

Roadway Project Scoring		Points	Max Points	Notes:
North 39th Street and Garrity Boulevard, Signal				
<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?	30	30	<b>HIN:</b> Yes <b>RSAP Emphasis:</b> High & Med Priority Walkways: Tier 1 , Lighting: Tier 4 Crosswalk Enhancement: Tier 4 <b>Auto Crashes:</b> None CMF Clearinghouse IDs: 323,325,7572,3092, 289,5711,10559,10993,481, 11246 resulting in average of 41.6% less crashes	
Does the project address a known active transportation safety issue and improve safety for active transportation users?	30	30	<b>Bike/Ped Crashes</b> (within 0.25 m): <b>K1, C1</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 Transportation, Freight	
<b>Total:</b>	<b>40</b>	<b>40</b>	Limit of 40.	
Economic Vitality - Maximum 25				
Does the project address a congestion issue using a non-capacity adding strategy?	7	10	Congestion: Medium, uses congestion strategy for intersection improvements considered no capacity	
Does the project improve a facility in "fair" or "poor" condition?	0	10	New segment.	
Does the project improve freight mobility?	5	5	Freight benefits explained in Phase I purpose and need. Primary Freight Route.	
<b>Total:</b>	<b>12</b>	<b>25</b>		
Convenience - Maximum 25				
Does the project improve connectivity to a regional activity center?	5	10	0.63 miles from 2 RACs	
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?	4	16	Improves active transportation.	
<b>Total:</b>	<b>9</b>	<b>25</b>		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	10	10	Equity Index scores: 9, 10, 11, 12 (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>76</b>	<b>105</b>		
<b>Programming Assessment:</b>				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	0	10	11 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?	6	10	Pre-Concept, Preliminary Design, Right-of-Way (plans and acquisition)	
<b>Programming Total:</b>	<b>6</b>	<b>25</b>		
<b>Total Score:</b>	<b>82</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>	N 39 <sup>th</sup> Street & Garrity Boulevard, Signal

**PROJECT DETAILS**

**Briefly describe your project:**

Signalized improvements and intersection re-alignment for North 39<sup>th</sup> Street at Garrity Boulevard is needed to provide better access to Nampa Municipal Airport and the I-84 business loop along with the Nampa Gateway Shopping Center and Saint Alphonsus Hospital. Expansion will include dedicated left turn lanes, bike lanes, sidewalks, streetlights, and lane widening. The intersection will also be upgraded to become ADA compliant and have pedestrian crossing.

**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 Garrity Boulevard in the city of Nampa, Idaho.

**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:

Right-of-way along Garrity Boulevard is owned by ITD; LOS attached.

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

<b>Designated Right Turn Lane</b>

Please describe, if necessary

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

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


- Convert Stop to Signaled
- Add Pathway 8-10' width
- Repaint Striping
- Convert Stop to Roundabout
- Add Multi-Use Pathway
- Replace Signage


Please describe, if necessary

Re-alignment of the street intersection will be necessary to be able to add proper street lighting and upgrade the current temporary span-wire signal.

**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 the primary arterial for travel through the East Nampa area. It is used by pilots, passengers, and diners to access the amenities provided by the Nampa airport. It is near the St. Alphonsus Regional Medical Hospital and Lakeview Park. Additionally, the intersection provides freight movement; however, there are clearance limitations. The unusual axis of the intersection, along with the antiquated wood poles, do not allow for adequate clearance which is essential for the primary freight corridor which Garrity Boulevard has become. Altering the intersection and improving the signalized components 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 Garrity Boulevard intersection based on its proximity to the Nampa airport, St. Alphonsus Regional Medical Hospital, local businesses and CWI campus, the Warhawk Air Museum, Lakeview Park, and access to the I-84 interchange, 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.

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. Garrity Boulevard at Airport Road is one piece of the 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:**

4,675,139

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

4,331,984

**Proposed local match** (amount):

343,155

**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?**

Impact fees and city of Nampa budgeted 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:

The ITD will be a partner in this 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)

## 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





**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



TWLTL Two-Way Left-Turn Lane

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

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



## CONCEPT

VACATE EXISTING RIGHT-OF-WAY (MAINTAIN  
UTILITY EASEMENT)

CONCEPT OF FUTURE  
COLLECTOR ROAD

0

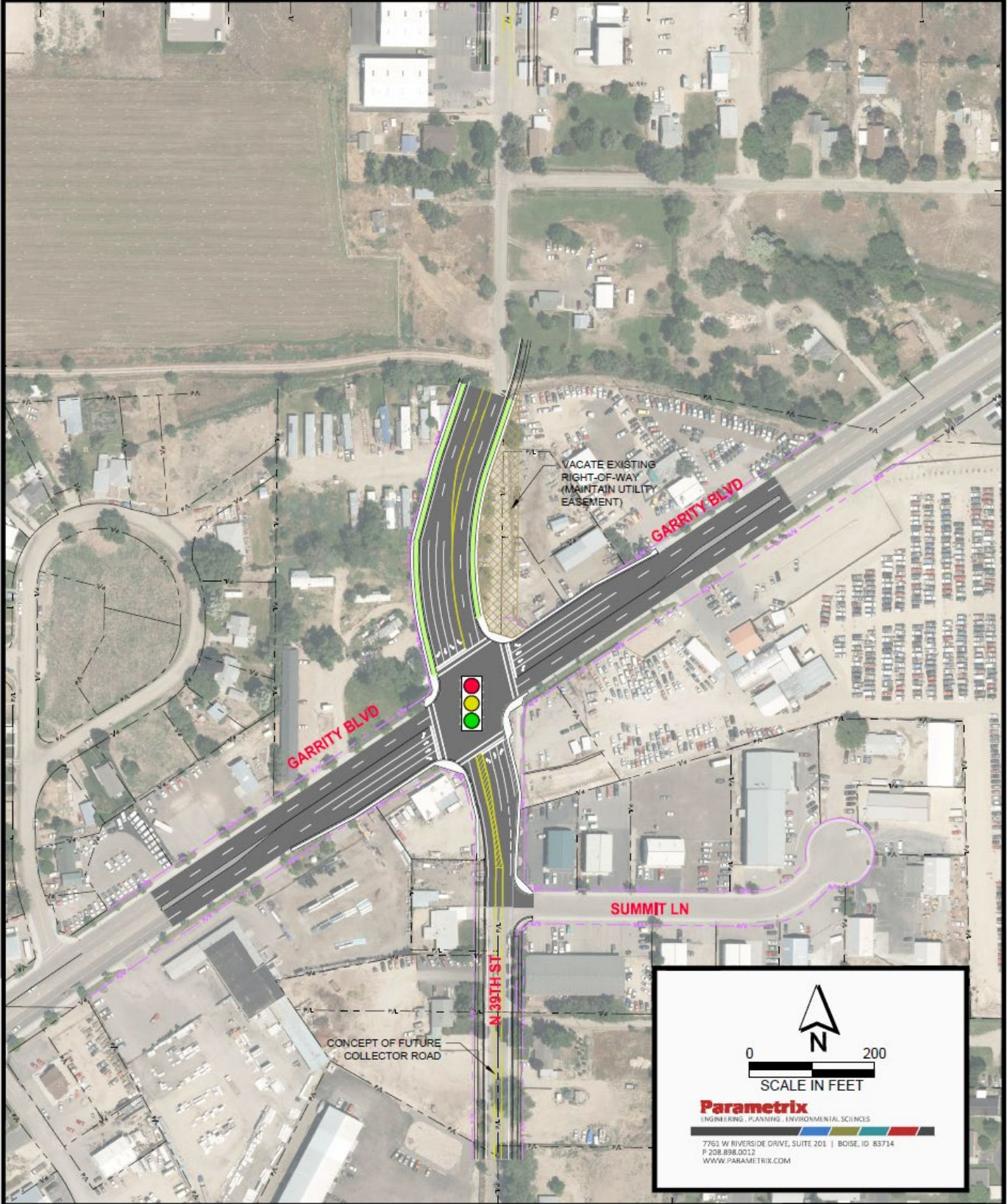
200

SCALE IN FEET





# 39TH / GARRITY ULTIMATE DESIGN OPTION



# 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:** N 39<sup>th</sup> Street & Garrity Boulevard, Signal

#### 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:

**RSAP Emphasis: High & Medium Priority Walkways: Tier 1, Lighting: Tier 4. This project is located in a high injury network.**

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

**Number of serious injuries** (auto related): **1**

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

**The intersection of 39<sup>th</sup> & Garrity is rated as part of the high injury network according to the COMPASS roadway map. There have been 29 crashes at this intersection and with one being a serious injury. The location-based score is 5 and the risk-based score is 9.39. The high injury network score is 7.20 out of 12.195. The proposed upgrades for this intersection will add dedicating bike lane and correct the traffic signal and street lighting functions which are antiquated at best. The improved intersection will increase safety with proper markings, signage, traffic signal, etc.**



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

**Yes, there has been a fatality at this project site, in the last 5 years. There have also been 38 other crashes at this intersection. One accident included a walk/ride on sidewalk. Active transportation safety is an issue.**

**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 will add bike lanes to provide a designated course of travel for cyclists to use instead of trying to navigate the roadway. The pavement markings and extra lane designation will increase surface area for those persons traveling in a non-motorized fashion.**

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

**The project intends to add street lighting and a bike/ped facility. By allowing motorists to utilize a full lane and not share the road with active transportation users, the safety is improved for all multi-modal access.**

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

**Crash Modification Factor (CMF) most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 772, 3092, 289, 5711, 10559, 10993, 481, 11246**

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

**Resulting in 41.6% less crashes. Previous crashes designated at 4B/7C**

**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.

**Yes, at 100% of the scoring indicators. The re-alignment and updated infrastructure, along with the crosswalk enhancements will assist active users to have a safe space assigned to their mode of travel with minimal interaction on the roadway. Maintaining the lane and crossing when necessary, provides improved safety for all concerned.**

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

**CMF most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 772, 3092, 289, 5711, 10559, 10993, 481, 11246**

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

**Resulting in 41.6% less crashes. Previous crashes designated at 1C**

## **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:

**Yes, uses congestion strategy for intersection improvements considered no capacity. Adding the bike/ped lane will reduce congestion as the rate of travel along the road, for motorists, is almost 40 mph. When a cyclist is sharing the road, it is customary to slow down in case of unintentional interaction. The slowing down has a cause-and-effect impact on the roadway, increasing congestion. The designated lane will allow auto and active users to share the road with increased space, allowing cohesive existence. New Facility: Bike/Ped**

### **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 is the primary arterial for travel through the East Nampa area. It is used by pilots, passengers, and diners to access the amenities provided by the Nampa airport. It is near the St. Alphonsus Regional Medical Hospital and Lakeview Park. Additionally, the intersection provides freight movement; however, there are clearance limitations. The unusual axis of the intersection, along with the antiquated wood poles, do not allow for adequate clearance which is essential for the primary freight corridor which Garrity Boulevard has become. Altering the intersection and improving the signalized components 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.**

### **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 project is 0.63 miles from 2 regional activity centers. It is near St. Alphonsus Regional Medical Hospital, Nampa Gateway Shopping Center, (containing one grocery store), Nampa Municipal Airport, Lakeview Park, and a multitude of restaurants and businesses.**

### 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:

**This significant improvement is necessary at the North 39<sup>th</sup> Street and Garrity Boulevard intersection based on its proximity to the Nampa airport, St. Alphonsus Regional Medical Hospital, local businesses and CWI campus, the Warhawk Air Museum, Lakeview Park, and access to the I-84 interchange, 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.**

## 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 at a high rate of 100%. It will address the Equity Index scores (9, 10, 11, 12) while providing a safer experience for active transportation. The project proposes to upgrade signals and install a bike/ped facility. There will be accompanying street lighting for better visibility and ADA compliant infrastructure install, as well.**



**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:

**Currently industrial freight and other large trucks must detour around the intersection to deliver to businesses in the area. The signal lights are old and hang lower than normal. Also, the intersection is slanted, not a typical angle for turning. As they detour, they are passing emissions further into the atmosphere and increasing noise throughout alternative areas. Altering the intersection and allowing usual transport, will increase delivery time and allow for direct transport instead of trying to find a different route.**

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

**READINESS**

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

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

**We have rated this project just outside our top ten priorities. It is number eleven on our list.**

**Does the partner agency provide match above the required minimum?**

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

**Only requiring match.**

**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
				1/21/2025
Location				District
Intersection of Garrity Blvd and 39th St, Nampa				3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
043111, 002040	100.554, 61.431	100.743, 61.592	0.35	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$121,105
1b. Preliminary Engineering by Consultant (PEC)		\$405,015
2. Right-of-Way: Number of Parcels 6      Number of Relocations		\$922,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$123,000
5. Drainage and Minor Structures		\$147,000
6. Pavement and Base		\$502,000
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)		\$544,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$147,000
11. Detours		
12. Landscaping		\$73,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$351,000
15. Cost of Constructions (Items 3 through 14)		\$1,887,000
16. Mobilization 10 % of Item 15		\$189,000
17. Construction Engineer and Contingencies      55.3 % of Items 15 and 16		\$1,148,000
18. Total Construction Cost (15 + 16 + 17)		\$3,224,000
19. Total Project Cost ( 1 + 2 + 18)		\$4,672,000
20. Project Cost Per Mile	\$1,000	\$13,349,000

Prepared By:  
Daris Bruce

# 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 01-17-25		
Project Title (Name of Street or Road) N 39th Street & Garrity Boulevard, Signal		F.A. Route Number N/A	Project Length 0.5	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) N 39th Street & Garrity Boulevard Intersection - Signal					
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 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 type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 526,120			
Right-of-Way (ITD 1150, Line 2)		\$ 922,000			
Construction (ITD 1150, Line 18)		\$ 3,224,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		N/A			
Within 2 miles of an Airport		Yes, 0.56mi			
Parks (City, County, State or Federal)		N/A			
Environmentally Sensitive Areas		N/A			
Federal Lands (Indian, BLM, etc.)		N/A			
Historical Sites		Appears none w/in 0.25mi			
Schools		Appears none w/in 0.5m			
Other					
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	5x3	6x3	Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type	HMA	HMA	Right-of-Way Width	ft	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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43°35'44.01" N 116°31'30.35" W Elev: 0 ft. Elevation: 2320 ft.



## 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: N 39th Street & Garrity Boulevard, Signal

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>		\$ 2,077,000	7.34%	\$152,452	92.66%	\$1,924,548
CN	<b>Construction Contingency</b> (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 623,100	7.34%	\$45,736	92.66%	\$577,364
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 13,501	7.34%	\$991	92.66%	\$12,510
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%	\$ 405,015	7.34%	\$29,728	92.66%	\$375,287
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 108,004	7.34%	\$7,927	92.66%	\$100,077
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>		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	<b>Land Purchase</b> <i>(estimated amount for land purchase)</i>		\$ 917,000	7.34%	\$67,308	92.66%	\$849,692
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 13,501	7.34%	\$991	92.66%	\$12,510
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%	\$ 405,015	7.34%	\$29,728	92.66%	\$375,287
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 108,004	7.34%	\$7,927	92.66%	\$100,077

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$4,675,139</b>	<b>\$343,155</b>	<b>\$4,331,984</b>

Construction
Right-of-Way
Design

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

## 39th & Garrity

ITD Crash Summary	Crash	
Total Crashes	39	100.00%
Intersection Related	29	74.36%
Distracted Driver Related	11	28.21%
CMV Related	4	10.26%
Alcohol Related	2	5.13%
Fixed Object	2	5.13%
Impaired Driver Related	2	5.13%
Fatal Crashes	1	2.56%
Show all (5 more)	1	2.56%

Date & Time (Year)	Crash	
2023	6	15.38%
2022	8	20.51%
2021	8	20.51%
2020	6	15.38%
2019	11	28.21%
Show all (12 more)	0	0%

Crash Severity (# of Crashes)	Crash	
(0) Property Damage Report	26	66.67%
(C) Possible Injury/Complaint	6	15.38%
(B) Suspected Minor/Visible Injury	5	12.82%
(A) Suspected Serious Injury	1	2.56%
(K) Fatal Injury	1	2.56%

Injury Name	Person	
No Apparent Injury	95	80.51%
Possible Injury	10	8.47%
Suspected Minor Injury	9	7.63%

unKnown	7	1.67%
Fatal Injury		0.85%
Suspected Serious Injury		0.85%

Intersection Related	Crash	
Yes	29	74.36%
No	10	25.64%

Most Harmful Event	Crash	
Rear-End	28	71.79%
Head-On Turning	4	10.26%
Side Swipe Same	3	7.69%
Angle Turningt	2	5.13%
Angle	1	2.56%
Other Fixed Object	1	2.56%
Pedestrian	1	2.56%
Rear-End Turning	1	2.56%
Show all (56 more)	0	0%

Contributing Circumstances (All)	Crash	
None	39	100.00%
Following Too Close	78	46.15%
Inattention	8	20.51%
Failed to Obey Signal	4	10.26%
Distracted IN or ON Vehicle	3	7.69%
Failed to Yield	3	7.69%
Alcohol Impaired	2	5.73%
Improper Lane Change	2	5.13%
Show all (33 more)	1	2.56%

Operator Action	Crash	
Going Straight	37	94.87%

Stopped in Traffic	20	51.28%
Turning Left	7	17.95%
Slowing in Traffic	4	10.26%
Changing Lanes	2	5.13%
Avoiding Obstacle	1	2.56%
Turning Right	1	2.56%
Walk/Ride on Sidewalk	1	2.56%
Show all (48 more)	0	0%

Unit Type		Unit
Car	38	43.18%
Pickup	20	22.73%
SUV/Crossover	20	22.73%
Van - 1 to 8 seats	5	5.68%
Cargo Van	2	2.27%
Bus - 16 or more seats	1	1.14%
Pedestrian	1	1.14%
Truck - 2 Axle/6 Tires	1	1.14%