

Active Transportation Project Scoring			Notes:
Spoins Bank Canal Pathway, Boise CIM Score	Pts.	Max pts.	
CIM project score high priority = 10 points, medium priority = 5 points, and low priority = 3 points, if anywhere on the listed corridor.	10	10	close proximity to State - highest priority (1/2 mile from Castle Rd terminus), close proximity to Hill Rd, Low priority (1/4 mile from Pierce Park terminus)
Safety			
Does the project address a known active transportation safety issue?	30	30	Bike/Ped K-0 A-0 B-4 C-0
Does the project improve safety for active transportation users?	10	10	Multiple CMFs. Total average decrease 33.3%
Total:	40	40	
Economic Vitality			
Does the project address a priority gap in the active transportation network?	10	10	Addres gap identified in High Priority
Does the project improve a facility in "fair" or "poor" condition?	3	10	adds new facility
Does the project provide an active mode alternative to a congested roadway segment?	2	5	criteria based on .25 miles. Project is .32 miles parallel to "moderately congested." and supports connections to transit. Gave partial points.
Total:	15	25	
Convenience			
Does the project improve active mode connectivity to public transportation?	10	10	direct connect to Route 10 and Eagle On-Demand. Direct connection to future route FR-005-1
Does the project improve active mode connectivity to key destinations?	10	10	Improves connectivity to four key destinations.
Total:	20	20	
Quality of Life			
Does the project benefit an underserved area?	5	10	Not within, but adjacent to and will serve TAZ with equity scores 8-11.
Does the project address an environmental impact?	5	5	Project addresses all environmental impacts identified
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5	5	Sidewalks missing. Proposed new pathway will be designd to meet ADA standards.
Total:	15	15	
Performance Total:	100	110	
Readiness and Support			
Is the project a priority to the sponsor agency?	10	10	priority 1 of 1
Does the sponsor agency provide match above the required minimum?	0	10	7.34% local match
Is the project ready for Federal implementation?	4	10	ROW acquired or not needed. ROW Plan not needed.
Programming Total:	14	30	
Total Score:	114	140	

IV. APPLICATION SUPPLEMENTAL

FY2025-2031 COMPASS Application Guide

Phase I – Page 1

Phase II – Page 5

2025 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.

DETAILS

Sponsor Name (agency):

City of Boise

Main Agency Contact:

Dane Hoskins

Project Title:

Spoils Bank Canal Pathway - Horseshoe Bend Road to Hill Road; Pierce Park Lane to Castle Drive

PROJECT DETAILS

Briefly describe the location of the project:

This project runs along the Spoils Bank Canal (Drain 15) in northwest Boise, in two segments between Horseshoe Bend Road and Hill Road, and between Pierce Park Lane and Castle Drive.

More specifically the project is within the Canal Easement, north of Utahna Road and Ben Street between Horseshoe Bend Road and Hill Road (Segment 1). The second segment of the pathway continues southeast away from Pierce Park Lane near West Outlook Avenue, across Eugene Street to Castle Drive near Bluegrass Avenue (Segment 2). See attached maps.

Does the sponsor own the right-of-way for this project?

- Yes
- No
- N/A

If no, a letter of support from the owner(s) **is required** to ensure their involvement and approval prior to submission.

Explain:

The City of Boise is the only agency with relevant authority over this project. Coordination with relevant Canal Companies and property owners are to be included within the scope of this project.

Pathways within canal easements require approval of both the canal easement holder (the canal company, in this case the Ada County Drainage District #2, or ADD2) and the underlying property owner(s). In conversation, ADD2 has expressed support for the project. Canal companies typically do not provide written support for projects until project designs are finalized.

A letter of support from ACHD is included to demonstrate their support of the goals of the project and openness to modifications within the ROW.

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 prior to submission.

PURPOSE AND NEED

Describe the complete project 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):

The Spoils Bank Canal Pathway is a cornerstone of the expanding Boise pathway network, advancing a key city-wide priority. Pathways generally provide the safest, most comfortable, most desirable facility for walking and cycling, ensuring active transportation is accessible for all ages and abilities. This project would construct 1.65 miles of 12-foot-wide multi-use concrete pathway dedicated to active transportation. This application is the first step toward an interconnected pathway network that will knit together the entire northwest Boise neighborhood. The Spoils Bank Canal Pathway will contribute to several city-wide priorities including implementing the Boise Pathways Master Plan, providing Safe Routes to School for all students, and ensuring all residents are a less than a 10-minute walk from a park.

This project most directly contributes to COMPASS's Safety Goal and Objectives. Per the most recent crash data, three (3) crashes involving a pedestrian or cyclist have occurred on or near the project location. This project would take pedestrians and cyclists out of the roadway, eliminating the risk of a vehicle involved crash (Performance Measures 21 and 22).

Additionally, this project improves the convenience and connectivity of active transportation across the neighborhood. The pathway connects more than 8,000 residents to one (1) COMMPASS Activity Center, three (3) schools, two (2) city parks, and one (1) commercial center (Performance Measures 23 and 33). Additionally, the broader scale of this project indirectly improves connectivity to both the State Street Transit Priority Corridor and the Foothills trail network. Greater connectivity and comfort for active modes will support mode shift and improve travel time reliability on State Street (Performance Measures 34 and 36).

Lastly, the project contributes to the Quality of Life of Boise residents. The Spoils Bank Pathway will most directly contribute to the Open Space Objective by increasing the miles of trails and pathways within region and by increasing the walkability of schools and parks (Performance Measures 41 and 42). Additionally, this project improves the region's Health and Environmental objectives by supporting a mode shift away from single-occupant vehicles to active transportation (Performance Measure 37) and realizing the associated emissions reductions and public health improvements (Performance Measures 38 and 39).

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.

Total Project Cost:

\$3,726,576

Amount Requested (total cost minus any local match):

\$3,453,045

Proposed local match (amount):

\$273,531

Proposed local match (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.):

The conceptual cost estimate was arrived at using per-foot pathway cost estimates derived from conceptual studies for similar projects, including the COMPASS Rails-With-Trails Feasibility Study and Concepts in the Boise Pathway Master Plan. In instances where ACHD had reported recent bid averages, those costs were updated using that value. Otherwise a 25% cost escalation factor was applied to account for changes in market conditions since their completion.

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, indicate how your project can be phased and provide amounts:

This project can be broken into several natural phases that can be constructed independently as opportunities are unlocked.

Those segments are:

- Segment 1: Horseshoe Bend Road to Hill Road
Total: \$2,484,384 Local: \$182,354 Federal: \$2,302,030

- Segment 2: Pierce Park Lane to Castle Drive
Total: \$1,242,192 Local: \$91,176 Federal: \$1,151,016

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

No

Yes

If yes, list the jurisdictional agencies and other partners and their role in the project:

ACHD will review any modifications within the ROW.

The Ada County Drainage District #2 maintains a prescriptive easement over the project area and will review all designs within their easements. To date, they have been supportive of pathways within their easements.

Has any public involvement been conducted for this project?

- No
- Yes

If yes, describe the results of those public involvement initiatives:

There were significant public outreach and engagement activities during the development of the City's Pathways Master Plan. That outreach included identification of priority routes for pathways. The Spoils Bank Canal was identified as an ideal alternative to both State Street and Hill Road due to its separation from traffic. It was identified as a priority route by (approximately) the same number of residents as more visible or widely used facilities, including the New York Canal, the Ridenbaugh Canal, and the Farmers Lateral. It has also been a priority for the relevant Neighborhood Associations and is explicitly called out in the Northwest Boise Neighborhood Plan.

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 design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Explain, if necessary:

If design has been started, does it meet federal standards? Federal standards are described in the [Local Public Agency Projects Guide](#)¹ within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Explain, if necessary:

No design work started.

PLANNING DOCUMENTS

Does this project conform to a local or regional plan?

- Yes
- No

Explain: (reference the plan(s) with title/link and provide approval dates)

This project is identified as a near term priority for implementation in the Boise Pathways Master Plan: Boise Pathways Master Plan (2022): <https://www.cityofboise.org/departments/planning-and-development-services/planning-and-zoning/comprehensive-planning/boise-pathways-plan/>

Additionally, this project support's the City's 10-minute walk to a park initiative: <https://www.cityofboise.org/departments/parks-and-recreation/10-minute-walk/>

¹ <https://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html>

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 right-of-way jurisdiction if the sponsor does not own the right-of-way
 - From the land-use agency if the project is not the same as the roadway jurisdiction
 - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction

Attach match commitment document for applications for possible future federally funded projects.

- Match commitment document for applications for possible funding through CIM Implementation Grants or the Project Development Program may be submitted with Phase I in December but is not required until the second-round deadline in May.

2024 COMPASS Funding Application

Phase II

The next sets of questions pertain to PRIMARY PROJECT TYPES (Planning, Roadway, Active Transportation, and Public Transportation).

Please fill out ONLY the section that pertains to your project.

The four project categories are below:

Definitions:

Planning Only - Projects for which the primary result is a study, document, or planning product. This would include any plan, study, data acquisition, Planning and Environmental Linkages (PEL) study, or other process that is eligible for federal funds, 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 fit into that category.

Examples: County Transportation Plan, Americans Disabilities Act (ADA) Transition Plan, Transportation System Management and Operations (TSMO) Plan, Freight Fluidity Study.

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 lanes, added turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, Transportation System Management and Operations (TSMO), and ITS improvements.

Active Transportation - Active 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; and/or adding permanent active mode data collection devices

*"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).

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.

All project applications must include the following attachments (not counted in the page limit):

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

2024 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):

City of Boise

Project Title:

Spoils Bank Canal Pathway - Horseshoe Bend Road and Hill Road; Pierce Park Lane to Castle Drive

SAFETY

Does the project address a known active transportation safety issue? Explain and provide the data below:

Yes, The ITD Safety dashboard shows three (3) bicycle and pedestrian involved crashes with injuries on roadways near the project area, including on Horseshoe Bend Road and Hill Road.

Number of fatalities (active transportation related): 0

Number of serious injuries (active transportation related): 3 (Class B), 0 (Class A)

Explain how the project addresses the causes of the fatalities and/or serious injuries:

This project provides active transportation pathways that are facilities separated from the roadway, dramatically reducing the likelihood of a bicycle or pedestrian involved crash. This combined with appropriate treatments for pathway-roadway crossings should provide a safe alternative to existing infrastructure. Additionally, providing greater separation from the roadway increases the comfort for people of all ages and abilities walking and bicycling.

Does the project improve safety for active transportation users?

Yes.

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

CMFID = 2134

CMF = 0.37 (63% reduction in all types, all severities of bicycle-involved crashes)

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

63% reduction.

ECONOMIC VITALITY

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

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

Explain how this project addresses a gap:

Bike-Walk COMPASS identifies the need for a multi-use pathway along the Farmers Union Canal between Floating feather Road and Pierce Park Lane. The City's Pathway Master Plan has also identified this canal and drain network as an opportunity to improve active transportation connectivity across the city and feel there is a need for high-comfort separated pathway facilities in this neighborhood. The Spoils Bank Canal, also identified in the Pathways Master Plan will serve many of the same residents and make many of the same connections and is more ready for implementation at this time.

Does the project improve a facility in "fair" or "poor" condition? (A facility is regarding pavement, bridge deck, bridge, pathway, sidewalk, etc.)

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

Explain, if necessary and provide method of data collection:

Does the project provide an active mode alternative to a congested roadway segment as identified in the COMPASS Congestion Management Annual Report?

- 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

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

This project is 0.32 miles from "moderately congested" segments of State Street between Eagle Road and State Highway 55 and runs parallel to several "highly congested" and "unreliable" intersections along the State Street corridor. This project provides safe routes for active transportation and supports connections to transit, encouraging the adoption of non-car trips and preserving the existing capacity of State Street. Additionally, the project provides safe routes to schools for students of all ages.

CONVENIENCE

Does the project improve active mode connectivity to public transportation?

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

Explain:

This project provides direct connection to the existing service on Castle Drive (Route 10) as well as the Eagle On-Demand Transit Service area. Additionally, the project provides direct connections to future 'Funded' public transportation routes along Bogart Lane (FR-005-1) and provides indirect support to the State Street Best-In-Class transit corridor by improving active transportation along the corridor.

Does the project improve active mode connectivity to key destinations?

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:

Yes. This project will improve connectivity to:

- Shadow Hills Elementary School, Cynthia Mann Elementary School

- Magnolia Park, Castle Hills Park
- Complete Network Activity Center at State and Horseshoe Bend Road (including State Street TOD Node and medical Center)
- Grocery Store (WinCo on Horseshoe Bend Road)

QUALITY OF LIFE

Does the project benefit an underserved area (as related to the COMPASS Equity Index)?

- Yes
- No

If the answer is no, but will still provide benefits to an underserved area, explain how: The highest equity score within the project bounds is a 6. However, the project is adjacent to nearby TAZ's with Equity scores ranging from 8 to 11. The criteria contributing to the equity scores within and adjacent to the project area include bike/ped injuries (per Equity index), congestion (per Equity index), and underserved walkability to transit, schools, and grocery stores. This project will improve these metrics by providing safe, separated facilities for walking and cycling, improving connectivity to schools, active transit routes, and grocery stores, and encouraging a shift away from single occupancy vehicles mode choice.

Explain the benefit(s) the project will provide to an underserved area:

Does the project address any environmental impacts (as listed in the COMPASS Environmental Review Map)?

- Yes
- No

Please list the impacts identified on the Environmental Review Map and explain how the project will address the impacts:

Selectign the Hill Road project evaluation returns the following results and our responses:

- Water_Wetland - NA No impact to know wetlands
- Water_Groundwater - NA, No impact to groundwater
- OpenSpace_ParksPrivate - NA, no private parks impacted
- SchoolParcels - NA, project no impact to direct parcels. Generally, improve access and safety to schools.
- Roadkill, - NA- Indirectly reduce SOV trips and reduce roadkill
- OpenSpace_PublicParks, - Project to improve and increase access to public open space
- Floodzone, - NA, no impact to floodplain
- HistoricTrails, - NA, no impact to historic trails
- OpenSpace_Cemetery, - NA, no impact to cemetery
- Slope, - NA - Slope not a factor in project
- HistoricUnassessed - Drain is historic. We will work with SHPO it identify remaining historic aspects to preserve. Tiling canal primary trigger of historic review not a consideration for the project.
- Areas of Critical Environmental Concern (ACEC) - NA, No ACEC impacted.

If the COMPASS Environmental Review Map does not provide information for this project, provide supplemental documentation that shows the project addresses environmental impacts and provides references to where the information was obtained.

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

- Yes
- No

Identify the issue and describe the improvement:

Sidewalks are missing along much of both sides of Shields Avenue and Utahna Road. While this project will not complete these sidewalks, it will improve accessibility and connectivity between Horseshoe Bend Road and Hill Road. The proposed pathway will be designed to meet or exceed ADA accessibility standards.

PROJECT READINESS

Is the project a priority to the sponsor agency?

Yes, 1 of 1

COMPASS staff will request all priorities of applications submitted after the deadline.

Does the partner agency provide match above the required minimum?

No. The required match will be provided.

Project amounts and proposed match are provided in the Phase I application. If the amount of request or match proposed is different than in Phase I, please revise Phase I.

Is the project ready for federal implementation? (Mark all that apply)

- Pre-concept report complete or equivalent
- Preliminary design complete
- Environmental complete
- Final design complete
- Right-of-way plans complete (or not needed)
- Right-of-way acquired (or not needed)
- PS&E is ready

REQUIRED ATTACHMENTS

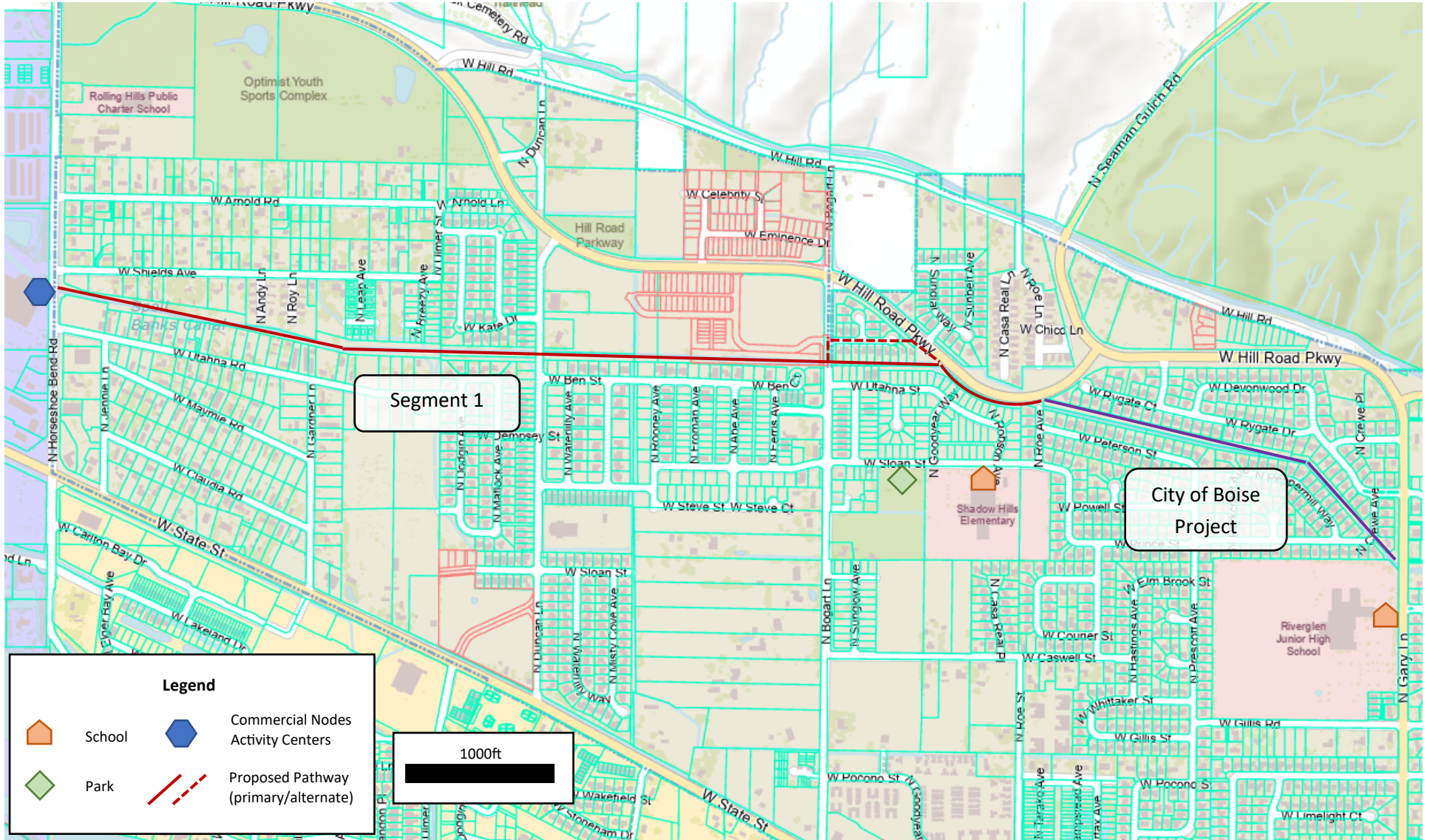
All project applications must include the following attachments (not counted in the page limitation):

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

City of Boise Project Application, January 2024

Spoils Bank Canal Pathway

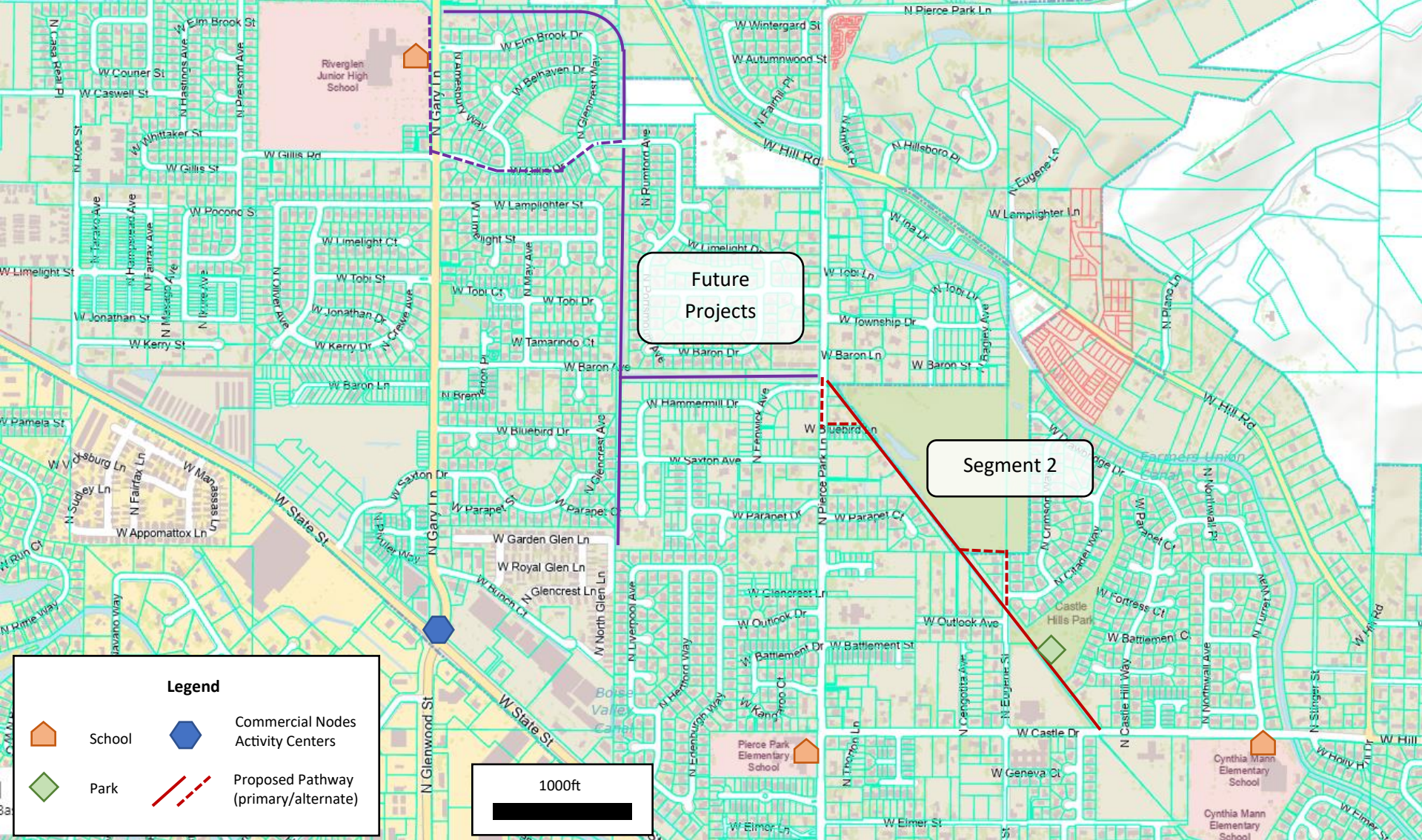
Page 1 of 2 - Horseshoe Bend to Hill Road



City of Boise Project Application, January 2024

Spoils Bank Canal Pathway

Page 2 of 2 – Pierce Park Lane to Castle Drive





OFFICE OF THE MAYOR

MAYOR: Lauren McLean

December 5, 2023

Debbie Kling, Chair
Community Planning Association of Southwest Idaho Board
700 NE 2nd Street, Suite 200
Meridian, Idaho

Re: Spoils Bank Canal Pathway, Horseshoe Bend Road to Castle Drive

Dear Chair Kling,

Thank you for the opportunity to submit an application for the Spoils Bank Multi-Use Pathway, Horseshoe Bend Road to Castle Drive. This project represents a cornerstone in the Boise pathway network and will provide an entire neighborhood with safe access to schools, parks, best-in-class transit, and commercial centers. The City of Boise is committed to creating safe and comfortable bike and pedestrian paths along the Spoils Bank Canal.

The City Council and I are strongly supportive of the vision for multi-use paths described in the Boise Pathways Master Plan. The Spoils Bank Pathway will support several of the city's priorities and initiatives, including ensuring students have safe routes to school, providing residents with access to a park within a 10-minute walk, and eliminating traffic fatalities from our transportation system. The proposed project provides new, safe connections to six schools, three city parks, two shopping centers.

Additionally, according to the most recent available data, four crashes involving a pedestrian or cyclist have occurred on or near the project location. This project would provide pedestrians and cyclists with a safe, car-free connection, reducing the risk of a vehicle-involved crash.

The City of Boise will provide the local funding match of 7.34% for this project: Spoils Bank Canal Pathway, Horseshoe Bend Road to Castle Drive. Improving accessibility for pedestrians and cyclists throughout northwest Boise will not only improve safety across the neighborhood, but will also promote active modes of transportation, Safe Routes to School, and a healthy, connected community.

Sincerely,

Lauren McLean
Mayor
City of Boise



City of Boise

Grant Review Application

APPROVED

11/30/2023

Finance Department

Before applying for grant funding, provide the following information to the Department Chief Administration Officer and Finance Manager. Upon their review and Dept Director approval, this form will be submitted to the Grant Review Committee. This document, after being approved by the Grant Review Committee, must accompany the agenda item seeking City Council to approve the grant award or acceptance of funds. **Please attach any information you feel would help the Committee in their review of this request.**

Requesting Department:	PDS	Name of Project Manager:	Dane Hoskins
Name/Title of Person Completing Application:	Dane Hoskins / Pathways Program Manager	Name of Grant:	Spoils Bank Pathway, Horseshoe Bend Rd. to Elmer St
Granting agency:	Originating Grantor: US DOT - Federal Highway Administration (FHWA)	Pass Through Agency:	ITD through COMPASS

CFDA Number:	20.205
Brief description of the purpose of the grant:	This is a COMPASS TAP grant to fund design and construction of a 10-12 ft. wide multi-use pathway for bicyclists and pedestrians on the Spoils Bank Canal.

Has the City received this grant in previous years or is this a first time application:	Yes, received in the past.
---	----------------------------

City departments affected by this grant:	PDS and BPR (minor involvement anticipated by Public Works, Legal, Procurement)
--	---

List any Private or Non-profit partners involved in the implementation of this grant:	ACHD, ITD, LHTAC (Local Highway Technical Assistance Council), Ada Drainage Ditch #2, and supporting consultant firms
---	---

What vision and policies does this grant align with in the City's Comprehensive Plan:	<small>Vision #4 - A Connected Community, CC#7 - Enhance pedestrian connectivity and comfort (7.1(a) Connect destinations with pedestrian facilities); CC#8 - Enhance bicycling connectivity and comfort (CC8.1(b) close gaps in the bicycle network and improve bicycle connectivity, CC8.2(c) Construct and upgrade bicycle routes); CC#2 - Create an interconnected network of complete streets that serve all modes of transportation (CC2.1(c) Improve connectivity in neighborhoods without widening roads); CC#1 - Minimize the impact of transportation systems on climate change (CC1.2 Transportation investments that expand the capacity of [] bicycle and pedestrian facilities). Additionally, this application supports the Transportation Action Plan goals of safety for all, an all-ages bicycle network, and active routes to school and the Pathways Master Plan goals of making useful connections, enabling active lifestyles, and reducing environmental impacts.</small>
---	---

Financial Information

Amount of grant:	\$ 3,428,420.00	Does this grant require future financial commitments of any kind:	Yes
Deadline for application (date):	12/05/2023	If yes, what is the total amount:	
Does this grant have supplement or supplant considerations:	No	Over how many years:	TBD, Ongoing maintenance

Are matching funds required:	Yes	Does this grant require purchase or construction of capital assets > \$5k:	Yes
If yes, match amount %:	\$ 271,580.00 7.34%	If yes, describe the Capital Asset:	Paved Multi-Use Path
Type of funds:	TBD	Are you purchasing equipment with this grant:	No
If yes, match amount %:	0.00%	Are you purchasing items, goods or services?	Yes
Type of funds:			

Does this grant require hiring any new employees to be funded from grant dollars:	No	What is the grant period in which funds will be received:	Between 2025-2031
If yes, how many and what time frame:		If multi-year, enter the number of months grant will be received:	3 years: Design, Right-of-Way, Construction



City of Boise

Grant Review Application

Finance Department

Does IT support this request:

N/A



List any Information Technology implications of this grant:

Describe the reporting/audit/compliance requirements of this grant:

The grant is for federal transportation funds which requires city match of 7.34%. The City will pay project invoices as they are received and is reimbursed by ITD/LHTAC at 92.66%. See also: <https://compassidaho.org/wp-content/uploads/COMPASSFormFA100-SummaryofFederalRequirements.pdf>

Please describe the public concern, issue or unmet need that this grant will address and potential ramifications to the community if this issue is not addressed by the City of Boise:

The Spoils Bank Canal Pathway presents the opportunity to safely connect students to schools, families to parks, and residents to Best-in-Class Transit. The 3.8-mile pathway network is a cornerstone of Boise's pathway expansion, connecting more than 11,000 residents to six schools and three city parks.

This project also improves the safety of walking and cycling for an entire neighborhood. Over the last five years, six crashes involving a vehicle and a pedestrian and/or a cyclist have occurred near the project. While ACHD is improving on-street safety, off-street multi-use pathways (like the Greenbelt) are widely regarded as the safest, most comfortable, and most desirable facility for pedestrians and cyclists of all ages and abilities.

Failure to address this issue will continue to limit neighborhoods' connectivity, resulting in more pedestrian and cyclist interactions with cars, more trips taken by car, and less neighborhood access to one of the City's Best-in-Class transit corridors.

Please provide any additional information that you would like to provide to the Grant Review Committee:

In the Pathways Master Plan (2022), segments of this project are identified as high impact towards the City's goals and high feasibility for implementation, making this an ideal candidate to pursue for near term implementation. Additionally, portions of this pathway have been identified by the Pierce Park Neighborhood Association as priority connections.

This project is intended to be phased and implemented as design, access, and funding come together. This approach will allow the project to be implemented strategically through the federal transportation funding process and opportunistically as redevelopment contributes to construction.

The PDS Mobility and Public Spaces team has experience managing federal transportation grants and is excited about the opportunity to pursue federal funds for pathway implementation projects. This grant application will seek initial design funds to support project development and ensure this priority project is reflected in the federal planning process and is moving towards implementation.

Lynette Gould

Digitally signed by Lynette Gould
Date: 2023.11.13 12:40:59 -07'00'

Finance Manager Signature

Yvette Harris

Digitally signed by Yvette Harris
Date: 2023.11.09 12:00:40 -07'00'

Chief Administrative Officer Signature

Department Director Approval:

Timothy Keane

Digitally signed by Timothy Keane
Date: 2023.11.09 12:08:44 -07'00'

Date: 11/09/2023

Printed Name:

Timothy Keane

For Grant Review Committee use only

Grant Review Committee Recommendation:

Please proceed with the application, **be sure to communicate with the Finance Department** when the granting agency makes a decision on the application. Grant awards must be forwarded to both the Finance Manager and the Legal Dept. for review of assurances

Do not proceed with this grant application. The Review Committee will contact the Department directly.



Alexis Pickering, President
Miranda Gold, Vice-President
Jim Hansen, Commissioner
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner

January 12, 2024

Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd St. #200
Meridian, ID 83642

SENT VIA EMAIL ONLY

Dear Mr. Stoll,

I am writing this letter to confirm ACHD's support for the City of Boise's COMPASS Phase II Application for a multi-use pathway along the Spoils Bank Canal in northwest Boise.

While our review is cursory at this point to formally approve modifications to ACHD right-of-way or infrastructure, if required, ACHD is supportive of the City of Boise's efforts. The proposed connections would increase connectivity and support ACHD's ongoing work to improve pedestrian and bicycle facilities in the neighborhood. This project would complement the ongoing and planned bicycle and pedestrian projects in the area, including improvements on Horseshoe Bend Road, Pierce Park Lane, and Collister Drive. Additionally, increased connectivity to Riverside Junior Highschool, Shadow Hills Elementary, Cynthia Mann Elementary School, Castle Hills Park, and Magnolia Park will provide greater accessibility for students and families.

Thank you – we appreciate the opportunity to show our support and look forward to working with the City of Boise if the grant is approved.

Sincerely,

A handwritten signature in black ink that reads "Tom Laws". The signature is written in a cursive, flowing style.

Tom Laws, AICP
Planning Manager
Ada County Highway District

connecting you to more

Project Estimating Worksheet

For Large Construction Projects

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

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

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) <i>(Enter the estimated cost of construction only)</i>		\$ 2,062,300	7.34%	\$151,373	92.66%	\$1,910,927
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 618,690	7.34%	\$45,412	92.66%	\$573,278
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 13,405	7.34%	\$984	92.66%	\$12,421
CC	Construction Engineering (Consultant) <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i>	15%	\$ 402,149	7.34%	\$29,518	92.66%	\$372,631
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 107,240	7.34%	\$7,871	92.66%	\$99,368
UT	Utilities <i>(amount for moving/improving utilities)</i>		\$ -	7.34%	\$0	92.66%	\$0
RW	Right-of-Way <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ -	7.34%	\$0	92.66%	\$0
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ -	7.34%	\$0	92.66%	\$0
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 13,405	7.34%	\$984	92.66%	\$12,421
PC	Preliminary Engineering (Consultant) <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i>	15%	\$ 402,149	7.34%	\$29,518	92.66%	\$372,631
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 107,240	7.34%	\$7,871	92.66%	\$99,368

Total Project Estimate	Total Local Portion	Total Federal Portion
\$3,726,576	\$273,531	\$3,453,045

Construction
Right-of-Way
Design

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



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
				18-Jan-24
Location				District
Spoils Bank Canal Pathway - Horseshoe Bend Road to Hill Road; Pierce Park Lane to Castle Drive.				
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
N/A	N/A	N/A	1.65	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$121,000
1b. Preliminary Engineering by Consultant (PEC)		\$402,000
2. Right-of-Way Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$175,000
5. Drainage and Minor Structures		\$75,000
6. Pavement and Base		
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures: <input type="checkbox"/> New Structure Length/Width _____ Location _____ <input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____ Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$1,624,000
15. Cost of Constructions (Items 3 through 14)		\$1,874,000
16. Mobilization 10 % of Item 15		\$187,000
17. Construction Engineer and Contingencies 30 % of Items 15 and 16		\$618,000
18. Total Construction Cost (15 + 16 + 17)		\$2,679,000
19. Total Project Cost (1 + 2 + 18)		\$3,202,000
20. Project Cost Per Mile	\$1,000	\$1,941,000

Prepared By:

Dane Hoskins



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

As required by the Federal Funding Accountability and Transparency Act (“Transparency Act” or “FFATA” per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data¹.

The following information must be reported for prime awardees and sub-awardees²:

Sub-Awardee DUNS ³ 070017017	Sub-Awardee Name City of Boise		
Address 150 N Capitol Blvd	City Boise	State ID	Zip Code 83702

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

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

Name	Total Compensation ⁴
1. N/A	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above Two criteria above do not apply to the city	

Definitions and Authority

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

Completed By (Sub-Awardee's Printed Name) Dane Hoskins	Title Pathways Program Manager	FFY
Signature <i>Dane Hoskins</i>		Date 1/18/2024

Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) City of Boise			Date 1/18/2024		
Project Title (Name of Street or Road) Spoils Bank Multi-Use Pathway		F.A. Route Number	Project Length 1.65	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Horsehoe Bend Road to Hill road; Pierce Park Lane to Castle Drive					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Multi-Use Pathway		
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 523,000			
Right-of-Way (ITD 1150, Line 2)		\$ 0			
Construction (ITD 1150, Line 18)		\$ 3,204,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing					
Within 2 miles of an Airport					
Parks (City, County, State or Federal)		Castle Hill Park			
Environmentally Sensitive Areas		Spoils Bank Canal			
Federal Lands (Indian, BLM, etc.)					
Historical Sites		Spoils Bank Canal			
Schools					
Other					
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

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

Sponsor's Signature <i>Dane Hoskins</i>	Title Pathways Program Manager
--	-----------------------------------

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
---------------------------	--------------	----	---------



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
				18-Jan-24
Location				District
Spoils Bank Canal Pathway - Horseshoe Bend Road to Hill Road; Pierce Park Lane to Castle Drive.				
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
N/A	N/A	N/A	1.65	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$121,000
1b. Preliminary Engineering by Consultant (PEC)		\$402,000
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$175,000
5. Drainage and Minor Structures		\$75,000
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$1,812,000
15. Cost of Constructions (Items 3 through 14)		\$2,062,000
16. Mobilization 11 % of Item 15		\$227,000
17. Construction Engineer and Contingencies 40 % of Items 15 and 16		\$916,000
18. Total Construction Cost (15 + 16 + 17)		\$3,205,000
19. Total Project Cost (1 + 2 + 18)		\$3,728,000
20. Project Cost Per Mile	\$1,000	\$2,259,000

Prepared By:

Dane Hoskins

Dane Hoskins

UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

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

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

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

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

Project Name: Spoils Bank Canal Pathway

Signed: *Dane Hoskins*

Dated: 1/18/2024