COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

Funding Application Guide FY2024-2030

Report No. 12-2022
Adopted by COMPASS Board of Directors on X
Resolution No. XX-2022

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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 2022 call for projects, project applications awarded federal funds will be included in the FY2024-2030 Transportation Improvement Program (TIP). Though the funding period covered by the FY2024-2030 TIP begins October 1, 2023, 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 FY2024. 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, and the 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 **$12,297,000** is expected to be available for programming in PD in the Boise Urbanized Area in the FY2024-2030 TIP, with an additional **$2,515,000** 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)	**$11,204,000**
TAP-TMA	Transportation Alternatives Program – Transportation Management Area (Boise Urbanized Area)	**$1,093,000**
STBG-Urban	Surface Transportation Block Group – Urban (Nampa Urbanized Area)	**$2,515,000**

Additionally, with the passage of the Infrastructure Investment and Jobs Act, Carbon Reduction Program (CRP) funds will also be available for allocation between FY2023-2028, with **$9,128,000** available in the Boise Urbanized Area (Table 2). The Guidance for CRP was not available until May 2022. Therefore, applications will be accepted for all years of the program, including the carry-over of FY2022 funds to FY2023. Currently, ITD policy for the Nampa Urbanized Area combines all available federal formula funds into the STBG-Urban program, leaving no specific CRP funding for the Nampa Urbanized Area.

Table 2: Carbon Reduction Program Estimated Funds

Carbon Reduction Program (CRP) Estimated Funds					
FY2023	**FY2024**	**FY2025**	**FY2026**	**FY2027**	**FY2028**
$2,830,000	$1,387,000	$1,333,000	$1,256,000	$1,161,000	$1,161,000

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 3). 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 3: Local Funding Programs

Local Funding Sources			
Program Name	Program Description	Maximum Award Value	Available Funds (Estimate)
CIMI Grants	***Communities in Motion* Implementation Grants:** Funds are budgeted annually by the COMPASS Board using member agency dues and are awarded to projects that implement the vision and goals CIM 2050. This program has significantly fewer requirements than federal funding.	**$25,000**	**$50,000**
PDP	**Project Development Program:** Funds are budgeted annually by the COMPASS Board using federal-aid funds from the COMPASS Consolidated Planning Grant. The program helps develop conceptual ideas into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement information to be ready to compete for additional funding. All federal guidelines and regulations related to planning projects apply.	**$25,000**	**$75,000**

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 the designated online platform, which tracks all steps of the application process including submittals and correspondence.

Project eligibility, the application process, application support, and the FY2022 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 to allow 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 or "shovel-ready"
- Projects in need of any COMPASS staff assistance

Phase I applications are due no later than midnight, Tuesday, December 6, 2022. An additional call for projects will open in April 2023. This call will only accept applications 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. The applications received in Phase I

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 6, 2022. Match commitment letters are required by May 3, 2023, 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 Tuesday, January 19, 2023**.

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

Each project type may have additional requirements, described below:

Roadways/Bridges

- Functional Classification
- Congestion Mitigation
- Pavement Condition Index
- Bridge Sufficiency Rating
- Freight Improvements
- Active Transportation Improvements

Active Transportation

- Gaps Addressed
- Congestion Mitigation
- Land Ownership
- Traffic Volumes (auto, bicycle, and pedestrian)
- Project Coordination

Planning/Special Projects

- Safety
- Economic Vitality
- Convenience
- Quality of Life
- Federal Requirements

Public Transportation

- Maintenance and Vehicle Replacement
- Fleet Electrification
- Rider Information

All project applications must also submit **Idaho Transportation Department forms 0414, 1150, and 2435**, as well as a **COMPASS form A100**. 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 6, 2022; January 19, 2023; and May 3, 2023, 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 4: General Application Schedule

General Application Schedule	
October 19, 2022	Call for Projects
December 6, 2022	Phase I Applications Due by Midnight
December 13, 2022	COMPASS Staff Requests Phase II Applications
January 19, 2023	Phase II Applications Due by Noon
April 5, 2023	Second Call for Projects for COMPASS Funding (CIM Implementation Grants and Project Development Program)
May 3, 2023	Second Call for Projects Applications (Phase I) Due by Midnight

Table 5: Federal Funding Schedule

Federal Funding Schedule	
February 8, 2023	Optional RTAC workshop for detailed application information and preliminary ranking review
February 22, 2023	RTAC requested to recommend federal-aid rankings
March 8, 2023	Optional RTAC workshop to review staff recommendations for federal-aid funding based on initial RTAC ranking
March 15, 2023	RTAC requested to recommend draft federal-aid programming (budget)
September 27, 2023	RTAC requested to recommend draft FY2024-2030 TIP, including federal-aid programs
October 16, 2023	COMPASS Board of Directors requested to approve FY2024-2030 TIP, including federal-aid programs

Table 6: CIMI and PDP Schedule

CIM Implementation Grant and Project Development Programs Schedule	
June 7, 2023	Optional RTAC workshop for detailed application information and discussion of CIM Implementation Grant and PDP applications
June 8 - 22, 2023	RTAC completes paired comparison process for CIM Implementation Grants and Project Development Program (open day after workshop for two weeks)
July 26, 2023	RTAC reviews rankings and requested to recommend CIM Implementation Grants and Project Development Program projects
August 21, 2023	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 is 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
- Joey Schueler at jschueler@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

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[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 – Urban (STBG-U)
        ii. Carbon Reduction Program – Urban (CRP-U)
            1. CRP-Urban funds will be combined with the STGB-Urban funds.
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). Project applications for COMPASS funds and applications for studies and plans remain unscored, and are ranked using a paired comparison process. Additionally, all project applications are assigned a "Tier" indicating their alignment with *Communities in Motion 2050* (CIM

2050). The tier development and ranking processes are described in more detail below.

Tier Development: Alignment with *Communities in Motion 2050*

All project applications seeking federal-aid funding are first classified as either "Tier 1" or "Tier 2." Tier 1 projects correspond directly to all or part of a priority project[1] identified in CIM 2050. All other projects are classified as Tier 2. Projects in Tier 1 are initially prioritized over projects in Tier 2 regardless of the results of the TIP scoring process.

Tier 1 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] If multiple Tier 1 projects are present, they are initially prioritized using the CIM 2050 score, again subject to RTAC review.

Active transportation priorities are identified in CIM 2050, but not scored or ranked. Within Tier 1, active transportation projects are also ranked by 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, 2023. The draft ranking will be developed by ordering the project applications, from the highest-scoring Tier 1 project to the lowest-scoring Tier 2 project.

Following the workshop, COMPASS staff will provide RTAC members with a workbook to facilitate each RTAC member's preferred ranking. To facilitate the ranking process, RTAC members will also receive a complete list of project applications and descriptions; their scoring results, tiers, and initial draft ranking; a summary sheet describing each application; and links to the full application.

Using the resources provided, RTAC members will evaluate the project applications based on each project's contribution toward CIM 2050 goals and conduct their own rankings, following the same process as COMPASS staff used for the draft rankings.

RTAC members have a two-week window to complete their rankings before the opportunity closes. If an agency has multiple votes at RTAC (based on the population of their jurisdiction), an RTAC member from the agency may request

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[1] https://www.compassidaho.org/documents/prodserv/CIM2050/PriorityProjectListsCIM2050.pdf
[2] https://www.compassidaho.org/documents/prodserv/CIM2050/CIM2050_PrioritizationProcess.pdf

that the one submitted worksheet be duplicated for the remaining votes the agency is allocated.

Once the deadline passes, each application's rank is determined by averaging the rank assigned by each RTAC member to each application. Project applications are then ranked from highest to lowest based on the resulting average rank, forming the initial project ranking.

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 to the COMPASS Board of Directors for approval.

Once project rankings are adopted by the COMPASS Board, 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 8, 2023, 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 remain unscored. Rather, these projects are ranked using the paired comparison method.

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.

When deciding which of the two projects is "better," RTAC members will use predetermined selection criteria, such as the extent to which the project will help achieve the vision and goals of CIM 2050.

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.

2. SCORING PROCESS
All capital, maintenance, and ITS projects seeking federal funds will be scored. Tier 1 projects correspond directly to a priority project in CIM 2050 and will receive both a TIP score and a CIM 2050 score. Tier 2 projects do not correspond to an identified CIM2050 priority project and are scored only using the TIP scoring process. Each scoring process is described below.

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

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 placed in Tier 1 and both the TIP score and (where available) the CIM 2050 score are presented.

TIP Scoring Process

The TIP scoring process will be used to further evaluate and prioritize specific project applications. Applications will be evaluated using criteria derived from the CIM Vision and goals and the COMPASS Performance Measure Framework. Additional COMPASS plans and policies are also integrated into the scoring criteria.

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

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

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[4] https://www.compassidaho.org/documents/prodserv/CIM2050/CIM2050_PrioritizationProcess.pdf

[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.

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, 2023. At the workshop, RTAC members will have an opportunity to discuss the results and share any additional information about the projects prior providing their input.

Throughout the project evaluation process, instances may arise where the criteria described in section 3 do not accurately reflect the known impact or contribution of a project. In this case, COMPASS staff will review the project and the relevant scoring criterion and may modify (increase or decrease) the points awarded. Staff will note the modification and a 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, a maximum of 40 safety points are available. There are multiple ways for a project application to receive 40 points. If a project application is eligible for more than 40 points, only the maximum 40 points are awarded.

Roadway Project Scoring Summary

Performance Assessment:		
Safety		Pg. 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		Pg. 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		Pg. 9
Does the project improve auto connectivity to a regional activity center?		10
Does the project improve auto connectivity to key destinations?		10
Maximum Total:		**20**
Quality of Life		Pg. 10
Does the project address a priority gap in the active transportation network?		5
Does the project positively impact an underserved area?		5
Does the project adequately address any environmental impact?		5
Maximum Total:		**15**
Maximum Performance Total:		**100**
Programming Assessment:		
Readiness and Support		Pg. 11
Is the project a priority to the sponsor agency?		10
Does the partner agency provide match above the required minimum?		10
Is the project ready for implementation?		10
Maximum Programming Total:		**30**
Total Maximum Score:		**130**

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

Roadway Project Scoring Criteria and Thresholds

Safety Criteria and Thresholds:

Points	Criteria
Does the project address a known auto safety issue?	
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 submit crash modification factor [CMF]).
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 submit CMF).
10	Project is located on a segment or intersection with one fatal crash (and no other class A injury crashes) within the last five years with available data AND Project addresses cause of the crash (applicant must submit CMF).
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 safety concern (applicant must submit CMF).
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[7] and the Crash Modification Factor Clearinghouse.[8] 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 applicant.	

Points	Criteria
Does the project address a known active transportation safety issue?	
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 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.

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[7] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89
[8] https://www.cmfclearinghouse.org/

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

Does the project improve safety for active transportation users?	
Points	**Criteria**
10	Project provides separated alternative to roadway with a speed limit of 40 mph or greater.
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:

Does the project address a congestion issue using a non-capacity adding strategy?	
Points	**Criteria**
10	Project is located on a segment or intersection considered "highly congested" or "unreliable" in the COMPASS Congestion Management Process (CMP).[9] AND Project will improve congestion without adding capacity.
7	Project is located on a segment or intersection considered "moderately congested" in the COMPASS CMP. AND Project is expected to improve congestion without adding capacity.
5	Project adds capacity to a segment or intersection considered "highly congested" or "unreliable" in the COMPASS CMP.
3	Project adds capacity to a segment or intersection considered "moderately congested" in the COMPASS CMP.
0	Project is not located on a congested segment.
Note: Examples of projects that improve congestion without adding capacity can be found in the COMPASS Congestion Management Process Toolkit,[10] the I-84 Corridor Operations Plan,[11] and the Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan.[12] The Congestion Management Process analysis,[13] 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.	

[9] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6
[10] https://www.compassidaho.org/documents/prodserv/reports/2022CongestionManagementSystemTechnicalDocument.pdf#page=39&zoom=100,86,96
[11] https://www.compassidaho.org/prodserv/trans-mgmt.htm
[12] https://www.compassidaho.org/documents/prodserv/tsmo/COMPASSTSMOPlan_FINAL.pdf
[13] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6

Does the project improve a facility in "FAIR" or "POOR" condition?	
Points	Criteria
10	Project improves a facility in a "POOR" condition rating.
5	Project improves a facility in a "FAIR" condition rating.
0	Project improves a facility in a "GOOD" condition rating.
Note: Facility condition will be determined using data provided to COMPASS for performance monitoring.[14] If facility condition rating is not available, the applicant must provide a condition rating and the method used to generate condition.	

Does the project improve freight mobility?	
Points	Criteria
5	Project is located on a freight primary or secondary corridor per the COMPASS Complete Network Policy.[15] AND Project improves freight mobility (applicant must describe impediment and improvement).
0	Project is not located on a freight primary or secondary corridor. OR Project does not improve freight mobility.

Convenience Criteria and Thresholds:

Does the project improve auto connectivity to a regional activity center?	
Points	Criteria
10	Project improves auto accessibility within the bounds of a regional activity center.
5	Project improves auto accessibility within two miles of a regional activity center.
0	Project does not improve auto mobility within two miles of a regional activity center.
Notes: The Complete Network Policy identified regional activity centers .[16]	

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[14] Add facility condition data to web map.
[15] https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052
[16] https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052

Does the project improve auto accessibility to key destinations?	
Points	**Criteria**
10	Project improves auto accessibility within 1/4 mile of many (>=3) key destinations (applicant must identify impediment and describe improvement).
5	Project improves auto accessibility within 1/4 mile of some (1-2) key destinations (applicant must identify impediment and describe improvement).
0	Project does not improve auto accessibility within 1/4 mile of a key destination.
Notes: Key destinations are defined as employment centers, hospitals, grocery stores, public schools, and parks.	

Quality of Life Criteria and Thresholds:

Does the project address a priority gap in the active transportation network?	
Points	**Criteria**
10	Project addresses a priority gap as identified in "COMPASS Bike-Ped Priority Gaps."
5	Project connects two or more existing active transportation facilities.
0	Project does not address an active transportation gap.
Note: See COMPASS Bike-Ped Priority Gaps.[17]	

Does the project positively impact an underserved area?	
Points	**Criteria**
5	Project in located in and will provide benefits to an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
3	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.[18]	

Does the project adequately address environmental impacts?	
Points	**Points**
5	Project adequately addresses all environmental impacts identified in the COMPASS Environmental Review Map.
0	Project does not address all environmental impacts identified in the COMPASS Environmental Review Map
Note: See the COMPASS Environmental Review Map.[19] The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues.	

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[17] [Forthcoming]
[18] [Forthcoming]
[19] [Forthcoming]

Project Readiness and Support Criteria and Thresholds:

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

Does the partner agency provide match above the required minimum?	
Points	**Criteria**
10	Agency provides match above the required amount.
0	Agency provides required match.

Is the project ready for implementation?	
Points	**Criteria**
10	Project design, utilities, and right-of-way acquisition are complete.
5	Project preliminary design or concept report are complete.
0	Project is in initial stages of development without complete preliminary design, concept report, or cost estimate.

Active Transportation Project Scoring Summary

Performance Assessment:		
Safety		Pg. 13
Does the project address a known active transportation safety issue?		30
Does the project improve safety for active transportation users?		20
	Maximum Total:[20]	**40**
Economic Vitality		Pg. 14
Does the project address a priority gap in the active transportation network?		10
Does the project improve a facility in "FAIR" or "POOR" condition?		10
Does the project provide an active mode alternative to a congested roadway segment?		5
	Maximum Total:	**25**
Convenience		Pg. 15
Does the project improve active mode connectivity to public transportation?		10
Does the project improve active mode connectivity to key destinations?		10
	Maximum Total:	**20**
Quality of Life		Pg. 16
Does the project positively impact an underserved area?		5
Does the project adequately address an environmental impact?		5
Does the project address an existing ADA impediment?		5
	Maximum Total:	**15**
	Maximum Performance Total:	**100**
Programming Assessment:		
Readiness and Support		Pg. 17
Is the project a priority to the applying partner agency?		10
Does the partner agency provide match above the required minimum?		10
Is the project "shovel-ready"?		10
	Maximum Programming Total:	**30**
	Total Maximum Score:	**130**

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

Active Transportation Project Scoring Criteria and Thresholds

Safety Criteria and Thresholds:

Points	Criteria
Does the project address a known active transportation safety issue?	
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 submit CMF).
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 submit CMF).
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 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 within the last five years.
Note: See the Regional crash data[21] and the CMF Clearinghouse.[22] 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.	

Points	Criteria
Does the project improve safety for active transportation users?	
Points	**Criteria**
20	Project increases physical separation from a roadway with a speed limit of 40 mph or greater.
10	Project is expected to improve safety of active transportation users (applicant must submit CMF).
0	Project is not expected to improve safety of active transportation users.
Note: Increased physical separation would include separated multi-use pathways, separated sidewalks, and bike lanes buffered with a physical curb. Increased physical separation can also include providing an alternative facility to high-speed roadways for active transportation users.	

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[21] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89
[22] https://www.cmfclearinghouse.org/

Economic Vitality Criteria and Thresholds:

Does the project address a priority gap in the active transportation network?	
Points	**Criteria**
10	Project addresses a priority gap as identified in "COMPASS Bike-Ped Priority Gaps."
5	Project connects two or more existing active transportation facilities.
0	Project does not address an active transportation gap.
Note: See the COMPASS Bike-Ped Priority Gaps. [23]	

Does the project improve a facility in "FAIR" or "POOR" condition?	
Points	**Criteria**
10	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "POOR" condition rating.
5	Project improves a facility (pavement, bridge deck, bridge, pathway, sidewalk) with a "FAIR" condition rating.
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. [24] If a rating is not available, the applicant may request one by contacting COMPASS staff.	

Does the project provide an active mode alternative to a congested roadway segment?	
Points	**Criteria**
5	Project runs parallel to (within 1/4 mile) a roadway segment considered "highly congested" and/or "unreliable" in the COMPASS Congestion Management Process (CMP). AND Project provides or improves active transportation facilities or connections.
3	Project runs parallel to (1/4 mile) a roadway segment considered "moderately congested" in the COMPASS CMP. AND Project provides or improves active transportation facilities or connections.
0	Project is not located on a congested segment per the COMPASS CMP.
Note: The CMP analysis [25] 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.	

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[23] [Forthcoming]

[24] https://www.compassidaho.org/prodserv/activetrans/activetransportation.html#bikepedcounters

[25] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6

Convenience Criteria and Thresholds:

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

Does the project improve active mode connectivity to key destinations?	
Points	**Criteria**
10	Project improves bicycle and pedestrian facilities within the bounds of a regional activity center. OR Project improves bicycle and pedestrian facilities within 1/2 mile of a key destination
5	Project improves pedestrian facilities within the bounds of a regional activity center. AND/OR Project improves bicycle facilities within .1/2 mile of a regional activity center.
5	Project improves pedestrian facilities within 1/2 mile of a key destination. AND/OR Project improves bicycle facilities within two miles of a key destination.
0	Project does not improve active mode connections to a regional activity center or key destinations.
Note: The Complete Network Policy identified regional activity centers.[26] Key destinations are defined as employment centers, hospitals, grocery stores, public schools, and parks.	

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

Quality of Life Criteria and Thresholds:

Does the project positively impact an underserved area?	
Points	**Criteria**
5	Project is located in and will provide benefits to an underserved area as defined by the COMPASS Equity Index (applicant must explain benefit).
3	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.[27]	

Does the project adequately address any environmental impacts?	
Points	**Criteria**
5	Project adequately addresses all environmental impacts identified in COMPASS Environmental Review Map.
0	Project does not address all environmental impacts identified in COMPASS Environmental Review Map
Note: See the COMPASS Environmental Review Map.[28] The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues.	

Does the project address an existing ADA impediment?	
Points	**Criteria**
5	Project addresses an existing ADA impediment (applicant must identify the impediment and describe improvement).
0	Project does not address an existing ADA impediment.

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[27] [Forthcoming]

[28] [Forthcoming]

Project Readiness and Support Criteria and Thresholds:

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

Is the project ready for implementation?	
Points	**Criteria**
10	Project design, utilities, and right-of-way acquisition are complete.
5	Project preliminary design or concept report are complete.
0	Project is in initial stages of development without complete preliminary design, concept report, or cost estimate.

Public Transportation Project Scoring Summary

Performance Assessment:	
Safety	Pg. 19
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:[29]	**40**
Economic Vitality	Pg. 19
Does the project replace a vehicle (rolling stock) or equipment, or improve a facility consistent with the priorities of the TAM plan?	20
Does the project include the purchase or maintenance of electric vehicles or related equipment?	5
Maximum Total:	**25**
Convenience	Pg. 20
Does the project improve public transportation access to regional activity centers?	10
Does the project address an existing ADA impediment?	5
Does the project improve route transparency and information at transit connections?	5
Maximum Total:	**20**
Quality of Life	Pg. 20
Does the project positively impact 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	Pg. 21
Is the project a priority to the sponsor agency?	10
Does the partner agency provide match above the required minimum?	10
Is the project ready for implementation?	10
Maximum Programming Total:	**30**
Total Maximum Score:	**130**

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

Public Transportation Project Scoring Criteria and Thresholds

Safety Criteria and Thresholds:

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

Does the project improve safety for public transportation users?	
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:

Does the project replace a vehicle (rolling stock), maintain equipment, or improve a facility consistent with the priorities of the Transportation Asset Management Group (TAM) plan?	
Points	**Criteria**
20	Project replaces a vehicle, maintains equipment, and improves a facility consistent with the priorities of the TAM plan.
0	Project does not replace a vehicle, maintain equipment, or improve a facility consistent with the priorities of the TAM plan.
Note: See Valley Regional Transit's TAM Plan.[30]	

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

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[30] https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf

Convenience Criteria and Thresholds:

Does the project improve public transportation access to regional activity centers?	
Points	**Criteria**
10	Project directly improves access within Regional Activity Centers.
5	Project indirectly supports public transportation access regionally.
0	Project does not support access to a Regional Activity Center
Note: The Complete Network Policy identifies regional activity centers .[31] A project that "directly improves access" would include, but is not limited to, the addition of or improvements to pedestrian facilities, bike lanes, bus stops, or technology	

Does the project address an existing ADA impediment?	
Points	**Criteria**
5	Project addresses a known ADA compliance issue.
0	Project does not address a known ADA compliance issue.

Does the project improve route transparency and rider information at transit connections?	
Points	**Criteria**
5	Project improves route transparency and rider information.
0	Project does not improve route transparency and rider information.
Note: Examples of projects that improve route transparency and rider information would include, but are not limited to, route schedules and timetables, dynamic "next arriving" signs, wayfinding, other technology informing riders.	

Quality of Life Criteria and Thresholds:

Does the project positively impact an area with potentially transit dependent populations?	
Points	**Criteria**
10	Project directly improves connectivity or accessibility to an area with potentially transit dependent populations as defined by the COMPASS Equity Index (applicant must explain benefit).
5	Project indirectly benefits potentially transit dependent populations.
0	Project does not improve connectivity or accessibility of transit dependent populations.
Note: See the COMPASS Equity Index.[32]	

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

[32] [Forthcoming]

Does the project adequately address any environmental impacts?	
Points	**Criteria**
5	Project adequately addresses all environmental impacts identified in COMPASS Environmental Review Map.
0	Project does not address all environmental impacts identified in COMPASS Environmental Review Map.
Note: See the COMPASS Environmental Review Map.[33] The data provided were developed to inform capitol roadway project development. Applications need only respond to relevant environmental issues.	

Project Readiness and Support Criteria and Thresholds:

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

Is the project ready for implementation?	
Points	**Criteria**
10	Project design, utilities, and right-of-way acquisition are complete.
5	Project preliminary design or concept report are complete.
0	Project is in initial stages of development without complete preliminary design, concept report, or cost estimate.
Note: Public transportation projects may follow a different implementation sequence. This is taken into consideration in evaluating project readiness.	

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[33] [Forthcoming]

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 is provided below:

> 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 the Federal-Aid Funding Goals. The funding goals detail both 1) "off-the-top" contributions to specific programs and 2) the allocation of remaining funds to specific project types (funding splits). The tables below describe the off-the-top contributions and funding splits for both the Boise and Nampa Urbanized Areas.

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

Table 1: Funding Policy Implications in Ada County

Ada County Funding Policy and Goals	Policy Amount	Illustrative Amount
Estimated Available Funds		
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)[1]	12%	$1,344,000
Public Transportation Capital	13%	$1,457,000
Studies and Special Projects	3%	$336,000

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[1] If application not sought or funds remain, funds split equally between local network improvements and public transportation capital

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

Table 2: Funding Policy Implications in Canyon County

Canyon County Funding Policy and Goals	Policy Amount	Illustrative Amount[2]
Estimated Available Funds		
Off-the-Top Contributions		
COMPASS[3]	$99,000	
Ada County Highway District (ACHD) Commuteride	$55,000	
Safe Routes to School Education Program (Ada)	$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 a larger project in any of the categories to move forward and remain consistent with the policy.

Local Network Improvements - Includes all capital improvements to "maintain and improve the infrastructure and operational performance on the current system."

Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act
- Improvements to the intelligent transportation system and similar operations systems
- Specific to Ada County:
    o Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
    o 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: www.compassidaho.org/prodserv/cms-intro.htm.

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

Deadline for Obligation of Federal Funds

The deadline for 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 Group 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 Group 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
    - Check for required/agreed local match
  - Right-of-way/land acquisition:
    - 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[4] (under Regional Transportation Improvement Program):

- 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[5] (under Regional Transportation Improvement Program):

- 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
- 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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[4] Resource Development and Funding webpage:
https://www.compassidaho.org/prodserv/resourcedev.html
[5] Resource Development and Funding webpage:
https://www.compassidaho.org/prodserv/resourcedev.html

III. FEDERAL FUNDING SOURCES SUPPLEMENTAL

COMPASS manages four 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 – Urban** (STBG-Urban) (Nampa Urbanized Area)
  - Currently, CRP-Urban funds are combined into the STBG-Urban program

Table 1 lists the estimated amounts anticipated to be available in Preliminary Development (PD) (see the **"Funding Policy Supplemental"**) for the STBG-TMA, TAP-TMA, and STBG-U programs in the FY2024-2030 application cycle. These *estimates* of available funds, based on preliminary budget assumptions, are made available to provide realistic expectations regarding funding.

Table 1. Federal Program Estimated Funding

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

The CRP-TMA program is new with the passage of the Infrastructure Investment and Jobs Act in November 2021. The Guidance for CRP was not available until May 2022. Therefore, applications will be accepted for all years of the program, including the carry-over of FY2022 funds to FY2023. The CRP-TMA estimated funding amounts are shown in Table 2.

Table 2. CRP-TMA Estimated Funding

FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	PD
$2,830,000	$1,387,000	$1,333,000	$1,256,000	$1,161,000	$1,161,000	$1,161,000

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.

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[1] *PD=Preliminary Development (funds may be spent on project design; construction is planned beyond FY2028)*

[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 small 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.*

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

Links to Federal Guidance, Including Eligibility

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

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

[Carbon Reduction Program](#)[7]

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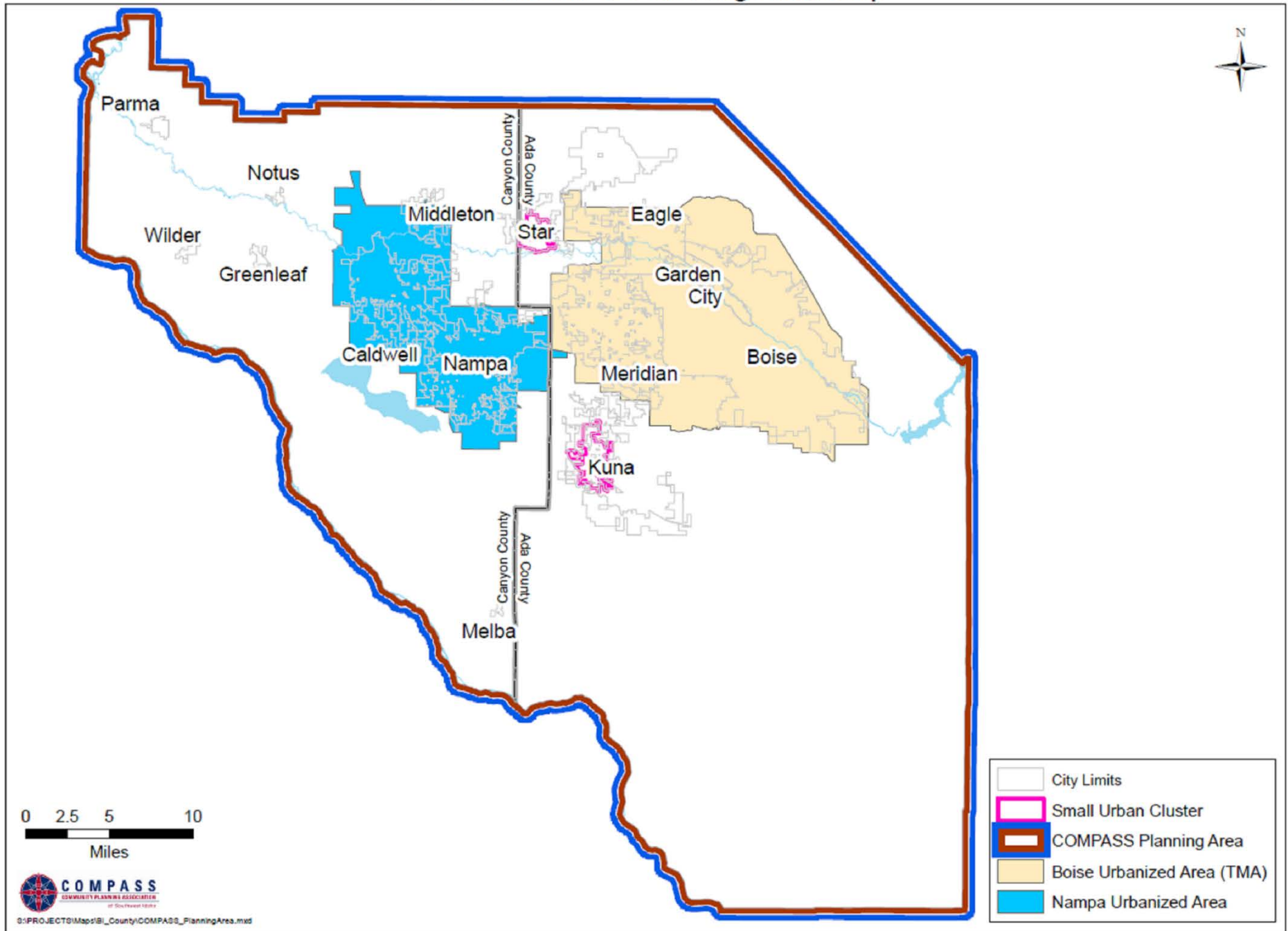[5] STBG Federal Guidance - https://www.fhwa.dot.gov/specialfunding/stp/

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

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

COMPASS MPO Planning Area Map

Parma
Notus
Wilder
Middleton
Greenleaf
Star
Eagle
Garden City
Caldwell
Nampa
Meridian
Boise
Kuna
Melba

Canyon County
Ada County

N

0 2.5 5 10
Miles

COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

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

Phase I – Page 1
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2024 COMPASS Funding Application
Phase I

All applications must be submitted through APPLY, the online application system.

Guidance language is provided below. If you are unsure how to answer a question, see the blue text below each question or contact COMPASS staff. Note word limits in each section.

Sponsor Name:

Provide the agency name of the lead sponsor.

Project Title:

Provide a short, but descriptive title that accurately reflects your project.

Ex: "New Sidewalk on Fun Lane between Silly Alley and Laugh Street, City"

PROJECT DETAILS

1. Describe the location of the project:
Please be concise and include the primary street name (or similar) and the beginning and ending cross streets, west to east or south to north. **(40 word limit)**

This is how RTAC will know where your project is located.

Ex: "This project is located on Shapeup Road, between Southpaw Steet and Nor'easter Avenue in the City of Oz"

2. Attach a map of the project location:

Upload a map that provides the reviewer a quick visual orientation to the project location.

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

- **Yes**

- **No**

If the right-of-way is owned by an agency/organization other than the agency submitting this application, a letter of support from the owner to ensure its involvement and approval is required prior to submission.

4. **Does the project include improvements to the public transportation system?**

   - **Yes**
   - **No**

If yes, a letter of support from the jurisdiction(s) where the project is located to ensure its involvement and approval is required prior to submission.

PURPOSE AND NEED

5. **Describe the total project in detail including why the project is important to your agency and to the region:** *(200 word limit)*

You should have a clear purpose and need statement for your project. Why is this project important to your agency and the region? How did you figure out that it was important? What problem will the project correct? Be very clear and concise.

6. **Describe how this project supports *Communities in Motion 2050* (CIM 2050) goal areas (safety, quality of life, economic vitality, convenience) and their related performance measures and targets:** *(400 word limit)*
   CIM 2050 goals and objectives[1] and CIM 2050 performance measures[2] and targets[3] are linked.

This section helps tie your project to CIM 2050 goals. How does this project make the Treasure Valley a better place to live for everyone as it pertains to the four CIM 2050 goals ? Your project should have ties to at least one of the goal areas to fit the intent of CIM 2050.

If your project continues to Phase II for federal-aid funding, more specific questions about each of these goal areas will be requested from you. The response here, in Phase I, is more general, and not directly tied to the scoring process in Phase II.

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[1] https://www.compassidaho.org/documents/prodserv/CIM2050/CIM_2050_Goals_Objectives_apprDec2020.pdf
[2] https://www.compassidaho.org/documents/prodserv/CIM2050/CIM_2050_Performance_Measures_Final.pdf
[3] https://www.compassidaho.org/documents/prodserv/CIM2050/CIM2050_Measures_Targets_Final.pdf

FUNDING REQUEST / PROJECT TYPE

7. A. What type of funding are you applying for (Select all that apply)?

Project Development Program (Consultant cost up to $25K)	
CIM Implementation Grant Program (Reimbursement up to $25K)	
Federal Funds (this option will require further information provided in Phase II)	
Staff Assistance Only (this option will remove the application from priority ranking, but include it in the resource development plan for funding support)	
Unsure	

This question is determining the type of funding you are submitting for. The project may only fit into one category type but please review all of them for applicability in case it qualifies for more than one funding source. This information helps the grant reviewers better understand your project and what sources of funding may apply to it. If you're unsure, contact COMPASS staff.

8. 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 - 30 word limit):*	

This question is determining the type of project you are submitting. This information feeds into the grants database, where special groups and specialty funding may exist.

PROJECT BUDGET

9. Provide a total cost estimate and amount requested for the following project tasks or activities:
Amount requested should be the total cost estimate minus the anticipated match. CIM Implementation Grant and Project Development Program funds will cover costs up to $25,000. No match is required for Project Development Program. Federal program limits are available in Federal Funding Sources Supplemental.

Task	Total Project Cost	Amount Requested
TOTAL COST:	$	$

If you continue in the process for federal-aid funding, you will be asked to provide a much more detailed budget in Phase II. This cost may be adjusted later on.

10. Did you receive a quote or find a comparable project to objectively estimate the total project cost?

- **Yes**
- **No**

If no, please describe how you arrived at the cost estimates (previous similar project, design complete, etc.). **(40 word limit)**

11. What is the source of the match?
A minimum match of 7.34% is required for most programs. No match is required for the Project Development Program, although match may be provided. Please contact COMPASS if you need match information specific to your project. **(60 word limit)**

This information shows that you, as the applicant, understand local match requirements and have resources to meet minimum requirements; it also provides a chance for your agency to make your project even more competitive by providing more local funding than is required.

Provide how much local funding your agency or a partner agency will allocate towards the project. In most cases there is a minimum requirement, but your agency can put as much local funding towards a project as it desires. Be sure to include the source, such as city general budget, Community Development Block Grant (CDBG), or other sources. Typically another federal source is not eligible to be used as local match, but it can be eligible in some cases. Contact COMPASS staff if you have questions.

12. **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. Total of all phases should equal total Cost Estimate in Question 9 above. **(150 word limit)**

Sometimes, a project ranks very high, but there is just not enough funding to fund the project as requested. If we run into this issue, could we partially fund your project? We are trying to determine if you can accept less than what you asked for either by phasing the project or by your agency providing more local/other funding, if necessary. Please note that phasing a project means by segment or terminus. This is sometimes misunderstood as only funding design. A project application must be complete and include design, right-of-way (if needed), and construction. For non-construction projects, address if the project scope can be modified to include fewer tasks for a study or fewer items for a purchase.

PARTNERS/SUPPORT

The following questions demonstrate the level of support you already have for the project.

13. **Are other jurisdictional agencies or partners involved in this project?**

- Yes
- No

If yes, please list the jurisdictional agencies and other partners and their role in the project: **(60 word limit)**

This will determine agency and partner support and how others will be involved in the project. The answer could include multiple agencies with a defined role in project development or use. These could include non-governmental agencies...maybe a retail establishment, a church, or non-profit organization, and those providing additional match.

14. **Has any public involvement been conducted for this project?**

- Yes
- No

If yes, please describe the results of those public involvement initiatives. **(60 word limit)**

Explain any public outreach that has been conducted. Have the comments received been largely positive? Has the project changed in any way in response to public comments?

READINESS TO PROCEED

15. Has any work been completed on your project? *Place an X in the box for phases that are complete on your project.*

Not applicable	
Nothing is complete	
Preliminary Design (concept) (~30% of design)	
Final Design	
Environmental Review	
Utilities	
Right-of-Way	

Mark the phases of work that are already complete for this project.

If design has been started, does it meet federal standards? Federal standards are described in the Local Public Agency Projects Guide[4] within the Idaho Transportation Department's Manual.

- **Yes**
- **No**

PLANNING DOCUMENTS

16. Does this project conform with a local or regional plan?

- **Yes**
- **No**

If yes, list the plan. **(40 word limit)**

This information will provide the knowledge of how well thought-out the project is. If it is important to your jurisdiction, it should be a high priority and be included in a local or regional plan. However, some projects may be too small to be specifically included by name. If this is the case, it may still be "consistent with" the goals or concepts included in a plan. Provide references to those plans. Be sure to include the approval dates.

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[4] https://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html

If it is available, you might even include that this project or concept has been included in the plan for many years.

LOCAL PRIORITY

*COMPASS staff will request a separate list of your priorities based on the final number of applications submitted.

ATTACHMENTS:
- **Attach no more than two additional map/sketch pages (optional)**
  - Please ensure graphics make sense to someone not familiar with your project.
- **Attach required one-page support letters if conditions below are applicable (otherwise optional).**
  - A support letter is required if right-of-way is owned by a different agency/organization than the sponsor of the project.
  - A support letter is required from the local land-use agency for a pubic transportation improvement project within that agency's jurisdictional boundaries.

Note: Match commitment documentation for local non-federal funding (CIM Implementation Grant and Project Development Programs) is not due until the second-round deadline on May 3, 2023.

2024 COMPASS Funding Application

Phase II

Project Title:

Please include the same title as in the Phase I application.

ALL PROJECTS

1. **How much local match will the sponsor provide for this project?** *Place an X in the box that represents your intent.*

7.34% (as required)	
Other	

   If other, please explain.

The federal-aid programs under consideration for award require a 7.34% local match. If the sponsor is able to provide additional local match, please mark "other" and provide the total match that would be available. For example, if your agency plans to provide a 20% local match to make your project more competitive, select "other" and include in the comment section that you plan to provide a 20% match.

QUALITY OF LIFE

2. **Does the project adequately address any environmental impacts?** *The COMPASS Environmental Review Map[5] was developed to inform capitol roadway project development. Applications need only respond to any relevant environmental issues.* **(60 word limit)**

List any environmental issues noted on the COMPASS Environmental Review map and describe how the project responds to any applicable issues. If an issue is not applicable to your project, note N/A. Please source any information you provide.

The next sets of questions pertain to specific project types (roadway, public transportation, active transportation, and studies).

Only fill out the section that pertains to your project.

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[5] [Forthcoming]

ROADWAY PROJECT FOCUS

GENERAL

1. Select the functional classification of the roadway segment on the 2025 Federal Functional Classification Map:

Place an X in the box that represents your project. Reference the [Functional Classification Map](#).

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

Please check the Functional Classification Map and select the proper classification accordingly. The linked map includes official federal functional classifications as reported by the Idaho Transportation Department; however, some arterials and collectors may not appear. If you need assistance, please contact COMPASS staff. To qualify for federal aid, a roadway must be classified as a major collector or higher.

SAFETY

2. Explain how your project will improve safety. Consider safety for drivers/passengers, pedestrians, and bicyclists in your answer. Provide any crash modification factors (CMF) that fit your project. *(100 word limit)*
Regional crash [data](#).[6] To qualify as a known safety issue (without a serious crash history), the applicant must describe the issue and submit any 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. If you are aware of a dangerous situation with many "near misses," please explain that situation.

Explain any safety concerns in your project area and how your project addresses those safety concerns. Consider all modes in your answer. Explain how your project corrects any engineering issues that are the root cause of historical crashes. Also, note if the project is addressing an area with a history of "near misses" that may not be well captured in existing crash data.

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[6]https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89

Be sure to include how the design of the project is expected to improve safety for active transportation users along the length of the project. For example, does the project provide separated alternatives on a roadway with speeds over 40 mph?

Consult the link above to view the recent crash history data near your project.

Please provide the Crash Modification Factors CMF(s) from the [CMF Clearinghouse](#) [7] *that best fit for your project.* **(60 word limit)**

CMFs are very specific to the type of project. Please provide the CMF(s) that best describe your project for use in determining how many crashes are expected to be reduced by completing this project.

ECONOMIC VITALITY

3. **A. Provide information about the corridor regarding congestion and reliability.** *Place an X in the box that represents your project. Mark if any portion is included in that category. The [Congestion Management Process analysis](#)* [8] *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.*

	Congested	Unreliable
Highly		
Moderately		N/A

Look up the segement of your project in the COMPASS CMP analysis and mark how the project is catagorized. If the project does not meet any of this criteria, please do not mark anything and explain below. If your project area does is not covered by the above analysis, please describe any congestion analysis done on the segments in question 3.B.

Please provide explanation, if necessary. **(60 word limit)**

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[7] https://www.cmfclearinghouse.org/
[8] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=850393d8071e4e119c7a43ed2782a0b6

3. B. Explain how your project addresses congestion and reliability issues. *(100 word limit)*

Examples of projects that improve congestion without adding capacity can be found in the COMPASS Congestion Management Process Toolkit,[9] the I-84 Corridor Operations Plan,[10] and the Treasure Valley Transportation Systems Management and Operations (TSMO) Strategic Plan.[11]

Explain what design elements will be used to address congestion and/or improve reliability. For example, will the project add capacity or another method to reduce congestion and make the segment more reliable? Use this area to explain if the segment does not fully fall within the category(ies) marked above.

4. A. Describe the pavement condition of the segment of roadway.

Place an X in the box that describes the segment of the project area in the worst condition. If the entire segment does not fall within that category, please explain below.

	Condition
Good	
Fair	
Poor	
New segment	

Indicate the pavement condition index (PCI), bridge condition, or other facility condition rating. Describe the method used to determine the facility condition.

4. B. Describe the method used to generate the facility condition rating.

Describe how the pavement condition and/or bridge sufficiency were determined. (60 word limit)

Explain how the facility, pavement, or bridge condition was determined.

Additionally, if the entire segment does not fit neatly within one of the boxes above, please explain the situation. For example, maybe one-half of the roadway is in poor condition and one-half of the roadway is in good condition.

5. Is your project located on a freight corridor?

- **Yes**
- **No**

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[9] https://www.compassidaho.org/documents/prodserv/reports/2022CongestionManagementSystemTechnicalDocument.pdf#page=39&zoom=100,86,96

[10] https://www.compassidaho.org/prodserv/trans-mgmt.htm

[11] https://www.compassidaho.org/documents/prodserv/tsmo/COMPASSTSMOPlan_FINAL.pdf

If yes, please mark the type of freight corridor the segment is designated in the [COMPASS Complete Network Policy](#)[12]. *Place an X in the box that represents your project. Mark the highest category that any portion is included and explain further below, if needed.*

Primary Freight Corridor	
Secondary Freight Corridor	

Determine what type of freight corridor this segment is classified. If the entire segment does not neatly fit within one of the boxes above, please explain the situation below.

Explain how your project will improve freight mobility on this corridor. **(60 word limit)**

Provide information about how your project will improve mobility for freight. Also provide any additional information about the classification of the segment. For example, maybe only a portion of a one-mile segment is considered a primary freight corridor and the remainder is not classified.

CONVENIENCE

6. Describe how your project improves access to important destinations in the region.
How will your project improve the ability of people and goods to get where they want to go? Consider in your answer access to regional activity centers. Also describe how your project improves access to other key destinations, including employment centers, hospitals, grocery stores, public schools, and parks. The [Complete Network Policy](#)[13] *includes Regional Activity Centers.* **(100 word limit)**

QUALITY OF LIFE

7. Does your project address a gap in the active transportation network?
How will your project improve the connectivity of the active transportation network? Does it fill a gap in the network or provide new facilities in an area that are currently without them? **(100 word limit)**

Describe any active transporation gaps that are addressed by the project. Indicate the extent to which the project would improve active transportation connectivity and any evidence of demand for the proposed connection.

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

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

8. Is the project in an underserved area?

Is the project in an underserved area as defined by the COMPASS equity index.[14]

- **Yes**
- **No**

*If no, explain, if and how the project will still provide benefits to an underserved area and provide background information about the underserved area. **(50 word limit)***

*If yes, explain how the project will benefit an underserved area, and provide background information about the underserved area. **(50 word limit)***

9. Provide the current traffic volumes for your project area:

If available, include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). Refer to the COMPASS Traffic Count web page (contains road, bicycle, and pedestrian counts) or contact COMPASS staff for assistance.

Mode	Volume/Time Period
Automobile	
Bicycle	
Pedestrian	

Please fill in the total counts and time period for each mode, as applicable. See next question for additional information.

10. Include an explanation of the method used to collect counts and the anticipated change in volume as a result of this project, if applicable: (150 word limit)

Regarding the answers in Question #10, how did you get these numbers? Examples: COMPASS website, special counts, hand count by city staff/volunteers, etc. This allows others to understand the accuracy of the counts, as well as the time period they were taken. If counts are older, explain if your staff would expect significant differences if the count were to occur today. Also elaborate on the changes your staff expects to see as a result of this project.

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[14] [Link forthcoming]

PUBLIC TRANSPORTATION PROJECT FOCUS

SAFETY

1. **Does the project improve safety for pubic transportation users?** *(150 word limit)*
   Describe any safety improvements for public transportation users. If a documented safety issue is being addressed, please describe it and provide any evidence noting the issue. Public transportation users include cyclists and pedestrians in the immediate vicinity of a public transportation connection.

Please explain if/how your project improves upon existing safety measures already in place. Describe any safety issues that are known and site the source of the information.

ECONOMIC VITALITY

2. **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?** *(100 word limit)*
   For reference, see Valley Regional Transit's TAM Plan.[15]

Please explain the type of equipment that will be replaced and how it is consistent with Valley Regional Transit's TAM Plan.

3. **Does the project include the purchase or maintenance of electric vehicles or related equipment?** *(100 word limit)*

   - **Yes**
   - **No**

If yes, please provide what components the project will provide. *(60 word limit)*

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[15] https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf

CONVENIENCE

4. **Does your project directly improve access to a regional activity center?**
   The [Complete Network Policy](#)[16] includes Regional Activity Centers.[17] 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.

   - **Yes**
   - **No**

If yes, please explain. *(60 word limit)*

Please explain how the project improves access to regional activity centers and provide which activity centers are involved.

5. **Does your project address an existing Americans with Disabilities Act (ADA) impediment?**

   - **Yes**
   - **No**

If yes, please explain. *(60 word limit)*

Please explain how your project will address ADA compliance issues.

6. **Does your project improve route transparency and rider information at transit connections?**
   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, or other technologies informing riders.

   - **Yes**
   - **No**

If yes, please explain. *(60 word limit)*

Please explain what types of components will help the rider with their trip.

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[16] https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052
[17]https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052

QUALITY OF LIFE

7. **Does your project positively impact an area with potentially transit dependent populations?**
   See the COMPASS Equity Index for reference.[18] Select yes even if the benefits are indirect.

   - **Yes**
   - **No**

If yes, please explain. **(100 word limit)**

Please explain how your project will impact underserved communities – especially those who could be transit dependent. How will this project make a difference for these communities? Explain even if the benefits are indirect.

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[18] [Forthcoming]

ACTIVE TRANSPORTATION FOCUS

SAFETY

1. **Explain how your project will improve safety for active transportation users.** *(100 word limit)*
   Regional crash [data].[19] To qualify as a known safety issue (without a serious crash history), the applicant must describe the issue and submit any 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 applicant. If you are aware of a dangerous situation with many "near misses," please explain that situation.

   Explain any safety concerns in your project area and how your project addresses those safety concerns. Consider all modes in your answer. Explain how your project corrects any engineering issues that are the root cause of historical crashes. Also, note if the project is addressing an area with a history of "near misses" that may not be well captured in existing crash data.

   Be sure to include how the design of the project is expected to improve safety for active transportation users along the length of the project. For example, does the project provide separated alternatives on a roadway with speeds over 40 mph?

   Consult the link above to view the recent crash history data near your project.

   Please provide the Crash Modification Factors CMF(s) from the [CMF Clearinghouse] [20] that best fit for your project. *(60 word limit)*

   CMFs are very specific to the type of project. Please provide the CMF(s) that best describe your project for use in determining how many crashes are expected to be reduced by completing this project.

ECONOMIC VITALITY

2. **Does your project address a gap in the active transportation network?**
   How will your project improve the connectivity of the active transportation network? Does it fill a gap in the network or provide new facilities in an area that is currently without them? *(100 word limit)*

   Describe any active transporation gaps that are addressed by the project. Indicate the extent to which the project would improve active transportation connectivity and any evidence of demand for the proposed connection.

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[19] https://compassidaho.maps.arcgis.com/apps/webappviewer/index.html?id=b8f3a5ffb25843deb72a4d09b4d23c89
[20] https://www.cmfclearinghouse.org/

3. A. Describe the condition of the pathway, sidewalk, or segment.

Place an X in the box that represents your project. Mark the worst category that any portion is included in that category and explain further below, if needed.

	Condition
Good	
Fair	
Poor	
New segment	

Mark the condition of the worst part of the segment. If the entire segment does not fall within that category, please explain below.

3. B. Describe the method used to generate the facility condition rating.

Describe how the pavement condition was determined. **(60 word limit)**

Explain how the facility condition was determined.

Additionally, if the entire segment does not fit neatly within one of the boxes above, please explain the situation. For example, maybe the one-half of the pathway is in poor condition and the other half is in good condition.

4. Does your project provide an active mode alternative to a congested roadway segment?

The CMP analysis 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.

- **Yes**
- **No**

If yes, please explain. **(60 word limit)**

Please explain how the project provides the alternative. Tell the story of the problems that are being avoided by this alterative route for active transportation.

CONVENIENCE

5. Does your project improve active mode connectivity to public transportation?

Place an X in the box that represents your project. The future public transportation system is determined using the [Complete Network Policy](#).[21]

Connectivity with current public transportation service	
Connectivity with future public transportation service	

6. Will your project improve active mode connectivity to key destinations?

The [Complete Network Policy](#)[22] includes Regional Activity Centers. Key destinations are defined as employment centers, hospitals, grocery stores, public schools, and parks.

- **Yes**
- **No**

If yes, please mark all the conditions that apply. Place an X in each box that describes your project.

In a regional activity center	
Within ½ mile of a regional activity center	
Within ½ mile of a key destination	
Within 2 miles of a key destination	

*Please explain which activity centers and key destinations the project would improve access to and how the project improves access. **(60 word limit)***

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[21] https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052
[22] https://www.arcgis.com/home/webmap/viewer.html?webmap=15b81c9a92684b6b8c9fdfa7fd2d3639&extent=-116.7871,43.4583,-115.9179,43.8052

QUALITY OF LIFE

7. **Is the project in an underserved area?**
    Is the project in an underserved areas as defined by the COMPASS equity index.[23]

    - **Yes**
    - **No**

If no, explain, if and how the project will still provide benefits to an underserved area and provide background information about the underserved area. **(50 word limit)**

If yes, explain how the project will benefit an underserved area, and provide background information about the underserved area. **(50 word limit)**

8. **Does your project address an existing Americans with Disabilities Act (ADA) impediment?**

    - **Yes**
    - **No**

If yes, please explain. **(60 word limit)**

Please explain how your project will address ADA compliance issues.

9. **Provide the current traffic volumes for your project area:**
    If available, include average daily traffic or a sample traffic count for weekday (Tuesday, Wednesday, or Thursday). Refer to the COMPASS Traffic Count web page (contains road, bicycle, and pedestrian counts) or contact COMPASS staff for assistance.

Mode	Volume/Time Period
Automobile	
Bicycle	
Pedestrian	

Please fill in the total counts and time period for each mode, as applicable. See next question for additional information.

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[23] [Link forthcoming]

10. Include an explanation of the method used to collect counts and the anticipated change in volume as a result of this project, if applicable: (150 word limit)

Regarding the answers in Question #9, how did you get these numbers? Examples: COMPASS website, special counts, hand count by city staff/volunteers, etc. This allows others to understand the accuracy of the counts, as well as the time period they were taken. If counts are older, explain if your staff would expect significant differences if the count were to occur today. Also elaborate on the changes your staff expects to see as a result of this project.

OTHER

11. If eligible for Transportation Alternative Program (TAP) funding, have you discussed this project with the Local Highway Technical Assistance Council (LHTAC) TAP Coordinator for suggestions about budget and timeline?
Please explain and provide dates of contact. (100 word limit)

LHTAC will manage most new local projects in the TAP program. It is required that you receive input on your project, budget estimates, and timeline from LHTAC before you apply for a TAP-eligible project. We want to ensure the best possible information going into your project, and ensure you have budgeted enough funding and time for your project.

The LHTAC TAP Coordinator will cover the background of the project and point out possible budgetary issues or time constraints your project may encounter. The federal process is often more complicated than expected and may require additional processes, such as a cultural report, which will take extra time to complete.

Be sure to build time into your application schedule to review your project and budget with LHTAC staff.

PLANNING FOCUS OR SPECIAL PROJECTS

SAFETY

1. Does the study provide a benefit to safety in the region? (100 word limit)

Explain how the study will lead to safety improvements in the future.

ECONOMIC VITALITY

2. Does the study provide economic benefits in the region? (100 word limit)

Explain how the study will lead to better economic opportunities in the future. Be sure to point out here details related to congestion or freight mobility.

CONVENIENCE

3. Does the study impact regional activity centers or key destinations? (100 word limit)

Explain how the study will lead to more convenience for Treasure Valley residents in the future.

QUALITY OF LIFE

4. Does the study provide for additional options in transportation, reduce environmental impacts, or provide more access to underserved communities? (100 word limit)

Explain how the study will lead to more transportation options, address environmental concerns, or provide more access and opportunities to underserved communities in the Treasure Valley in the future.

OTHER

5. Is the project needed to meet or exceed federal requirements?
Provide an explanation to your answer, including if the project provides information or background for federally-required planning elements. Federal requirements can be found in the Code of Federal Regulations, sections 23 and 49. **(100 word limit)**

This question is mainly for projects that COMPASS staff apply for to provide information/data for federally-required planning elements; however, it could apply to other agencies as well. The response should include a reference to federal code or guidance. If it does not apply to your project, please insert "N/A."

Attachments:

- **Resolution, letter, or minutes of applicant's governing body approving the submittal of this application (please only include pertinent pages), including a commitment to provide necessary local match, the ability to cover cost overruns, and maintenance and/or operation of the project once complete.**
- **Project Estimating Checklist (Link)[24]**
  - This worksheet should be the basis of filling out ITD form 1150 and 2435
- **Idaho Transportation Department (ITD) forms - available online (Link)[25]:**
  - 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act (FFATA)
  - 1150 – Project Cost Summary Sheet
  - 2435 – Local Federal-Aid Project Request
- **COMPASS Form FA100 – Summary of Federal Requirements (Link)[26]**
- **Maps, photos, or letters of support (only if additional to Phase I)**

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[24] https://www.compassidaho.org/prodserv/resourcedev.html#appguide
[25] https://apps.itd.idaho.gov/apps/formfinder2dmz
[26] https://www.compassidaho.org/documents/prodserv/trans/COMPASSFormFA100-SummaryofFederalRequirements.pdf

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 or that fall within focus areas that plan identifies. 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.