V. APPLICATIONS

FY2027-2033 COMPASS Application Guide

Phase I – Page 2
Phase II – Page 9

TUTORIAL VIDEOS:

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

ACRONYMS:

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

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

2027 COMPASS Funding Application
Phase I
All Projects

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. Phase I applications are limited to 10 pages each.

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

DETAILS:

Sponsor Name (agency): City of Boise

Main Agency Contact: Meg McCarthy

Project Title: Latah and Alpine Interim Improvements

PROJECT DETAILS:

Briefly describe your project: Operational improvements identified in the Latah/Alpine Parking and Pedestrian/Bicycle Safety Plan (CIM PDP). The project includes restriping to better organize travel lanes and parking, installation of vertical delineators to create interim curb extensions and protect bike lanes, dynamic speed feedback signs on Latah Street, enhanced signage and flashing stop control on Alpine Street, and installation of fencing and signage along the adjacent railroad corridor to formalize parking and improve visibility. These interim improvements are designed to provide immediate safety benefits for all users while a long-term capital project is advanced by ACHD.

Briefly describe the location of the project (include main segment and termini): Improvements would be primarily located near the intersection of Latah and Alpine but improvements could extend east/west on Alpine to Roosevelt and Peasley for interim treatments. For Latah, north/south, improvements could extend from Rose Hill to Kipling

STAFF SUPPORT REQUEST:

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

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

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

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

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

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

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

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

FUNDING REQUEST / PROJECT TYPE:

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

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

What type of project are you applying for? (select all that apply)
✓ **Active Transportation**: Bicycle / Pedestrian
✓ **Capital Construction**: Road / Bridge / Intersection / Intelligent Transportation Systems
☐ **Public Transportation**: Vehicles / Equipment / Maintenance / Operations
☐ **Planning**: Plans / Studies / Education
☐ **Procurement:** Bicycle Counters / Signs / Software / Other
☐ **Project Management/Administration**
☐ **Other** (describe below)
If other, please describe: Click or tap here to enter text.

Is right-of-way (ROW) acquisition needed for this project?
✓ Yes
☐ No
☐ N/A

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

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

☐ 2 through lanes	☐ Bridge	☐ Gateway/Traffic Calming	☐ Right Turn Lane (RTL)
☐ 2 through lanes /1 TWLTL	☐ Bridge Fencing	☐ Gutter	☐ Right Turn, Free Running
✓ 2-Way Stop Intersection	☐ Bridge Guardrail	☐ ITS Emergency Vehicle Preempt	☐ Roundabout 1-lane
☐ 3-Way Signaled Intersection	☐ Bus Lane	☐ Intersection Dedicated RTL	☐ Roundabout 2-lane
☐ 3-Way Stop Intersection	☐ Bus Pullout	✓ Intersection Dedicated LTL	☐ Roundabout 3-lane
☐ 4 through lanes	☐ Bus Shelter	☐ Intersection Median U-Turn	☐ Seal coating
☐ 4 through lanes /1 TWLTL	✓ Bus Stop	☐ Intersection RCUT/J-Turn	☐ Shoulder
☐ 4-Way Signaled Intersection	☐ Corridor Access Management	☐ Intersection Warning System	▯ Sidewalk 3-4' width
☐ 4-Way Stop Intersection	☐ Crossing, Mid-Street	☐ Leading Pedestrian Interval	☐ Sidewalk 5-7' width
☐ 5-Way Signaled Intersection	☐ Crossing, PHB	✓ Left Turn Lane	☐ Sidewalk 8-10' width
☐ 5-Way Stop Intersection	✓ Crossing, RFFB	☐ Median, Raised	☐ Signal-Reflect Back Plate
☐ 6 through lanes	☐ Crosswalk, Raised	☐ Mill working	☐ Speed Bumps

✓ ADA Ramps	☐ Curb	☐ Multi-Use Pathway	☐ Striping
☐ Barrier at Sidewalk/Road	☐ Curve Signage/Striping	☐ Pathway 8-10’ width	☐ Other
☐ Bicycle/Pedestrian Facility	☐ Dynamic Feedback Sign	☐ Pavement: CPFM or HFST	
✓ Bicycle-Lane	☐ Edge Lines, 6”	☐ Pedestrian Scramble	
☐ Bicycle–Signal Heads/Phase	☐ Flashing Stop Sign	☐ Protected Phasing	

Please describe, if necessary

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

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

Please describe, if necessary The project will implement interim safety and operational improvements identified in the Latah/Alpine pre-concept study to address immediate safety concerns while a long-term capital project is advanced by ACHD. Improvements include restriping to organize travel lanes and parking, installation of vertical delineators to create

interim curb extensions and protect bike lanes, dynamic speed feedback signs on Latah, and enhanced signage and flashing stop control on Alpine. The project could also install fencing and signage along the railroad corridor to formalize parking and improve visibility. These quick-build treatments will provide near-term safety benefits for all users, particularly students, while maintaining flexibility for future permanent improvements.

Does the project include improvements to the public transportation system?

☐ Yes
✓ No

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

PURPOSE AND NEED:

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

CIM2050 Goals (check all that apply):

☐ **Safety:** ✓ Increases Safety ☐ Increases Security ☐ Supports Resiliency

☐ **Economic Vitality:** ✓ Promotes Economic Vitality ☐ Promotes Freight ☐ Preserves Infrastructure ☐ Provides Reliability ☐ Promotes Travel/Tourism ✓ Manages Growth ☐ Preserves Farmland

☐ **Convenience:** ✓ Increases Access/Mobility ✓ Increases Connectivity ☐ Reduces Congestion

☐ **Quality of Life:** ☐ Protect the Environment ✓ Enhances Public Health ✓ Preserves/Connects to Open Space ☐ Promotes Affordable Housing ☐ Provides Transportation Options ☐ Benefits the Underserved

Please describe: The purpose of this project is to address immediate safety and operational deficiencies at the Latah and Alpine intersection and surrounding corridor using interim, quick-build improvements while a long-term capital project is developed. This corridor serves as a key connection for residents, businesses, and students traveling to nearby schools, yet has experienced 19 crashes since 2020, including injury and bicycle-related incidents. Rapid growth and redevelopment in the area, including new multi-story mixed-use development, are increasing traffic volumes, parking demand, and multimodal activity, intensifying existing safety concerns. The area is increasingly emerging as a neighborhood commercial hub, often compared to Boise's Hyde Park district, bringing additional pedestrian activity and economic vitality that further underscores the need for safe, multimodal infrastructure. Community feedback has consistently identified the need for traffic calming, safer crossings, and better organization of parking and travel lanes. This project directly supports the Communities in Motion 2050 goals of improving safety, increasing mobility and connectivity, supporting economic vitality, and enhancing public health. By implementing low-cost, high-impact treatments such as striping, delineation, and signage, the project advances the Safe System Approach by reducing speeds, improving visibility, and minimizing conflict points for all users. These improvements will provide immediate, measurable safety benefits and respond to community needs while maintaining flexibility for future permanent design and construction by ACHD.

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

PROJECT BUDGET:

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

Total Project Cost: $50,000

Amount Requested (total cost minus local match): $46,330

Proposed local match (amount): $3,670

Proposed local match (percentage): 7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:
The project cost estimate is based on recent City of Boise unit costs and bid for similar quick-build safety projects. Costs reflect materials, installation, and traffic control for striping, signage, and temporary traffic calming elements. Major components include pavement striping and marking modifications, installation of vertical delineators for interim curb extensions and bike lane protection, dynamic speed feedback signs, flashing stop enhancements, and fencing and signage along the railroad corridor. Minor design/layout and traffic control are also included.

Because the Latah/Alpine pre-concept report (funded through a prior CIM PDP grant) is still in progress, this estimate is based on planning-level assumptions and typical unit costs for comparable treatments. The final report will help refine quantities and costs for specific improvements. The total project cost of $50,000 reflects a reasonable scale for implementing targeted interim safety measures.

If the project cannot be fully funded, the City of Boise can prioritize key safety treatments or supplement with local funds to ensure critical improvements are implemented.

What is the source of the match? The match funding is from FY26 existing City of Boise funds.

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

- ☐ Yes
- ✓ No

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

If your project is for COMPASS staff support only:

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

PARTNERS/SUPPORT:

Are other jurisdictional agencies or partners involved in this project?

- ☐ No

✓ Yes

If yes, please list the jurisdictional agencies and other partners **and their role** in the project:
Yes, ACHD (ROW owner) will be a partner in this implementation and VRT will also be included for service considerations.

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:
From the pre-concept study, a survey was created that provided the proposed alternatives for the intersection, a public involvement meeting at Jefferson Elementary, and a project update during the annual Depot Bench Neighborhood Association meeting. The survey received close to 420 responses, the public involvement meeting had nearly 40 attendants, and the neighborhood association meeting had 30 attendees. Additionally, City of Boise staff conducted meetings with businesses in the area including The Wylder Restaurant Group, Push & Pour, Story Development, ERSTAD development, The Stil, and CABI.

Public Spaces Program- Latah + Alpine

Additionally, when ACHD created the Central Bench Neighborhood Transportation Plan, Alpine, Orchard to Latah was the third most requested project by the public (Central Bench Neighborhood Transportation Plan, Page 11).

READINESS TO PROCEED:

If this is a construction project, has any work been completed on this project?
(Mark all phases that are complete)

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

Please explain, if necessary:
A preconcept report will be available that will provide the alternatives that were shared with the public. The alternatives included three concepts of the intersection configuration and facilities for biking, walking, and parking proposed. Two concepts were shared of the crossing of Latah and Alpine. The preconcept report will contain temporary measures that could be applied ahead of construction to provide a safer and more comfortable environment. The grant award would allow some of those interim safety countermeasures to be designed and applied.

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

☐ Yes
☐ No
✓ N/A

Please explain, if necessary:

Click or tap here to enter text.

TIMING:

When is your project needed (ideal timing)?

Estimated start date: July 2026

Target completion date: March 2027

Please explain the reasons for timing constraints, if necessary:
There are no specific external timing constraints associated with this project. The proposed improvements are designed as flexible, quick-build measures that can be implemented as funding becomes available. However, advancing the project in the near term will allow the City to respond proactively to existing safety concerns and increasing development activity in the corridor.

PLANNING DOCUMENTS:

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

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

Please provide the reference of the project in plan (long-term funded, unfunded, etc.) and explain "other" if selected: This project addresses the following goals identified in the Regional Safety Action Plan: 1. Design and build a transportation network that is safe for all users and 4. Embrace the Safe System Approach and promote a culture of safety. Latah, Americana to Alpine is also listed as a priority safe route to school project in ACHD's jurisdiction in the RSAP (Appendix E, page 5).

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

- ✓ Yes
- ☐ No

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

[8] CIM 2050 Priority Projects: https://cim2050.compassidaho.org/projects-and-priorities/project-priorities/
[9] Congestion Management Process: https://compassidaho.org/congestion-management/
[10] 2015 Agricultural Freight Study: https://compassidaho.org/wp-content/uploads/2015AgFreightStudyReport.pdf
[11] I-84 Corridor Operations Plan: https://compassidaho.org/transportation-management-and-operations/
[12] Regional Safety Action Plan: https://compassidaho.org/safety/
[13] TSMO: https://compassidaho.org/transportation-management-and-operations/

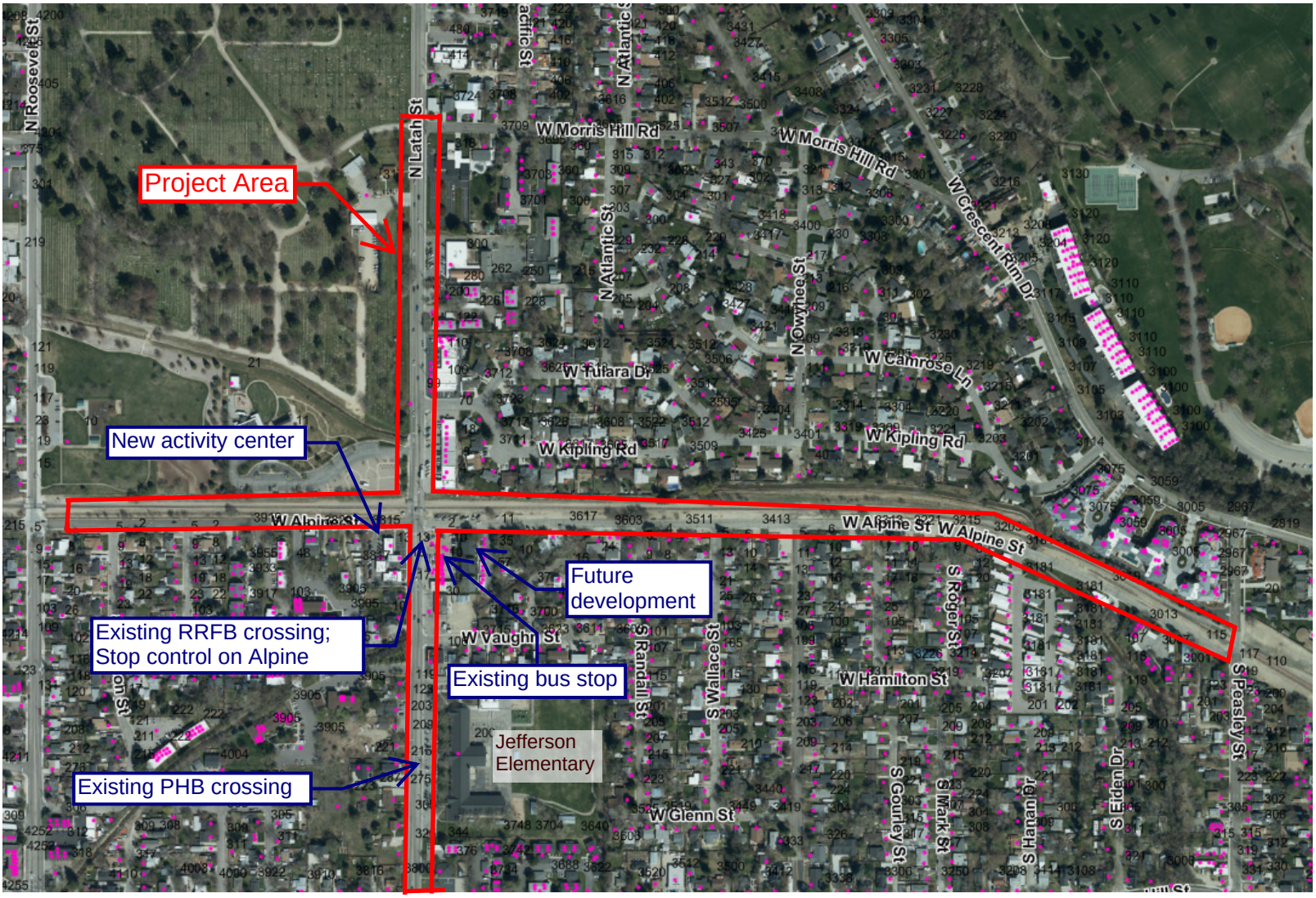
1. Near City of Boise, Franklin and Orchard community activity center. Central Bench Planning Area
2. Supports City of Boise Neighborhood Master Plan Land Use Goals 2.4,2.5 (pg.23-24) Transportation goals 4.3, 4.4 and 4.5 (pg.27-28) Depot Bench Neighborhood Plan
3. ACHD Central Bench Neighborhood Transportation Plan (pg. 13, 15, 17, 18, 19,)

ATTACHMENTS:

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

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

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



View from Latah looking North towards Emerald and Downtown Boise

View from Alpine looking East towards Peasley St.

May 1, 2026

Craig Raborn, Executive Director
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Director Raborn,

I am reaching out on behalf of the Ada County Highway District (ACHD) to support the City of Boise's COMPASS Phase I Application for the Latah/Alpine Safety Plan Implementation on the Boise Bench.

The Jefferson Elementary and Alpine/Latah area has seen increased revitalization in recent years due to several land use developments that have created a true community attractor. Demand in the area has brought transportation challenges, including bicycle and pedestrian safety and parking impacting nearby neighborhoods.

In 2025, ACHD supported the City's application for COMPASS's Project Development Program to conduct a pre-concept study that identifies safety improvements for all users. The District also supports the City's application for grant funding to implement findings from the pre-concept study, tentative to ACHD's final review and approval on designs implemented within the District's right-of-way.

We are pleased to support the City of Boise's land use initiatives. Thank you again for your time, we appreciate your consideration.

Sincerely,

Ryan Head, Executive Director
Ada County Highway District
5800 N Meeker Ave
Boise, ID 83713