

Roadway Project Scoring		Points	Max Points	Notes:
39th and Airport Intersection Improvements				
<b>CIM Score</b>				
CIM project score	0	26		
<b>Performance Assessment:</b>				
Safety - Maximum 40				
Does the project address a known auto safety issue?	10	30	<b>HIN:</b> No <b>RSAP Emphasis:</b> High & Med Priority Walkways: Tier 1 , RRFB: Tier 3, Lighting: Tier 4 Crosswalk Enhancement: Tier 4 <b>Auto Crashes:</b> none CMF Clearinghouse IDs: 4686.8582.3447.5711, 10559,11246.2375.11158 resulting in average of 39.4% less crashes	
Does the project address a known active transportation safety issue and improve safety for active transportation users?	20	30	<b>Bike/Ped Crashes</b> (within 0.25 m): <b>K1</b>	
Does the project support the mode of the segment identified in the Complete Network Policy?	15	20	This question not included in the application used. Supports Modes: Auto, Active, Freight	
<b>Total:</b>	<b>40</b>	<b>40</b>	Limited of 40.	
Economic Vitality - Maximum 25				
Does the project address a congestion issue using a non-capacity adding strategy?	0	10	Congestion: Low	
Does the project improve a facility in "fair" or "poor" condition?	0	10	New segment	
Does the project improve freight mobility?	5	5	Secondary Freight	
<b>Total:</b>	<b>5</b>	<b>25</b>		
Convenience - Maximum 25				
Does the project improve connectivity to a regional activity center?	5	10	0.73 miles from RAC	
Does the project improve auto and/or active and public transportation accessibility to key destinations?	0	8	Note only gets score if project is not in the range of a regional activity center.	
Does the project address a gap in the network?	12	16	Activetransportation improvements and removing bottleneck for auto.	
<b>Total:</b>	<b>17</b>	<b>25</b>		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	10	10	Equity score: 11 (high)	
Does the project address potential environmental impacts?	5	5	Provided impacts.	
<b>Total:</b>	<b>15</b>	<b>15</b>		
<b>Performance Total:</b>	<b>77</b>	<b>105</b>		
<b>Programming Assessment:</b>				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	0	10	14 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	Pre-Concept, Preliminary Design	
<b>Programming Total:</b>	<b>1</b>	<b>25</b>		
<b>Total Score:</b>	<b>78</b>	<b>156</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 Public Works
<b>Main Agency Contact:</b>	Shelia Gibson, <a href="mailto:gibsons@cityofnampa.us">gibsons@cityofnampa.us</a> , 208-468-5467
<b>Project Title:</b>	North 39 <sup>th</sup> Street & Airport Road Roundabout

#### **PROJECT DETAILS**

**Briefly describe your project:**

Improve the intersection of North 39<sup>th</sup> Street and Airport Road by constructing a single-lane roundabout, with sidewalk and/or pathway adding curb and gutter.

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

The project is located at the intersection of North 39<sup>th</sup> Street and Airport Road in the city of Nampa, Idaho with a from a single-lane stop controlled east and west of Airport Road, and throughway single road for North 39<sup>th</sup> street, by constructing a single-lane roundabout, with sidewalk and/or pathway adding curb and gutter.

**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:

A statement of shared ownership has been written for previous application submissions. A copy of the document is attached. Ownership to the south is through the FAA.

**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 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 type="checkbox"/> Other:                        |
| <input checked="" type="checkbox"/> Intersection    | <input type="checkbox"/> Roundabout 2-lane       | <input type="checkbox"/> Pathway                  | <input type="checkbox"/>                               |
| <input type="checkbox"/> Interchange                | <input type="checkbox"/> Sidewalk 3-4' width     | <input type="checkbox"/> Multi-Use Pathway        | <input type="checkbox"/>                               |
| <input type="checkbox"/> Free Running Right Turn    | <input type="checkbox"/> Sidewalk 5-6' width     | <input type="checkbox"/> Raised Median            | <input type="checkbox"/>                               |
| <input type="checkbox"/> Bridge Fencing             | <input type="checkbox"/> Sidewalk 7-8' width     | <input type="checkbox"/> Bike/Ped Facility        | <input type="checkbox"/>                               |
| <input type="checkbox"/> Bridge Guardrail           | <input type="checkbox"/> Sidewalk 9-10' width    | <input type="checkbox"/> Roundabout 3-lane        | <input type="checkbox"/>                               |

Please describe, if necessary

**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 checked="" 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 checked="" 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 checked="" type="checkbox"/> Add Street Lighting     | <input type="checkbox"/> Add Bike Lane                | <input type="checkbox"/> Add Bus Lane    |
| <input type="checkbox"/> Widen 4 to 5-7 lanes                  | <input checked="" type="checkbox"/> Add ADA Ramps           | <input type="checkbox"/> Add road/sidewalk Barrier    | <input type="checkbox"/> Add Bus Shelter |
| <input type="checkbox"/> Add TWLTL                             | <input checked="" type="checkbox"/> Add Curb & Gutter       | <input type="checkbox"/> Add Bike/Ped Facility        | <input type="checkbox"/> Other:          |
| <input type="checkbox"/> Free Running Right Turn               | <input type="checkbox"/> Add Sidewalk 3-4' width            | <input type="checkbox"/> Add Raised Median            | <input type="checkbox"/>                 |
| <input type="checkbox"/> Add Bridge Guardrails                 | <input checked="" type="checkbox"/> Add Sidewalk 5-7' width | <input type="checkbox"/> Sealcoat Road                | <input type="checkbox"/>                 |
| <input type="checkbox"/> Add Bridge Fencing                    | <input type="checkbox"/> Add Sidewalk 8-10' width           | <input type="checkbox"/> Inlay & Millwork             | <input type="checkbox"/>                 |
| <input type="checkbox"/> Convert Stop to Signaled              | <input type="checkbox"/> Add Pathway 8-10' width            | <input type="checkbox"/> Repaint Striping             | <input type="checkbox"/>                 |
| <input checked="" type="checkbox"/> Convert Stop to Roundabout | <input type="checkbox"/> Add Multi-Use Pathway              | <input type="checkbox"/> Replace Signage              | <input type="checkbox"/>                 |

Please describe, if necessary

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

- Yes
- No

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

**PURPOSE AND NEED**

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

The intersection is currently a single lane through way with Airport Road free-flowing traveling east and west. There is a stop sign at North 39<sup>th</sup> Street, dirt shoulder, and no curb and gutter, while Airport Road intersects without a yield or a stop. Constructing a roundabout at this juncture will support the future connectivity along Airport Road to reach Overland Road (Ada County), as described in the Nampa Municipal Airport RPZ Shift Impact Analysis report.

This significant improvement is necessary at the North 39<sup>th</sup> Street and Airport Road intersection based on its proximity to the Nampa airport and the Warhawk Air Museum as it will help alleviate congestion during events and increased tourism seasons. It also supports the regional and local future planning for the safety and convenience necessary with increasing traffic volumes. In an effort to prepare for growth and implement future concept plans prior to infrastructure overcrowding, upgrading this intersection will allow for travel via motorists, cyclists, and pedestrians from space to place.

Lastly, the Airport Road improvements for the corridor were segregated to accommodate phasing financing so the sections could be completed as funds become available instead of proposing the entire length in one project.

**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:**

5,268,000

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

4,881,329

**Proposed local match** (amount):

386,671

**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:

Concept estimates were used from a comparable project.

**What is the source of the match?**

The source will come from local funds.

**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:

In March of 2020, city of Nampa hired Parametrix to do an alternative study concept report which included the intersection of 39<sup>th</sup> Street and Airport Road. The alternative study reviewed data from the 2010 Airport Masterplan and the Nampa Municipal Airport RPZ Shift Impact Analysis report, both of which addressed the traffic and roadway segments including this intersection. Parametrix also used the 2045 regional travel demand model projections from Community Planning Association of Southwest Idaho (COMPASS) to consider the future connection of Overland Road/Airport Road. Based on the information, an intersection recommendation summary was suggested to add (A-0.13 V/C) a single lane roundabout as the appropriate intersection type and size for the adequate level of service determined.

## **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:

**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.):**

This project is considered part of the Local Roadway System without priority ranking, under Regional Local System Projects and Brief Descriptions labeled Overland Road, McDermott Road to Ten Mile Road. The footnote on the line item references the connection of Airport Road in Canyon County, (which will include the intersection of North 39<sup>th</sup> Street and Airport Road in the connectivity).

**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)

Communities in Motion 2050 references this area of improvement and connectivity on page 11 (Funded All Projects), under the Local Roadway System. The concept is detailed within the N 39<sup>th</sup> St Alternative Study Concept Report prepared by Parametrix, specifically page 3 for the Intersection Recommendations Summary Table 1.

## 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)

## **AIRPORT ROAD AND NORTH 39<sup>TH</sup> STREET INTERSECTION IMPROVEMENTS**

The City of Nampa does not own all the right-of-way necessary for this project. The City will require additional right of way; potentially four parcels located north of Airport Road along North 39th Street. The City will also need to get a letter of support from the Nampa Warhawk Museum and the FAA; the City of Nampa has requested participation and a letter of support for the project.

The project concept has not progressed to the point where right-of-way impacts to adjacent property owners are well known, and no local outreach has been performed.





**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • itd.idaho.gov

December 16, 2022

City of Nampa Public Works  
Attn: Crystal Craig, Director of Transportation  
500 12<sup>th</sup> Avenue South  
Nampa, ID 83651

RE: ITD Letter of Support for Nampa Projects and Funding Pursuits

Dear Mrs. Craig,

The Idaho Transportation Department (ITD) would like to express full support for the following projects as well as full support of Nampa seeking grant funding.

- Garrity Blvd and N 39th St Intersection Improvements
- Garrity Blvd and Stamm Ln, WINCO Block Improvements
- Garrity Side Path, Stamm Ln to Carnation
- Garrity Blvd Rail Overpass, Realignment, & Ped Improvements
- Garrity Blvd & N 39th St Area Airport & Museum Access Improvements
- I-84, SH-16 Interchange Southerly Connection
- SH-45 Realignment NEPA

It is understood that these projects are being submitted to COMPASS as a part of their call for funding applications and federal funding may be pursued as well. It is further understood that ITD is a jurisdictional partner and will be involved in the development of projects, however City of Nampa is the applicant, administrator, and responsible party in relation to these project pursuits.

These projects are mutually beneficial. Thank you for your continued partnership in transportation!

Best regards,

**J. Caleb Lakey**

Digitally signed by J. Caleb Lakey  
DN: C=US, E="caleb.lakey@itd.idaho.gov",  
O=Idaho Transportation Department,  
OU=District 3, CN=J. Caleb Lakey  
Location: District 3, ITD  
Reason: I am approving this document  
Contact Info: District Administrator  
Date: 2022.12.16 11:53:45-07'00'

J. Caleb Lakey, P.E.  
District 3 Administrator  
Idaho Transportation Department

## **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.](#)

Current photograph below of existing intersection for North 39<sup>th</sup> Street and Airport Road.



Proposed diagram of existing intersection for North 39<sup>th</sup> Street and Airport Road, based on North 39<sup>th</sup> Street Alternative Study Report, performed by Parametrix.





# 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

### ROADWAY 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 Public Works

**Project Title:** North 39<sup>th</sup> Street & Airport Road Roundabout

#### GENERAL

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

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

#### SAFETY

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

**The RSAP emphasis is high and medium priority walkways, tier 1, RRFB, tier 3, lighting, tier 4, and crosswalk enhancement, tier 4.**

**Number of fatalities** (auto related): **0**

**Number of serious injuries** (auto related): **0**

**Explain how the project addresses the causes of crashes:**

**Installing a roundabout at the intersection will address the cause of crashes occurring because of the installation of a permanent structure in the center of the road will alleviate collision with another car unless there is failure to yield. The situation may still occur since one of the crashes was due to distraction, failure to maintain the lane, and crashing into a fence. However, the other two incidents, in the last five years, appear to be angle turning instances with failure to yield. In addition, the roundabout will slow down the speed limit, reducing the damage which may occur, if there is a collision. The improvements proposed will also add crosswalk enhancements, including an RRFB, and increased lighting.**

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

**Yes, the project addresses a known active transportation safety issue by adding curb/gutter, sidewalks, a roundabout and RRFB facilities. Implementing dedicated facilities for active users will provide safety for multi-modal travel.**

**Number of fatalities** (active transportation related): **1**

**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 causes of fatalities by minimizing the speed limit and increasing surface area of the intersection, allowing more room to avoid a collision. The improvements also include additional lighting, adding a roundabout in the center of the intersection, constructing pathways with ramps and compliant disability flashing beacons for better visibility of active users.**

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

**The project improves safety for auto users because two of the last three crashes reported at this intersection were angle crashes. Implementing a roundabout will eliminate the acute angle and provide a smoother transition into traffic, thereby reducing collisions.**

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

**CMF Clearinghouse: Using IDs 4686.8582.3447.5711, 10559, 11246.2375.11158**

**Expected percentage of crash reduction based on CMF and types of crashes included: 39.4% less crashes projected, type 1A, 1 pedestrian fatality.**

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

**The project will improve safety for active transportation users with the addition of designate space, markings, lighting, and signage. This intersection also aligns with the Complete Network Proposed Sidewalk on the COMPASS Active website.**

**CMF most appropriate for this project:**

**CMF Clearinghouse: Using IDs 4686.8582.3447.5711, 10559, 11246.2375.11158**

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

**39.4% less crashes projected, type 1A, 1 pedestrian fatality.**

## **ECONOMIC VITALITY**

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

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

**Project is adding a roundabout, curb/gutter, sidewalks, and RRFB.**

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

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

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

- Reliable
- Unreliable

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

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

**Does the project improve freight mobility?**

- Yes
- No

Explain:

**The intersection currently contains stop signs, causing congestion when travel occurs from the airport or other regional activity center to various destinations. By constructing a roundabout, traffic will be able to move with continuous patterns, only halted when yielding to other travelers. The proposed dual lanes will allow more mobility when motorists are traveling the same direction.**

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

- Primary Freight Corridor
- Secondary Freight Corridor

Explain, if necessary:

**CONVENIENCE**

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

- Yes
- No

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

**The closest RAC is 0.73 miles away. It is also within 0.5 miles of an airport, fire station, campground, six restaurants, and five stores. Happy Valley Park is also within close proximity along with two museums and several commercial businesses. The location is one mile away from Saint Alphonsus Medical, Lakeview Park, Snake River Elementary School and Winco. Improving the intersection for 39<sup>th</sup> and Airport will certainly improve the connectivity for airport travelers and commuters alike.**

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

- Yes
- No

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

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

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

Explain:

**Yes, based on the scoring points given, 12 of 16, the project addresses a gap in the network at 75%. Since the area is without active transportation, yet exists near parks, elementary schools, and is directly at the airport, containing two museums, (Warhawk Air Museum, and Spirit of Flight), the active transportation and roundabout will both address a gap in each capacity.**

**QUALITY OF LIFE**

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

- Yes
- No

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

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

**The project benefits an underserved area through the addition of active transportation and connectivity. There is a Mission Aviation Fellowship organization headquartered at Nampa Airport which provides transport services to missionaries, translators, support personnel, consultants, trainers, and linguistics. Additionally, this project benefits an underserved area that ranks high with an equity score of 11. Whether the benefit applies to an older adult population, high infant mortality, or few primary care providers, the project is necessary. There are also few transit options and the area is unsuitable for bicycle commuting and/or recreational cycling.**

**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 provide information for this project on their Environmental Review Map. Instead, information acquired via the internet for a residential home, for sale listing, which is located at 3904 Airport Road, in Nampa. The home showed climate**



risks of minimal flood factor, (unlikely to flood in the next 30 years), moderate fire factor, (2% change of being in a wildfire in the next 30 years), moderate heat factor with 7 days above 98 degrees expected this year, minimal wind factor, (minimal risk of severe winds over the next 30 years), and severe air factor (common with homes in Nampa) showing 12 unhealthy days expected this year, 18 days in 30 years. Reference sheet attached showing information from RedFin website.

## READINESS

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

**This project is within the city of Nampa's top twenty projects 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
				1/16/2025
Location				District
Intersection of Airport Rd. and 39th St, Nampa				3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
004566 & 043111	0.468 & 100.225	0.588 & 100.335	0.23	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$98,000	\$102,375
1b. Preliminary Engineering by Consultant (PEC)	\$327,000	\$341,250
2. Right-of-Way: Number of Parcels 6      Number of Relocations	\$2,105,000	\$2,105,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork	\$121,000	\$233,800
5. Drainage and Minor Structures	\$600,000	\$129,335
6. Pavement and Base		\$701,600
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures: <input type="checkbox"/> New Structure      Length/Width _____ Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____ Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)	\$15,000	\$3,400
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$97,000	\$103,468
11. Detours		
12. Landscaping	\$61,000	\$69,918
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$503,000	\$349,303
15. Cost of Constructions (Items 3 through 14)	\$1,397,000	\$1,591,000
16. Mobilization 10 % of Item 15	\$140,000	\$159,000
17. Construction Engineer and Contingencies      55.4 % of Items 15 and 16	\$851,000	\$969,000
18. Total Construction Cost (15 + 16 + 17)	\$2,388,000	\$2,719,000
19. Total Project Cost ( 1 + 2 + 18)	\$4,918,000	\$5,268,000
20. Project Cost Per Mile	\$21,383,000	\$22,904,000

Prepared By:

Alex Stucki

# 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.

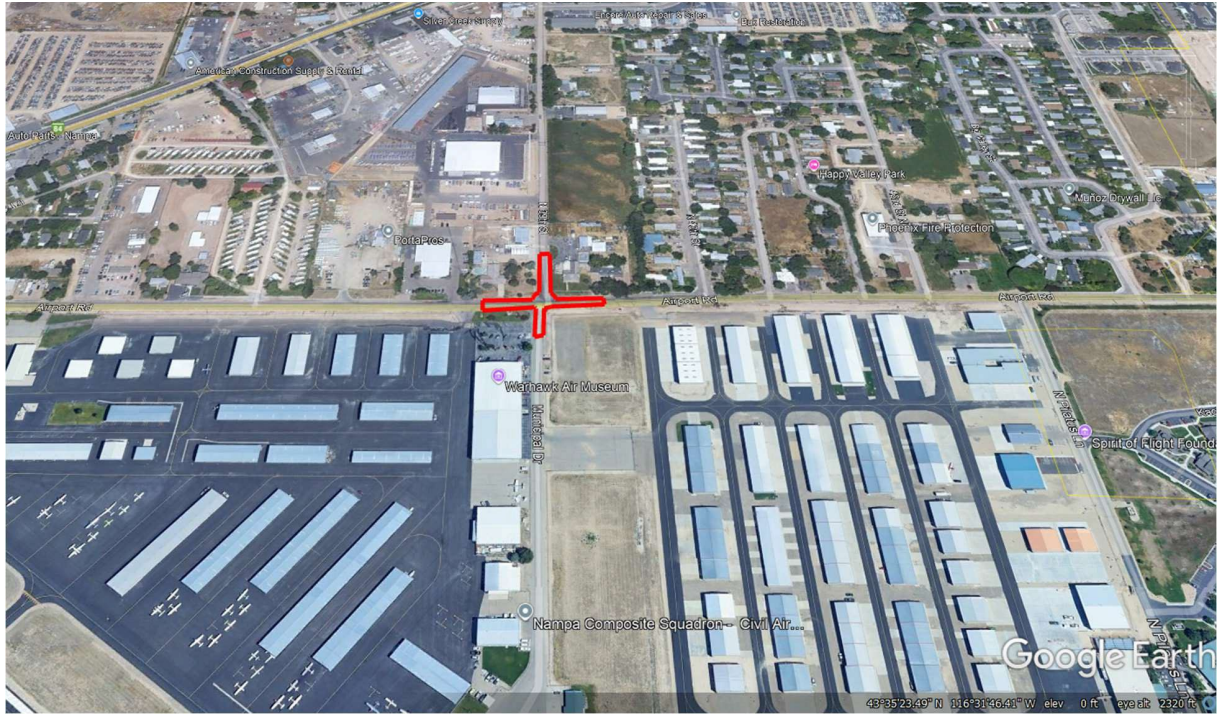
Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/21/25		
Project Title (Name of Street or Road) Airport Rd & 39 <sup>th</sup> St Intersection		F.A. Route Number	Project Length 0.23 miles	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Beginning 0.468 & 100.225; ending, 0.588 & 100.335					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk		
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 443,625			
Right-of-Way (ITD 1150, Line 2)		\$ 2,105,000			
Construction (ITD 1150, Line 18)		\$ 2,719,000			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing	n/a				
Within 2 miles of an Airport	Nampa Municipal Airport				
Parks (City, County, State or Federal)	n/a				
Environmentally Sensitive Areas	n/a				
Federal Lands (Indian, BLM, etc.)	n/a				
Historical Sites	n/a				
Schools	n/a				
Other	n/a				
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input checked="" 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	2	2	Roadway Width (Shoulder to Shoulder)	22-36 ft	24-38 ft
Pavement Type	AC	AC	Right-of-Way Width	50 ft	800 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: 39th & Airport Roundabout

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>		\$ 1,750,000	7.34%	\$128,450	92.66%	\$1,621,550
CN	<b>Construction Contingency</b> (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 525,000	7.34%	\$38,535	92.66%	\$486,465
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 11,375	7.34%	\$835	92.66%	\$10,540
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%	\$ 341,250	7.34%	\$25,048	92.66%	\$316,202
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 91,000	7.34%	\$6,679	92.66%	\$84,321
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>		\$ 2,105,000	7.34%	\$154,507	92.66%	\$1,950,493
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%	\$ 11,375	7.34%	\$835	92.66%	\$10,540
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%	\$ 341,250	7.34%	\$25,048	92.66%	\$316,202
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 91,000	7.34%	\$6,679	92.66%	\$84,321

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$5,267,250</b>	<b>\$386,616</b>	<b>\$4,880,634</b>

Construction
Right-of-Way
Design

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

## 39th & Airport

ITD Crash Summary		Crash
Intersection Related	3	100.00%
Total Crashes	3	100.00%
CMV Related	1	33.33%
Distracted Driver Related	1	33.33%
Fixed Object	1	33.33%
Show all (8 more)	0	0%

Date & Time (Year)		Crash
2021	2	66.67%
2020	1	33.33%
Show all (15 more)	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	3	100.00%
Show all (4 more)	0	0%

Injury Name		Person
No Apparent Injury	5	100.00%
Show all (5 more)	0	0%

Intersection Related		Crash
Yes	3	100.00%
No	0	0.00%

Most Harmful Event		Crash
Angle Turning	2	66.67%
Fence	1	33.33%
Show all (62 more)	0	0%

Contributing Circumstances (All)		Crash

None	3	100.00%
Failed to Yield	2	66.67%
Failed to Maintain Lane		33.33%
Improper Turn	1	33.33%
Inattention	1	33.33%
Show all (36 more)	0	0%

<b>Operator Action</b>		Crash
Going Straight	2	66.67%
Turning Left	2	66.67%
Turning Right	1	33.33%
Show all (53 more)	0	0%

<b>Unit Type</b>		Unit
SUV/Crossover	2	40.00%
Car	1	20.00%
Pickup	1	20.00%
Van - 1 to 8 seats		20.00%
Show all (26 more)	0	0%

Property details Sale & tax history

3904 Airport Rd, Nampa, ID 83687

Redfin Estimate 3 2.5 3,052

Thinking of selling?

WOi:with 8ti elfjcci@fCedage,r11st.a ss coti rees. o

Schllfdulea seia,gec>llllultatol

Is this your home?

Tll!lck thlStOtlleS value a, a ne&l'by salesall'vity

town 3904 Airport Ad

Get 3f1 itl-Oep(h tef)Ofi 3t)ulyO/V fl01111eV3iklr3f1dltle>N rrlarbe..

Request a free analysis

About this home

3904 Airport Rd is 3,052 Sqft with 3 bedrooms, 2.5 bathrooms...

17, Built in 1946 5.19acres

Redfin Estimate for 3904 Airport Rd

unrortuns1e1y, we aoo-t hflveenoughd\$LS to 9etH11s1e &n attu1(ne Est11'l&l'e st th\$ time.

List your home for rent on Redfin for free

Get started for free

Acrobat's got it,

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Adobe

Homeowner Tools

Redfin Facts Manage My Home View Owner Dashboard

View Owner Dashboard

Additional Resources

Electricity and solar Working on getting current and accurate energy info for this home

Internet View internet plans and providers available for this home

Provided by Down Payment Resource, RateUpdate.com, Wattbuy, and AllConnect

Property details for 3904 Airport Rd

Basement Sq. Ft: 520 Basement Finish: Finished...

Exterior Physical Condition: Average Building Construction Quality: Average...

Financial Acquisition Year: 2014

Public facts Details provided by and may not match the public record. Learn more

Photo(s) | Open House | Sale & tax history

Details provided by and may not match the public record. Learn more.

### Sale and tax history for 3904 Airport Rd

Year	Property	Price	Assessed Value	Property Tax	Transfer Tax
2022	SJ.989(-19.S")	\$284,480	\$530,000	\$814,480	
2022	SJ.989(-19.S")	\$284,480	\$530,000	\$814,480	
2022	\$4.957 C-10.LXI	\$251,900	\$480,200	\$732,100	
2021	SS.525C-13.4XI	\$302,100	\$494,500	\$796,600	
2020	\$4.872(-15.3XJ	\$173,360	\$420,600	\$593,960	
2019	SS.755C-9.9"J	\$145,020	\$331,200	\$476,220	
2018	SS.236F-1.6"1	\$145,020	\$313,600	\$368,620	
2017	SS.OS3C-14.7"1	\$103,280	\$265,300	\$368,800	
2016	\$4.407C-2.2XI	\$103,280	\$265,300	\$368,800	
2015	\$4.314 f+.t. I	\$86,900	\$233,500	\$320,400	
2014	\$4.139	\$82,900	\$213,400	\$296,000	

### Thinking of selling?

Wolli-witn811 elifjeci@fICedsge,r11s1.a  
SS con fees. o

Schedule a seia.g ec>lllultato

Get 3flit-Oep(h tef)Ofi 3t)JulyOLV  
no,11ev31kit-3flidilt-N rt lart:c.

Request a free analysis

Earth View 3D

E-i?UF>+

### Around this home

\* L0,100C:ir-OOpen(frr. dl 40100SoneWTEdikC:st)C



9

- 1 /10 EndeavorElementary School  
Public, PreK-5 • 1.1mi
- 1/10 Elfrill Valley Middle School  
Public, 6-8 • 3.0mi
- 2/10 Columbia High School  
Public, 9-12 • Assigned • 1.5mi

Provided by GreatSchools

Earth View 3D

E-iiUF>+

### Climate risks

MIOs.1FOPIE.shfWISOrneIU:Ofi1&lAtl dSHteB, &l'dtn&ybe imp3.cled byCintilK  
Cl'3-9@Qu-to 1sing te,tlpe(atu1est11" sea levels.

**Flood Factor - Minimal**  
Little risk of flooding in next 30 years

**Fire Factor - Moderate**  
2% chance of being in a wildfire in next 30 years

**Heat Factor - Moderate**  
7 days above 98° expected this year, 18 days in 30 years

**Air Factor - Severe**  
12 unhealthy days expected this year, 18 days in 30 years