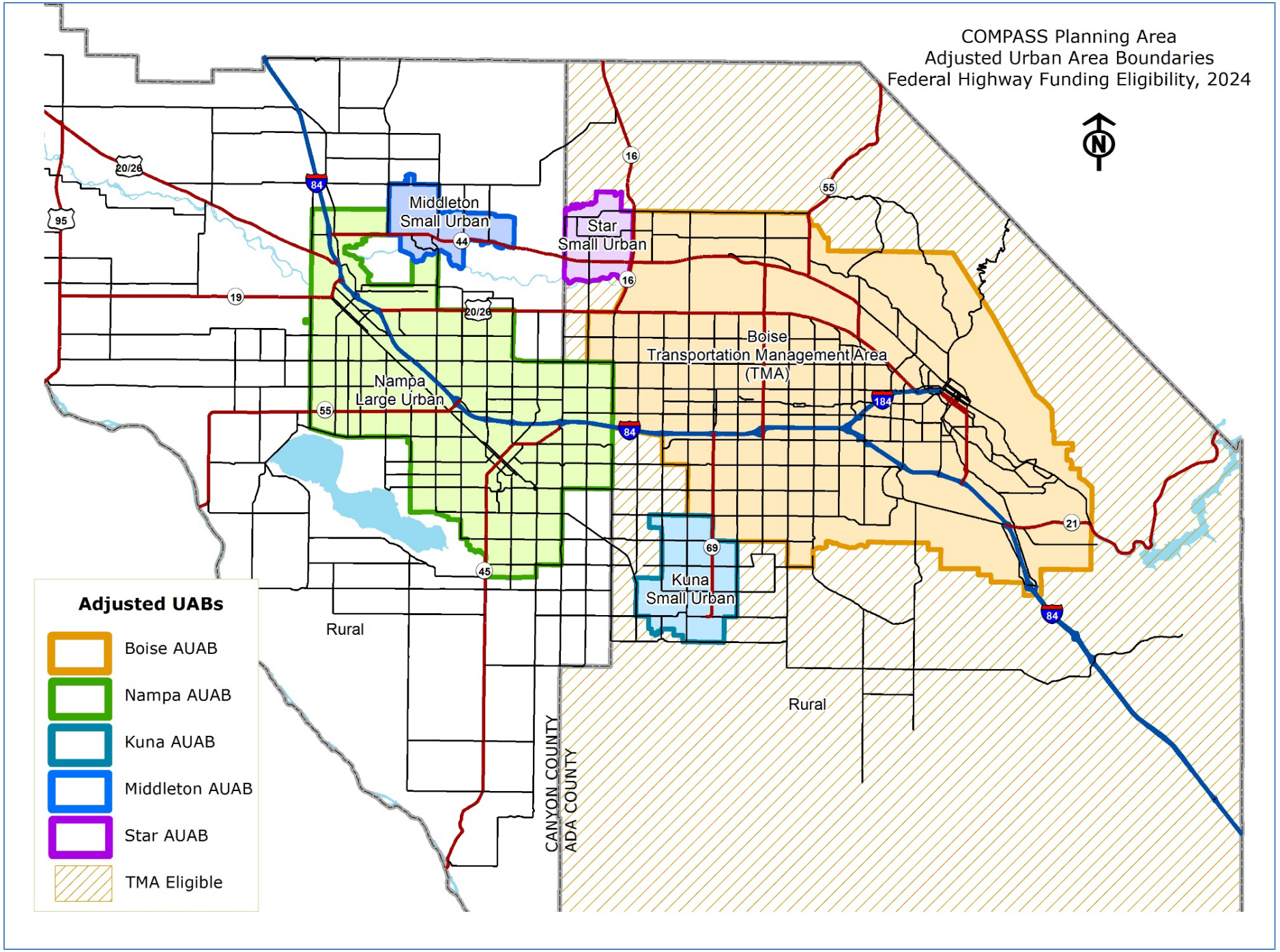
Applications will be accepted for eligible projects in the COMPASS planning area, which encompasses all of Ada County and Canyon County, including rural and urban areas. See the COMPASS Planning Area Map (page 2) for locations of the urban areas.

[1] Federal guidance/regulations: https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/guidance.cfm
Federal fact sheets: https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/fact_sheets.cfm

Links to Federal Guidance/Regulations[2] and Fact Sheets[3], Including Eligibility

- Surface Transportation Block Grant (formerly known as Surface Transportation Program)
- Transportation Alternatives Program (known as Surface Transportation Block Grant Set-Aside or Transportation Alternatives, in federal documents)
- Carbon Reduction Program

[2] Federal Guidance/Regulations: https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/guidance.cfm
[3] Federal Fact Sheets: https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/fact_sheets.cfm


COMPASS Planning Area
Adjusted Urban Area Boundaries
Federal Highway Funding Eligibility, 2024
N
Middleton
Small Urban
Star
Small Urban
Boise
Transportation Management Area
(TMA)
Nampa
Large Urban
Kuna
Small Urban
Rural
Rural
CANYON COUNTY
ADA COUNTY
Adjusted UABs
Boise AUAB
Nampa AUAB
Kuna AUAB
Middleton AUAB
Star AUAB
TMA Eligible

IV. How to Fund a Project

Funding is limited across all funding programs, so COMPASS programs are developed so that a project can use a combination of funding sources to reach the full amount of funding needed.

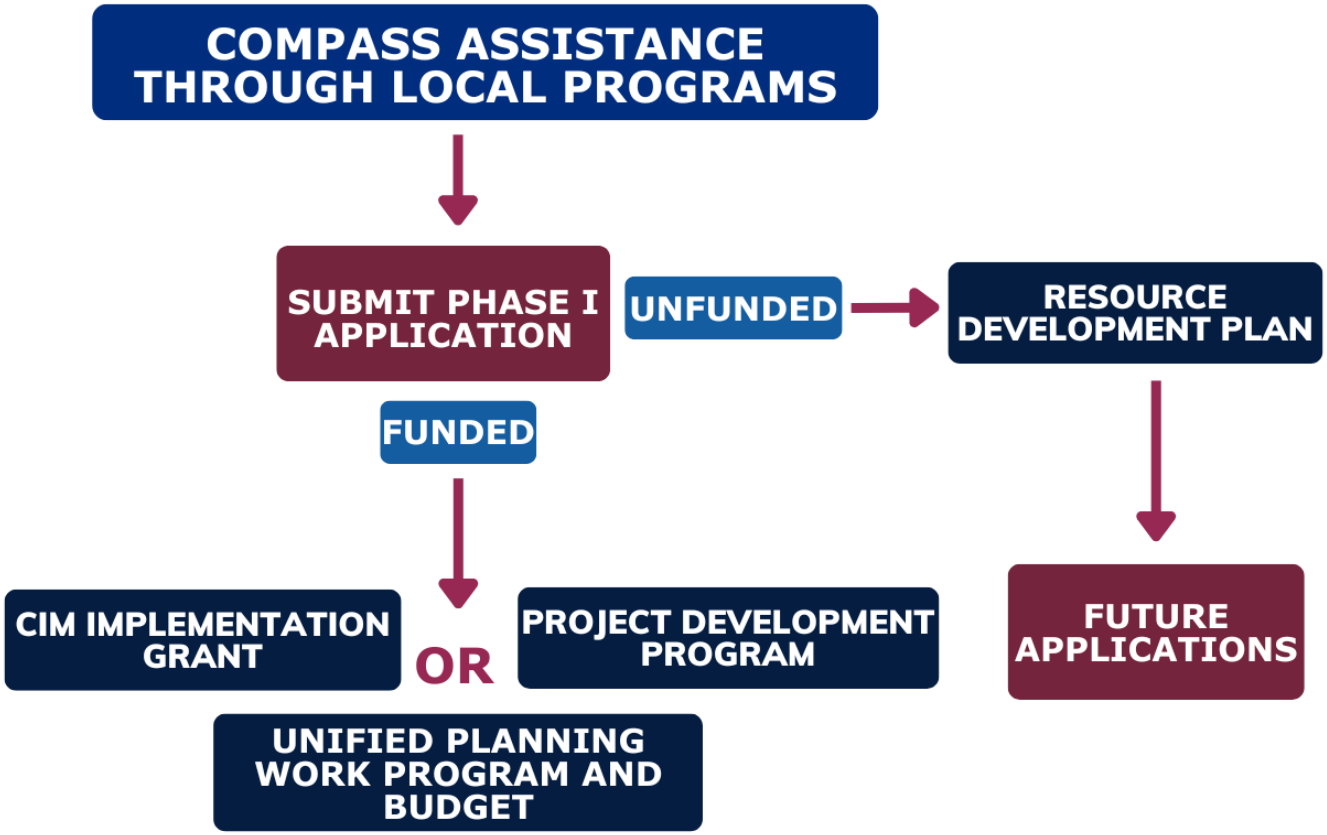
Different types of projects frequently begin with different types of funding sources, depending on the project needs, size, and readiness.

Small and large projects are often developed differently.

- "Small" projects are typically under $50,000 and/or only need COMPASS staff assistance (technical work, grant writing, etc.)
    - Figure 1 show how a small project moves through the application process.
- "Large" projects are typically over $50,000.
    - Figure 2 show how a large project moves through the application process.

Figure 3 ties together the various programs and staff assistance, along with real project examples of how COMPASS programs were used throughout the life of the project.

FUND SMALL PROJECTS (UNDER $50K OR ASSISTANCE)



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Figure 1

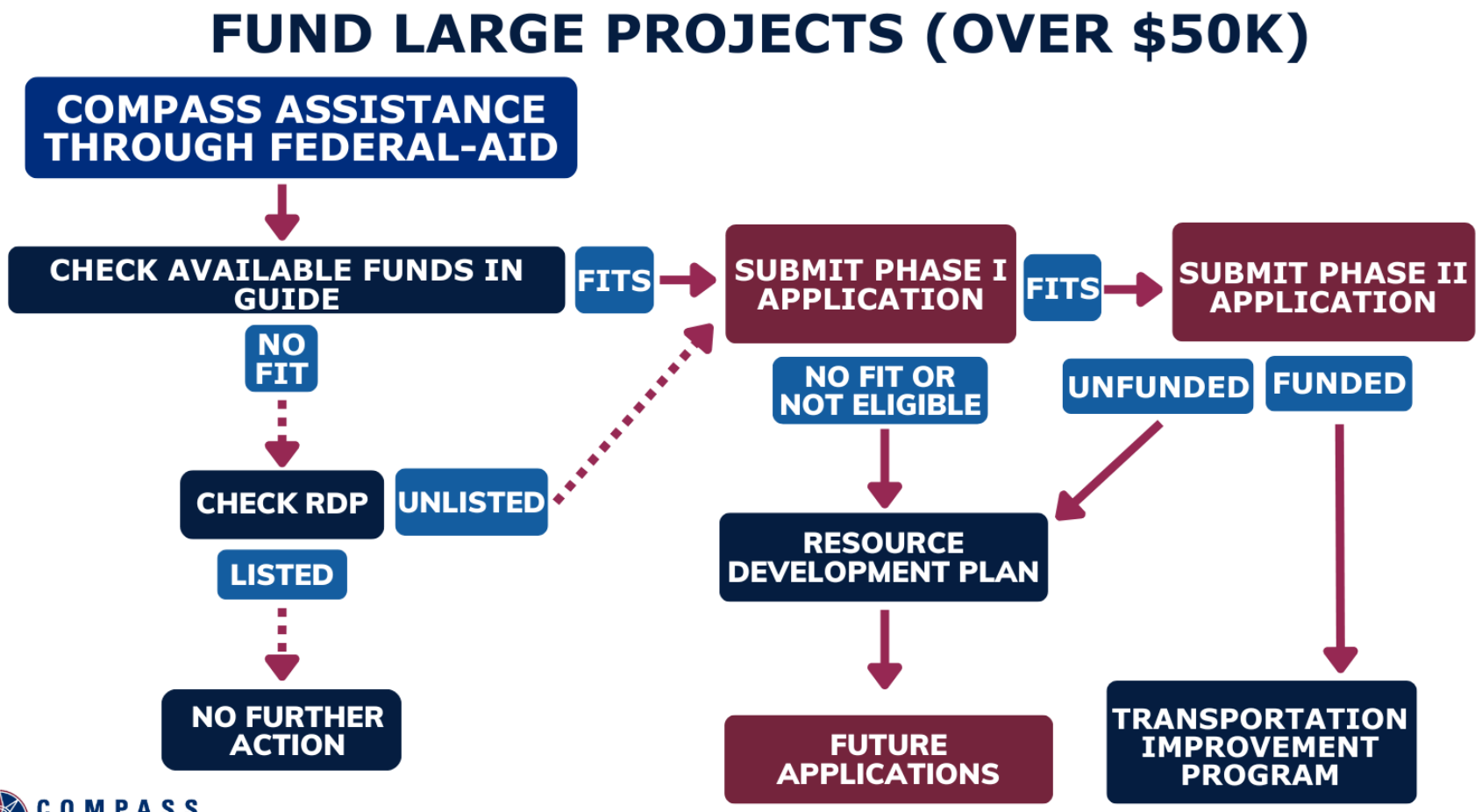

FUND LARGE PROJECTS (OVER $50K)
COMPASS ASSISTANCE THROUGH FEDERAL-AID
CHECK AVAILABLE FUNDS IN GUIDE
FITS
SUBMIT PHASE I APPLICATION
FITS
SUBMIT PHASE II APPLICATION
NO FIT
NO FIT OR NOT ELIGIBLE
UNFUNDED
FUNDED
CHECK RDP
UNLISTED
LISTED
RESOURCE DEVELOPMENT PLAN
NO FURTHER ACTION
FUTURE APPLICATIONS
TRANSPORTATION IMPROVEMENT PROGRAM
COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Figure 2

TYPES OF FUNDING

COMPASS Local Programs
(via Phase I Applications)

- *Communities in Motion* Implementation Grants (CIMI)
- Project Development Program (PDP)
- COMPASS Staff Support
  - Consultant assistance with grants
  - Staff support as identified in the Unified Planning Work Program and Budget (UPWP)

"Local" Formula Funds*
(via Phase II Application)

- Surface Transportation Block Grant (STBG)
  - Boise and Nampa Urban Areas
- Transportation Alternatives Program (TAP)
  - Boise Urban Area
- Carbon Reduction Program (CRP)
  - Boise and Nampa Urban Areas

*Federal funds apportioned to local agencies by Congress and managed by COMPASS.

Discretionary Funds^
(via Resource Development Plan or Phase I Application)

Competitive grants from other agencies such as:
- State of Idaho
- US Department of Transportation
- Non-profit organizations

^Applications are submitted directly to the agency who funds the grant.

Examples of using various funds:

Project	Agency	Funds		
Eagle Road Pedestrian Bridge	City of Eagle	$25,000 *FY2015*	$4,200,000 *FY2018 – FY2022*	
Old Highway 30/Plymouth Street Bridge	Highway District No. 4/ City of Caldwell	$10,965,000 *FY2015-FY2027*	$15,000 (consultant for grant) *FY2024*	$27,000,000 (applied for grant) *FY2025*
Notus Collector Road Rebuild Project	City of Notus	$50,000 + UPWP staff assistance *FY2020, FY2021, FY2024*	$1,400,000 (design only) *FY2024*	

Figure 3

V. APPLICATIONS

FY2027-2033 COMPASS Application Guide

Phase I – Page 2
Phase II – Page 7

TUTORIAL VIDEOS:

- How to Write a Successful Grant Application[1]
- How to Fill Out Your COMPASS Phase I Application Form[2]
- How to Fill Out Your COMPASS Phase II Application Form[3]
- Navigating the Project Application Maps[4]
- How to Fill Out ITD Forms 0404, 1150, and 2435[5]
- How to Fill Out COMPASS Form FA100 and Estimating Worksheet[6]

ACRONYMS:

- ADA Americans with Disabilities Act
- CIM *Communities in Motion*
- CMF Crash Modification Factors
- CPFM Continuous Pavement Friction Measurement
- HFST High Friction Surface Treatments
- HIN High Injury Network
- ITD Idaho Transportation Department
- ITS Intelligent Transportation Systems
- LPI Leading Pedestrian Interval
- LTL Left Turn Lane
- PHB Pedestrian Hybrid Beacon
- RCUT Reduced Conflict U-Turn
- ROW Right of Way
- RTL Right Turn Lane
- RRFB Rectangular Rapid-Flashing Beacons
- TAM Transportation Asset Management
- TSMO Transportation Systems Management and Operations
- TWLTL Two-Way Left-Turn Lane

[1] Write a Successful Grant Application: https://www.youtube.com/watch?v=zKokWhBexJU
[2] COMPASS Phase I Application: https://www.youtube.com/watch?v=yOuSQTmz6oc
[3] COMPASS Phase II Application: https://www.youtube.com/watch?v=s7xFTa_JFy0
[4] Navigating the Scoring Maps: (Coming soon)
[5] ITD Forms: https://www.youtube.com/watch?v=MYORA8G5W64
[6] COMPASS Forms: https://www.youtube.com/watch?v=WaHL3nbnzH4

2027 COMPASS Funding Application
Phase I
All Projects

All applications must be submitted in Word format by email to 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):

Main Agency Contact:

Project Title:

PROJECT DETAILS

Briefly describe your project:

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

STAFF SUPPORT REQUEST

What type of support are you applying for? (select all that apply)
If you're unsure, contact COMPASS staff.

☐ Demographic Research or Analysis

☐ GIS / Mapping / Spatial Data

☐ Project Management or Administration

☐ Public Involvement/Outreach/ Facilitation

☐ Technical/Data Support

☐ Transportation Planning

☐ Travel Demand Forecast Modeling

☐ Other planning (e.g., environmental, land use, etc.)

☐ Other resources (e.g., specialized software, consultant services, etc.)

If other, please describe:

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 prioritization process for inclusion in the Unified Planning Work Program and Budget for COMPASS staff time and/or 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:

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:

☐ 2 through lanes	☐ Bridge	☐ Gateway/Traffic Calming	☐ Roundabout 2-lane
☐ 2 through lanes /1 TWLTL	☐ Bridge Fencing	☐ Gutter	☐ Roundabout 3-lane
☐ 2-Way Stop Intersection	☐ Bridge Guardrail	☐ ITS Emergency Vehicle Preempt	☐ Shoulder
☐ 3-Way Signaled Intersection	☐ Bus Lane	☐ Intersection Dedicated RTL	☐ Sidewalk 3-4' width
☐ 3-Way Stop Intersection	☐ Bus Pullout	☐ Intersection Dedicated LTL	☐ Sidewalk 5-7' width
☐ 4 through lanes	☐ Bus Shelter	☐ Intersection Median U-Turn	☐ Sidewalk 8-10' width
☐ 4 through lanes /1 TWLTL	☐ Bus Stop	☐ Intersection RCUT/J-Turn	☐ Signal-Reflect Back Plate
☐ 4-Way Signaled Intersection	☐ Corridor Access Management	☐ Intersection Warning System	☐ Speed Bumps
☐ 4-Way Stop Intersection	☐ Crossing, Mid-Street	☐ Leading Pedestrian Interval	

☐ 5-Way Signaled Intersection	☐ Crossing, PHB	☐ Left Turn Lane	☐ Striping
☐ 5-Way Stop Intersection	☐ Crossing, RFFB	☐ Median, Raised	☐ Other
☐ 6 through lanes	☐ Crosswalk, Raised	☐ Multi-Use Pathway	
☐ ADA Ramps	☐ Curb	☐ Pathway 8-10’ width	
☐ Barrier at Sidewalk/Road	☐ Curve Signage/Striping	☐ Pedestrian Scramble	
☐ Bicycle/Pedestrian Facility	☐ Dynamic Feedback Sign	☐ Right Turn Lane (RTL)	
☐ Bicycle-Lane	☐ Edge Lines, 6”	☐ Right Turn, Free Running	
☐ Bicycle–Signal Heads/Phase	☐ Flashing Stop Sign	☐ Roundabout 1-lane	

Please describe, if necessary

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

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

Please describe, if necessary

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[7].

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:

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:	
Amount Requested (total cost minus local match):	
Proposed local match (amount):	
Proposed local match (percentage):	

[7] CIM 2050 goals: https://cim2050.compassidaho.org/cim-2050-goals/

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:

What is the source of the match?

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:

If your project is for COMPASS staff support only:

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:

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:

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:

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:

TIMING

When is your project needed (ideal timing)?

Estimated start date:

Target completion date:

Please explain the reasons for timing constraints, if necessary:

PLANNING DOCUMENTS

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

- ☐ *Communities in Motion 2050*[8] – If yes, is it:
  - ☐ A priority project? (Explain below which list and the project priority number)
  - ☐ Listed, but not prioritized?
- ☐ Congestion Management Process[9]

[8] CIM 2050 Priority Projects: https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/
[9] Congestion Management Process: https://compassidaho.org/congestion-management/

- ☐ Freight Plan[10]
- ☐ I-84 Corridor Operations Plan[11]
- ☐ Regional Safety Action Plan[12]
- ☐ Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan[13]
- ☐ Other (explain below)
- ☐ N/A

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

Is this project specifically listed in any <u>local</u> plans?

- ☐ Yes
- ☐ No

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

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)

[10] 2015 Agricultural Freight Study: https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf
[11] I-84 Corridor Operations Plan: https://compassidaho.org/transportation-management-and-operations/
[12] Regional Safety Action Plan: https://compassidaho.org/safety/
[13] TSMO: https://compassidaho.org/transportation-management-and-operations/

2026 COMPASS Funding Application
Phase II

These questions pertain to the primary project types for federal funding eligibility. **Please fill out and submit the section for your project type ONLY** (delete the sections of the application that you are not using).

The four project categories are below:

☐ ***Roadway or Bridge*** **-** Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls; and/or are used for roadway operations.

Examples: Added travel or turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, ITS improvements, etc.

☐ ***Active Transportation*** - Active mode user-oriented projects that improve, maintain, modify, or add active mode facilities without extensive impact* to the roadway.
Examples: New or improved pathways, bikeways, or sidewalks; improved bicycle or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian intervals); traffic calming; addressing ADA compliance issues; adding permanent active mode data collection devices, etc.

*"Extensive impact" to the roadway would include a change in the number of vehicle-travel lanes but would exclude a reduction in lane widths to accommodate a pathway.

☐ ***Public Transportation -*** Projects that improve, maintain, replace, modify, or add facilities, equipment, technologies, or capital supporting public transportation and/or vanpool services.

Examples: Improving bus stops, replacing vehicles and equipment, maintaining transit facilities, transit technology, addressing ADA compliance issues within public transportation facilities, etc.

☐ ***Planning or Special Projects Only (doesn't fit in other categories)*** - Projects for which the primary result is a study, document, planning product, or special project. This would include any plan, study, data acquisition, Planning and Environmental Linkages (PEL) study, or other process eligible for federal funding, but does not directly result in capital or maintenance expenses. Applications seeking design funds for a project that fits into one of the other categories would use one of the categories below.

Examples: Freight Study, Wayfinding Signs, Pedestrian Counters, etc.

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

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

2026 COMPASS Funding Application

Phase II
ROADWAY AND BRIDGE PROJECTS

All applications must be submitted in Word format by email to 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**[14] 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):

Project Title:

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

SAFETY –

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

[14] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

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:

Safety Criteria:

☐ **30 points:**	☐ On HIN AND ≥ 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** ☐ Project 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:

Bicycle/Pedestrian **Safety Criteria**:

☐ **30 points:**	☐ On HIN AND ≥ 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:**	☐ Known history of active transportation near misses **AND** ☐ Project addresses the 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.

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

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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:***

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:

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:**	Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) in a good condition rating

Does the project improve freight mobility?

- ☐ Yes
- ☐ No

Please explain how the project improves freight mobility:

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

☐	**5 points:**	☐ Located on a freight primary or secondary corridor **AND** ☐ Improves freight mobility
☐	**0 points:**	☐ Not located on a freight primary or secondary corridor **AND** ☐ Does not improve freight mobility

Sum of the three economic criteria scores above.

Maximum total of 25 points	***Economic Vitality Score:***

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.

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**:**

Convenience Criteria (mark all that apply):

- ☐ **8 points:** Addresses a gap in the roadway network by adding a missing segment or removing a bottleneck
- ☐ **4 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:***

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.)

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 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.)

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:

READINESS –

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

How many Phase II applications are you submitting?

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

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)

- ☐ **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:

Sum of the three readiness criteria scores above.

Maximum total of 25 points	***Project Readiness Score:***
Maximum total of 140 points	***TOTAL*:***

*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[15]
- COMPASS Form FA100[16]
- Estimating Worksheet[17]

Video tutorials:

- How to Fill Out ITD Forms[18].
- How to Fill Out COMPASS Form FA100 and Estimating Worksheet[19]

☐ 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

[15] ITD Forms: https://apps.itd.idaho.gov/apps/formfinder2dmz
[16] COMPASS Form FA100: https://compassidaho.og/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf
[17] Estimating Worksheet: https://view.officeapps.live.com/op//viw.aspx?src=https%3A%2F%2Fcompassidaho.org@2Fsp-content%2Fuploads%2FEstimatingWorksheet.xlsx&wdOrigin=BROWSELINK
[18] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[19] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4

2026 COMPASS Funding Application

Phase II
ACTIVE TRANSPORTATION PROJECTS

All applications must be submitted in Word format by email to 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**[20] 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):

Project Title:

CIM Score

Maximum total of 10 points	***CIM Score:*** COMPASS will provide

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:

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 ≥ 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.

[20] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

Does the project improve safety for active transportation users?

Crash Modification Factor (CMF) ID numbers 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 two safety criteria scores above.

Maximum total of 40 points	***Safety Score:***

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:

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

- ☐ **10 points:** ☐ Addresses gap identified in CIM 2050 Priority Corridors and Projects: High Priority
- ☐ **5 points:** ☐ Addresses gap identified in CIM 2050 Priority Corridors and Projects: 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 the method of data collection:

Economic Vitality Criteria (check what applies to 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, incorporating the strategy examples from the list below:

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:***

CONVENIENCE–

Does the project improve active mode connectivity to public transportation?

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

Please explain:

Convenience Criteria (check what applies to 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:

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 improves 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:***

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.)

Quality of Life Criteria (check what applies to 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.)

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 improvement:

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.

Sum of the three quality of life criteria scores above.

Maximum total of 40 points	***Quality of Life Score:***

PROJECT READINESS–

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

How many Phase II applications are you submitting?

Please give each application your local ranking below:

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 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 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:

Sum of the three readiness criteria scores above.

Maximum total of 25 points	***Project Readiness Score:***
Maximum total of 140 points	***TOTAL*:***

*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[21]
- COMPASS Form FA100[22]
- Estimating Worksheet[23]

Video tutorials:

- How to Fill Out ITD Forms[24].
- How to Fill Out COMPASS Form FA100 and Estimating Worksheet[25]

☐ Match commitment letter
- ☐ Signed?
- ☐ Scanned?

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

How to Fill Out ITD Forms Tutorial[26].
- ☐ Signed?
- ☐ Scanned?

☐ ITD form 1150 – Project Cost Summary Sheet.

How to Fill Out ITD Forms Tutorial[27].
- ☐ Signed?
- ☐ Scanned?

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

How to Fill Out ITD Forms Tutorial[28].
- ☐ Signed?
- ☐ Scanned?

☐ COMPASS Form FA100 – Federal Requirements.

How to Fill Out COMPASS Form FA100 and Estimating Worksheet Tutorial[29].
- ☐ Signed?
- ☐ Scanned?

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

How to Fill Out COMPASS Form FA100 and Estimating Worksheet Tutorial[30].
- ☐ Signed?
- ☐ Scanned?
- ☐ Updated Phase I cost information if a change occurred since the submittal of Phase I

[21] ITD Forms: https://apps.itd.idaho.gov/apps/formfinder2dmz
[22] COMPASS Form FA100: https://compassidaho.og/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf
[23] Estimating Worksheet: https://view.officeapps.live.com/op//viw.aspx?src=https%3A%2F%2Fcompassidaho.org@2Fsp-content%2Fuploads%2FEstimatingWorksheet.xlsx&wdOrigin=BROWSELINK
[24] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[25] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4
[26] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[27] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[28] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[29] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4
[30] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4

2026 COMPASS Funding Application

Phase II
PUBLIC TRANSPORTATION PROJECTS

All applications must be submitted in Word format by email to 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**[31] 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):

Project Title:

CIM Score

Maximum total of 10 points	***CIM Score:*** COMPASS will provide

SAFETY–

Does the project address a known safety issue for public transportation users?

☐ Yes
☐ No

Please identify the issue and how the project will address it:

Safety Criteria:

☐ **40 points:** ☐ Addresses known safety issues for public transportation users.
☐ **0 points:** ☐ Does not address a known safety issue.

Does the project improve safety for public transportation users?

☐ Yes
☐ No

Please identify the issue and how the project will address it:

Safety Criteria:

☐ **20 points:** ☐ Improves upon existing safety measures already in place.
☐ **0 points:** ☐ Does not improve upon existing safety measures already in place.

[31] Project Application Map: https://experience.arcgis.com/experience/d4e09871bb3e474d98a2ba28cb994c9b

Sum the two safety criteria scores above.

Maximum total of 40 points	***Safety Score:***

ECONOMIC VITALITY–

Does the project replace a vehicle (rolling stock) or equipment, and/or improve a facility consistent with the priorities of the Transportation Asset Management (TAM) Plan? (Mark all that apply)

- ☐ Replaces a vehicle, maintains equipment, and/or improves a facility
- ☐ Reduces travel time or improves the speed and/or reliability of service

Please explain, if necessary:

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

- ☐ **10 points:** ☐ Replaces a rolling stock vehicle or equipment, and/or improves facility consistent with TAM plan priorities
- ☐ **10 points:** ☐ Reduces travel time, improves speed and/or reliability of service
- ☐ **0 points:** ☐ Does not replace a vehicle, maintain equipment, improve a facility or reduce travel time nor improve the speed or reliability of service.

Does the project include the purchase or maintenance of electric vehicles or related equipment?

- ☐ Yes
- ☐ No

Please explain, if necessary:

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

- ☐ **5 points:** ☐ Includes the purchase or maintenance of electric vehicles or related equipment.
- ☐ **0 points:** ☐ Does not include the purchase or maintenance of electric vehicles or related equipment.

Sum the two economic criteria scores above.

Maximum total of 25 points	***Economic Vitality Score:***

CONVENIENCE–

Does the project improve public transportation access to regional activity centers?

- ☐ Yes
- ☐ No

Please explain:

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

- ☐ **15 points:** ☐ Directly improves public transportation access to regional activity centers
- ☐ **10 points:** ☐ Indirectly supports public transportation access regionally.
- ☐ **0 points:** ☐ The project does not support access to a Regional Activity Center.

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

- ☐ Yes
- ☐ No

Please explain the issue and how it will be addressed:

Convenience Criteria:

- ☐ **5 points:** ☐ The project addresses a known ADA compliance issue.
- ☐ **0 points:** ☐ The project does not address a known ADA compliance issue.

Does the project improve route transparency and rider information at transit connections?

- ☐ Yes
- ☐ No

Please explain how:

Convenience Criteria:

- ☐ **5 points:** ☐ Improves route transparency and rider information.
- ☐ **0 points:** ☐ Does not improve route transparency and rider information.

Sum of the three convenience criteria scores above.

Maximum total of 25 points	***Convenience Score:***

QUALITY OF LIFE–

Does the project benefit an area with potentially transit-dependent populations referenced in the COMPASS Equity Map?

- ☐ Directly improves connectivity or accessibility for potentially transit-dependent populations.
- ☐ Indirectly benefits potentially transit-dependent populations.

Please explain the situation and the proposed benefit:

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

- ☐ **10 points:** ☐ Benefits an area with potentially transit-dependent populations.
- ☐ **5 points:** ☐ Adequately addresses an environmental impact.
- ☐ **0 points:** ☐ Benefits an area with potentially transit-dependent populations.

Does the project address potential environmental impacts?

☐ Yes
☐ No

Please explain how the environmental impacts will be addressed (if applicable):

Quality of Life Criteria:

☐ **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 three convenience criteria scores above.

Maximum total of 25 points	***Convenience Score:***

PROJECT READINESS–

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

☐ The project is in the Transportation Development Plan.

Please give each application your local ranking below:

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

☐ **10 points:** ☐ Project the highest priority application from the sponsor
☐ **7 points:** ☐ Project second highest priority application from the sponsor
☐ **5 points:** ☐ Project in the top half of the highest priority application from the sponsor and does not fall into category above.
☐ **0 points:** ☐ Project is not in the top half of the highest priority applications 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 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:

Sum of the three readiness criteria scores above.

Maximum total of 25 points	***Project Readiness Score:***
Maximum total of 140 points	***TOTAL*:***

*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[32]
- COMPASS Form FA100[33]
- Estimating Worksheet[34]

Video tutorials:

- How to Fill Out ITD Forms[35].
- How to Fill Out COMPASS Form FA100 and Estimating Worksheet[36]

☐ Match commitment letter
- ☐ Signed?
- ☐ Scanned?

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

How to Fill Out ITD Forms Tutorial[37].
- ☐ Signed?
- ☐ Scanned?

☐ ITD form 1150 – Project Cost Summary Sheet.

How to Fill Out ITD Forms Tutorial[38].
- ☐ Signed?
- ☐ Scanned?

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

How to Fill Out ITD Forms Tutorial[39].
- ☐ Signed?
- ☐ Scanned?

☐ COMPASS Form FA100 – Federal Requirements.

How to Fill Out COMPASS Form FA100 and Estimating Worksheet Tutorial[40].
- ☐ Signed?
- ☐ Scanned?

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

How to Fill Out COMPASS Form FA100 and Estimating Worksheet Tutorial[41].
- ☐ Signed?
- ☐ Scanned?
- ☐ Updated Phase I cost information if a change occurred since the submittal of Phase I

[32] ITD Forms: https://apps.itd.idaho.gov/apps/formfinder2dmz
[33] COMPASS Form FA100: https://compassidaho.og/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf
[34] Estimating Worksheet: https://view.officeapps.live.com/op//viw.aspx?src=https%3A%2F%2Fcompassidaho.org@2Fsp-content%2Fuploads%2FEstimatingWorksheet.xlsx&wdOrigin=BROWSELINK
[35] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[36] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4
[37] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[38] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[39] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[40] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4
[41] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4

2026 COMPASS Funding Application

Phase II

PLANNING and SPECIAL PROJECTS ONLY

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

Sponsor Name (agency):

Project Title:

SAFETY

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

ECONOMIC VITALITY

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

CONVENIENCE

Please explain how the project impacts Regional Activity Centers or key destinations.

QUALITY OF LIFE

Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.

OTHER

Is the project needed to meet or exceed federal requirements?

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[42]
- COMPASS Form FA100[43]
- Estimating Worksheet[44]

Video tutorials:

- How to Fill Out ITD Forms[45].
- How to Fill Out COMPASS Form FA100 and Estimating Worksheet[46]

☐ 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

[42] ITD Forms: https://apps.itd.idaho.gov/apps/formfinder2dmz
[43] COMPASS Form FA100: https://compassidaho.og/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf
[44] Estimating Worksheet: https://view.officeapps.live.com/op//viw.aspx?src=https%3A%2F%2Fcompassidaho.org@2Fsp-content%2Fuploads%2FEstimatingWorksheet.xlsx&wdOrigin=BROWSELINK
[45] How to Fill Out ITD Forms tutorial: https://www.youtube.com/watch?v=MYORA8G5W64
[46] How to Fill Out COMPASS Form FA100 and Estimating Worksheet: https://www.youtube.com/watch?v_WaHL3nbnzH4

VI. Application Assistance

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in the annual Resource Development Plan. These are project needs identified in *Communities in Motion*, the Transportation Systems Management and Operations Strategic Plan, Regional Safety Action Plan, and the Interstate 84 Corridor Operations Plan, as well as projects submitted by member agencies through the COMPASS application process.

COMPASS staff can assist members with applications for both COMPASS and other programs, such as those managed by federal agencies, the Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources.

Types of assistance available upon request include:

- Finding funding sources to match projects
- Determining whether a project is eligible for a specific funding source
- Providing an outline of information needed to respond appropriately to application requirements
- Gathering statistical information to justify funding requests
- Writing all or portions of grant applications
- Reviewing a completed grant application to ensure all funder requirements are met
- Providing letters of support
- Providing other support, as needed

A project MUST be included in the COMPASS Resource Development Plan (updated annually) to receive the types of assistance listed above.

Members are asked to notify COMPASS staff when project needs change to ensure staff efforts match current needs.