

Active Project Scoring		Points	Max Points	Notes:
11th Ave Sidepath				
<b>CIM Score</b>				
CIM project score	0	26	CIM not prioritized	
<b>Performance Assessment:</b>				
Safety - Maximum 40				
Does the project address a known active transportation safety issue?	30	30	<b>HIN:</b> Yes Score 5.40, HIN Location Based Score: 10. Risk Attributes Present: Lack of Bike Facility <b>Auto Crashes:</b> NA	
Does the project improve safety for active transportation users?	10	10	<b>Bike/Ped Crashes:</b> None <b>CMF</b> Clearinghouse IDs: 3092,11246,4034, 11158,316 resulting in average of 46.42% less crashes	
<b>Total:</b>	<b>40</b>	<b>40</b>		
Economic Vitality - Maximum 20				
Does the project address a priority gap in the active transportation network?	3	10	Bike/Walk COMPASS: Planned	
Does the project improve a facility in "fair" or "poor" condition?	3	5	New Segment	
Does the project provide an active mode alternative to a congested roadway segment?	0	5	Congestion: Low	
<b>Total:</b>	<b>6</b>	<b>20</b>		
Convenience - Maximum 25				
Does the project improve active mode connectivity to public transportation?	10	10	Partially on Peak/Commuter route	
Does the project improve active mode connectivity to key destinations?	15	15	Within 0.25 miles: Birch Elementary School, State Hospital West, Centennial Golf Course	
<b>Total:</b>	<b>25</b>	<b>25</b>		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	5	10	Equity Index: 6 (low). Within half-mile of tract with Equity Index Score of 12 (high poverty) (Comstock & Kings)	
Does the project address potential environmental impacts?	5	5	Flood risk, provides mitigation.	
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	5	5		
<b>Total:</b>	<b>15</b>	<b>15</b>		
<b>Performance Total:</b>	<b>86</b>	<b>100</b>		
<b>Performance Assessment:</b>				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	0	10	15 out of 16	
Does the sponsor agency provide match above the required minimum?	0	5	Only required match.	
Is the project ready for Federal implementation?	1	10	Preliminary Design	
<b>Programming Total:</b>	<b>1</b>	<b>25</b>		
<b>Total Score:</b>	<b>87</b>	<b>151</b>		

## IV. APPLICATION SUPPLEMENTAL

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FY2026-2032 COMPASS Application Guide

**Phase I – Page 1**  
**Phase II – Page 7**

**TUTORIAL VIDEOS:**

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

### **2026 COMPASS Funding Application Phase I All Projects**

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 10 pages. See last page for definitions of acronyms and link to Phase I Application Tutorial Video.

#### **DETAILS**

<b>Sponsor Name (agency):</b>	City of Nampa Parks and Recreation
<b>Main Agency Contact:</b>	Shelia Gibson, <a href="mailto:gibsons@cityofnampa.us">gibsons@cityofnampa.us</a> , 208-468-5467
<b>Project Title:</b>	11 <sup>th</sup> Ave Sidepath

#### **PROJECT DETAILS**

**Briefly describe your project:**

Improve existing 11<sup>th</sup> Avenue North with added pathway, beautification, irrigation repair, and numerous amenities.

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

11<sup>th</sup> Avenue North from Centennial Drive to the area crossing just north of Grimes Drain, (almost to Greens Drive).

**Is the right-of-way for this project managed by the sponsor’s jurisdiction?** (e.g. is ROW in the jurisdiction of ITD, a highway district, a canal company, etc.)

- Yes
- No
- N/A

If not, a letter of support from the managing jurisdiction **is required** to ensure their involvement and approval prior to submission. Please explain:

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

- Yes
- No
- N/A

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

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

Please describe, if necessary

The length of the 11<sup>th</sup> Avenue North considered within this project area is free flowing, having one intersection at Ridgecrest Drive, a signaled golf cart crossing, and a railroad crossing.

**Check all *countermeasures* you plan to add:**

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

Please describe, if necessary

Select areas will include roadway intersection improvements, irrigation repair, decorative fencing, pedestrian bridge, retaining wall, golf cart/pedestrian crossing, and landscaping.

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

- Yes
- No

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

**PURPOSE AND NEED**

The project length of 11<sup>th</sup> Avenue North, from Centennial Drive to the area just before the Greens Drive intersection, will add safety, improvements, and landscaping beside the roadway. The sidepath construct will include irrigation repair, fencing beautification, landscaping, golf cart and pedestrian crossing, railroad intersection crossing, a pedestrian bridge, retaining wall, and an area of interest (bench and education sign). By creating a barrier between the roadway and the path for pedestrians and cyclists, we are adding space and improving safety. As security and safety arise, we are encouraging residents to be healthy, overall increasing quality of life in Nampa.

**Describe the project’s purpose and need in detail including why this project is important to your agency and to the region** (please reference *Communities in Motion 2050* goals and objectives as well as performance measures and targets):

**CIM2050 Goals** (check all that apply):

- Safety:**  Increases Safety  Increases Security  Supports Resiliency
- Economic Vitality:**  Promotes Economic Vitality  Promotes Freight  Preserves Infrastructure  Provides Reliability  
 Promotes Travel/Tourism  Manages Growth  Preserves Farmland
- Convenience:**  Increases Access/Mobility  Increases Connectivity  Reduces Congestion
- Quality of Life:**  Kind to Environment  Enhances Public Health  Preserves/Connects to Open Space  
 Promotes Affordable Housing  Provides Transportation Options  Benefits the Underserved

**FUNDING REQUEST / PROJECT TYPE**

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

- Project Development Program (PDP)** – consultant cost of up to \$50,000
- CIM Implementation Grant Program** – reimbursement of up to \$50,000
- Federal Funds** – this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the priority ranking but include it in the Resource Development Plan for funding support.

**What type of project are you applying for? (select all that apply)**

- Capital/Construction:** Road / Bridge / Design / Signs, etc.
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Active Transportation:** Bicycle / Pedestrian
- Planning:** Plans / Studies / Education / Outreach
- Special Groups:** Youth / Seniors / Disabled / Underserved Area

**Technology / Data**

**Other**

If other, please describe:

## PROJECT BUDGET

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

Note: This amount may be adjusted later.

**Total Project Cost:**

6,469,000

**Amount Requested** (total cost minus any local match):

5,994,175

**Proposed local match** (amount):

474,825

**Proposed local match** (percentage):

7.34%

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

The cost estimates were provided by Ardurra on October 7, 2024 on an Opinion of Probable Construction Cost information sheet.

## What is the source of the match?

Local jurisdiction through city of Nampa general fund and budget(s), as approved.

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

Yes

No

If yes, please indicate how your project can be phased and approximate costs of each phase:

## PARTNERS/SUPPORT

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

No

Yes

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

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

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

**READINESS TO PROCEED**

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

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

Please explain, if necessary:

A concept has been received, from Ardurra, in FY25.

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

- Yes
- No
- N/A

Please explain, if necessary:

**PLANNING DOCUMENTS**

**Is the project specifically listed in *Communities in Motion 2050*?**

- Yes
- No
- N/A

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

**Does this project conform to a local or regional plan?**

- Yes
- No

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

## **ATTACHMENTS:**

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

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

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

## **DEFINITIONS of ACRONYMS:**

ADA American Disabilities Act  
CIM Communities in Motion  
ITS Intelligent Transportation Systems  
LIP Leading Pedestrian Interval  
PHB Pedestrian Hybrid Beacon  
RFFB Rectangular Rapid-Flashing Beacons  
TWLTL Two-Way Left-Turn Lane

**PHASE I VIDEO TUTORIAL:** [View Tutorial here.](#)

Opinion of Probable Construction Cost



MARK-UPS:	Percentage
MOBILIZATION	10%
OVERTIME ALLOWANCE	0%
ELECTRICAL/INSTRUMENTATION	0%
MECHANICAL	0%
ALLOWANCE	1%
CONTINGENCY	30%
CONTR. INSURANCE / PROFIT	0%
ENGINEERING DESIGN	7%
CONSTRUCTION MGMT	5%

PROJECT : Nampa Parks and Recreation-11th Avenue Pathway Concept  
 DATE: 10/7/2024  
 LEVEL: Budget Level (+30%,-30%)  
 REVISED:

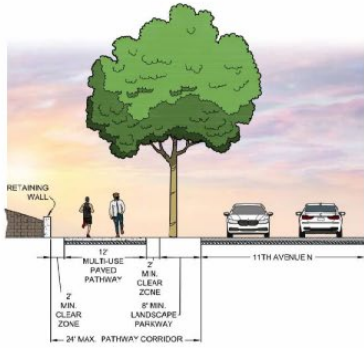
NO.	DESCRIPTION	QTY	Unit	Unit Cost	TOTAL	Comments
1.	Clearing and Grubbing	1	LS	\$ 22,500.00	\$ 22,500.00	
2.	Removal of Existing Asphalt	160	SY	\$ 96.00	\$ 15,360.00	
3.	Excavation	1,310	CY	\$ 32.00	\$ 41,920.00	Includes Offsite Haul
4.	Rock Excavation	520	CY	\$ 870.00	\$ 452,400.00	
5.	Dust Abatement	1	LS	\$ 7,000.00	\$ 7,000.00	
6.	Type "P" Surface Restoration	160	SY	\$ 45.00	\$ 7,200.00	
7.	Portland Cement Concrete Pavement- Class 4000, Thickness 5"	5,210	SY	\$ 78.00	\$ 406,380.00	
8.	Crushed Aggregate for Base Type 3/4" Minus- Thickness 4"	580	CY	\$ 60.00	\$ 34,800.00	
9.	Tree Protection	13	EA	\$ 1,300.00	\$ 16,900.00	
10.	Irrigation Repair	7,927	SY	\$ 107.00	\$ 848,189.00	
11.	Informational Signage	2	EA	\$ 445.00	\$ 890.00	
12.	Ornamental Rock w/ Weed Barrier	210	CY	\$ 285.00	\$ 59,850.00	
13.	Topsoil 4 in	7,927	SY	\$ 26.00	\$ 206,102.00	
14.	Sod Repair (Includes 4" of Topsoil)	2,272	SY	\$ 30.00	\$ 68,160.00	Sod repair impacted golf course areas
15.	Tree Planting	30	EA	\$ 660.00	\$ 19,800.00	
16.	Shrub Planting	437	EA	\$ 82.00	\$ 35,834.00	
17.	Hydroseeding	7,030	SY	\$ 4.50	\$ 31,635.00	Hydroseed proposed landscaped pathway
18.	Tree Removal	9	EA	\$ 2,500.00	\$ 22,500.00	
19.	Removal of Existing Fence	2,350	LF	\$ 7.50	\$ 17,625.00	
20.	Decorative Fencing	675	LF	\$ 85.00	\$ 57,375.00	
21.	Area of Interest	1	LS	\$ 45,000.00	\$ 45,000.00	
22.	Erosion Sediment Control	1	LS	\$ 1,000.00	\$ 1,000.00	
23.	Construction Traffic Control	1	LS	\$ 44,530.00	\$ 44,530.00	
24.	Retaining Wall	200	LF	\$ 750.00	\$ 150,000.00	
25.	Pedestrian Bridge	960	SF	\$ 330.00	\$ 316,800.00	
26.	Golf Cart Pedestrian Crossing	1	LS	\$ 250,000.00	\$ 250,000.00	
27.	Roadway Intersection Improvements	1	LS	\$ 500,000.00	\$ 500,000.00	
28.	Railroad Intersection Crossing	1	LS	\$ 152,500.00	\$ 152,500.00	Includes signalized intersection
29.	Railroad System Communications	1	LS	\$ 65,000.00	\$ 65,000.00	
30.	Railroad Flagger- (2) Flaggers for 2 weeks	1	LS	\$ 21,000.00	\$ 21,000.00	(1) Flagger for 2 weeks at \$1,500/day
31.	Railroad Permit Coordination	1	LS	\$ 20,000.00	\$ 20,000.00	
A.	<b>SUBTOTAL</b>				<b>\$ 3,938,290.00</b>	
B.	MOBIL./DEMOBIL.	(% of A)			\$393,825.00	
C.	OVERTIME ALLOWANCE	(% of A)			\$0	
D.	ELECTRICAL/INSTRUMENTATION	(% of A)			\$0	
E.	MECHANICAL	(% of A)			\$0	
F.	<b>SUBTOTAL</b>				<b>\$ 4,332,075.00</b>	
G.	ALLOWANCE	(% of F)			\$43,320.75	
H.	CONTINGENCY	(% of F)			\$1,299,622.50	
I.	CONTR. PROFIT	(% of F)			\$0.00	
J.	<b>SUBTOTAL</b>				<b>\$ 5,675,018.25</b>	
N.	ENGINEERING DESIGN	(% of J)			\$397,251.28	
O.	CONSTRUCTION MGMT	(% of J)			\$283,750.91	
	<b>SUBTOTAL</b>				<b>\$ 6,356,020.44</b>	
	<b>TOTAL ESTIMATED COST</b>				<b>\$6,357,000.00</b>	



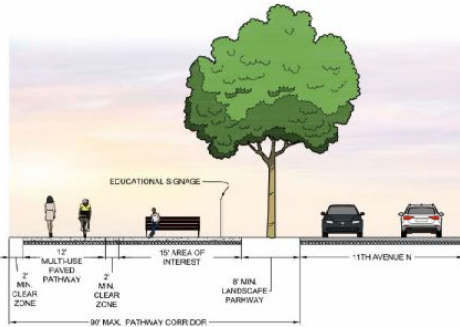
CITY OF NAMPA, 11TH AVE PATHWAY  
CONCEPT PLAN



PATHWAY CORRIDOR WIDTH (FT)



**A** MULTI-USE PATHWAY SECTION A  
1/25



**B** MULTI-USE PATHWAY SECTION B  
1/25

CONCEPT PLANT SCHEDULE

	PROPOSED TREES 30 30' CAL. AMB. 10' DIA. 1 20' CAL. AMB. 10' DIA. 1 20' CAL. AMB. 10' DIA. 1 20' CAL. AMB. 10' DIA. 1	30
	DECORATIVE ROCK MULCH	16,425 SF
	PROPOSED LAWN	64,134 SF
	DECORATIVE FENCE	675 LF



# 2025 COMPASS Funding Application Phase II

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

*Please fill out ONLY the section that pertains to your project (and delete the other sections).*

**The four project categories are below:**

Definitions:

**Planning Only** - Projects for which the primary result is a study, document, or planning product. This would include any plan, study, data acquisition, Planning and Environmental Linkages (PEL) study, or other process that is eligible for federal funds, but does not directly result in capital or maintenance expenses. Applications seeking design funds for a project that fits into one of the other categories would fit into that category.

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

**Roadway** - Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls, and/or are used for roadway operations.

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

**Active Transportation** - Active mode user-oriented projects that improve, maintain, modify, or add active mode facilities without extensive impact\* on the roadway.

Examples: New or improved pathways, bikeways, or sidewalks; improved bike or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian signals); traffic calming; addressing ADA compliance issues; and/or adding permanent active mode data collection devices

\*"Extensive impact" to the roadway would include a change in the number of vehicle-travel lanes but would exclude a reduction in lane widths to accommodate a pathway, for example).

**Public Transportation** - Projects that improve, maintain, replace, modify, or add facilities, equipment, technologies, or capital supporting public transportation and/or vanpool services.

Examples: Improving bus stops, replacing vehicles and equipment, maintaining facilities, adopting improved technology, or addressing ADA compliance issues within public transportation facilities.

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

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

# 2024 COMPASS Funding Application

## Phase II

### ACTIVE TRANSPORTATION PROJECT FOCUS

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

**Sponsor Name (agency):** City of Nampa Parks and Recreation

**Project Title:** 11<sup>th</sup> Ave Sidepath

#### SAFETY

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

**Yes, the project for 11<sup>th</sup> Ave sidepath is located in the high injury network, scoring 5.40. The high injury network location-based score is 10. The risk attributes present: Lack of bike facility.**

**Number of fatalities** (active transportation related): **0**

**Number of serious injuries** (active transportation related): **0**

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

**The project addresses the high-risk attributes present by adding a bike facility. By providing a designated bike area, active transportation users can share the road in a space specifically for non-motorists.**

**Does the project improve safety for active transportation users?**

**The project improves safety for active transportation users by giving them a pathway with markings, a barrier, signage, and flashing beacons. Currently, active transportation users are using dirt shoulders or shared roadway for travel.**

**Crash Modification Factor (CMF) most appropriate for this project:** **CMF Clearinghouse: Using IDs 3092, 11246, 4034, 11158, 316**

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

**Expected reduction of crashes is 46.42%, there are no types of crashes logged. However, the ITD crash data shows two crashes over the last five years, both with motorists.**

#### ECONOMIC VITALITY

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

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

Explain how this project addresses a gap:

**The sidepath being constructed addresses a gap identified in Bike Walk COMPASS. It will add a designated barrier between the roadway and the path. The length of 11<sup>th</sup> Ave sidepath will travel along the golf course instead of only providing an intersecting bridge.**

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

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

Explain, if necessary and provide method of data collection:

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

- Runs parallel (within ¼ mile) of a "highly congested" and/or "unreliable" roadway segment
- Runs parallel (within ¼ mile) of a "moderately congested" roadway segment

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

**The area is rated with low congestion. Constructing the sidepath will provide an alternative to motorists sharing the road with active transportation users and improve irrigation infrastructure, assisting with flooding issues in the area.**

## CONVENIENCE

**Does the project improve active mode connectivity to public transportation?**

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

Explain:

**The project area is partially on peak/commuter route.**

**Does the project improve active mode connectivity to key destinations?**

Explain and provide a list of the regional activity centers and/or key destinations provided access and how far the project is from those destinations:

**The project improves active mode connectivity between Birch Elementary School, the Centennial Golf Course, Centennial Job Corps, State Hospital West, Southwest Idaho Treatment Center, and residential areas throughout.**

## QUALITY OF LIFE

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

- Yes
- No

If the answer is no, but will still provide benefits to an underserved area, explain how:

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

**Equity index for 11<sup>th</sup> Ave sidepath is 6, which is low. It is within half-mile of tract with Equity index score of 12 (high poverty), (Comstock & Kings). There is also Birch Elementary School, DHW Idaho State School, State Hospital South, and Southwest Idaho Treatment Center which is a counseling and mental health facility with 18 beds.**

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

- Yes
- No

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

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

**COMPASS does not have environmental impacts identified. When looking at the realtor.com website on the internet, property locations near Birch Lane, on 11<sup>th</sup> Ave, face increasing flood risks. The project includes irrigation repair, pedestrian bridge, retaining wall, and landscaping. The enhancements proposed will assist with environmental flooding and groundwater appropriation, guiding water overages away from pathways and sidewalks. Other environmental factors will be addressed as necessary.**

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

- Yes
- No

Identify the issue and describe the improvement:

**The project proposes to add a golf cart crossing and pedestrian bridge along the area. Adding the improvements will increase areas for ADA compliance and enhance the current facilities in place, also providing upgrades.**

## **PROJECT READINESS**

**Is the project a priority to the sponsor agency?**

**The project is a priority for the city of Nampa, as it is identified in the Bike/Walk COMPASS, and it is ranked as a top twenty project to complete.**

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

**Does the partner agency provide match above the required minimum?  
Only requiring match.**

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

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

- Pre-concept report complete or equivalent
- Preliminary design complete
- Environmental complete
- Final design complete
- Right-of-way plans complete (or not needed)

- Right-of-way acquired (or not needed)
- PS&E is ready

## **REQUIRED ATTACHMENTS**

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

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





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

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

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> 072959430 (UEI R6QNKZMEAHT4)	Sub-Awardee Name City of Nampa		
Address 411 3 <sup>rd</sup> St N.	City Nampa	State ID	Zip Code 83651

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

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

Name	Total Compensation <sup>4</sup>
1. n/a	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

### Definitions and Authority

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

Completed By (Sub-Awardee's Printed Name) Crystal Craig, P.E.	Title Director of Transportation, Public Works	FFY 25
Signature 		Date <i>January 21, 2025</i>



# Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date 1/17/2025	
Location 11th Avenue N		District 3	
Segment Code 004820, 016288	Begin Mile Post 1.09	End Mile Post 2.47	Length in Miles 0.68

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$209,489
1b. Preliminary Engineering by Consultant (PEC)		\$698,295
2. Right-of-Way: Number of Parcels                      Number of Relocations		
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$848,000
4. Earthwork		\$501,000
5. Drainage and Minor Structures		
6. Pavement and Base		\$7,000
7. Railroad Crossing:		\$106,000
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input checked="" type="checkbox"/> New Structure      Length/Width    14' by 75'		\$317,000.00
Location                      11th Ave N over Phyllis Canal		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$45,000
11. Detours		
12. Landscaping		\$611,000
13. Mitigation Measures		\$8,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$812,000
15. Cost of Constructions (Items 3 through 14)		\$3,255,000
16. Mobilization    10 % of Item 15		\$326,000
17. Construction Engineer and Contingencies                      55.3 % of Items 15 and 16		\$1,980,000
18. Total Construction Cost (15 + 16 + 17)		\$5,561,000
19. Total Project Cost ( 1 + 2 + 18)		\$6,469,000
20. Project Cost Per Mile	\$1,000	\$9,513,000
Prepared By:		
Tyler Flint		



# Local Federal-Aid Project Request



## Instructions

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

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

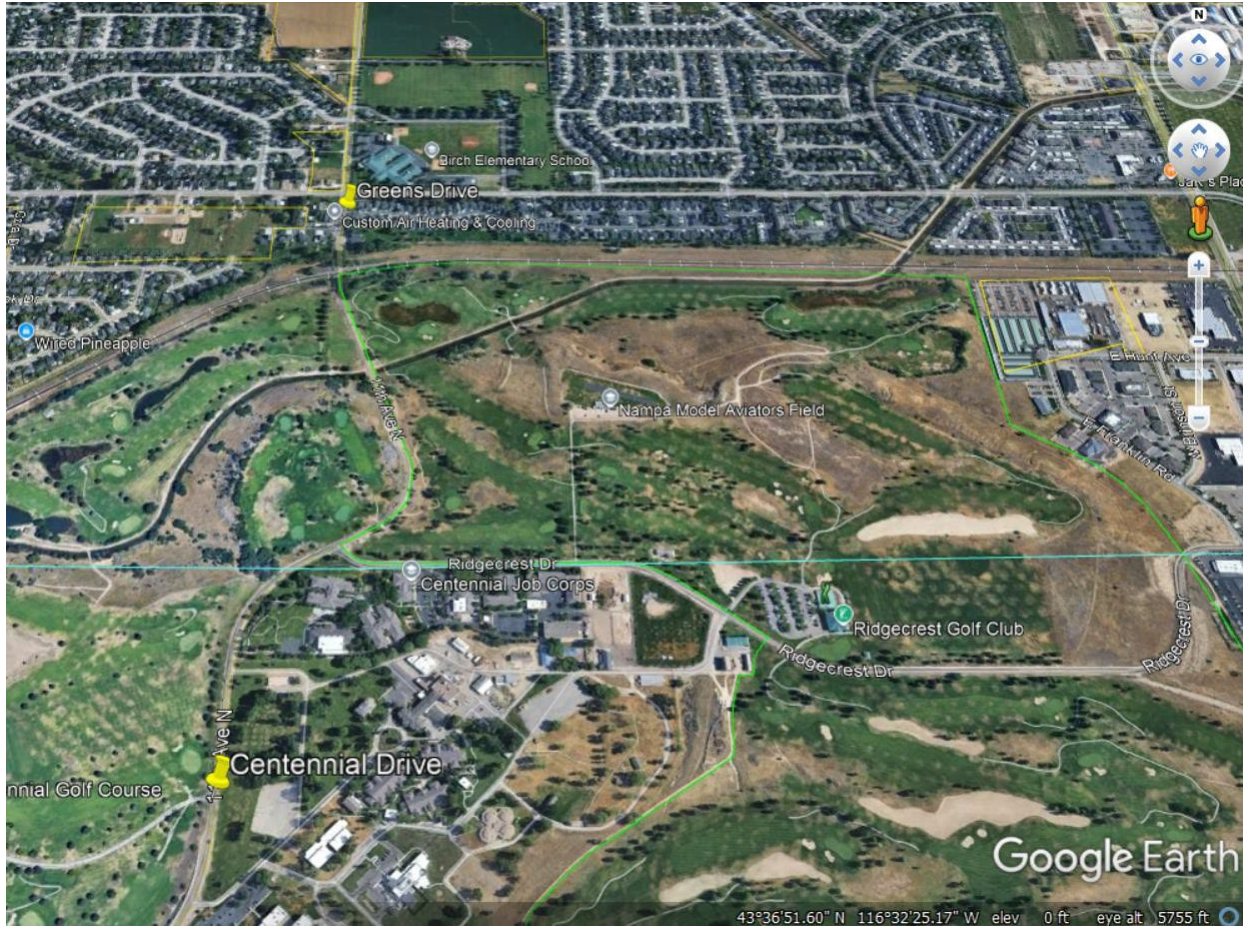
Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/17/25		
Project Title (Name of Street or Road) 11 <sup>th</sup> Ave Sidepath		F.A. Route Number	Project Length 0.68 miles		Bridge Length 75 feet
Project Limits (Local Landmarks at Each End of the Project) 11 <sup>th</sup> Ave N between MP 2.5 and MP 1.26 per ITD SegCode App, Mile Point Log					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input checked="" type="checkbox"/> Base	<input checked="" type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 907,784			
Right-of-Way (ITD 1150, Line 2)		\$ 0			
Construction (ITD 1150, Line 18)		\$ 5,561,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		Boise Valley Railroad			
Within 2 miles of an Airport		N/A			
Parks (City, County, State or Federal)		Centennial Golf Course, Ridgecrest Golf Course			
Environmentally Sensitive Areas		N/A			
Federal Lands (Indian, BLM, etc.)		N/A			
Historical Sites		N/A			
Schools		Birch Elementary School, DHW Idaho State School			
Other		Centennial Job Corps, State Hospital South, Southwest Idaho Treatment			
Additional Right-of-Way Required: <input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

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

Sponsor's Signature 	Title Public Works Director of Transportation
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### Additional Information to be Furnished by the District

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

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

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

5. Compliance with audit requirements:

- a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
- b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
- c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
- d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
- e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.

6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.

7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

For the costs of a:	use the principles in:
State, Local or Indian Tribal Government	12 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	12 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.

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

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

Project Name: 11th Ave Sidepath

Signed: 

Dated: 1/21/25



# Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	7.34%	92.66%

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





Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	<b>Preliminary Construction Estimate (PCE)</b> <i>(Enter the estimated cost of construction only)</i>		\$ 3,581,000	7.34%	\$262,845	92.66%	\$3,318,155
CN	<b>Construction Contingency</b> (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 1,074,300	7.34%	\$78,854	92.66%	\$995,446
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 23,277	7.34%	\$1,708	92.66%	\$21,568
CC	<b>Construction Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i>	15%	\$ 698,295	7.34%	\$51,255	92.66%	\$647,040
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 186,212	7.34%	\$13,668	92.66%	\$172,544
UT	<b>Utilities</b> <i>(amount for moving/improving utilities)</i>		\$ -	7.34%	\$0	92.66%	\$0
RW	<b>Right-of-Way</b> <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ -	7.34%	\$0	92.66%	\$0
LP	<b>Land Purchase</b> <i>(estimated amount for land purchase)</i>		\$ -	7.34%	\$0	92.66%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 23,277	7.34%	\$1,708	92.66%	\$21,568
PC	<b>Preliminary Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i>	15%	\$ 698,295	7.34%	\$51,255	92.66%	\$647,040
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 186,212	7.34%	\$13,668	92.66%	\$172,544

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$6,470,867</b>	<b>\$474,962</b>	<b>\$5,995,905</b>

- Construction
- Right-of-Way
- Design

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

## 11th Ave Sidepath

ITD Crash Summary		Crash
Total Crashes	2	100.00%
Show all (7 2 more)	0	0%
Date & Time (Year)		Crash
2023		50.00%
2021		50.00%
Show all (16 more)	0	0%
Crash Severity (# of Crashes)		Crash
(0) Property Damage Report	2	100.00%
Show all (4 more)	0	0%
Injury Name		Person
No Apparent Injury	4	100.00%
Show all (5 more)	0	0%
Intersection Related		Crash
No	2	100.00%
Yes	0	0.00%
Date & Time (Month of Year)		Crash
February		50.00%
April		50.00%
Show all (7 2 more)	0	0%
Date & Time (Day of Week)		Crash
Monday	2	100.00%
Show all (6 more)	0	0%
Most Harmful Event		Crash

Overturn		50.00%
Rear-End		50.00%
Show all (62 more)	0	0%

Contributing Circumstances (All)

Crash

None	2	100.00%
Failed to Maintain Lane	1	50.00%
Speed Too Fast For Conditions	1	50.00%
Show all {38 more}	0	0%

Overall:or Action

Crash

Gofng Straight	2	100.00%
Stopped in Traffic	1	50.00%
Show all (54 more)	0	0%

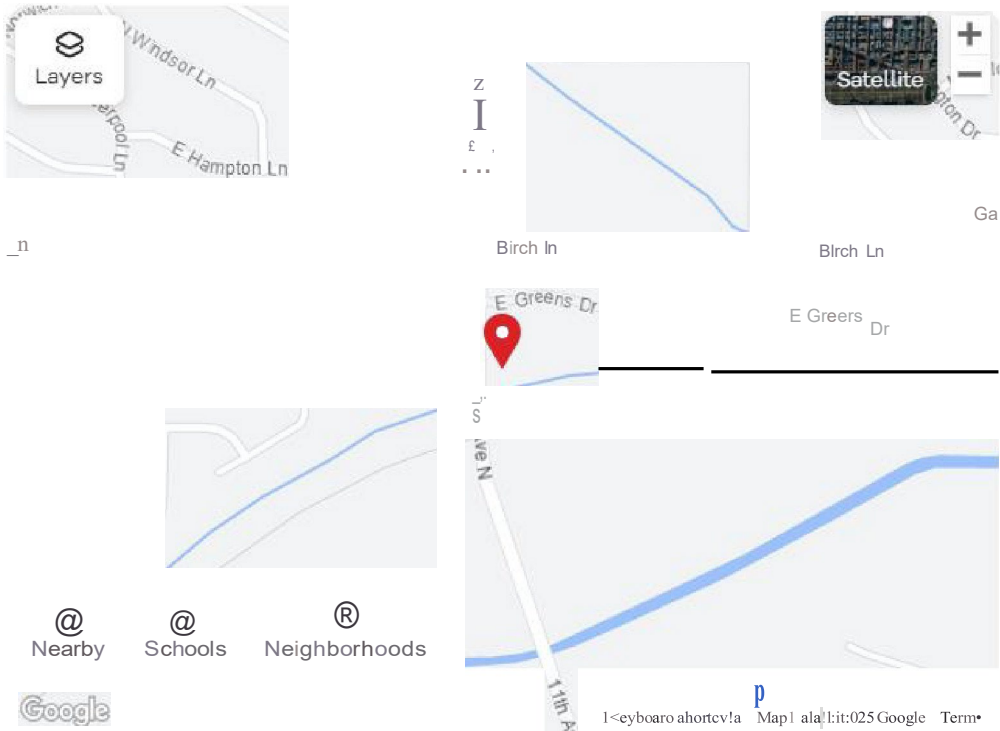
Unit Type

Unit:

Car	2	66.67%
Pickup		33.33%
Show all (28 more)	0	0%



( [Back](#) [Nampa, ID](#) [X](#) [Idaho](#) > [Canyon County](#) > [Nampa](#) > [Tith Ave](#) > 16420 nth Ave N



**g, Environmental risk**

A

<p><b>Q Flood Factor</b> Severe</p> <p>This property's flood risk is increasing_</p>	>
<p><b>re, Fire Factor</b> Minimal</p> <p>This property's wildfire risk is not changing_</p>	>
<p><b>&amp; Heat Factor</b> Moderate</p> <p>17 days above 98°F this year</p>	>
<p><b>Wind Factor</b> Minimal</p> <p>Minimal risk of severe winds over next 30 years</p>	>
<p><b>@ Air Factor</b> Severe</p> <p>Risk of poor air quality is increasing</p>	>
<p>Provided by First Street Foundation (D)</p>	