



Working together to plan for the future

Funding Application Guide FY2025-2031

Report No. 14-2023

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1 INTRODUCTION

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

In the October 2023 call for projects, project applications awarded federal funds will be included in the FY2025-2031 Transportation Improvement Program (TIP). Though the funding period covered by the FY2025-2031 TIP begins October 1, 2024, the majority of new projects will be budgeted in the last year(s) of the TIP. Project applications awarded local program funding will be funded in FY2025. Project applications that remain unfunded will be included in the Resource Development Plan, allowing COMPASS staff to pursue other funding opportunities.

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

2 FUNDING SOURCES

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

Below, the funding requirements and amounts available for federal and non-federal sources are briefly described.

2.1 FEDERAL FUNDING

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

An estimated **\$14,471,000** is expected to be available for programming in PD in the Boise Urbanized Area in the FY2025-2031 TIP, with an additional **\$3,119,000**

in the Nampa Urbanized Area (Table 1). These funds are subject to additional requirements described in the **Funding Policies and Procedures Supplemental**.

Table 1: Federal Funding Programs

Federal Funding Sources		
Program Abbreviation	Program Name	Available Funds (Estimate, PD only)
STBG-TMA	Surface Transportation Block Grant – Transportation Management Area (Boise Urbanized Area)	\$11,934,000
TAP-TMA	Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)	\$1,093,000
CRP-TMA	Carbon Reduction Program – Transportation Management Area (Boise Urbanized Area)	\$1,444,000
STBG-LU	Surface Transportation Block Group – Large Urban (Nampa Urbanized Area)	\$2,515,000
CRP-LU	Carbon Reduction Program – Large Urban (Nampa Urbanized Area)	\$604,000

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

While COMPASS coordinates all funding for inclusion in the TIP, Valley Regional Transit (VRT) – as the designated recipient for Federal Transit Administration funds – prioritizes all Federal Transit Administration funds allocated to the region. RTAC reviews VRT’s proposed program priorities for recommendation to the COMPASS Board of Directors for approval. Contact VRT’s Planning Programmer for assistance.

2.2 LOCAL FUNDING

COMPASS provides funding for the benefit of member agencies for transportation projects through two programs (Table 2). Local funding is programmed only for the next fiscal year and is awarded in smaller allotments. The intent of these two local programs is to support the implementation of *Communities in Motion 2050* (CIM 2050) goals and to develop identified needs and conceptual ideas into well-defined projects that can compete for additional funding.

Table 2: Local Funding Programs

Local Funding Sources			
Program Abbreviation	Program Name and Description	Maximum Award Value	Available Funds (Estimate)
CIMI Grants	<p>Communities in Motion Implementation Grants: Funds are budgeted annually by the COMPASS Board using member agency dues and are awarded to projects that implement the vision and goals of CIM 2050. This program has significantly fewer requirements than federal funding.</p>	\$50,000	\$100,000
PDP	<p>Project Development Program: Funds are budgeted annually by the COMPASS Board using federal-aid funds from the COMPASS Consolidated Planning Grant. The program helps develop conceptual ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plan to be ready to compete for additional funding. All federal guidelines and regulations related to planning projects apply.</p>	\$50,000	\$150,000

2.3 FUNDING POLICY

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

3 PROJECT APPLICATION

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

Project eligibility, the application process, application support, and the FY2023/FY2024 schedule are discussed below.

3.1 ELIGIBILITY

Any member agency with a transportation project that is within, runs through, or touches Ada and/or Canyon County is eligible to submit a project application. Though agencies are encouraged to apply for all transportation projects that help fulfill the COMPASS vision, federal funding programs are often limited to specific project types. COMPASS staff will review project applications and identify applicable

funding sources. Additional information about federal funding requirements can be found in the **Federal Funding Sources Supplemental**.

An agency may submit an application for a project with right-of-way that is owned by another agency. However, **the agency that owns the project right-of-way must be a co-sponsor of the application and must provide a letter of support** with the Phase I submittal (see below). Without a letter of support, a project application will not be considered for funding.

3.2 APPLICATION PROCESS

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

Phase I

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

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

Phase I applications are due no later than midnight, Tuesday, December 5, 2023. An additional call for projects will open in April 2024. This call will only accept applications (Phase I) for *Communities in Motion* Implementation Grants, Project Development Program assistance, and projects that need COMPASS staff assistance to pursue other ("outside") funding sources, such as philanthropic competitive grants.

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

Phase I Content

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

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

All required items must be received by the due date. Failure to submit all required items will result in the application not being considered for funding. Match commitment letters for federal-aid applications are required by December 5, 2023. Match commitment letters are required by May 1, 2024, for CIM Implementation Grants, even if the application is submitted in December.

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

Phase II

Once the window to submit Phase I applications closes, COMPASS staff will review all applications for federal funding eligibility. If a project is eligible for federal funds, COMPASS staff will notify the applicant and request that they submit a Phase II application. The Phase II application requests all federally required project information and is **due no later than noon on Thursday, January 18, 2024.**

Phase II Content

The information requested in Phase II varies with project type.

All projects are required to submit:

- Safety Improvements
- Facility Condition
- Connections to Destinations
- Equity Impacts
- Environmental Impacts
- ADA Impediments Addressed

There are unique questions for projects in the following categories:

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

All project applications must also submit **Idaho Transportation Department forms 0414, 1150, and 2435**, as well as a **COMPASS form A100** and the **Estimating Worksheet**. Projects may also include additional attachments including a project estimating worksheet, maps, photos, letters of support, or other documentation not included in Phase I. Please ensure any graphics are comprehensible to someone not familiar with your project. All required attachments must be received by the due date, or the application will not be considered.

3.3 APPLICATION ASSISTANCE

A sample application and additional instructions for submitting Phase I and Phase II applications can be found in the **Application Supplemental**. COMPASS staff can also provide technical assistance in completing project applications prior to the December 5, 2023; January 18, 2024; and May 1, 2024, deadlines. If you would like staff review of your application prior to submittal, please submit the request one week prior to the deadline to allow sufficient time for review.

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

3.4 FUNDING SCHEDULE

Table 3: General Application Schedule

General Application Schedule	
October 18, 2023	Call for Projects
December 5, 2023	Phase I Applications Due by Midnight
December 6, 2023	COMPASS Staff Requests Phase II Applications
January 18, 2024	Phase II Applications Due by Noon
April 3, 2024	Second Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
May 1, 2024	Second Call for Projects Applications (Phase I) Due by Midnight

Table 4: Federal Funding Schedule

Federal Funding Schedule	
February 7, 2024	Optional RTAC workshop for detailed application information and preliminary ranking review
February 7-14, 2024	RTAC prioritizes Studies and Special Projects through the paired comparison process
February 21, 2024	RTAC requested to recommend federal-aid rankings
March 6, 2024	Optional RTAC workshop to review staff recommendations for federal-aid funding based on recommended RTAC rankings
March 13, 2024	RTAC requested to recommend draft federal-aid programming (budget)
August 7, 2024	RTAC requested to recommend draft FY2025-2031 TIP, including federal-aid programs
August 19, 2024	COMPASS Board of Directors requested to approve FY2025-2031 TIP, including federal-aid programs

Table 5: CIMI and PDP Schedule

CIM Implementation Grant and Project Development Programs Schedule	
June 5, 2024	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and PDP applications
June 6 - 20, 2024	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program (open day after workshop for two weeks)
July 24, 2024	RTAC reviews rankings and requested to recommend CIM Implementation Grants and Project Development Program projects
August 19, 2024	COMPASS Board of Directors requested to approve CIM Implementation Grants and Project Development Program projects

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

4 SCORING AND RANKING

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

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

The scoring criteria and ranking process are described in more detail in the **Scoring and Ranking Supplemental**.¹

5 MORE INFORMATION

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

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

Supplemental Attachments

- I. Scoring and Ranking Supplemental
- II. Funding Policy and Procedures Supplemental
- III. Federal Funding Sources Supplemental
- IV. Application Supplemental (Phase I and Phase II applications)
- V. Application Assistance Supplemental

T:\FY23\600 Projects\685 TIP\Guide\DRAFT\1. Scoring Application Guide FY2024-2030 Revised (MC).docx

¹ Scoring and Ranking Supplemental link:

I. SCORING AND RANKING SUPPLEMENTAL

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

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

1. Federal funds
 - a. Boise Urbanized Area:
 - i. Surface Transportation Block Grant – Transportation Management Area (STBG-TMA)
 - ii. Transportation Alternatives Program – Transportation Management Area (TAP-TMA)
 - iii. Carbon Reduction Program – Transportation Management Area (CRP-TMA)
 - b. Nampa Small Urban Area:
 - i. Surface Transportation Block Grant – Large Urban (STBG-LU)
 - ii. Carbon Reduction Program – Large Urban (CRP-LU)
2. COMPASS funds
 - a. *Communities in Motion* Implementation Grants
 - b. Project Development Program

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

1. RANKING PROCESS

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

Project applications seeking federal-aid funding are scored before receiving a rank (with the exception of studies and planning products, as well as some projects eligible for CRP funds). Project applications for COMPASS funds and applications for studies and plans, as well as some applications for CRP funding remain unscored, and are ranked using a paired comparison process. Applications are assigned a CIM

Score as a component of the total score indicating their alignment with *Communities in Motion 2050* (CIM 2050). These ranking processes are described in more detail below.

Alignment with *Communities in Motion 2050*

All roadway project applications seeking federal-aid funding are first assigned a CIM Score. The CIM score is given to projects that correspond directly to all or part of a [priority project](#)¹ identified in CIM 2050, using one-tenth of the score (e.g. the CIM score is 79, the adjusted CIM score is 7.9). Applications not included on the CIM priority list do not receive additional points. Roadway projects also receive a “TIP” score.

CIM Scored projects are presented with the results of the TIP scoring process and the score assigned to the corresponding project using the [CIM 2050 scoring process](#).²

Active transportation priorities are identified in CIM 2050. Active transportation applications will be scored a “high” “medium” or “low” CIM score of 10 5 or 3 point(s) respectively. Active transportation projects also receive a TIP score.

Scored Projects: Scoring and Ranking

To aid RTAC in ranking project applications, all capital, maintenance, and intelligent transportation system (ITS) projects seeking federal funds are scored. COMPASS staff determine the score using the “TIP scoring process” (described in section 2). This scoring process evaluates each project’s contribution toward the region’s vision, goals, and performance measures described in CIM 2050.

COMPASS staff will present the results of the scoring process and a draft project ranking to RTAC members at a workshop on February 8, 2024. The draft ranking will be developed by ordering the project applications, from the highest-scoring project to the lowest-scoring project.

Once projects are ranked, COMPASS staff will present the initial ranking results to RTAC for review and discussion. After review, RTAC will recommend final rankings. COMPASS staff will allocate available funding to the highest-ranked projects. RTAC members will review the initial allocation of funding at an optional workshop on March 7, 2024, before recommending the final allocation of funding for approval.

Unscored Projects: Paired Comparison

Projects competing for COMPASS funds (Project Development Program and CIM Implementation funds) as well as federal-aid applications for plans and studies, as well as some CRP eligible projects remain unscored. Rather, these projects are ranked using the paired comparison method.

¹ [Project Priorities - Communities in Motion 2050 \(compassidaho.org\)](#)

² [CIM2050 PrioritizationProcess.pdf \(compassidaho.org\)](#)

The [paired comparison](#)³ process compares each project to every other project eligible for the same funding. Each project is paired with another competing project, and the RTAC member selects the preferred option. This process is repeated until every project is paired with and compared to every other competing project.

RTAC members will determine which of the two projects better aligns with the goals and vision of CIM 2050, as well as which projects have a higher need for the region.

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

Once projects are ranked, COMPASS staff will present the initial ranking results to RTAC for review and discussion. After review, RTAC will recommend final rankings. COMPASS staff will allocate available funding to the highest-ranked projects. RTAC members will review the initial allocation of funding at an optional workshop on June 5, 2024, before recommending the final allocation of funding for approval.

2. SCORING PROCESS

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

Key regional roadway priorities were identified for CIM 2050 using a sophisticated scoring [process](#)⁴ that combined a project's contributions to the region's goals and objectives with a technical analysis describing the project's contributions to regional mobility.

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

TIP Scoring Process

The TIP scoring process will be used to further evaluate and prioritize specific project applications. Applications will be evaluated using criteria derived from the

³ <https://mse.isri.cmu.edu/facstaff/faculty1/faculty-publications/miranda/sasaopairedcomparisonexperiencereport.pdf>

⁴ [CIM2050 PrioritizationProcess.pdf \(compassidaho.org\)](#)

CIM Vision and goals and the COMPASS Performance Measure Framework. Additional COMPASS plans and policies are also integrated into the scoring criteria.

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

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

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

The results of the scoring process will be summarized and provided to RTAC members prior to the workshop on February 8, 2024. At the workshop, RTAC members will have an opportunity to discuss the results and share any additional information about the projects prior to providing their input.

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

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

3. SCORING CRITERIA

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

Note that for all project types, the scoring summary has a maximum of 130 points. There are multiple ways for a project application to receive 130 points. If a project application is eligible for more than 130 points, only the maximum 130 points are awarded.

Roadway Project Scoring Summary

Performance Assessment:	
Safety	Page 7
Does the project address a known auto safety issue?	30
Does the project address a known active transportation safety issue?	30
Does the project improve safety for auto users?	10
Does the project improve safety for active transportation users?	10
Maximum Total:⁶ 40	
Economic Vitality	Page 8
Does the project address a congestion issue using a non-capacity adding strategy?	10
Does the project improve a facility in "fair" or "poor" condition?	10
Does the project improve freight mobility?	5
Maximum Total: 25	
Convenience	Page 10
Does the project improve connectivity to a regional activity center?	10
Does the project improve auto and/or active and public transportation accessibility to key destinations? ⁷	8
Does the project address a gap in the network?	11
Maximum Total:⁸ 20	
Quality of Life	Page 11
Does the project benefit an underserved area?	10
Does the project address any environmental impacts?	5
Maximum Total: 15	
Maximum Performance Total: 100	
Programming Assessment:	
Readiness and Support	Page 11
Is the project a priority to the sponsor agency?	10
Does the sponsor agency provide match above the required minimum?	10
Is the project ready for Federal implementation?	10
Maximum Programming Total: 30	
Total Maximum Score: 130	

⁶ Only a maximum of 40 points will be allocated, even if more points could be awarded.

⁷ Only applies if the previous question on regional activity centers is not applicable.

⁸ Only a maximum of 20 points will be allocated, even if more points could be awarded.

Roadway Project Scoring Criteria and Thresholds

Safety Criteria and Thresholds:

<i>Does the project address a known auto safety issue?</i>	
Points	Criteria
30	Project is located on a segment or intersection with an extensive (≥ 5) fatal and/or serious (class A) crash history within the last five years of available data AND Project addresses cause of crashes (applicant must explain how the project addresses cause of crashes).
20	Project is located on a segment or intersection with a moderate (2-4) fatal and/or serious injury (class A) crash history within the last five years with available data AND Project addresses cause of crashes (applicant must explain how the project addresses cause of crashes).
10	Project is located on a segment or intersection with one fatal crash or serious injury within the last five years with available data AND Project addresses cause of the crash (applicant must explain how the project addresses cause of crashes).
5	Project is located on a segment or intersection with a known history of non-injury crashes or near misses (applicant must submit evidence and/or documentation) AND Project addresses cause of crash or safety concern (applicant must explain how the project addresses cause of crashes).
0	Project is located on a segment or intersection with no fatal and/or serious injury (class A) crash history within the last five years with available data.

Note: See the [Regional crash data](#)⁹ and [Bike/Ped-Only crash map](#)¹⁰, and the Crash Modification Factor [Clearinghouse](#).¹¹ To qualify as a known safety issue (without a serious crash history), the applicant must describe the issue and submit supporting documentation. COMPASS staff may adjust point values awarded if the proposed improvement does not address all crash types in the project area or CMF indicates only a small improvement. Reasoning for adjustments will be provided to the applicant.

<i>Does the project address a known active transportation safety issue?</i>	
Points	Criteria
30	Project is located on a segment or intersection with extensive (≥ 3) fatal and/or injury of a bicyclist or pedestrian (class A, B, and/or C) crash history within the last five years. AND Project is expected to address cause of crashes (applicant must submit CMF).
20	Project is located on a segment or intersection with some (1-2) fatal and/or serious injury of a bicyclist or pedestrian (class A, B, and/or C) crashes within the last five years. AND

⁹ Regional Crash Data:

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89> and [Bike/Ped-Only crash map](#):

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=1acc624622504b03bf755967c50c1099>

¹⁰ Bike/Ped-Only crash map:

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=1acc624622504b03bf755967c50c1099>

¹¹ CMF Clearinghouse: <https://www.cmfclearinghouse.org/>

	Project is expected to address cause of crashes (applicant must submit CMF).
5	Project is located on a segment or intersection with a known history of active transportation near misses (applicant must submit evidence and/or documentation). AND Project is expected to address cause of safety concerns (applicant must submit CMF).
0	Project is located on a segment or intersection with no fatal and/or serious injury (class A, B, and/or C) crashes or known near misses within the last five years.

<i>Does the project improve safety for auto users?</i>	
Points	Criteria
10	Project is expected to improve the safety of any facility for auto users (applicant must submit CMF ¹²).
0	Project is not expected to improve the safety of a facility for auto users.

<i>Does the project improve safety for active transportation users?</i>	
Points	Criteria
10	Conforms to national, state, or local adopted standards. ¹³
5	Project otherwise improves safety of facility for active transportation users.
0	Project is not expected to improve the safety of a facility for active transportation users.

Economic Vitality Criteria and Thresholds:

<i>Does the project address a congestion issue using a non-capacity adding strategy?</i>	
Points	Criteria
10	Project is located on a segment or intersection considered "highly congested" or "unreliable" in the COMPASS Congestion Management Process (CMP). ¹⁴ AND Project will improve congestion without adding capacity.
7	Project is located on a segment or intersection considered "moderately congested" in the COMPASS CMP. AND Project is expected to improve congestion without adding capacity.
5	Project adds capacity to a segment or intersection considered "highly congested" or "unreliable" in the COMPASS CMP.

¹² CMF Clearinghouse: <https://www.cmfclearinghouse.org/>

¹³ Standards used such as: Federal Highway Administration (FHWA) Bikeway Design Guide, American Association of State Highway Transportation Officials (AASHTO), Idaho State Public Works Construction, Idaho Transportation Department, or local agency adopted standards.

¹⁴ COMPASS Congestion Management Web app:

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6>

3	Project adds capacity to a segment or intersection considered "moderately congested" in the COMPASS CMP.
0	Project is not located on a congested segment.

Note: Examples of projects that improve congestion without adding capacity can be found in the [COMPASS Congestion Management Process Toolkit](#),¹⁵ the [I-84 Corridor Operations Plan](#),¹⁶ and the [Treasure Valley Transportation Systems Management and Operations \(TSMO\) Strategic Plan](#).¹⁷ The Congestion Management Process [analysis](#),¹⁸ provides congestion metrics for most roadways classified as major arterials and above. If a project addresses congestion a roadway not covered by this analysis, the applicant may submit other congestion data.

<i>Does the project improve a facility in "fair" or "poor" condition?</i>	
Points	Criteria
10	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) in a "poor" condition rating.
5	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) in a "fair" condition rating.
0	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) in a "good" condition rating.

Note: Facility (pavement, bridge deck, bridge, pathway, sidewalk) condition will be determined using data provided to COMPASS for performance monitoring.¹⁹ If facility condition rating is not available, the applicant must provide a condition rating and the method used to generate condition. Sponsor can check with local highway district or Idaho Transportation Department for condition data if they do not have their own

<i>Does the project improve freight mobility?</i>	
Points	Criteria
5	Project is located on a freight primary or secondary corridor per the COMPASS Complete Network Policy . ²⁰ AND Project improves freight mobility (applicant must describe compliance issue and improvement).
0	Project is not located on a freight primary or secondary corridor. OR Project does not improve freight mobility.

¹⁵ COMPASS Congestion Management Process Toolkit: <https://compassidaho.org/wp-content/uploads/2022CongestionManagementSystemTechnicalDocument.pdf>

¹⁶ COMPASS I-84 Corridor Operations Plan: https://compassidaho.org/wp-content/uploads/COMPASS_I-84_CorridorOperationsPlan_2-28-23.pdf

¹⁷ Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan: https://compassidaho.org/wp-content/uploads/COMPASSTSMOPlan_FINAL.pdf

¹⁸ COMPASS Congestion Management Process Performance Measures: <https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6>

¹⁹ Add facility condition data to web map.

²⁰ ArcGIS - Complete Streets Network Policy Map-Web Version: <https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052>

Convenience Criteria and Thresholds:

<i>Does the project improve connectivity to a regional activity center?</i>	
Points	Criteria
10	Project is located within the bounds of a regional activity center.
5	Project is located within two miles of a regional activity center.
0	Project is not located within two miles of a regional activity center.

Notes: The Complete Network Policy identified [regional activity centers](#).²¹

<i>If the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?</i>	
Points	Criteria
8	Project improves auto and active and/or public transportation accessibility within 1/2 mile of many (≥ 3) key destinations (applicant must identify compliance issue and describe improvement).
6	Project improves auto accessibility within 1/2 mile of many (≥ 3) key destinations (applicant must identify compliance issue and describe improvement).
4	Project improves auto and active and/or public transportation accessibility within 1/2 mile of some (1-2) key destinations (applicant must identify compliance issue and describe improvement).
2	Project improves auto accessibility within 1/2 mile of some (1-2) key destinations (applicant must identify compliance issue and describe improvement).
0	Project does not improve auto and/or active and/or public transportation accessibility within 1/2 mile of a key destination.

Notes: Key destinations are defined as employment centers²², hospitals, grocery stores, public schools, parks, and transit facilities.

<i>Does the project address a gap in the network? (Sum of all that apply)</i>	
Points	Criteria
5	Project addresses a gap in the roadway network by adding a missing segment or removing a bottleneck.
3	Project addresses a gap in the active transportation network.
3	Project includes improvements to public transportation facilities.
0	Project does not address a gap.

²¹ Complete Streets Network Policy Map:
<https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052>

²² Employment center is defined as "downtown" or an area identified in an economic development plan. (Must be referenced)

Note: Sponsor must describe how the project addresses a gap.

Quality of Life Criteria and Thresholds:

Does the project benefit an underserved area?

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

Note: See the [COMPASS Equity Index](#).²³ 'High' Equity score (7-12).

Does the project address any environmental impacts?

Points	Points
5	Project addresses all environmental impacts identified in the COMPASS Environmental Review Map.
3	Project address two or more environmental impacts identified in the COMPASS Environmental Review Map.
1	Project addresses at least one environmental impact identified in the COMPASS Environmental Review Map.
0	Project does not address at least one environmental impact identified in the COMPASS Environmental Review Map.

Note: See the COMPASS [Environmental Review Map](#).²⁴ The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues. Sponsor may provide supplemental documentation that shows their project addresses environmental impacts, if corridor is not included in COMPASS Environmental Review Map.

Project Readiness and Support Criteria and Thresholds:

Is the project a priority to the sponsor agency?

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

²³ Equity index:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>

²⁴ Environmental Review 2050 Map (arcgis.com)

<https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0>

<i>Does the partner agency provide match above the required minimum?</i>	
Points	Criteria
10	Agency provides more than 20% above the required local match amount.
5	Agency provides more than 10% above the required local match amount.
0	Agency provides only the required local match amount.

<i>Is the project ready for Federal implementation? (Sum of all that apply)</i>		
✓ If complete	Points	Criteria
	1	Project has a pre-concept report complete or equivalent.
	1	Project has a preliminary design complete.
	1	Project has environmental complete.
	1	Project has final design complete.
	1	Project has Right-of-Way plans complete (or not needed).
	3	Project has Right-of-Way acquired (or not needed).
	2	Project has PS&E and is ready for letting.

Active Transportation Project Scoring Summary

Performance Assessment:

Safety	Page 14
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Does the project address a known active transportation safety issue?	30
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Does the project improve safety for active transportation users?	20
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Maximum Total:²⁵ 40

Economic Vitality	Page 15
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Does the project address a priority gap in the active transportation network?	10
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Does the project improve a facility in "fair" or "poor" condition?	10
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Does the project provide an active mode alternative to a congested roadway segment?	5
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Maximum Total: 25

Convenience	Page 16
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Does the project improve active mode connectivity to public transportation?	10
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Does the project improve active mode connectivity to key destinations?	10
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Maximum Total: 20

Quality of Life	Page 17
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Does the project benefit an underserved area?	10
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Does the project address an environmental impact?	5
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Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5
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Maximum Total:²⁶ 15

Maximum Performance Total: 100

Programming Assessment:

Readiness and Support	Page 17
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Is the project a priority to the sponsor agency?	10
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Does the sponsor provide match above the required minimum?	10
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Is the project ready for Federal implementation?	10
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Maximum Programming Total: 30

Total Maximum Score: 130

²⁵ Only a maximum of 40 points will be allocated, even if more points could be awarded.

²⁶ Only a maximum of 15 points will be allocated, even if more points could be awarded

Active Transportation Project Scoring Criteria and Thresholds

Safety Criteria and Thresholds:

<i>Does the project address a known active transportation safety issue?</i>	
Points	Criteria
30	Project is located on a segment or intersection with extensive (≥ 3) fatal and/or injury (class A, B, and/or C) bicyclist or pedestrian crashes within the last five years. AND Project is expected to address cause of crashes (applicant must explain how the project addresses cause of crashes)
20	Project is located on a segment or intersection with some (1-2) fatal and/or serious injury (class A, B, and/or C) bicyclist or pedestrian crashes within the last five years. AND Project is expected to address cause of crashes (applicant must explain how the project addresses cause of crashes).
5	Project is located on a segment or intersection with a known active transportation safety issue. AND Project is expected to address cause of safety concerns (applicant must explain how the project addresses cause of crashes).
0	Project is located on a segment or intersection with no fatal and/or serious injury (class A, B, and/or C) crashes within the last five years.
<p>Note: See the Regional crash data,²⁷ Bike/Ped-Only crash map,²⁸ and the CMF Clearinghouse²⁹. To qualify as a known safety issue (without a serious crash history), the applicant must describe the issue and submit any documentation. COMPASS staff may adjust point values awarded if the proposed improvement does not address all crash types in the project area or CMF indicates only a small improvement. Reasoning for adjustments will be provided to applicant.</p>	

<i>Does the project improve safety for active transportation users?</i>	
Points	Criteria
10	Project conforms to national, state, or local adopted standards. ³⁰ ³¹ The Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 25% decrease or more).
7	Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 10%-24% decrease).
5	Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 5%-10% decrease).
3	Project is expected to improve safety of active transportation users (applicant must submit CMF that shows a 1%-5% decrease).
0	Project is not expected to improve safety of active transportation users.

²⁷ Regional Crash Data:

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89>

²⁸ Bike/Ped Only Crash Map: [Select and Export Crash Data Bike/Ped \(arcgis.com\)](#)

²⁹ CMF Clearinghouse: <https://www.cmfclearinghouse.org/>

³⁰ Standards used such as: Federal Highway Administration (FHWA) Bikeway Design Guide, American Association of State Highway Transportation Officials (AASHTO), Idaho State Public Works Construction, Idaho Transportation Department, or local agency adopted standards.

³¹ Bikeway Selection Guide: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf

Note: Increased physical separation would include separated multi-use pathways, separated sidewalks, and bike lanes buffered with a physical curb. Increased physical separation can also include providing an alternative facility to high-speed roadways for active transportation users.

Economic Vitality Criteria and Thresholds:

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

Points	Criteria
10	Project addresses a gap as identified in CIM 2050 Priority Corridors and Projects ³² : High Priority
5	Project addresses a gap as identified in CIM 2050 Priority Pathways ³³ : Medium/Low Priority
3	Project addresses a gap identified in Bike Walk COMPASS ³⁴
0	Project does not address an active transportation gap.

Note: See the [COMPASS Bike-Ped Priority Gaps](#).³⁵

Does the project improve a facility in "fair" or "poor" condition?

Points	Criteria
5	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "poor" condition rating.
3	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "fair" condition rating.
3	Adds a new facility where none previously existed.
0	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "good" condition rating.

Note: Facility condition rating is determined using the rating provided by the COMPASS [Data Bike program](#)³⁶ (only applicable to off system pathways). If a rating is not available, the applicant may request one by contacting COMPASS staff.

Does the project provide an active mode alternative to a congested roadway segment?

Points	Criteria
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³² CIM 2050 Priority Corridors and Projects : <https://cim2050.compassidaho.org/wp-content/uploads/PriorityProjectsPathway.pdf> for CIM 2050 Prioritized Regional Pathways: <https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf> (page 6)

³³ CIM 2050 Prioritized Regional Pathways: <https://cim2050.compassidaho.org/wp-content/uploads/ActiveTransportation.pdf> (page 6)

³⁴ Bike Walk COMPASS:

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=8a567a39377a46bfb7e38f8172261809>

³⁵ COMPASS Bike-Ped Priority Gaps:

<https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fa>

³⁶ Bicycle and Pedestrian Counters: <https://compassidaho.org/bicycle-and-pedestrian-counters/>

5	Project runs parallel to (within 1/4 mile) a roadway segment considered "highly congested" and/or "unreliable" in the COMPASS Congestion Management Process (CMP). AND Project provides or improves active transportation facilities or connections.
3	Project runs parallel to (1/4 mile) a roadway segment considered "moderately congested" in the COMPASS CMP. AND Project provides or improves active transportation facilities or connections.
0	Project is not located on a congested segment per the COMPASS CMP.

Note: The [CMP analysis](#)³⁷ provides congestion metrics for most roadways classified as major arterials and above. If a project addresses congestion on a roadway covered in the CMP, other congestion data may be included.

Convenience Criteria and Thresholds:

<i>Does the project improve active mode connectivity to public transportation?</i>	
Points	Criteria
10	Project improves active transportation connectivity along a corridor with current public transportation service ³⁸ .
5	Project improves active transportation connectivity along a corridor with planned public transportation service per CIM 2050. ³⁹
0	Project is not located along any current or planned public transportation corridor and does not directly support public transportation.

<i>Does the project improve active mode connectivity to key destinations?</i>	
Points	Criteria
10	Project improves active transportation facilities within the bounds of a regional activity center. OR Project improves active transportation facilities within 1/2 mile of several (3 or more) key destinations
5	Improves active transportation facilities within 1/2 mile of some (1-2) key destinations.
5	Improves active transportation facilities within 1/2 mile of a regional activity center.
0	Project does not improve active mode connections to a regional activity center or key destinations.

³⁷ CMP Analysis:

<https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6>

³⁸ Inquire with Valley Regional Transit for details.

³⁹ Funded Routes:

<https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=41e9ca50ff264abb82efde7bdb79dfb3>

Note: The Complete Network Policy identified [regional activity centers](#).⁴⁰ Notes: Key destinations are defined as employment centers⁴¹, hospitals, grocery stores, public schools, parks, and transit facilities..

Quality of Life Criteria and Thresholds:

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

Note: See the [COMPASS equity index](#).⁴² High' Equity score is (7-12).

<i>Does the project address any environmental impacts?</i>	
Points	Criteria
5	Project addresses all environmental impacts identified in COMPASS Environmental Review Map.
3	Project address two or more environmental impacts identified in the COMPASS Environmental Review Map.
1	Project addresses at least one environmental impact identified in COMPASS Environmental Review Map
0	Project does not address at least one environmental impact identified in the COMPASS Environmental Review Map.

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

<i>Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?</i>	
Points	Criteria
5	Project addresses an existing ADA compliance issue (applicant must identify the compliance issue and describe improvement).

⁴⁰ Complete Streets and Regional Activity Centers:

<https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052>

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

⁴² CIM 2050 Equity Index:

<https://compassidahomaps.arcgis.com/apps/mapviewer/index.html?webmap=a76f5dd73f6442129cf92761c8318707>

⁴³ Environmental Considerations Project Summary:

<https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0>

0	Project does not address an existing ADA compliance issue.
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Project Readiness and Support Criteria and Thresholds:

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

<i>Does the sponsor agency provide match above the required minimum?</i>	
Points	Criteria
10	Agency provides more than 20% above the required local match amount.
5	Agency provides more than 10% above the required local match amount.
0	Agency provides only the required local match amount.

<i>Is the project ready for Federal implementation? (Sum of all that apply)</i>		
✓ If complete	Points	Criteria
	1	Project has a pre-concept report complete or equivalent.
	1	Project has a preliminary design complete.
	1	Project has environmental complete.
	1	Project has final design complete.
	1	Project has Right-of-Way plans complete (or not needed).
	3	Project has Right-of-Way acquired (or not needed).
	2	Project has PS&E and is ready for letting.

Public Transportation Project Scoring Summary

Performance Assessment:

Safety Page 20

Does the project address a known safety issue for public transportation users? 40

Does the project improve safety for public transportation users? 20

Maximum Total:⁴⁴ 40

Economic Vitality Page 20

Does the project replace a vehicle (rolling stock) or equipment, and/or improve a facility consistent with the priorities of the Transit Asset Management Group (TAM) plan? 10

Does the project reduce travel time, improve speed and/or reliability of service? 10

Does the project include the purchase or maintenance of electric vehicles or related equipment? 5

Maximum Total: 25

Convenience Page 21

Does the project improve public transportation access to regional activity centers? 10

Does the project address an existing Americans with Disability Act (ADA) compliance issue? 5

Does the project improve route transparency and information at transit connections? 5

Maximum Total: 20

Quality of Life Page 21

Does the project benefit an area with potentially transit dependent populations? 10

Does the project adequately address any environmental impact? 5

Maximum Total: 15

Maximum Performance Total: 100

Programming Assessment:

Readiness and Support Page 22

Is the project a priority to the sponsor agency or is the project in the TDP? 10

Does the sponsor agency provide match above the required minimum? 10

Is the project ready for Federal implementation? 10

Maximum Programming Total: 30

Total Maximum Score: 130

Public Transportation Project Scoring Criteria and Thresholds

Safety Criteria and Thresholds:

<i>Does the project address a known safety issue for public transportation users?</i>	
Points	Criteria
40	Project addresses a known safety issue for public transportation users (applicant must describe safety concern and improvement).
0	Project does not address a known safety issue.

Note: Public transportation users include cyclists and pedestrians in the immediate vicinity of a public transportation connection.

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

Economic Vitality Criteria and Thresholds:

<i>Does the project replace a vehicle (rolling stock), maintain equipment, and/or improve a facility consistent with the priorities of the Transportation Asset Management Group (TAM) plan? (sum of all that apply)</i>	
Points	Criteria
10	Project replaces a vehicle, maintains equipment, and improves a facility consistent with the priorities of the TAM plan.
10	Project reduces travel time, improves the speed and/or reliability of service.
0	Project does not replace a vehicle, maintain equipment, or improve a facility consistent with the priorities of the TAM plan or does not reduce travel time, does not improve the speed and/or reliability of service.

Note: See Valley Regional Transit's Transit Asset Management (TAM) [Plan](#).⁴⁵

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

⁴⁵ VRT TAM Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>

Convenience Criteria and Thresholds:

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

Note: The Complete Network Policy identifies [regional activity centers](#) .⁴⁶ A project that “directly improves access” would include, but is not limited to, the addition of or improvements to pedestrian facilities, bike lanes, bus stops, or technology

<i>Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?</i>	
Points	Criteria
5	Project addresses a known ADA compliance issue.
0	Project does not address a known ADA compliance issue.

<i>Does the project improve route transparency and rider information at transit connections?</i>	
Points	Criteria
5	Project improves route transparency and rider information.
0	Project does not improve route transparency and rider information.

Note: Examples of projects that improve route transparency and rider information would include, but are not limited to, route schedules and timetables, dynamic “next arriving” signs, wayfinding, other technology informing riders.

Quality of Life Criteria and Thresholds:

<i>Does the project benefit an area with potentially transit dependent populations?</i>	
Points	Criteria
10	Project directly improves connectivity or accessibility to an area with potentially transit dependent populations as defined by the COMPASS Equity Index (applicant must explain benefit).
5	Project indirectly benefits potentially transit dependent populations.
0	Project does not improve connectivity or accessibility of transit dependent populations.

⁴⁶ Complete Streets and Regional Activity Centers:
<https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052>

Note: See the [COMPASS Equity Index](#).⁴⁷

Does the project address any environmental impacts?

Points	Criteria
5	Project addresses all environmental impacts identified in COMPASS Environmental Review Map.
3	Project address two or more environmental impacts identified in the COMPASS Environmental Review Map.
1	Project addresses at least one environmental impact identified in COMPASS Environmental Review Map.
0	Project does not address at least one environmental impact identified in the COMPASS Environmental Review Map.

Note: See the [COMPASS Environmental Review Map](#).⁴⁸ The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues. Applicant may provide supplemental documentation that shows their project addresses environmental impacts if corridor is not included in COMPASS Environmental Review Map.

Project Readiness and Support Criteria and Thresholds:

Is the project a priority to the sponsor agency?

Points	Criteria
10	Project is the highest priority application from sponsor and must be identified in the Transportation Development Plan (TDP) ⁴⁹ .
7	Project is the 2 nd highest priority application from sponsor and must be identified in the TDP ⁵⁰ .
5	Project is in the top half of highest priority applications from an applicant (and does not fall into a category above).
0	Project is not in the top half of highest priority applications from an applicant (and does not fall into a category above).

Does the partner agency provide match above the required minimum?

Points	Criteria
10	Agency provides more than 20% above the required local match amount.
5	Agency provides more than 10% above the required local match amount.
0	Agency provides only the required local match amount.

⁴⁷ COMPASS Equity Index:

<https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=a76f5dd73f6442129cf92761c8318707>

⁴⁸ Environmental Considerations Project Summary:

<https://www.arcgis.com/apps/dashboards/06b44c3005564daeb2cb9b43602480b0>

⁴⁹ Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdp/>

⁵⁰ Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdp/>

<i>Is the project ready for Federal implementation? (Sum of all that apply)</i>		
✓ If complete	Points	Criteria
	1	Project has a pre-concept report complete or equivalent or N/A.
	1	Project has a preliminary design complete or N/A.
	1	Project has environmental complete or N/A.
	1	Project has final design complete or N/A.
	1	Project has Right-of-Way plans complete or N/A.
	3	Project has Right-of-Way acquired or N/A.
	2	Project has PS&E and is ready for letting or N/A.
<p>Note: Public transportation projects may follow a different implementation sequence. Public transportation projects may have some criteria that is not applicable (i.e., a bus purchase does not require design plans). This is taken into consideration in evaluating project readiness.</p>		

II. FUNDING POLICY AND PROCEDURES SUPPLEMENTAL

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

Sponsor agencies should consider these policies while developing their applications.

Federal-Aid Funding Policy

The COMPASS Federal-Aid Funding Policy states:

Use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan.

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

Use federal formula funds in Canyon County (STBG-Urban) to address regional priorities as identified in the regional long-range transportation plan.

Federal-Aid Funding Goals

The Federal-Aid Funding Policy is further articulated by federal-aid funding goals. The funding goals describe “off-the-top” contributions to specific programs and the allocation of remaining funds to specific project types (funding splits). Tables 1 and 2 describe the off-the-top contributions and funding splits for both the Boise and Nampa Urbanized Areas.

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

Table 1: Ada County Funding Policy and Goals

	Policy Amount	Illustrative Amount¹ (FY2030)
Estimated Available Funds		\$11,936,000
Off-the-Top Contributions		
COMPASS Planning	\$232,000	
Ada County Highway District (ACHD) Commuteride	\$220,000	
Safe Routes to School Education Program (Ada)	\$280,000	
Split of Remaining Funds		
Local Network Improvements	72%	\$8,067,000
Pathways (state highway or off-network) ²	12%	\$1,344,000
Public Transportation Capital	13%	\$1,457,000

¹ Grey highlight indicates illustrative information based on Federal Funding Sources Supplemental.

² If funding is not sought or funds remain, funds will be split equally between local network improvements and public transportation capital

Studies and Special Projects	3%	\$336,000
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STBG-Urban (Nampa Urbanized Area) – an example of funding policy and goals applied to the available funding of \$2,719,000, the estimated program amount in FY2030.

Table 2: Canyon County Funding Policy and Goals

	Policy Amount	Illustrative Amount ³ (FY2030)
Estimated Available Funds		\$2,719,000
Off-the-Top Contributions		
COMPASS ⁴	\$99,000	
Ada County Highway District (ACHD) Commuteride	\$55,000	
Safe Routes to School Education Program (Canyon)	\$50,000	
Split of Remaining Funds		
Local Network Improvements	85%	\$2,063,000
Alternative Transportation Capital	12%	\$377,000
Studies and Special Projects	3%	\$75,000

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

“Local network improvements” includes all capital improvements to “maintain and improve the infrastructure and operational performance on the current system.”

Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act
- Improvements to the intelligent transportation system and similar operations systems

³ Grey highlight indicates illustrative information based on Federal Funding Sources Supplemental.

⁴ COMPASS Off-the-Top is \$331,000 total, and divided between Boise Urbanized Area and Nampa Urbanized Area funds based on 70/30 split in population (Boise Urbanized Area/Nampa Urbanized Area)

- Specific to Ada County:
 - Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
 - Eligible for projects to maintain and add capacity.

Projects should reflect strategies outlined in the COMPASS Congestion Management Process, which can be found on the COMPASS website at:

<https://compassidaho.org/congestion-management/>.

Deadline for Obligation of Federal Funds

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

On August 17, 2015, the COMPASS Board of Directors approved the deadline of March 1 for obligations of projects in programs managed by COMPASS:

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

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

If a project is unable to be fully obligated by the March 1 deadline, the project sponsor may apply for an extension from the COMPASS Board of Directors. However, there is no guarantee that an extension will be granted.

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

- July 1: Deadline for design and right-of-way funds
 - Design:
 - State/local agreement for design
 - Deposit to ITD for required/agreed local match

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

Formal Policies

The COMPASS Board of Directors adopted several policies to guide COMPASS staff and the Regional Transportation Advisory Committee in project selection and program balancing recommendations. These policies are available [online](#)⁵ (Federal Funding: Regional Transportation Improvement Program (TIP)):

- Balancing Surface Transportation Program (STP) and Transportation Alternative Program (TAP) Funds
- COMPASS Regional Transportation Improvement Program (TIP) Amendments
- Transportation Management Area (TMA) Funding Eligibility Policy
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA) Program Eligibility

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

Internal Procedures

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

- COMPASS Procedure for TIP Amendments/Modifications
- COMPASS Procedure for March 1 Deadline for Obligation of Local Federal-Aid Projects
- COMPASS Procedure for Resource Development Plan
- COMPASS Procedure for Project Development Program

⁵ CIM 2050 Funding Policy: <https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf>

⁶ Resource Development and Funding webpage: <https://compassidaho.org/resourcedevelopment/>

- COMPASS Procedure for *Communities in Motion* Implementation Grant Program

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

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III. FEDERAL FUNDING SOURCES SUPPLEMENTAL

COMPASS manages five federal funding programs:

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

Table 1 lists the estimated amounts anticipated to be available in Preliminary Development (PD) for the STBG-TMA, TAP-TMA, and STBG-LU programs (see the **“Funding Policy Supplemental”**) in the FY2025-2031 application cycle. These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding. As the program changes through various funding opportunities, some funds may be available in multiple years of the program.

Table 1. Federal Program Estimated Funding

Program	PD¹
STBG-TMA² Local Network Improvements	\$8,067,000
STBG-TMA³ Pathways (state highway or off-network)	\$1,344,000
STBG-TMA Public Transportation Capital	\$1,457,000
STBG-TMA³ Studies/Special Projects	\$336,000
TAP-TMA	\$1,093,000
CRP-TMA	\$1,444,000
STBG-LU^{3,4} Local Network Improvements	\$2,063,000
STBG-LU^{3,4} Alternative Transportation Capital	\$377,000
STBG-LU^{3,4} Studies/Special Projects	\$75,000
CRP-LU	\$625,000

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

Links to Federal Guidance, Including Eligibility

¹ PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2029)

² STBG-TMA - local network improvement funding is provided to the Ada County Highway District as the only roadway jurisdiction in the Boise Urbanized Area. Funds are programmed per CIM 2050 funding policy. (See **“Funding Policies and Procedures Supplemental.”**)

³ See **“Funding Policies and Procedures Supplemental.”**

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

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

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

[Carbon Reduction Program](#)⁷

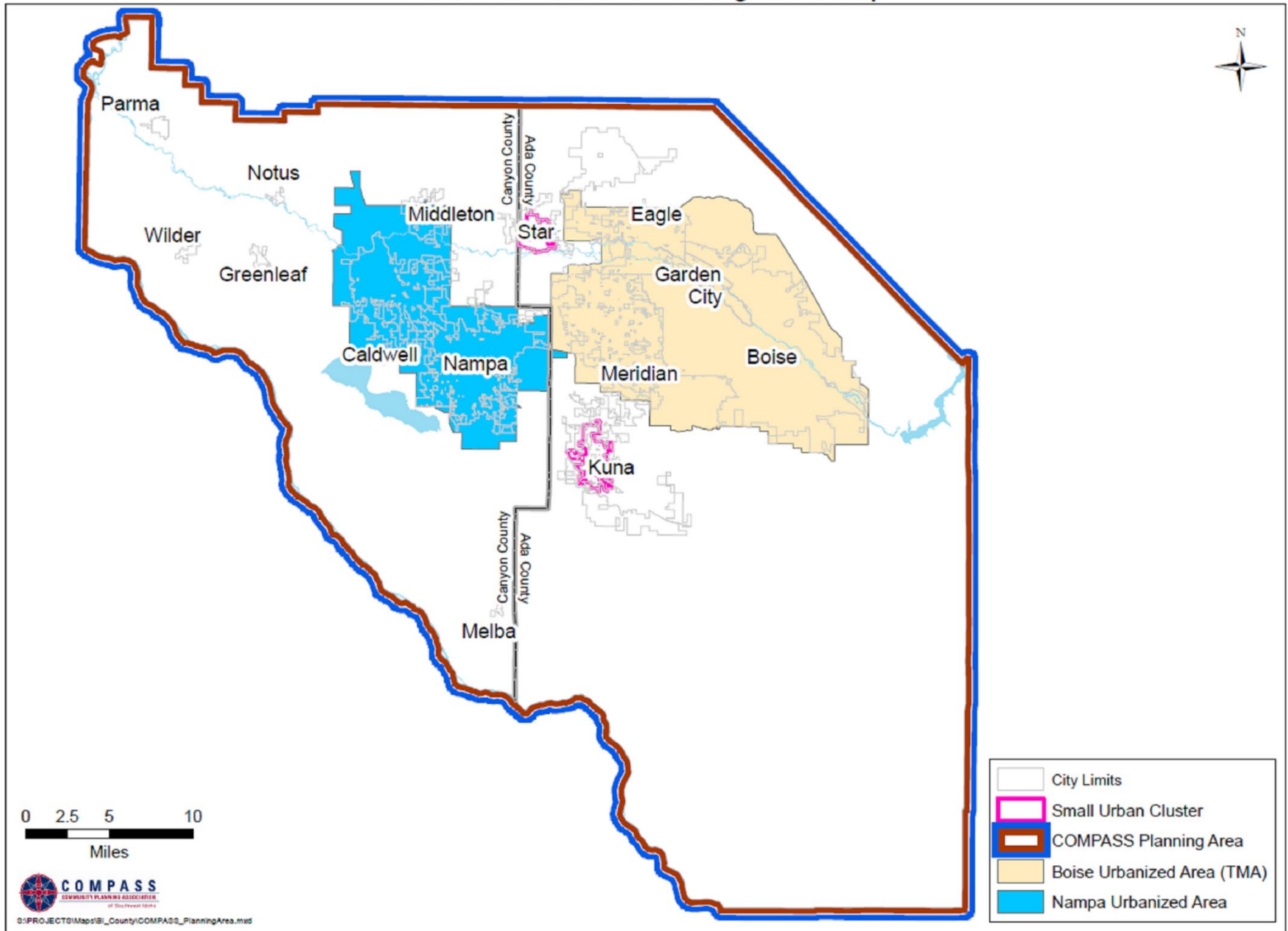
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⁵ STBG Federal Guidance - <https://www.fhwa.dot.gov/specialfunding/stp/>

⁶ TAP Federal Guidance - https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

⁷ CRP Federal Guidance - https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf

COMPASS MPO Planning Area Map



0 2.5 5 10
Miles



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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 ttisdale@COMPASSidaho.org. This phase of the application page limit is 10 pages.

DETAILS

Sponsor Name (agency):

Main Agency Contact:

Project Title:

PROJECT DETAILS

Briefly describe the location of the project:

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:

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):

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:

Amount Requested (total cost minus any local match):

Proposed local match (amount):

Proposed local match (percentage):

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

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:

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:

Has any public involvement been conducted for this project?

- No
- Yes

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

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:

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)

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

PLANNING ONLY FOCUS

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

Sponsor Name (agency):

Project Title:

SAFETY

Does the study provide a benefit to safety in the region?

ECONOMIC VITALITY

Does the study provide economic benefits in the region?

CONVENIENCE

Does the study impact Regional Activity Centers or key destinations?

QUALITY OF LIFE

Does the study provide additional transportation options, reduce environmental impacts, or provide more access to underserved communities?

OTHER

Is the project needed to meet or exceed federal requirements?

REQUIRED ATTACHMENTS:

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 a change occurred since the submittal of Phase I

2024 COMPASS Funding Application

Phase II

ROADWAY PROJECT FOCUS

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

Sponsor Name (agency):

Project Title:

GENERAL

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

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

SAFETY

Does the project address a known auto safety issue? Please explain and provide the data below:

Number of fatalities (auto related):

Number of serious injuries (auto related):

Explain how the project addresses the causes of crashes:

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

Number of fatalities (active transportation related):

Number of serious injuries (active transportation related):

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

Does the project improve safety for auto users? Explain how the project would improve safety for auto users:

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

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

Does the project improve safety for active transportation users? Explain what standards the project used or will use in the design phase, and how the project would improve safety for active transportation users.

CMF most appropriate for this project:

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

ECONOMIC VITALITY

Does the project address a congestion issue using a non-capacity-adding strategy?

Explain how the project will address congestion and which strategy(ies) in the Congestion Management Process will be used:

Based on the Congestion Management Annual Report, how congested is this corridor?

- Highly Congested
- Moderately Congested
- Low Congestion/no data

Based on the Congestion Management Annual Report, how reliable is this corridor?

- Reliable
- Unreliable

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

Does the project improve freight mobility?

- Yes
- No

Explain:

What type of freight corridor is the segment referred to in the COMPASS Complete Network Policy?

- Primary Freight Corridor
- Secondary Freight Corridor

Explain, if necessary:

CONVENIENCE

Does the project improve connectivity to a regional activity center as described in COMPASS Complete Network Policy?

- Yes
- No

Explain how far the project is from a regional activity center if it is not within the bounds of an activity center:

If the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?

- Yes
- No

Explain and provide a list of the destinations provided access and how far the project is from those destinations. Be sure to include all modes of transportation included in the project that have access benefits from the project:

Does the project address a gap in the network?

- Yes, in the roadway network by adding a missing segment or removing a bottleneck.
- Yes, by addressing a gap in the active transportation network.
- Yes, it includes improvements to public transportation facilities.
- No

Explain:

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:

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:

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.

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
- 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 ttisdale@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency):

Project Title:

SAFETY

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

Number of fatalities (active transportation related):

Number of serious injuries (active transportation related):

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

Does the project improve safety for active transportation users?

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

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

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:

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:

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:

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:

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:

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:

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:

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
- 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

PUBLIC TRANSPORTATION PROJECT FOCUS

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

Sponsor Name (agency):

Project Title:

SAFETY

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

- Yes
- No

Identify the issue and how the project will address it:

Does the project improve safety for public transportation users?

- Yes
- No

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

ECONOMIC VITALITY

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

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

Explain, if necessary:

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

- Yes
- No

Explain, if necessary:

CONVENIENCE

Does the project improve public transportation access to regional activity centers as identified in the COMPASS Complete Network Policy?

- Yes
- No

Explain:

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

- Yes
- No

Explain the issue and how it will be addressed:

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

- Yes
- No

Explain how:

QUALITY OF LIFE

Does the project benefit an area with potentially transit-dependent populations as identified in the COMPASS Equity Index?

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

Explain the situation and the proposed benefit:

Does the project address any environmental impacts as identified on 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:

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.

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

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

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

V. APPLICATION ASSISTANCE SUPPLEMENTAL

COMPASS Resource Development staff are available to assist members in seeking funding for unfunded projects that are listed in the annual Resource Development Plan (Communities In Motion, the Transportation Systems Management, and Operations (TSMO) Strategic Plan, and the Interstate 84 Corridor Operations Plan). Staff can assist members with applications for both COMPASS and other programs, such as those managed by federal agencies, the Idaho Transportation Department, the Local Highway Technical Assistance Council, and Valley Regional Transit, as well as foundations and other funding sources.

Types of assistance available upon request include:

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

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