

Active Project Scoring	Points	Max Points	Notes:
Ridenbaugh Canal Pathway			
CIM Score			
CIM project score	26	26	CIM: High/Highest
Performance Assessment:			
Safety - Maximum 40			
Does the project address a known active transportation safety issue?	30	30	HIN: No RSAP Emphasis: High Priority PHB: Tier 3 Walkways: Tier 1 Auto Crashes: None
Does the project improve safety for active transportation users?	10	10	Bike/Ped Crashes: (within 0.25 m): On Emerald St: 2A / 2B / 2C On Maple Grove Rd: 1B On Milwaukee St: 4B / 4C CMF Clearinghouse IDs: 10585,3092,11246, results in average of 49.6% less crashes
Total:	40	40	
Economic Vitality - Maximum 20			
Does the project address a priority gap in the active transportation network?	10	10	CIM: High priority
Does the project improve a facility in "fair" or "poor" condition?	3	5	New segment
Does the project provide an active mode alternative to a congested roadway segment?	3	5	Congestion: Med/Low
Total:	16	20	
Convenience - Maximum 25			
Does the project improve active mode connectivity to public transportation?	10	10	Connects to Peak/Commuter route
Does the project improve active mode connectivity to key destinations?	15	15	Within 0.25 miles of more than 3 key destinations
Total:	25	25	
Quality of Life - Maximum 15			
Does the project benefit an underserved area?	7	10	Equity Index: 9 (medium).
Does the project address potential environmental impacts?	5	5	EnviroJustice_MinorityArea, DEQ_RemediateSite_Count, EnviroJustice_LowIncomeArea, SchoolParcels, Roadkill, OpenSpace_PublicParks, WildlifeZone
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5	5	Project will add ADA ramps.
Total:	15	15	
Performance Total:	96	105	
Performance Assessment:			
Readiness and Support - Maximum 25			
Is the project a priority to the sponsor agency?	10	10	1 of 1
Does the sponsor agency provide match above the required minimum?	0	5	Only required match.
Is the project ready for Federal implementation?	2	10	Pre-concept, Concept
Programming Total:	12	25	
Total Score:	134	156	

IV. APPLICATION SUPPLEMENTAL

FY2026-2032 COMPASS Application Guide

Phase I – Page 1

Phase II – Page 7

TUTORIAL VIDEOS:

- How To Create a Successful Grant Application: <https://youtu.be/zKokWhBexJU>
- How To Fill Out the Phase I Application Form: <https://youtu.be/yOuSQTmz6oc>

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):	City of Boise
Main Agency Contact:	Tessa Gregor, Mobility & Public Spaces Manager
Project Title:	Ridenbaugh Canal Pathway

PROJECT DETAILS

Briefly describe your project:

This project would complete a 1/2 mile section of the Ridenbaugh Canal Pathway, a high priority pathway corridor recommended in the City of Boise’s 2022 Pathways Master Plan and also identified as part of the Regional Active Transportation Network. This section of the Ridenbaugh Canal Pathway is part of a larger pathway corridor identified for near-term implementation in the Pathways Master Plan. This project would install a 12-foot multi-use pathway to connect between Maple Grove Rd and Milwaukee St along the Ridenbaugh canal corridor (north of Emerald St). Through this first phase, 3,326 new residents will have access to a nearby car-free pathway connection, including 2,523 residents who lack access to other open space and parks. The Ridenbaugh Canal pathway would ultimately connect to the Boise Towne Square Mall, transit hub, regional activity center, as well as other major retailers, employers, and areas of future development. It would also provide nearby access to schools. The demographics analysis in the Boise Patways Master Plan showed that this area would benefit from more active transportation choices. The area currently lacks access to pathways.

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

This project would connect between Maple Grove Rd and Milwaukee St along the Ridenbaugh canal corridor (north of Emerald St). It is anticipated that the pathway would be located on the south side of the canal.

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. Please explain:

This project is within the city of Boise limits and would be located within the Nampa Meridian Irrigation District’s (NMID) easement. It is anticipated that additional easements would be needed from private property owners. NMID has been notified of the City’s intention to pursue a pathway along this segment of the Ridenbaugh Canal. Their initial review identifies that an opportunity exist for a pathway along the southern bank of the canal, subject to further discussion and review. They have expressed a willingness to continue to engage with the project through design.

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

- Yes
- No
- N/A

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

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

Please describe, if necessary

No facilities exist along the length of the corridor. There are attached sidewalks and sub-standard bike lanes on Milwaukee St, where the project would connect, as well as attached sidewalk and striped bike lanes on Maple Grove Rd. No pedestrian crossings exist at either connection point to the proposed pathway.

Check all *countermeasures* you plan to add:

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

Please describe, if necessary

Project proposal and cost estimate includes recommended PHB's at Milwaukee and Maple Grove where the pathway would connect to the street grid.

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):

This project would complete a ½ mile section of the Ridenbaugh Canal Pathway, a high-priority pathway corridor recommended in the City of Boise’s 2022 Pathways Master Plan and also identified in Communities in Motion 2050 as one of the 13 high-priority, unfunded, regional pathway segments. These pathways were identified and prioritized through a rigorous process by the Active Transportation Workgroup, which included criteria related to equity, proximity and connectivity. This project would connect between Maple Grove Rd and Milwaukee St along the Ridenbaugh canal corridor (north of Emerald St). Through this first phase, 3,326 new residents will have access to a nearby car-free pathway connection, including 2,523 residents who lack access to open space and parks, directly contributing to COMPASS’s Open Space Objectives (Performance Measures 41 and 42). Additionally, the project will increase safety and comfort for active transportation users (Performance Measures 21 and 22), and promote public health through regular walking and biking opportunities (Performance Measure 39). The project would improve connectivity to nearby transit stops and Regional Activity Centers (Performance Measures 31 and 32). Additional demographic analysis also showed that this area would benefit from more active transportation choices and that this connection will serve areas of higher inequities, advancing COMPASS’ Equity Objective.

This section of the Ridenbaugh Canal Pathway is part of a larger pathway corridor identified for near-term implementation in the city’s Pathways Master Plan. The Ridenbaugh Canal Pathway would ultimately connect to the Boise Towne Square Mall, a regional transit hub, regional activity center, as well as other major retailers, employers, and areas of future development. It would also provide nearby access to schools (Performance Measures 27, 28 and 33).

- 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:

\$1,326,842

Amount Requested (total cost minus any local match):

\$1,229,612

Proposed local match (amount):

\$97,320

Proposed local match (percentage):

7.34%

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

The cost estimate was arrived at using cost-per-foot estimates for pathways derived from studies for similar projects, including the COMPASS Rails-With-Trails Feasibility Study, the Boise Pathway Master Plan, and estimates provided by the City's Parks and Recreation Department. The cost estimate includes capital costs for pathway construction, easement acquisition costs, an assumed 20% design and engineering cost, and 15% contingencies.

What is the source of the match?

City of Boise local funding

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 approximate costs of 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:

We will work with ACHD to ensure the pathway / roadway intersections are designed to meet standards. We will also work with the Nampa Meridian Irrigation District to meet their standards and to secure a license agreement.

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:

As part of the city's Pathways Master Plan process, extensive public outreach was conducted. Ideas and feedback were solicited from the general public as well as a Planning Workgroup made up of stakeholders, community members, and partner agencies. Both online and in-person strategies were used to hear from the community during two different phases of the planning process. During this process, the city administered two online surveys and interactive maps, which garnered feedback from nearly 3,000 participants collectively. The Ridenbaugh Canal Pathway Corridor was identified as a high priority corridor pathway (#8) by the public based on the number of votes received. <https://www.cityofboise.org/pathways>

READINESS TO PROCEED

Has any work been completed on this project? (Mark all phases that are complete)

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

Please explain, if necessary:

As part of the city's Pathways Master Plan process, the consultant developed concepts for three priority projects, including the Ridenbaugh Canal Pathway from Five Mile Rd to Cole Rd. The concepts include high level cost estimates, typical cross-sections, and a proposed alignment. While the designs are not to 30%, the analysis provides a valuable foundation for progressing the project design.

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 *Communities in Motion 2050*?

- Yes
- No
- N/A

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

Ridenbaugh Canal (West), Regional Pathway Priorities, Unfunded

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)

City of Boise, Pathways Master Plan, January 2022
www.cityofboise.org/pathways
Referenced in various locations, but the concepts are included in attachment G-3 (beginning on page 158).
Communities in Motion 2050: Active Transportation Chapter – Page 6 and 9

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. 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.](#)



Alexis Pickering, President
Jim D. Hansen, Vice-President
David McKinney, Commissioner
Kent Goldthorpe, Commissioner
Miranda Gold, Commissioner

November 8, 2024

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

Dear Director Stoll,

I am writing on behalf of the Ada County Highway District (ACHD) in support of the City of Boise's COMPASS Phase I Application for a multi-use pathway along the Ridenbaugh Canal in West Boise.

The proposed connection would increase connectivity and support ACHD's ongoing work to improve pedestrian and bicycle facilities in the neighborhood. This project would complement the recent and ongoing bicycle and pedestrian projects in the area, including improvements on Emerald Street and the Emerald Street Bridge, and was identified as a multiuse pathway opportunity with the 2024 adopted ACHD West Boise Bench Neighborhood Transportation Plan. Additionally, increased connectivity to shops and employment around the Boise Towne Square Mall, a Regional Activity Center and transit hub, in addition to the nearby Mariposa Park, Horizon Elementary Park, and Florence Park provide greater accessibility for students and families.

We are pleased to support the City of Boise's pathway initiatives and appreciate your consideration.

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



OFFICE OF THE MAYOR

MAYOR: Lauren McLean

November 20, 2024

Matt Stoll, Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho

Re: COMPASS Phase 1 Funding Application (FY2026-2032) Local Match Commitment,
Ridenbaugh Canal Pathway

Dear Director Stoll,

Thank you for the opportunity to submit an application for the Ridenbaugh Canal Multi-Use Pathway, connecting Maple Grove Rd to Milwaukee St. This project would complete a ½ mile section of the Ridenbaugh Canal Pathway, a high-priority pathway corridor recommended in the City of Boise's 2022 Pathways Master Plan and identified in Communities in Motion 2050 as a high-priority pathway.

The City Council and I strongly support the vision described in the Boise Pathways Master Plan, which seeks to provide access to safe and comfortable pathways for residents throughout our community. With this proposed project, more than 3,000 residents will have access to a nearby car-free pathway connection, including an estimated 2,523 residents who lack access to other open space and parks. The Ridenbaugh Canal Pathway would ultimately connect to the Boise Towne Square Mall, transit hub, regional activity center, as well as other major retailers, employers, and areas of future development. It would also provide nearby access to schools.

The City of Boise is committed to providing the local funding match of 7.34% to support this project. Improving accessibility for pedestrians and cyclists throughout West Boise will not only improve safety across the neighborhood, but will also promote active modes of transportation, and a healthy, connected community. We greatly appreciate your consideration of our funding application.

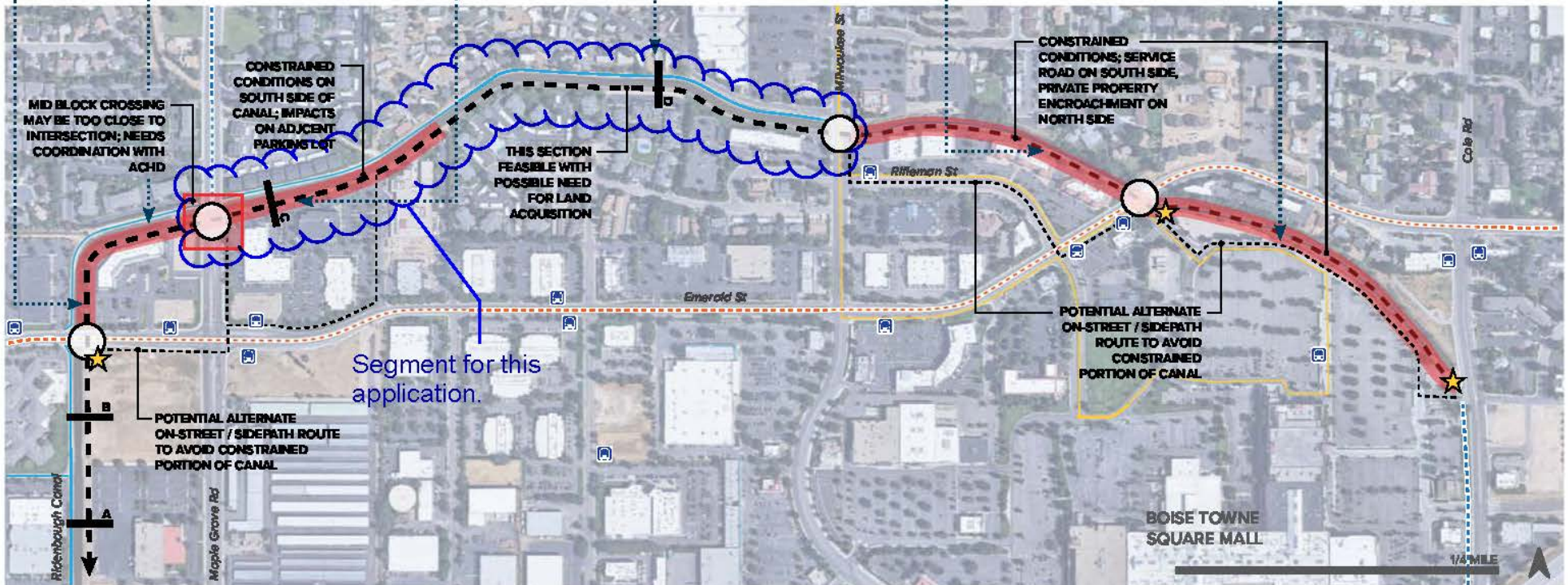
Sincerely,

Lauren McLean
Mayor
City of Boise

APPENDIX G



- Original alignment
- - - Alternative alignment
- Planned pathway
- Planned sidepath
- Planned bikeway (critical RLS)
- Planned bikeway (RLS)
- Canal service access
- VRT frequent service route
- Cross section (See pg. G-8)
- Mid-block crossing
- Ⓜ VRT bus stop
- ★ Potential trailhead/rest area



IV. APPLICATION SUPPLEMENTAL

FY2026-2032 COMPASS Application Guide

Phase I – Page 1
Phase II – Page 7

TUTORIAL VIDEOS:

- How To Create a Successful Grant Application: <https://youtu.be/zKokWhBexJU>
- How To Fill Out the Phase I Application Form: <https://youtu.be/yOuSQTmz6oc>

2026 COMPASS Funding Application Phase I All Projects

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DETAILS

Sponsor Name (agency):	City of Boise
Main Agency Contact:	Tessa Gregor, Mobility & Public Spaces Manager
Project Title:	Ridenbaugh Canal Pathway

PROJECT DETAILS

Briefly describe your project:

This project would complete a 1/2 mile section of the Ridenbaugh Canal Pathway, a high priority pathway corridor recommended in the City of Boise’s 2022 Pathways Master Plan and also identified as part of the Regional Active Transportation Network. This section of the Ridenbaugh Canal Pathway is part of a larger pathway corridor identified for near-term implementation in the Pathways Master Plan. This project would install a 12-foot multi-use pathway to connect between Maple Grove Rd and Milwaukee St along the Ridenbaugh canal corridor (north of Emerald St). Through this first phase, 3,326 new residents will have access to a nearby car-free pathway connection, including 2,523 residents who lack access to other open space and parks. The Ridenbaugh Canal pathway would ultimately connect to the Boise Towne Square Mall, transit hub, regional activity center, as well as other major retailers, employers, and areas of future development. It would also provide nearby access to schools. The demographics analysis in the Boise Patways Master Plan showed that this area would benefit from more active transportation choices. The area currently lacks access to pathways.

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

This project would connect between Maple Grove Rd and Milwaukee St along the Ridenbaugh canal corridor (north of Emerald St). It is anticipated that the pathway would be located on the south side of the canal.

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. Please explain:

This project is within the city of Boise limits and would be located within the Nampa Meridian Irrigation District’s (NMID) easement. It is anticipated that additional easements would be needed from private property owners. NMID has been notified of the City’s intention to pursue a pathway along this segment of the Ridenbaugh Canal. Their initial review identifies that an opportunity exist for a pathway along the southern bank of the canal, subject to further discussion and review. They have expressed a willingness to continue to engage with the project through design.

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

- Yes
- No
- N/A

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

- | | | | |
|--|--|---|--|
| <input type="checkbox"/> 2 through lanes | <input type="checkbox"/> 3-Way Stop Intersection | <input type="checkbox"/> Curb | <input type="checkbox"/> Barrier between Sidewalk/Road |
| <input type="checkbox"/> 2 through/1TWLTL | <input type="checkbox"/> 4-Way Stop Intersection | <input type="checkbox"/> Gutter | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> 4 through lanes | <input type="checkbox"/> 5-Way Stop Intersection | <input type="checkbox"/> ADA Ramps | <input type="checkbox"/> Bus Stop |
| <input type="checkbox"/> 4 through/1TWLTL | <input type="checkbox"/> 3-Way Signaled | <input type="checkbox"/> PHB Crossing | <input type="checkbox"/> Bus Pullout |
| <input type="checkbox"/> 6 through lanes | <input type="checkbox"/> 4-Way Signaled | <input type="checkbox"/> RFFB Crossing | <input type="checkbox"/> Bus Lane |
| <input type="checkbox"/> Center Turn Lane | <input type="checkbox"/> 5-Way Signaled | <input type="checkbox"/> LPI Leading Ped Interval | <input type="checkbox"/> Bus Shelter |
| <input type="checkbox"/> Left Turn Lane | <input type="checkbox"/> Roundabout single lane | <input type="checkbox"/> Bike Lane | <input checked="" type="checkbox"/> Other: |
| <input type="checkbox"/> Intersection | <input type="checkbox"/> Roundabout 2-lane | <input type="checkbox"/> Pathway | <div style="border: 1px dashed black; height: 15px; width: 100%;"></div> |
| <input type="checkbox"/> Interchange | <input type="checkbox"/> Sidewalk 3-4’ width | <input type="checkbox"/> Multi-Use Pathway | <div style="border: 1px dashed black; height: 15px; width: 100%;"></div> |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Sidewalk 5-6’ width | <input type="checkbox"/> Raised Median | <div style="border: 1px dashed black; height: 15px; width: 100%;"></div> |
| <input type="checkbox"/> Bridge Fencing | <input type="checkbox"/> Sidewalk 7-8’ width | <input type="checkbox"/> Bike/Ped Facility | <div style="border: 1px dashed black; height: 15px; width: 100%;"></div> |
| <input type="checkbox"/> Bridge Guardrail | <input type="checkbox"/> Sidewalk 9-10’ width | <input type="checkbox"/> Roundabout 3-lane | <div style="border: 1px dashed black; height: 15px; width: 100%;"></div> |

Please describe, if necessary

No facilities exist along the length of the corridor. There are attached sidewalks and sub-standard bike lanes on Milwaukee St, where the project would connect, as well as attached sidewalk and striped bike lanes on Maple Grove Rd. No pedestrian crossings exist at either connection point to the proposed pathway.

Check all *countermeasures* you plan to add:

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

Crossing treatments (e.g. PHB)
Crossing treatments

Please describe, if necessary

Project proposal and cost estimate includes recommended PHB's at Milwaukee and Maple Grove where the pathway would connect to the street grid.

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):

- 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:

\$1,778,969

Amount Requested (total cost minus any local match):

\$1,648,393

Proposed local match (amount):

\$130,576

Proposed local match (percentage):

7.34%

*** Costs updated to match COMPASS Estimating worksheet. Added small ROW component.**

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

The cost estimate was arrived at using cost-per-foot estimates for pathways derived from studies for similar projects, including the COMPASS Rails-With-Trails Feasibility Study, the Boise Pathway Master Plan, and estimates provided by the City's Parks and Recreation Department. The cost estimate includes capital costs for pathway construction, easement acquisition costs, an assumed 20% design and engineering cost, and 15% contingencies.

What is the source of the match?

City of Boise local funding

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 approximate costs of 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:

We will work with ACHD to ensure the pathway / roadway intersections are designed to meet standards. We will also work with the Nampa Meridian Irrigation District to meet their standards and to secure a license agreement.

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:

As part of the city’s Pathways Master Plan process, extensive public outreach was conducted. Ideas and feedback were solicited from the general public as well as a Planning Workgroup made up of stakeholders, community members, and partner agencies. Both online and in-person strategies were used to hear from the community during two different phases of the planning process. During this process, the city administered two online surveys and interactive maps, which garnered feedback from nearly 3,000 participants collectively. The Ridenbaugh Canal Pathway Corridor was identified as a high priority corridor pathway (#8) by the public based on the number of votes received. <https://www.cityofboise.org/pathways>

READINESS TO PROCEED

Has any work been completed on this project? (Mark all phases that are complete)

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

Please explain, if necessary:

As part of the city’s Pathways Master Plan process, the consultant developed concepts for three priority projects, including the Ridenbaugh Canal Pathway from Five Mile Rd to Cole Rd. The concepts include high level cost estimates, typical cross-sections, and a proposed alignment. While the designs are not to 30%, the analysis provides a valuable foundation for progressing the project design.

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 *Communities in Motion 2050*?

- Yes
- No
- N/A

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

Ridenbaugh Canal (West), Regional Pathway Priorities, Unfunded

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)

City of Boise, Pathways Master Plan, January 2022
www.cityofboise.org/pathways
Referenced in various locations, but the concepts are included in attachment G-3 (beginning on page 158).
Communities in Motion 2050: Active Transportation Chapter – Page 6 and 9

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. 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.](#)

2025 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 (and delete the other sections).

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 limitation):

- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act [Tutorial Video](#)
- ITD form 1150 – Project Cost Summary Sheet [Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request [Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements [Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435) [Tutorial Video](#)
 - 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:

Ridenbaugh Canal Pathway

SAFETY

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

Yes. There are several nearby bicycle- and pedestrian-involved crashes identified in the ITD Highway Safety Data, including 2 severe injury crashes on Emerald Street. Additionally, nearby streets – including Maple Grove, Franklin, and Milwaukee – are identified in the COMPASS Regional Safety Action Plan as part of the Non-motorized High-Injury Network.

Number of fatalities (active transportation related): 0

Number of serious injuries (active transportation related): 2 (2A), (7B), (6C)

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

Multi-use pathways create greater separation from the roadway and traffic and dramatically reduce the likelihood of bicycle or pedestrian fatalities or injuries. When combined with appropriate treatments for roadway crossings, this project will provide a safe alternative to existing on-street infrastructure and increase comfort for people of all ages and abilities walking and bicycling. Additionally, adding multi-use paths is identified as a high-priority strategy in the COMPASS Regional Safety Action Plan for protecting vulnerable roadway users.

Does the project improve safety for active transportation users?

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

10585 – Add Pedestrian Hybrid Beacon – CMF: 0.883 – CRF(%): 11.7

3092 – Add Bicycle Boulevard – CMF:0.37 – CRF(%):63.0

11246 – Add Sidewalk – CMF: 0.598 – CRF(%): 40.2

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

49.6% reduction in crashes

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:

The Ridenbaugh Canal west of Cole Road is identified as a high-priority pathway in CIM 2050. Similarly, the Boise Pathways Master Plan identifies this connection as a near-term priority project and highlights the need for expanded active transportation facilities in the neighborhood. This project addresses the gap by implementing a first segment of a safe and high-comfort pathway along the proposed corridor. Ultimately, the western component of the Ridenbaugh Canal pathway is proposed to connect from Five Mile Rd to Cole Rd – a distance of approximately 2.5 miles.

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:

N/A

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:

The project is approximately 400 feet from moderately congested segments of Milwaukee Street and is about one-half mile from moderately congested segments of Franklin Road. The project provides new active transportation facilities that connect to nearby destinations and public transportation, encouraging the adoption of non-car trips and preserving the existing capacity of Milwaukee Street, Franklin Road, and Fairview Avenue.

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:

The project provides a new direct connection to the existing service on Fairview Avenue Best-In-Class Transit Route (Route 7) and Maple Grove (Route 24). Additionally, the project will improve connectivity directly to the Boise Towne Square Mall transfer station, providing access to several existing and future transit routes.

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:

The project will improve connectivity to:

- COMPASS Complete Network Policy Boise Towne Square Mall Regional Activity Center: Provides connectivity to and within Activity Center
- Boise Towne Square Mall public transportation transfer facility: 0.43 miles
- Several destinations for daily needs within the Boise Town Square Mall activity center, including:
 - o Medical facilities at Maple Grove Road and Emerald Street: 400 ft
 - o Grocery Stores: 0.15 Miles
 - o Several additional restaurants, shops, and employers within 0.25
- Horizon Elementary School: 0.37 Miles
- Florence Park: 0.25 Miles

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:

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

The COMPASS Equity Index score for nearby geographies is 9 (medium). The criteria contributing to the equity scores adjacent to the project area include bike/ped injuries (per Equity index), congestion (per Equity index), and underserved walkability to schools as well as socio-economic indicators like education, unemployment, and lead paint exposure. The Boise Pathways Master Plan also identifies these geographies as having a higher demand for active transportation infrastructure based on demographic information.

The project will improve these metrics by providing safe, separated facilities for walking and cycling, improving connectivity to schools, transit, other active transit routes, and grocery stores, and encouraging a shift away from single occupancy vehicles mode choice. Additionally, the project will provide access to open space to 2,500 new residents in an area that currently lacks access to any park or open space.

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:

The project has a 'Low' environmental impact. The specific environmental impacts are identified and our responses are provided:

- Environmental Justice – Minority Area: Project to improve safety, comfort of active transportation facilities.
- DEQ – Remediation Site: N/A No impact to remediation sites
- Environmental Justice – Low Income Area: Project to improve safety for pedestrians and cyclists, also provide increased access to nearby jobs.
- School Parcels: N/A no school parcels impacted
- Roadkill: NA- Indirectly reduce SOV trips and reduce roadkill
- Open Space – Public Park: N/A no park properties impacted
- Wildlife Zone: N/A no impact to wildlife habitat anticipated

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:

This project will provide a new pedestrian facility where none exists compliant with ADA design requirements. It will also provide new pedestrian crossings and associated ramp improvements. The project will be designed to meet or exceed all ADA accessibility standards.

PROJECT READINESS

Is the project a priority to the sponsor agency?

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

Does the partner agency provide match above the required minimum?

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 [Tutorial Video](#)

- ITD form 1150 – Project Cost Summary Sheet [Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request [Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements [Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435) [Tutorial Video](#)
 - Be sure to update Phase I cost information if change occurred since the submittal of Phase I



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.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above The City of Boise does not receive 80% or more of its revenue from federal funds, and the public has access to the compensation of government employees.	

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 2025
Signature <i>Dane Hoskins</i>		Date 1/20/2025



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
				20-Jan-25
Location				District
				3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
N/A	N/A	N/A	0.52	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$56,000
1b. Preliminary Engineering by Consultant (PEC)		\$187,000
2. Right-of-Way: Number of Parcels Up to 5 Number of Relocations		\$42,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$100,000
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$300,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$474,000
15. Cost of Constructions (Items 3 through 14)		\$874,000
16. Mobilization 10 % of Item 15		\$87,000
17. Construction Engineer and Contingencies 20 % of Items 15 and 16		\$192,000
18. Total Construction Cost (15 + 16 + 17)		\$1,153,000
19. Total Project Cost (1 + 2 + 18)		\$1,438,000
20. Project Cost Per Mile	\$1,000	\$2,765,000

Prepared By:

Dane Hoskins 1/20/2025

Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) City of Boise			Date 1/20/2025		
Project Title (Name of Street or Road) Ridenbaugh Canal Pathway		F.A. Route Number NA	Project Length 0.52	Bridge Length 0	
Project Limits (Local Landmarks at Each End of the Project) N Milwaukee St to S Maple Grove Rd both at Ridenbaugh canal					
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 path		
<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)		\$ 11000			
Right-of-Way (ITD 1150, Line 2)		\$ 5000			
Construction (ITD 1150, Line 18)		\$ 1249000			
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)					
Environmentally Sensitive Areas		Ridenbaugh Canal			
Federal Lands (Indian, BLM, etc.)					
Historical Sites		Ridenbaugh 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	Title
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Additional Information to be Furnished by the District

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

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

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

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

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	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: Ridenbaugh Canal Pathway: Milwaukee St. to Maple Grove Rd.

Signed: *Dane Hoskins*

Dated: Jan 20, 2025

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>		\$ 961,480	7.34%	\$70,573	92.66%	\$890,907
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 288,444	7.34%	\$21,172	92.66%	\$267,272
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 6,250	7.34%	\$459	92.66%	\$5,791
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%	\$ 187,489	7.34%	\$13,762	92.66%	\$173,727
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 49,997	7.34%	\$3,670	92.66%	\$46,327
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>		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ 36,575	7.34%	\$2,685	92.66%	\$33,890
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 6,250	7.34%	\$459	92.66%	\$5,791
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%	\$ 187,489	7.34%	\$13,762	92.66%	\$173,727
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 49,997	7.34%	\$3,670	92.66%	\$46,327

Total Project Estimate	Total Local Portion	Total Federal Portion
\$1,778,969	\$130,576	\$1,648,393

**Construction
Right-of-Way
Design**

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