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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. An additional call for projects is extended each spring.

Helpful hint: Click here to learn how to prepare a successful grant application!

In the September 2024 call for projects, project applications awarded federal funds will be included in the FY2026-2032 Transportation Improvement Program (TIP). Though the funding period covered by the FY2026-2032 TIP begins October 1, 2025, the majority of new projects will be budgeted in the last year(s) of the TIP. Project applications awarded local program funding will be funded in FY2026(starting October 1, 2025. Project applications that remain unfunded will be included in the 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, 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.

COMPASS staff will score new projects to ensure consistency with the long-range transportation plan and RTAC will review proposed program priorities for recommendation to the COMPASS Board of Directors for approval. Details are

provided in the **Scoring Supplemental**.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 **$14,442,000** is expected to be available for programming in PD in the Boise Urban Area in the FY2026-2032 TIP, with an additional **$3,525,000** 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)	**$11,934,000**
TAP-TMA	Transportation Alternatives Program – Transportation Management Area (Boise Urban Area)	**$1,093,000**
CRP-TMA	Carbon Reduction Program – Transportation Management Area (Boise Urban Area)	**$1,415,000**
STBG-LU	Surface Transportation Block Grant – Large Urban (Nampa Urban Area)	**$2,900,000**
CRP-LU	Carbon Reduction Program – Large Urban (Nampa Urban Area)	**$625,000**

See the **Federal Funding Sources Supplemental** for additional information on local 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 smaller allotments. The intent of these two local

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

Table 2: Local Funding Programs

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 develop conceptual ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plan 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.

3 PROJECT APPLICATION

Project sponsors may apply for federal and local funding programs by submitting a 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 FY2024/FY2025 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**.

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 be a co-sponsor of the application and 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. The **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 that are eligible for federal funding are then invited to complete a **Phase II** application. The Phase II application includes all the 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 any COMPASS staff assistance

Phase I applications are due no later than midnight, Wednesday, November 20, 2024. An additional call for projects will open in April 2025. This will only accept applications (Phase I) for *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.

Phase I applications provide COMPASS staff with information on the transportation-related needs and priorities in each community. All Phase I applications received are included in the COMPASS Resource Development Plan, helping to guide the grant-seeking efforts of COMPASS staff throughout the year.

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
- Purpose and Need Statement
- Impact on CIM 2050 Performance Measures
- Funding Request/Project Type
- Estimated Cost (and method used)

- 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 are 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 21, 2025**.

Phase II Content

The information requested in Phase II varies with project type.

All projects are required to submit:

- Safety Improvements
- Facility Condition
- Connections to Destinations

- Equity Impacts
- Environmental Impacts
- ADA Impediments Addressed

There are unique questions for projects in the following categories:

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

All project applications <u>must</u> also submit **Idaho Transportation Department forms 0414, 1150, and 2435**, as well as a **COMPASS form A100** and the **Estimating Worksheet**. COMPASS staff developed short training videos regarding how to fill out these forms. [View tutorial here](). Projects may also include additional attachments including maps, photos, letters of support, or other documentation not included in Phase I. Please ensure any graphics are comprehensible to someone not familiar with your project. All required attachments must be received by the due date, or the application will not be considered.

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 prior to the November 20, 2024; January 21, 2025; and May 1, 2025, deadlines. If you would like staff review of your application prior to submittal, please submit the request one week prior to 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, 2024	Call for Projects
November 20, 2024	Phase I Applications Due by Midnight
December 20, 2024	COMPASS Staff Requests Phase II Applications and provides data for the application
January 21, 2025	Phase II Applications Due by Noon
April 1, 2025	Second Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
May 1, 2025	Second Call for Projects Applications (Phase I) Due by Midnight

Table 4: Federal Funding Schedule

Federal Funding Schedule	
February 5, 2025	Optional RTAC workshop for detailed application information and preliminary ranking review
February 5-12, 2025	RTAC prioritizes Studies and Special Projects through the paired comparison process
February 26, 2025	RTAC requested to recommend federal-aid rankings
March 5, 2025	Optional RTAC workshop to review staff recommendations for federal-aid funding based on recommended RTAC rankings
March 26, 2025	RTAC requested to recommend draft federal-aid programming (budget)
August 6, 2025	RTAC requested to recommend draft FY2026-2032 TIP, including federal-aid programs
August 18, 2025	COMPASS Board of Directors requested to approve FY2026-2032 TIP, including federal-aid programs

Table 5: CIMI and PDP Schedule

CIM Implementation Grant and Project Development Programs Schedule	
June 4, 2025	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and PDP applications
June 5 - 19, 2025	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program (open day after workshop for two weeks)
July 23, 2025	RTAC reviews rankings and requested to recommend CIM Implementation Grants and Project Development Program projects
August 18, 2025	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 prioritized list for funding to the COMPASS Board of Directors. To support RTAC in prioritizing project applications, COMPASS staff will provide a score for each capital, maintenance, and intelligent transportation system (ITS) project that is 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. Application Supplemental (Phase I and Phase II applications)
V. Application Assistance Supplemental

T:\FY24\600 Projects\685 TIP\Guide\DRAFT\DRAFT Application Guide FY2026-2032.docx

I. SCORING AND RANKING SUPPLEMENTAL

COMPASS issues an annual call for projects seeking applications for the federal and local funding sources managed by COMPASS. In response, project sponsors submit Phase I and Phase II project applications. The Regional Transportation Advisory Committee (RTAC) is then responsible for recommending a ranked list of project applications to the COMPASS Board of Directors for approval.

A rank will be 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 Large 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 process and describes how projects will be evaluated. The ranking procedure is described in Section 1, and the project evaluation process (transportation improvement program [TIP] scoring) is described in Section 2. The scoring criteria are provided in full in Section 3.

3. All other funds
    a. New projects selected by other agencies will also be scored using the criteria for federal funds. Staff will provide the scores during the review period to show consistency with CIM 2050.

1. RANKING PROCESS

Project applications go through a multi-step process between the end of the call for projects and the allocation of funds (programming). Project applications proceed to scoring, then to ranking, before funds are awarded. However, the ranking process varies depending upon the type of project submitted and the type of funding sought.

Project applications seeking federal-aid funding are scored before receiving a rank (with the exception of studies and planning products, as well as some projects eligible for CRP funds). Project applications for COMPASS funds and applications for studies and plans, as well as some applications for CRP funding remain unscored, and are ranked using a paired comparison process. Applications include the CIM Score as a component of the total score indicating their alignment with *Communities in Motion 2050* (CIM 2050). These ranking processes are described in more detail below.

Alignment with *Communities in Motion 2050*

All roadway project applications seeking federal-aid funding are first assigned a CIM Score. The CIM score is given to projects that correspond directly to all or part of a priority project[1] identified in CIM 2050, using one-twentieth of the score[2] (e.g. the CIM score is 79, the adjusted CIM score is 15.8). Applications included on the long-term funded list[3] may not include a CIM score; however, these projects have priority for funding and will receive full CIM points of 26 (total available if score equals 130). Applications not included on the CIM priority list or the Long-Term Funded List do not receive additional points. Roadway projects also receive a "TIP" score.

Roadway projects with a CIM score include the results of the TIP scoring process and the score assigned to the corresponding project using the CIM 2050 scoring process.[4]

Active transportation priorities[5] are identified in CIM 2050. Active transportation applications will be scored a "high/highest" or "medium/low" CIM score of 26 or 12 point(s) respectively, based on the 2050 prioritized regional pathways map[6]. Active transportation projects also receive a TIP score.

Public Transportation priorities[7] are identified in CIM 2050. Active transportation applications will be scored using a stratified scoring method with the maximum score being 26 points. Public transportation projects also receive a TIP score.

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[1] CIM Project Priorities: https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/
[2] CIM 2050 Score Sheets and Corridor Summaries: https://cim2050.compassidaho.org/wp-content/uploads/2022/08/CIM2050_Priority_Corridor_ScoreSheets_Summaries.pdf
[3] CIM 2050 Long-Term Funded List: https://cim2050.compassidaho.org/wp-content/uploads/CIM2050LongTermFunded.pdf
[4] CIM 2050 Prioritization Process: https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_PrioritizationProcess.pdf
[5] CIM 2050 Active Transportation Priorities: https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsPathway.pdf
[6] CIM 2050 Prioritized Regional Pathways: https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf (page 6)
[7] CIM 2050 Public Transportation Priorities: https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsPT.pdf

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 are scored. COMPASS staff determine the score 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 on February 5, 2025. The preliminary ranking will be developed by ordering the project applications, from the highest-scoring project to the lowest-scoring project.

Once projects are ranked, COMPASS staff will present the initial ranking results to RTAC for review and discussion. After review, RTAC will recommend final rankings. COMPASS staff will allocate available funding to the highest-ranked projects. RTAC members will review the initial allocation of funding at an optional workshop on March 5, 2025, before recommending the final allocation of funding for approval.

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, as well as some CRP-eligible projects remain unscored. Rather, these projects are ranked using the paired comparison method.

The paired comparison[8] process 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. This process is repeated until every project is paired with and compared to every other competing project.

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.

RTAC members will have one week to complete the paired comparison process by indicating their preferences on a provided worksheet. Once the deadline passes, 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 initial ranking results to RTAC for review and discussion. After review, RTAC will recommend final rankings. COMPASS staff will allocate available funding to the highest-ranked projects as funds are available. RTAC members will review the initial allocation of funding at an

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

optional workshop on June 5, 2025, before recommending the final allocation of funding for approval.

2. SCORING PROCESS

All capital, maintenance, and ITS projects seeking federal funds will be scored. CIM scored projects correspond directly to a priority project in CIM 2050 and will receive both a TIP score and a CIM 2050 score. Projects that do not correspond directly to an identified CIM2050 priority project are scored only using the TIP scoring process. Each scoring process is described below.

Key regional roadway priorities were identified for CIM 2050 using a sophisticated scoring process[9] that combined a project's contributions to the region's goals and objectives with a technical analysis describing the project's contributions to regional mobility.

This ranking process recognizes the sophistication and regional perspective of the CIM 2050 scoring process and supports the resulting priorities. All priorities identified in CIM 2050 are combined with the CIM Score and both the TIP score and (where available) the CIM 2050 score are presented.

TIP Scoring Process

The TIP scoring process will be used to further evaluate and prioritize specific project applications. Applications will be evaluated using criteria derived from the CIM Vision and goals and the COMPASS Performance Measure Framework. 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 is 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	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 Intelligent Transportation Systems (ITS) improvements.

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[9] CIM 2050 Prioritization Process: https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_PrioritizationProcess.pdf

Active Mode	Active mode user-oriented projects that improve, maintain, modify, or add active mode facilities without *extensive impact* to the roadway.[10]
	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 facilities, adopting improved technology, or addressing ADA compliance issues within public transportation facilities.

Once each project application has been 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.

The results of the scoring process will be summarized and provided to RTAC members at the workshop on February 5, 2025. At the workshop, RTAC members will have an opportunity to discuss the results and share any additional information about the projects prior to 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 criterion and may modify (increase or decrease) the points awarded. Staff will note the modification and provide a justification for 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 156 points. There are multiple ways for a project application to receive 156 points. If a project application can score more than 156 points, only the maximum 156 points are awarded.

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[10] 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.

Roadway Project Scoring Summary

CIM Score	
CIM project score	26
Maximum Total:	**26**

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 mode of the segment identified in the Complete Network Policy?	20
Maximum Total:[11]	**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?[12]	8
Does the project address a gap in the network?	16
Maximum Total:[13]	**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:	**156**

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[11] Only a maximum of 40 points will be allocated, even if more points could be awarded.
[12] Only applies if the previous question on regional activity centers is not applicable.
[13] Only a maximum of 25 points will be allocated, even if more points could be awarded.

Roadway Project Scoring Criteria and Thresholds

CIM Score:

Points	Criteria
The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050, using one-twentieth of the score (e.g. the CIM score is 79, the adjusted CIM score is 15.8)	
Points	Criteria
26	20% of the score on the prioritization scoresheet[14], if anywhere on the listed corridor. Full points if listed on long-term funded[15], but does not include a score.

Safety Criteria and Thresholds:

Points	Criteria
Does the project address a known auto safety issue and improve safety for auto users?	
Points	Criteria
30	Project is located on The High Injury Network[16] or on a segment or intersection with a (>=2) fatal and/or serious (class A) crash history within the last five years of available data AND Project addresses cause of crashes identified in the Regional Safety Action Plan (RSAP) Emphasis Areas[17] using the Regional Safety Action Plan Countermeasures Toolkit[18] (applicant must explain how the project addresses cause of crashes).
20	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 with available data AND Project addresses cause of the crash identified in the RSAP Emphasis Areas using the Regional Safety Action Plan Countermeasures Toolkit (applicant must explain how the project addresses cause of crashes).
10	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 Project addresses cause of crash or safety concern (applicant must explain how the project addresses cause of crashes).
0	Project is not the High Injury Network and is not located on a segment or intersection with any crash history within the last five years with available data.

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[14] CIM 2050 Score Sheets and Corridor Summaries: https://cim2050.compassidaho.org/wp-content/uploads/2022/08/CIM2050_Priority_Corridor_ScoreSheets_Summaries.pdf
[15] CIM 2050 Long-Term Funded List: https://cim2050.compassidaho.org/wp-content/uploads/CIM2050LongTermFunded.pdf
[16] High Injury Network: https://compassidaho.maps.arcgis.com/apps/dashboards/aa2067339363456a9fcec94b0d9875fd
[17] RSAP Emphasis Areas: https://compassidaho.org/wp-content/uploads/COMPASS_RSAP_Toolbox.xlsx
[18] RSAP Toolkit: https://compassidaho.org/wp-content/uploads/COMPASS_RSAP_Toolbox.xlsx

Note: See the Regional crash data[19] and Bike/Ped-Only crash map[20], and the Crash Modification Factor Clearinghouse.[21] 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 CMF indicates only a small improvement. Reasoning 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	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 Project is expected to address cause of crashes identified in the RSAP Emphasis Areas[22] using the Regional Safety Action Plan Countermeasures Toolkit[23]. (applicant must explain how the project addresses cause of crashes).
20	Project is not located on the High Injury Network but is on segment or intersection with one fatal and/or serious injury of a bicyclist or pedestrian (class A, B, and/or C) crashes within the last five years. AND Project is expected to address cause of crashes identified in the RSAP Emphasis Areas using the Regional Safety Action Plan Countermeasures Toolkit (applicant must explain how the project addresses cause of crashes).
10	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 Project is expected to address cause of crashes identified in the RSAP Emphasis Areas using the Regional Safety Action Plan Countermeasures Toolkit (applicant must explain how the project addresses cause of crashes).
0	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.

Does the project support the mode of the segment identified in the Complete Network Policy[24]? (Sum of all that apply) Applicant must explain how the project supports the mode.

Points	Criteria
5	Project supports the Complete Network Policy mode for Auto.

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[19] Regional Crash Data: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89 and Bike/Ped-Only crash map: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=1acc624622504b03bf755967c50c1099
[20] Bike/Ped-Only crash map: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=1acc624622504b03bf755967c50c1099
[21] CMF Clearinghouse: https://www.cmfclearinghouse.org/
[22] RSAP Emphasis Areas: https://compassidaho.org/wp-content/uploads/COMPASS_RSAP_Toolbox.xlsx
[23] RSAP Toolkit: https://compassidaho.org/wp-content/uploads/COMPASS_RSAP_Toolbox.xlsx
[24] Complete Network Policy: https://compassidaho.org/wp-content/uploads/completenetworkpolicy_final_dec2021_2022.pdf

5	Project supports the Complete Network Policy mode for Active Transportation.
5	Project supports the Complete Network Policy mode for Freight.
5	Project supports the Complete Network Policy mode for Public Transportation.
0	Project does not support any Complete Network Policy mode.

Economic Vitality Criteria and Thresholds:

Does the project address a congestion issue using a non-capacity adding strategy?	
Points	**Criteria**
10	Project is located on a segment or intersection considered "highly congested" or "unreliable" in the COMPASS Congestion Management Process (CMP).[33] AND Project will improve congestion without adding capacity.
7	Project is located on a segment or intersection considered "moderately congested" in the COMPASS CMP. AND Project is expected to improve congestion without adding capacity.
5	Project adds capacity to a segment or intersection considered "highly congested" or "unreliable" in the COMPASS CMP.
3	Project adds capacity to a segment or intersection considered "moderately congested" in the COMPASS CMP.
0	Project is not located on a congested segment.
Note: Examples of projects that improve congestion without adding capacity can be found in the COMPASS Congestion Management Process Toolkit,[34] the I-84 Corridor Operations Plan,[35] and the Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan.[36] The Congestion Management Process analysis,[37] provides congestion metrics for most roadways classified as major arterials and above. If a project addresses congestion a roadway not covered by this analysis, the applicant may submit other congestion data.	

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

Does the project improve a facility in "fair" or "poor" condition?	
Points	**Criteria**
10	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) in a "poor" condition rating.
5	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) in a "fair" condition rating.
0	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) in a "good" condition rating.
Note: Facility (pavement, bridge deck, bridge, pathway, sidewalk) condition will be determined using data provided to COMPASS for performance monitoring.[38] If facility condition rating is not available, the applicant must provide a narrative of the condition and the supporting evidence, such as photographs, core samples, sponsor's own IRI or PCI report. Sponsor can check with local highway district or Idaho Transportation Department for condition data if they do not have their own	

Does the project improve freight mobility?	
Points	**Criteria**
5	Project is located on a freight primary or secondary corridor per the COMPASS Complete Network Policy.[39] AND Project improves freight mobility (applicant must describe compliance issue and improvement).
0	Project is not located on a freight primary or secondary corridor. OR Project does not improve freight mobility.

Convenience Criteria and Thresholds:

Does the project improve connectivity to a regional activity center?	
Points	**Criteria**
10	Project is located within the bounds of a regional activity center.
5	Project is located within two miles of a regional activity center.
0	Project is not located within two miles of a regional activity center.
Notes: The Complete Network Policy identified regional activity centers.[40]	

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[38] Add facility condition data to web map.
[39] ArcGIS - Complete Streets Network Policy Map-Web Version: https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052
[40] Complete Streets Network Policy Map: https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052

Points	Criteria
	If the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?
8	Project improves auto and active and/or public transportation accessibility within 1/2 mile of many (>=3) key destinations (applicant must identify compliance issue and describe improvement).
6	Project improves auto accessibility within 1/2 mile of many (>=3) key destinations (applicant must identify compliance issue and describe improvement).
4	Project improves auto and active and/or public transportation accessibility within 1/2 mile of some (1-2) key destinations (applicant must identify compliance issue and describe improvement).
2	Project improves auto accessibility within 1/2 mile of some (1-2) key destinations (applicant must identify compliance issue and describe improvement).
0	Project does not improve auto and/or active and/or public transportation accessibility within 1/2 mile of a key destination.
	Notes: Key destinations are defined as employment centers[41], hospitals, grocery stores, public schools, parks, and transit facilities.

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

Quality of Life Criteria and Thresholds:

Points	Criteria
	Does the project benefit an underserved area?
10	Project in located in a "High Equity score area" and will provide benefits to an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
7	Project is located in a "Medium Equity score area" and will provide benefits to an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
5	Project is not located in, but will still provide benefits to, an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
0	Project is not located in or does not benefit an underserved area.

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

Note: See the COMPASS Equity Index.[42] 'High' Equity score (11-15).

Does the project address potential environmental impacts?	
Points	**Points**
5	Sponsor identifies all environmental impacts in the COMPASS Environmental Review Map or provides documentation.
0	Sponsor does not identify environmental impacts.

Note: See the COMPASS Environmental Review Map.[43] The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues. Sponsor may provide supplemental documentation that shows their project addresses environmental impacts, if corridor is not on COMPASS Environmental Review Map.

Project Readiness and Support Criteria and Thresholds:

Is the project a priority to the sponsor agency?	
Points	**Criteria**
10	Project is the highest priority application from sponsor.
7	Project is the 2nd highest priority application from sponsor.
5	Project is in the top half of highest priority applications from an applicant (and does not fall into a category above).
0	Project is not in the top half 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	Sponsor provides more than the required local match amount.
0	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	Project has a pre-concept report complete or equivalent.
	1	Project has a preliminary design complete.

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[42] Equity index:
https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c49358 25136f338fac
[43] Environmental Review 2050 Map (arcgis.com)
https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0

	1	Project has environmental complete.	
	1	Project has final design complete.	
	1	Project has Right-of-Way plans complete (or not needed).	
	3	Project has Right-of-Way acquired (or not needed).	
	2	Project has PS&E and is designed to local or federal standards.	

Active Transportation Project Scoring Summary

CIM Score	
CIM project score	26
Maximum Total:	**26**

Performance Assessment:		
Safety	Page 15	
Does the project address a known active transportation safety issue?		30
Does the project improve safety for active transportation users?		20
Maximum Total:[44]		**40**
Economic Vitality	Page 16	
Does the project address a priority gap in the active transportation network?		10
Does the project improve a facility in "fair" or "poor" condition?		5
Does the project provide an active mode alternative to a congested roadway segment?		5
Maximum Total:		**20**
Convenience	Page 17	
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 18	
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:[45]		**15**
Maximum Performance Total:		**105**

Programming Assessment:		
Readiness and Support	Page 19	
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:		**156**

Active Transportation Project Scoring Criteria and Thresholds

CIM Score:

	The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050[46],
Points	**Criteria**
26	High/Highest priorities.
12	Medium/Low priorities.

Safety Criteria and Thresholds:

	Does the project address a known active transportation safety issue?
Points	**Criteria**
30	Project is located on The High Injury Network[48] or on a segment or intersection with extensive (>=2) fatal and/or injury (class A, B, and/or C) bicyclist or pedestrian crashes within the last five years. AND Project is expected to address cause of crashes identified in the RSAP Emphasis Areas[49] using the Regional Safety Action Plan Countermeasures Toolkit[50] (applicant must explain how the project addresses cause of crashes)
20	Project is not located on the High Injury Network but is on a segment or intersection with some (1-2) fatal and/or serious injury (class A, B, and/or C) bicyclist or pedestrian crashes within the last five years. AND Project addresses cause of the crash identified in the RSAP Emphasis Areas using the Regional Safety Action Plan Countermeasures Toolkit (applicant must explain how the project addresses cause of crashes).
5	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 Project is expected to address cause of safety concerns (applicant must explain how the project addresses cause of crashes).
0	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.
	Note: See the Regional crash data,[51] Bike/Ped-Only crash map, [52] and the CMF Clearinghouse[53]. To qualify as a known safety issue (without a serious crash history), the applicant must describe the issue and submit any documentation. COMPASS staff may adjust point values awarded if the proposed improvement does not address all crash types in the project area or CMF indicates only a small improvement. Reasoning for adjustments will be provided to applicant.

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[46] CIM2050 Prioritized Regional Pathways: https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf (page 6)

[48] High Injury Network: https://compassidaho.maps.arcgis.com/apps/dashboards/aa2067339363456a9fcec94b0d9875fd

[49] RSAP Emphasis Areas: https://compassidaho.org/wp-content/uploads/COMPASS_RSAP_Toolbox.xlsx

[50] RSAP Toolkit: https://compassidaho.org/wp-content/uploads/COMPASS_RSAP_Toolbox.xlsx

[51] Regional Crash Data: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89

[52] Bike/Ped Only Crash Map: Select and Export Crash Data Bike/Ped (arcgis.com)

[53] CMF Clearinghouse: https://www.cmfclearinghouse.org/

Does the project improve safety for active transportation users?	
Points	**Criteria**
10	Project conforms to national, state, or local adopted standards.[54] [55] The Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 25% decrease or more).
7	Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 10%-24% decrease).
5	Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 5%-10% decrease).
3	Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 1%-5% decrease).
0	Project is not expected to improve safety of active transportation users.
Note: Increased physical separation would include separated multi-use pathways, separated sidewalks, and bike lanes buffered with a physical curb. Increased physical separation can also include providing an alternative facility to high-speed roadways for active transportation users.	

Economic Vitality Criteria and Thresholds:

Does the project address a priority gap in the active transportation network?	
Points	**Criteria**
10	Project addresses a gap as identified in CIM 2050 Priority Corridors and Projects[56]: High Priority
5	Project addresses a gap as identified in CIM 2050 Priority Pathways[57]: Medium/Low Priority
3	Project addresses a gap identified in Bike Walk COMPASS[58]
0	Project does not address an active transportation gap.
Note: See the COMPASS Bike-Ped Priority Gaps.[59]	

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[54] 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.

[55] Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

[56] CIM 2050 Priority Corridors and Projects : https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsPathway.pdfor CIM 2050 Prioritized Regional Pathways: https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf (page 6)

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

[58] Bike Walk COMPASS: https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=8a567a39377a46bfb7e38f8172261809

[59] COMPASS Bike-Ped Priority Gaps: https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac

Does the project improve a facility in "fair" or "poor" condition?	
Points	**Criteria**
5	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "poor" condition rating.
3	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "fair" condition rating.
3	Adds a new facility where none previously existed.
0	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "good" condition rating.
Note: Facility condition rating is determined using the rating provided by the COMPASS Data Bike program[60] (only applicable to off system pathways). If a rating is not available, the applicant may request one by contacting COMPASS staff.	

Does the project provide an active mode alternative to a congested roadway segment?	
Points	**Criteria**
5	Project runs parallel to (within 1/4 mile) a roadway segment considered "highly congested" and/or "unreliable" in the COMPASS Congestion Management Process (CMP). AND Project provides or improves active transportation facilities or connections.
3	Project runs parallel to (1/4 mile) a roadway segment considered "moderately congested" in the COMPASS CMP. AND Project provides or improves active transportation facilities or connections.
0	Project is not located on a congested segment per the COMPASS CMP.
Note: The CMP analysis[61] provides congestion metrics for most roadways classified as major arterials and above. If a project addresses congestion on a roadway covered in the CMP, other congestion data may be included.	

Convenience Criteria and Thresholds:

Does the project improve active mode connectivity to public transportation?	
Points	**Criteria**
10	Project improves active transportation connectivity along a corridor with current public transportation service[62].
5	Project improves active transportation connectivity along a corridor with planned public transportation service per CIM 2050.[63]

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[60] Bicycle and Pedestrian Counters: https://compassidaho.org/bicycle-and-pedestrian-counters/
[61] CMP Analysis:
https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6
[62] Inquire with Valley Regional Transit for details.
[63] Funded Routes:
https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=41e9ca50ff264abb82efde7bdb79dfb3

Points	Criteria
0	Project is not located along any current or planned public transportation corridor and does not directly support public transportation.

Does the project improve active mode connectivity to key destinations?	
Points	**Criteria**
15	Project improves active transportation facilities within the bounds of a regional activity center. OR Project improves active transportation facilities within 1/2 mile of several (3 or more) key destinations
10	Improves active transportation facilities within ½ mile of some (1-2) key destinations.
10	Improves active transportation facilities within ½ mile of a regional activity center.
0	Project does not improve active mode connections to a regional activity center or key destinations.
Note: The Complete Network Policy identified regional activity centers.[64] Notes: Key destinations are defined as employment centers[65], hospitals, grocery stores, public schools, parks, and transit facilities..	

Quality of Life Criteria and Thresholds:

Does the project benefit an underserved area?	
Points	**Criteria**
10	Project is located in and will provide benefits to an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
7	Project is located in a "Medium Equity score area" and will provide benefits to an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
5	Project is not located in, but will still provide benefits to, an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
0	Project is not located in or does not benefit an underserved area.
Note: See the COMPASS equity index.[66]'High' Equity score is (11-15).	

Does the project address potential environmental impacts?	
Points	**Criteria**
5	Sponsor identifies all environmental impacts in COMPASS Environmental Review Map or provides documentation.

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[64] Complete Streets and Regional Activity Centers:
https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052
[65] Employment center is defined as "downtown", or an area identified in an economic development plan. (Must be referenced)
[66] CIM 2050 Equity Index:
https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=a76f5dd73f6442129cf92761c8318707

0	Project does not address at least one environmental impact identified in the COMPASS Environmental Review Map.

Note: See the COMPASS Environmental Review Map.[67] The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues. Applicant may provide supplemental documentation that shows their project addresses environmental impacts, if 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	Project addresses an existing ADA compliance issue (applicant must identify the compliance issue and describe improvement).
0	Project does not address an existing ADA compliance issue.

Project Readiness and Support Criteria and Thresholds:

Is the project a priority to the sponsor agency?	
Points	**Criteria**
10	Project is the highest priority application from sponsor.
5	Project is the 2nd highest priority application from sponsor.
3	Project is in the top half of highest priority applications from an applicant (and does not fall into a category above).
0	Project is not in the top half of 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	Agency provides more than the required local match amount.
0	Agency provides only the required local match amount.

Is the project ready for Federal implementation? (Sum of all that apply)		
✓ **If complete**	**Points**	**Criteria**
	1	Project has a pre-concept report complete or equivalent.
	1	Project has a preliminary design complete.
	1	Project has environmental complete.

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[67] Environmental Considerations Project Summary:
https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0

	1	Project has final design complete.
	1	Project has Right-of-Way plans complete (or not needed).
	3	Project has Right-of-Way acquired (or not needed).
	2	Project has PS&E and is designed to local or federal standards.

Public Transportation Project Scoring Summary

CIM Score

CIM project score	26
Maximum Total:	**26**

Performance Assessment:

Safety | Page 23

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:[68]	**40**

Economic Vitality | Page 23

Does the project replace a vehicle (rolling stock) or equipment, and/or improve a facility consistent with the priorities of the Transit Asset Management Group (TAM) plan?	10
Does the project reduce travel time, improve speed and/or reliability of service?	10
Does the project include the purchase or maintenance of electric vehicles or related equipment?	5
Maximum Total:	**25**

Convenience | Page 24

Does the project improve public transportation access to regional activity centers?	10
Does the project address an existing Americans with Disability Act (ADA) compliance issue?	10
Does the project improve route transparency and information at transit connections?	5
Maximum Total:	**25**

Quality of Life | Page 25

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:	**100**

Programming Assessment:

Readiness and Support | Page 25

Is the project a priority to the sponsor agency or is the project in the 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:	**156**

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

Public Transportation Project Scoring Criteria and Thresholds

CIM Score:

The CIM score is given to projects that correspond to unfunded public transportation[69]list.	
26	Projects on the #1 priority and #1 sub-priority corridors.
20	Projects on the #1 priority and #2-4 sub-priority corridors.
16	Projects on the #1 priority and #4-5 sub-priority corridors.
12	Projects on the #2 priority corridors (Frequent Network).
8	Projects on the #3 priority corridors (Express Network).
4	Projects on the Secondary Network, Regional Rail, or Park and Ride Facilities.

Safety Criteria and Thresholds:

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

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

Economic Vitality Criteria and Thresholds:

Points	Criteria
Does the project replace a vehicle (rolling stock), maintain equipment, and/or improve a facility consistent with the priorities of the Transportation Asset Management (TAM) Group plan? (sum of all that apply)	
10	Project replaces a vehicle, maintains equipment, and improves a facility consistent with the priorities of the TAM plan.
10	Project reduces travel time, improves the speed and/or reliability of service.

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[69] CIM 2050 Unfunded Public Transportation priorities: https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsPT.pdf

0	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.

Note: See Valley Regional Transit's Transit Asset Management (TAM) Plan.[70]

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

Convenience Criteria and Thresholds:

Does the project improve public transportation access to regional activity centers?	
Points	**Criteria**
10	Project directly improves access within Regional Activity Centers.
5	Project indirectly supports public transportation access regionally.
0	Project does not support access to a Regional Activity Center

Note: The Complete Network Policy identifies regional activity centers .[71] 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	Project addresses a known ADA compliance issue.
0	Project does not address a known ADA compliance issue.

Does the project improve route transparency and rider information at transit connections?	
Points	**Criteria**
5	Project improves route transparency and rider information.
0	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.

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[70] VRT TAM Plan: https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf
[71] Complete Streets and Regional Activity Centers:
https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052

Quality of Life Criteria and Thresholds:

Does the project benefit an area with potentially transit dependent populations?	
Points	**Criteria**
10	Project directly improves connectivity or accessibility to an area with potentially transit dependent populations as defined by the COMPASS Equity Index (applicant must explain benefit).
5	Project indirectly benefits potentially transit dependent populations.
0	Project does not improve connectivity or accessibility of transit dependent populations.
Note: See the COMPASS Equity Index.[72]	

Does the project address potential environmental impacts?	
Points	**Criteria**
5	Sponsor identifies all environmental impacts in the COMPASS Environmental Review Map or provides documentation.
0	Sponsor does not address at least one environmental impact identified in the COMPASS Environmental Review Map.
Note: See the COMPASS Environmental Review Map.[73] The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues. Applicant may provide supplemental documentation that shows their project addresses environmental impacts if 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	Project is the highest priority application from sponsor and must be identified in the Transportation Development Plan (TDP)[74].
7	Project is the 2nd highest priority application from sponsor and must be identified in the TDP[75].
5	Project is in the top half of highest priority applications from an applicant (and does not fall into a category above).
0	Project is not in the top half of highest priority applications from an applicant (and does not fall into a category above).

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[72] COMPASS Equity Index:
https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=a76f5dd73f6442129cf9276 1c8318707
[73] Environmental Considerations Project Summary:
https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0
[74] Transportation Development Plan: https://www.valleyregionaltransit.org/planning/tdp/
[75] Transportation Development Plan: https://www.valleyregionaltransit.org/planning/tdp/

Does the sponsor agency provide match above the required minimum?	
Points	**Criteria**
5	Sponsor provides more than the required local match amount.
0	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	Project has a pre-concept report complete or equivalent or N/A.
	1	Project has a preliminary design complete or N/A.
	1	Project has environmental complete or N/A.
	1	Project has final design complete or N/A.
	1	Project has Right-of-Way plans complete or N/A.
	3	Project has Right-of-Way acquired or N/A.
	2	Project has PS&E and is designed to local or federal standards or N/A.

Note: Public transportation projects may follow a different implementation sequence. Public transportation projects may have some criteria that is not applicable (i.e., a bus purchase does not require design plans). This is taken into consideration in evaluating project readiness.

II.   FUNDING POLICY AND PROCEDURES SUPPLEMENTAL

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 while developing their applications.

Federal-Aid Funding Policy
The COMPASS Federal-Aid Funding Policy 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.

STBG-TMA (Boise Urban Area) – an example of funding policy and goals applied to the available funding of $11,936,000, the estimated program amount in FY2030.

Table 1: Ada County Funding Policy and Goals

	Policy Amount	Illustrative Amount[1] (FY2030)
Estimated Available Funds		$11,936,000
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%	$8,067,000
Pathways (state highway or off-network)[2]	12%	$1,344,000
Public Transportation Capital	13%	$1,457,000
Studies and Special Projects	3%	$336,000

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[1] Grey highlight indicates illustrative information based on Federal Funding Sources Supplemental.
[2] If funding is not sought or funds remain, funds will be split equally between local network improvements and public transportation capital

STBG-Urban (Nampa Urban Area) – an example of funding policy and goals applied to the available funding of $2,719,000, the estimated program amount in FY2030.

Table 2: Canyon County Funding Policy and Goals

	Policy Amount	Illustrative Amount[3] (FY2030)
Estimated Available Funds		$2,719,000
Off-the-Top Contributions		
COMPASS[4]	$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%	$2,063,000
Alternative Transportation Capital	12%	$377,000
Studies and Special Projects	3%	$75,000

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

"Local network improvements" includes 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/.

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[3] Grey highlight indicates illustrative information based on Federal Funding Sources Supplemental.
[4] COMPASS Off-the-Top is $331,000 total, and divided between Boise Urbanized Area and Nampa Urbanized Area funds based on 70/30 split in population (Boise Urbanized Area/Nampa Urbanized Area)

Deadline for Obligation of Federal Funds

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

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in 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 Urbanized 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 unable 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 engineer's estimate package
    - State/local agreement for construction

  o 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 are available online[5] (Federal Funding: Regional Transportation Improvement Program (TIP)):

- Annual Regional Transportation Improvement Program Update
- Balancing Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
- Federal Highway Funding Eligibility

Policies are updated throughout the year. The most up-to-date version of each can be found at the link above.

Internal Procedures

The COMPASS Executive Director approved procedures to provide clarity and guidance to COMPASS staff and member agency staff regarding day-to-day processes. The following procedures are available online[6] :

- COMPASS Procedure to Request Changes to the Regional Transportation Improvements 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 are updated throughout the year. The most up-to-date version of each can be found at the link above.

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[5] CIM 2050 Funding Policy: https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf
[6] Resource Development and Funding webpage:
https://compassidaho.org/resourcedevelopment/

III.   FEDERAL FUNDING SOURCES SUPPLEMENTAL

COMPASS manages five federal funding programs:

- **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 Policy Supplemental"**) in the FY2025-2031 application cycle. These _estimates_ of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding. As the program changes through various funding opportunities, some funds may be available in multiple years of the program.

Table 1. Federal Program Estimated Funding

Program	PD[1]
STBG-TMA[2] Local Network Improvements	$8,067,000
STBG-TMA[3] Pathways (state highway or off-network)	$1,344,000
STBG-TMA Public Transportation Capital	$1,457,000
STBG-TMA[3] Studies/Special Projects	$336,000
TAP-TMA	$1,093,000
CRP-TMA	$1,444,000
STBG-LU[3,4] Local Network Improvements	$2,063,000
STBG-LU[3,4] Alternative Transportation Capital	$377,000
STBG-LU[3,4] Studies/Special Projects	$75,000
CRP-LU	$625,000

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 MPO (metropolitan planning organization) Planning Area Map (attached) for locations of the urban areas.

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[1] PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2029)
[2] STBG-TMA - 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 CIM 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.

Links to Federal Guidance, Including Eligibility

[Surface Transportation Block Grant](#)[5] (formerly known as Surface Transportation Program)

[Transportation Alternatives Program](#)[6] (known as Surface Transportation Block Grant Set-Aside or Transportation Alternatives, in federal documents)

[Carbon Reduction Program](#)[7]

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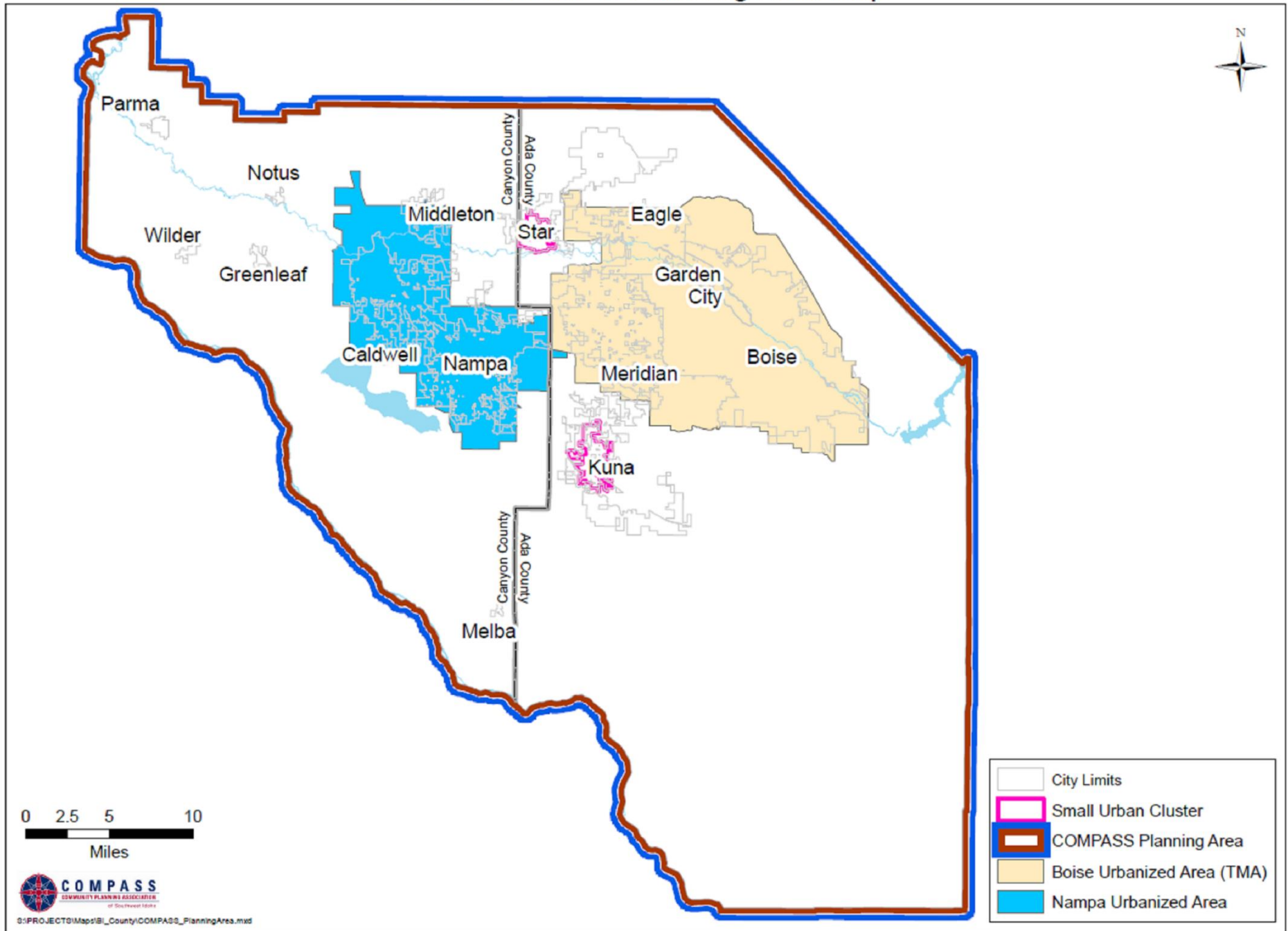
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[5] STBG Federal Guidance - https://www.fhwa.dot.gov/specialfunding/stp/
[6] TAP Federal Guidance -
https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf
[7] CRP Federal Guidance -
https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf

COMPASS MPO Planning Area Map

Parma

Notus

Middleton

Star

Eagle

Wilder

Greenleaf

Garden City

Caldwell

Nampa

Boise

Meridian

Kuna

Melba

Canyon County

Ada County

Canyon County

Ada County

N

0 2.5 5   10
Miles

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

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	Legend
	City Limits
	Small Urban Cluster
	COMPASS Planning Area
	Boise Urbanized Area (TMA)
	Nampa Urbanized Area

FY2026-2032 COMPASS Application Guide

Phase I – Page 1
Phase II – Page 7

2026 COMPASS Funding Application
Phase I
All Projects

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 10 pages. See last page for definitions of acronyms and link to Phase I Application Tutorial Video.

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):

Is the right-of-way for this project managed by the sponsor's jurisdiction? (e.g. is ROW in the jurisdiction of ITD, a highway district, a canal company, etc.)
☐ Yes
☐ No
☐ N/A

If not, a letter of support from the managing jurisdiction **is required** to ensure their involvement and approval prior to submission. Explain**:**

Does the managing jurisdiction own the right-of-way in the project area? (Does additional ROW need to be purchased?)

- ☐ Yes
- ☐ No
- ☐ N/A

Check all *existing* descriptions in your project area:

☐ 2 through lanes	☐ 3-Way Stop Intersection	☐ Curb	☐ Barrier between Sidewalk/Road
☐ 2 through/1TWLTL	☐ 4-Way Stop Intersection	☐ Gutter	☐ Street Lighting
☐ 4 through lanes	☐ 5-Way Stop Intersection	☐ ADA Ramps	☐ Bus Stop
☐ 4 through/1TWLTL	☐ 3-Way Signaled	☐ PHB Crossing	☐ Bus Pullout
☐ 6 through lanes	☐ 4-Way Signaled	☐ RFFB Crossing	☐ Bus Lane
☐ Center Turn Lane	☐ 5-Way Signaled	☐ LPI Leading Ped Interval	☐ Bus Shelter
☐ Left Turn Lane	☐ Roundabout single lane	☐ Bike Lane	☐ Other:
☐ Intersection	☐ Roundabout 2-lane	☐ Pathway	
☐ Interchange	☐ Sidewalk 3-4' width	☐ Multi-Use Pathway	
☐ Free Running Right Turn	☐ Sidewalk 5-6' width	☐ Raised Median	
☐ Bridge Fencing	☐ Sidewalk 7-8' width	☐ Bike/Ped Facility	
☐ Bridge Guardrail	☐ Sidewalk 9-10' width	☐ Roundabout 3-lane	

Please describe, if necessary

Check all *countermeasures* you plan to add:

☐ Widen 2 to 3 lanes	☐ Convert Signaled to Roundabout	☐ Add Mid-Street Crossing	☐ Replace Bridge
☐ Widen 2 to 4 lanes	☐ Upgrade Stop Sign to Flashing	☐ Add PHB Crossing	☐ Widen Shoulder
☐ Widen 2 to 5 lanes	☐ Upgrade Signals	☐ Add RFFB Crossing	☐ Add Bus Stop
☐ Widen 3 to 5 lanes	☐ Add ITS	☐ Add LPI	☐ Add Bus Pullout
☐ Widen 3 to 6-7 lanes	☐ Add Street Lighting	☐ Add Bike Lane	☐ Add Bus Lane
☐ Widen 4 to 5-7 lanes	☐ Add ADA Ramps	☐ Add road/sidewalk Barrier	☐ Add Bus Shelter
☐ Add TWLTL	☐ Add Curb & Gutter	☐ Add Bike/Ped Facility	☐ Other:
☐ Free Running Right Turn	☐ Add Sidewalk 3-4' width	☐ Add Raised Median	
☐ Add Bridge Guardrails	☐ Add Sidewalk 5-7' width	☐ Sealcoat Road	
☐ Add Bridge Fencing	☐ Add Sidewalk 8-10' width	☐ Inlay & Millwork	
☐ Convert Stop to Signaled	☐ Add Pathway 8-10' width	☐ Repaint Striping	
☐ Convert Stop to Roundabout	☐ Add Multi-Use Pathway	☐ Replace Signage	

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 before submission.

PURPOSE AND NEED

Describe the project's purpose and need in detail including why this project is important to your agency and to the region (please reference *Communities in Motion 2050* goals and objectives as well as performance measures and targets):

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:** ☐ Kind to Environment ☐ Enhances Public Health ☐ Preserves/Connects to Open Space ☐ Promotes Affordable Housing ☐ Provides Transportation Options ☐ Benefits the Underserved

FUNDING REQUEST / PROJECT TYPE

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

☐ **Project Development Program (PDP)** – consultant cost of up to $50,000
☐ **CIM Implementation Grant Program** – reimbursement of up to $50,000
☐ **Federal Funds** – this option will require further information provided in Phase II
☐ **Staff Assistance Only** – this option will remove the application from the priority ranking but include it in the Resource Development Plan for funding support.

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

☐ **Capital/Construction**: Road / Bridge / Design / Signs, etc.
☐ **Public Transportation**: Vehicles / Equipment / Maintenance / Operations
☐ **Active Transportation**: Bicycle / Pedestrian
☐ **Planning**: Plans / Studies / Education / Outreach
☐ **Special Groups**: Youth / Seniors / Disabled / Underserved Area
☐ **Technology / Data**
☐ **Other**
If other, 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.
Note: This amount may be adjusted later.

Total Project Cost:

Amount Requested (total cost minus any local match):

Proposed local match (amount):

Proposed local match (percentage):

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?

Is this a project that can be phased (segmented into sub-units; does not include splitting out design from construction)?
- ☐ Yes
- ☐ No

If yes, please indicate how your project can be phased and provide amounts for each phase:

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

Has any work been completed on this project? (Mark all phases that are complete)
- ☐ Not applicable
- ☐ Nothing is complete
- ☐ Preliminary Design (concept) – 30% of the design
- ☐ Final Design
- ☐ Environmental Review
- ☐ Utilities
- ☐ Right-of-Way

Please explain, if necessary:

If design has been 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:

PLANNING DOCUMENTS

Is the project specifically listed in CIM 2050?
- ☐ Yes
- ☐ No
- ☐ N/A

Please provide the reference (long-term funded, unfunded, etc.):

Does this project conform to a local or regional plan?
- ☐ 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 required one-page support letters if the conditions below are applicable (otherwise optional).

- A support letter is required:
  - ○ From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district, or canal company)
  - ○ From the land-use agency if the project is not the same as the highway jurisdiction (e.g. the 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. VRT)

DEFINITIONS of ACRONYMS:

ADA   American Disabilities Act
CIM   Communities In Motion
ITS   Intelligent Transportation Systems
LIP   Leading Pedestrian Interval
PHB   Pedestrian Hybrid Beacon
RFFB   Rectangular Rapid-Flashing Beacons
TWLTL Two-Way Left-Turn Lane

PHASE I VIDEO TUTORIAL: *View Tutorial here.*

2026 COMPASS Funding Application
Phase II

_____

These questions pertain to PRIMARY PROJECT TYPES (Planning, Roadway, Active Transportation, and Public Transportation).

Please fill out the section for your project type ONLY.

The four project categories are below:

Definitions:

☐ ***Planning or Special Projects (doesn't fit in other categories) Only*** - 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 Fluidity Study, Wayfinding Signs, Pedestrian Counters, etc.

☐ ***Roadway -*** 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* on the roadway.
Examples: New or improved pathways, bikeways, or sidewalks; improved bike or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian signals); 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.

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include it). 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. View Tutorial Video
- ITD form 1150 – Project Cost Summary Sheet. View Tutorial Video
- ITD form 2435 – Local Federal-Aid Project Request. View Tutorial Video
- COMPASS Form FA100 – Federal Requirements. View Tutorial Video
- Estimating Worksheet (must match form 1150 and 2435). View Tutorial Video
  - Be sure to update Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application
Phase II
PLANNING and SPECIAL PROJECT ONLY FOCUS

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

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 won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit.

☐ Match commitment letter
  ☐ Signed?
  ☐ Scanned?

☐ ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here*.
  ☐ Signed?
  ☐ Scanned?

☐ ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here*.
  ☐ Signed?
  ☐ Scanned?

☐ ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here*.
  ☐ Signed?
  ☐ Scanned?

☐ COMPASS Form FA100 – Federal Requirements. *View Tutorial here*.
  ☐ Signed?
  ☐ Scanned?
☐ Estimating Worksheet (must match form 1150 and 2435). View Tutorial Video *View Tutorial here*.
  ☐ Signed?
  ☐ Scanned?
  ☐ Updated Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application
Phase II
ROADWAY PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency):

Project Title:

GENERAL

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

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

CIM Score –

Maximum total 26 points	*Score:* COMPASS will provide

The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050, using one-twentieth of the score (e.g. the CIM score is 79, the adjusted CIM score is 15.8)

- 20% of the score on the prioritization scoresheet, if anywhere on the listed corridor.
- Full points if listed on long-term funded but does not include a score.

SAFETY –

Maximum total 40 points	*Score:*

Is the project on the High Injury Network (HIN)?
- ☐ Yes
- ☐ No

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 (see supplemental):

☐ **30 points:** ☐ On HIN AND ≥ 2 Fatal and/or Class A crash history (last 5 years) AND ☐ Project addresses cause of crashes

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

☐ **10 points** ☐ Not on HIN AND non-injury crash history (last 5 years) AND ☐ Project addresses cause of crashes

Number of fatalities (auto related):

| COMPASS will provide |

Number of serious injuries (auto related):

| COMPASS will provide |

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:

Safety Criteria:

☐ **30 points:** ☐ On HIN AND ≥ 2 Fatal and/or Class A, B and/or C bike/ped crash history (last 5 years) AND ☐ Project addresses cause of crashes

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

☐ **10 points:** ☐ Known history of active transportation near misses AND ☐ Project addresses cause of crashes

Number of fatalities (active transportation related):

| COMPASS will provide |

Number of serious injuries (active transportation related):

| COMPASS will provide |

Does the project support the mode of the segment identified in the Complete Network Policy? (Sum of all that apply) Please explain how the project supports the mode.

Safety Criteria:

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

☐ **5 points:** ☐ Project supports the Complete Network Policy mode for Active Transportation.

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

☐ **5 points:** ☐ Project supports the Complete Network Policy mode for Public Transportation.

ECONOMIC VITALITY–

Maximum total 25 points	Score:

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:

[ ]

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 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 highly congested or unreliable corridor	
☐ **3 points:**	☐ Adds capacity to moderately congested	

What condition is the current facility in ("fair" or "poor")?
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ N/A: New Segment

Economic Vitality Criteria (check what applies to 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

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

CONVENIENCE –

Maximum total 25 points	Score:

Does the project improve connectivity to a regional activity center?
☐ Yes
☐ No

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

☐ **10 points:**　☐ Located within bounds of a regional activity center

☐ **5 points:**　☐ Located within two miles 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 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

Does the project address a gap in the network?
Please explain how the project addresses the gap**:**

Convenience Criteria (sum of all that applies):

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

☐ **4 points:**　☐ Addresses a gap in the active transportation network

☐ **4 points:**　☐ Project includes improvements to public transportation facilities

QUALITY OF LIFE–

Maximum total 15 points	Score:

Does the project benefit an underserved area?
- ☐ Yes
- ☐ No

Please explain the benefit(s) the project will provide to an underserved area:
(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 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 benefits to, an underserved area	

Does the project address potential environmental impacts?
- ☐ Yes
- ☐ No

Please explain how the environmental impacts will be addressed.

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

☐ **5 points:**	☐ Sponsor identifies possible environmental impacts AND how they are addressed

READINESS –

Maximum total 25 points	Score:

Is the project a priority to the sponsor agency?

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 the above category)

Does the sponsor provide a match above the required minimum?

- ☐ Yes
- ☐ No

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

- ☐ **5 points:** ☐ Agency provides more than 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

ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include it). These are not counted in the page limit.

- ☐ ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.*
    - ☐ Signed?
    - ☐ Scanned?

- ☐ ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.*
    - ☐ Signed?
    - ☐ Scanned?

- ☐ ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.*
    - ☐ Signed?
    - ☐ Scanned?

- ☐ COMPASS Form FA100 – Federal Requirements. *View Tutorial here.*
    - ☐ Signed?
    - ☐ Scanned?
- ☐ Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.*
    - ☐ Signed?
    - ☐ Scanned?
    - ☐ Updated Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application

Phase II
ACTIVE TRANSPORTATION PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency):

Project Title:

CIM Score –

Maximum total 26 points	*Score:* COMPASS will provide

The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050, using one-twentieth of the score (e.g. the CIM score is 79, the adjusted CIM score is 15.8)

- 20% of the score on the prioritization scoresheet, if anywhere on the listed corridor.
- Full points if listed on long-term funded but does not include a score.

SAFETY–

Maximum total 40 points	*Score:*

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**:**

Safety Criteria (see supplemental):

☐ **30 points:**	☐ On HIN AND ≥ 2 Fatal and/or Class A crash history (last 5 years) AND ☐ Project addresses cause of crashes
☐ **20 points:**	☐ Not on HIN AND 1 Fatal and/or Class A crash history (last 5 years) AND ☐ Project addresses cause of crashes
☐ **5 points:**	☐ Not on HIN AND non-injury crash history (last 5 years) AND ☐ Project addresses cause of crashes

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

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

Does the project improve safety for active transportation users?

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.

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

ECONOMIC VITALITY–

Maximum total 20 points	*Score:*

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

Does the project improve a facility in "fair" or "poor" condition? A facility is regarding pathway, sidewalk, etc.
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ 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):

☐ **5 points:** ☐ Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with poor condition rating

☐ **3 points:** ☐ Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with fair condition rating

☐ **3 points:** ☐ Adds new facility where none existed

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:

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

CONVENIENCE–

Maximum total 25 points	Score:

Does the project improve active mode connectivity to public transportation?
☐ Improves connectivity along a corridor with *current* public transportation service.
☐ Improves connectivity along a corridor with *planned* public transportation service.
☐ Not 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 per CIM 2050

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

- ☐ **10 points:** ☐ Improves active transportation facilities within ½ mile of a regional activity center

QUALITY OF LIFE–

Maximum total 15 points	*Score:*

Does the project benefit an underserved area?
- ☐ Yes
- ☐ No

Please explain the benefit(s) the project will provide to an underserved area:
(If the answer is no, but will still provide benefits to an underserved area, also explain)

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

Does the project address potential environmental impacts?
- ☐ Yes
- ☐ No

Please explain how the environmental impacts will be addressed

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

- ☐ **5 points:** ☐ Sponsor identifies possible environmental impacts AND how they are addressed

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

- ☐ Yes
- ☐ No

Please identify the issue and describe the improvement:

<div style="border:1px solid #ccc; min-height:140px"></div>

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

☐ **5 points:** ☐ Addresses existing ADA compliance issue

PROJECT READINESS–

Maximum total 25 points	*Score:*

How many Phase II applications are you submitting?

<div style="border:1px solid #ccc; display:inline-block; width:300px; height:40px"></div>

Please give each application your local ranking below:

<div style="border:1px solid #ccc; min-height:80px"></div>

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)

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:** ☐ Agency provides more than 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

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  - ☐ Signed?
  - ☐ Scanned?

- ☐ COMPASS Form FA100 – Federal Requirements. *View Video Tutorial here.*
  - ☐ Signed?
  - ☐ Scanned?
- ☐ Estimating Worksheet (must match form 1150 and 2435). *View Video Tutorial here.*
  - ☐ Signed?
  - ☐ Scanned?
  - ☐ Updated Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application
Phase II
PUBLIC TRANSPORTATION PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency):

Project Title:

CIM Score –

Maximum total 26 points	*Score:* COMPASS will provide

The CIM score corresponds to the Unfunded Public Transportation list in CIM 2050. See the Guide for details about scoring.

SAFETY–

Maximum total 40 points	*Score:*

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

Does the project improve safety for public transportation users?
☐ Yes
☐ No

Please explain how the project improves upon existing safety measures already in place:

Safety Criteria:

☐ **20 points:**   ☐ Improves safety for public transportation users

ECONOMIC VITALITY–

Maximum total 25 points	Score:

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 improves a facility
☐ Reduces travel time, improves the speed and/or reliability of service

Please explain, if necessary:

Economic Vitality Criteria (check what applies to 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

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 project segment or intersection):

☐ **5 points:**   ☐ Includes the purchase or maintenance of electric vehicles or related equipment

CONVENIENCE–

Maximum total 25 points	Score:

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):

☐ **10 points:**   ☐ Directly improves public transportation access to regional activity centers

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:**   ☐ Addresses existing 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

QUALITY OF LIFE–

Maximum total 15 points	*Score:*

Does the project benefit an area with potentially transit-dependent populations?

☐ Directly improves connectivity or accessibility 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 project segment or intersection):

☐ **10 points:**   ☐ Benefits an area with potentially transit-dependent populations

☐ **5 points:**   ☐ Adequately addresses an environmental impact

Does the project address potential environmental impacts?

☐ Yes
☐ No

Please explain how the environmental impacts will be addressed

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

☐ **5 points:** ☐ Sponsor identifies possible environmental impacts AND how they are addressed

PROJECT READINESS–

Maximum total 25 points	*Score:*

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)

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:** ☐ Sponsor provides more than 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

Please explain if the process is not a construction project and what would be expected to complete the project:

ATTACHMENT CHECKLIST:

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☐ **ITD form 2435** – Local Federal-Aid Project Request. *View Tutorial here*
    ☐ Signed?
    ☐ Scanned?

☐ **COMPASS Form FA100** – Federal Requirements. *View Tutorial here*
    ☐ Signed?
    ☐ Scanned?

☐ **Estimating Worksheet** (must match form 1150 and 2435). *View Tutorial here*
    ☐ Signed?
    ☐ Scanned?
    ☐ Updated Phase I cost information if change occurred since the submittal of Phase I

V. APPLICATION ASSISTANCE SUPPLEMENTAL

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in the annual Resource Development Plan (Communities In Motion, the Transportation Systems Management, and Operations (TSMO) Strategic Plan, Regional Safety Action Plan (RSAP), and the Interstate 84 Corridor Operations Plan). 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

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