

| Roadway Project Scoring | | | Notes: |
|--|-----------|------------|---|
| Airport Road and N. 39th St Intersection Improvements | | | |
| CIM Score | Pts. | Max pts. | |
| CIM project score (10% of the prioritization scoresheet) if anywhere on the listed corridor. | 0 | 13 | Not in CIM |
| Safety | | | |
| Does the project address a known auto safety issue? | 0 | 30 | Road K-0 A-0 B-0 C-0 |
| Does the project address a known active transportation safety issue? | 0 | 30 | Bike/Ped K-0 A-0 B-0 C-0 |
| Does the project improve safety for auto users? | 10 | 10 | Multiple CMFs Total Ave: decrease 32.34% |
| Does the project improve safety for active transportation users? | 10 | 10 | Multiple CMFs Total Ave: decrease 32.34% |
| Total: | 20 | 40 | |
| Economic Vitality | | | |
| Does the project address a congestion issue using a non-capacity adding strategy? | 0 | 10 | Low congestion/no data and is reliable |
| Does the project improve a facility in "fair" or "poor" condition? | 10 | 10 | poor |
| Does the project improve freight mobility? | 0 | 5 | Yes. But not classified in Complete Network Policy. |
| Total: | 10 | 25 | |
| Convenience | | | |
| Does the project improve connectivity to a regional activity center? | 5 | 10 | ~1.5 miles from regional activity center |
| Does the project improve auto and/or active and public transportation accessibility to key destinations? | 4 | 8 | access to two key destinations, and provides improvements |
| Does the project address a gap in the network? | 0 | 11 | No. |
| Total: | 9 | 20 | |
| Quality of Life | | | |
| Does the project benefit an underserved area? | 10 | 10 | equity index 10-11 |
| Does the project address any environmental impacts? | 0 | 5 | no information provided. |
| Total: | 10 | 15 | |
| Performance Total: | 49 | 113 | |
| Readiness and Support | | | |
| Is the project a priority to the sponsor agency? | 0 | 10 | 12 of 12 |
| Does the sponsor agency provide match above the required minimum? | 0 | 10 | required match provided. |
| Is the project ready for Federal implementation? | 1 | 10 | pre-concept complete |
| Programming Total: | 1 | 30 | |
| Total Score: | 50 | 143 | |



Airport and 39th

The project will improve the intersection by constructing a signal or roundabout based on design alternatives analysis; currently the intersection is expected to be a single lane roundabout. It will improve capacity at intersection and is part of a larger corridor study that will improve safety by eliminating thru access along Airport Road particularly at Kings Road. Bike lanes, curb and gutter, sidewalk, and lighting will be improved/installed as a part of this project.

2025 COMPASS Funding Application Phase I All Projects

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 10 pages.

DETAILS

Sponsor Name (agency): [City of Nampa](#)

Main Agency Contact: [Lauren Locklear, 208-565-5166, locklearl@cityofnampa.us](#)

Project Title: [Airport Rd & N 39th St Intersection Improvements](#)

PROJECT DETAILS

Briefly describe the location of the project:

[The project is located at the intersection of Airport Road and North 39th Street in the City of Nampa](#)

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

- Yes
- No
- N/A

If no, a letter of support from the owner(s) **is required** to ensure their involvement and approval prior to submission.

Explain:

Does the project include improvements to the public transportation system?

- Yes
- No

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

PURPOSE AND NEED

Describe the complete project in detail including why this project is important to your agency and to the region (please reference [Communities in Motion 2050](#) goals and objectives as well as performance measures and targets):

The project will improve the intersection by constructing a signal or roundabout. It will improve capacity at intersection and is part of a larger corridor study that will improve safety by eliminating thru access along Airport Road particularly at Kings Road. This improvement is necessary to improve capacity along the proposed alternate route.

This project will contribute to economic vitality, safety, convenience, and quality of life. Improvements to the roadways, bicycle and pedestrian facilities is intended to provide equitable access to safe, affordable, and reliable transportation options, and support a resilient transportation system by anticipating societal, climatic, and other changes; and adapting to changes as they arise as well as address mobility in the area. Given the proximity to the Nampa airport and Warhawk Air Museum, project improvements are expected to have a significant impact on local, regional, and tourism traffic quality. The project will develop and implement a regional vision to manage the impacts of growth through quantitative tools and objective feedback, preserve and maintain existing transportation infrastructure, and provide for a reliable transportation system.

FUNDING REQUEST / PROJECT TYPE

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

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

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

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

If other, please describe:

PROJECT BUDGET

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

Total Project Cost: \$4,000,000

Amount Requested (total cost minus any local match): \$3,706,400

Proposed local match (amount): \$293,600

Proposed local match (percentage): 7.34%

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

Concept Estimates.

What is the source of the match?

Impact fees and city general budget.

Is this a project that can be phased (segmented into sub-units; does not include splitting out design from construction)?

- Yes
- No

If yes, indicate how your project can be phased and provide amounts:

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- Yes

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

Has any public involvement been conducted for this project?

- No
- Yes

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

READINESS TO PROCEED

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

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

Explain, if necessary:

If design has been started, does it meet federal standards? Federal standards are described in the [Local Public Agency Projects Guide](#)¹ within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Explain, if necessary:

PLANNING DOCUMENTS

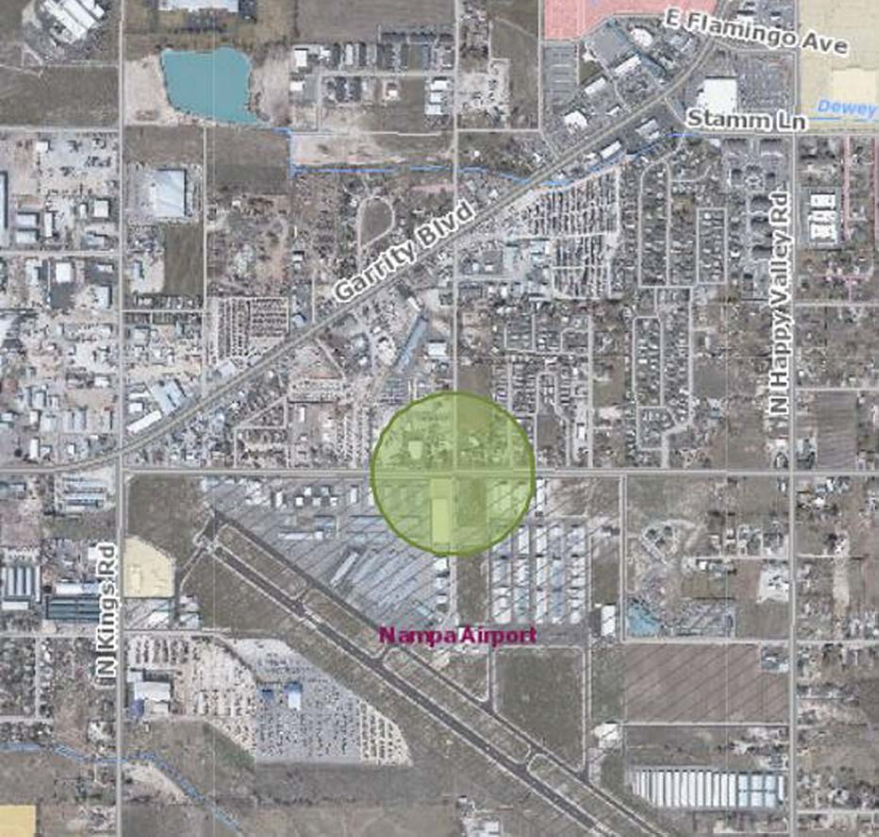
Does this project conform to a local or regional plan?

- Yes
- No

Explain: (reference the plan(s) with title/link and provide approval dates)

The project is consistent with the [2019 Transportation Masterplan](#). It supports three projects that are located nearby or along the Airport Road and 39th corridors that are identified within the 2019 Transportation Masterplan

¹ <https://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html>



E Flamingo Ave

Stamm Ln

Dewey

Garry Blvd

N Happy Valley Rd

N Kings Rd

Nampa Airport

Request Authorization to Submit Federal Grant Funding Applications in Fiscal Year 2023 for City Transportation Projects

- Annually, the City of Nampa (City) competes for federal grant dollars to enhance transportation safety, add capital infrastructure, and help augment funding shortfalls. The City selects projects using the Transportation Master Plan, Bike and Pedestrian Master Plan and evaluating current safety and efficiency needs. Projects are prioritized by the planning group annually. The City is constantly updating its priority project list to take advantage of additional funding sources that come available
- Strategically selecting projects and competing for funding is a collaborative process. The grant planning team is made up of staff from the following City departments and/or divisions: Public Works Admin, Finance, Planning and Zoning, Parks, Streets, Economic Development, and Engineering. The group also coordinates with Idaho Transportation Department (ITD), Community Planning Association of Southwest Idaho (COMPASS) Regional Planning, Nampa Police, Nampa School District, Northwest Nazarene University, Cities of Caldwell, Middleton, Meridian and Kuna, Nampa Highway District 1, Canyon Highway District 4 and other stakeholders
- Grant applications are anticipated for the following programs:
 - Local Highway Safety Improvement Program (LHSIP) for safety improvement projects at high accident locations
 - COMPASS Development and Implementation Grants to help identify, develop, and implement possible grant projects for future funding
 - Children Pedestrian Safety Program (CPSP) for pedestrian safety improvements to paths/sidewalks, connecting sidewalks/paths, ADA ramps, and pedestrian crossing facilities
 - Transportation Alternative Program (TAP) to provide for variety of alternative transportation projects to address the needs of nonmotorized users
 - Freight Grant to help identify public roads in an urbanized area providing access and connection to the primary highway freight system and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities
 - Rural Surface Transportation Grant (RSTP) support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life
 - Strengthening Mobility and Revolutionizing Transportation (SMART) funds purpose-driven innovation and focus on building data and technology capacity and expertise. The Program seeks proposals from public sector entities that will carry out demonstration projects
 - Advanced Transportation Technology and Innovation (ATTAIN) promotes advanced technologies to improve safety and reduce travel times for drivers and transit riders and that can serve as national examples
 - Bridge Investment Program (BIP) focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition
 - Reconnecting Communities Pilot Program (RCP) supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities

- Airport Terminal Program (ATP) funds improvements that aim to build two new air traffic control towers, all while expanding capacity at airport terminals, increasing energy efficiency, improving accessibility, and promoting competition
- Staff requests the following projects be submitted for grant funding in FY23. Detailed project descriptions can be found on the FY23 Transportation Grant Pursuits Summary (Exhibit A), a * indicates resubmission of previously authorized application:
 - **Compass Development and Implementation Grants**
 - Airport Rd & N 39th St Intersection Improvements
 - Franklin Blvd & Cherry Ln Intersection Improvements
 - Garrity Blvd and N 39th St Intersection Improvements
 - Garrity Blvd and Stamm Ln, WINCO Block Improvements*
 - Garrity Blvd Rail Overpass, Realignment, & Ped Improvements
 - Garrity Side Path, Stamm Ln to Carnation*
 - I-84SH-16 Interchange Southerly Connection
 - Locust Ln & Happy Valley Rd Intersection Improvements
 - Madison Rd & Ustick Rd Intersection Improvements
 - Middleton Rd & Elijah Drain Rebuild, Karcher to Flamingo*
 - Midland and Marketplace Traffic and Safety Improvements*
 - Northside Blvd & Cherry Ln Intersection Improvements
 - Northside Blvd & Ustick Rd Intersection Improvements
 - Northside Blvd Widening, Birch Ln to Cherry Ln
 - Orr Multi-Use City Pathway*
 - Robinson Blvd & Greenhurst Rd RRX Elimination*
 - SH45 Realignment NEPA
 - West Park Ped Improvements
 - Matthew Peltzer Trailhead at Wilson Path
 - Karcher Road Widening and Pedestrian Improvements
 - Garrity Blvd & N 39th St Area Airport & Museum Access Improvements
 - **Children Pedestrian Safety Program**
 - Safe Routes to School Sidewalk Gap fill project and/or school crossing RRFB installation project (multiple locations in vicinity schools)
 - **Local Highway Safety Improvement Program**
 - Garrity Blvd and Stamm Ln, WINCO Block Improvements
 - **Transportation Alternative Program**
 - Garrity Boulevard Side Path
 - **Freight Grant**
 - Northside Blvd Corridor Improvements
 - **Rural Surface Transportation Grant**
 - Franklin Blvd Corridor, I-84 to Cherry
 - **Strengthening Mobility and Revolutionizing Transportation (SMART)**
 - Intelligent Transportation Systems Planning Project*
 - **Advanced Transportation Technology and Innovation (ATTAIN)**
 - Intelligent Transportation Systems Implementation Project*
 - **Bridge Investment Program (BIP)**
 - Franklin Blvd Rebuild, Industrial to Garrity Blvd*
 - Middleton Rd Rebuild, Karcher to Flamingo*
 - **Reconnecting Communities Pilot Program (RCP)**
 - North Nampa Neighborhood Rail Crossing Study*
 - Karcher at I84, Active Transportation Pathway Planning*

- **Railroad Crossing Elimination Grant Program (RCEP)**
 - Robinson Blvd & Greenhurst Rd RRX Elimination*
 - **Airport Terminal Program**
 - Airport Terminal Building*
- In the last year, the City has received over \$15 million in state and federal transportation grant dollars and an additional \$25 million is still pending results. The projects awarded funding are:
 - Northside Blvd & Karcher Rd Intersection
 - 2nd St S Safety Improvements
 - Downtown Revitalization Master Plan
 - Canyon Street Ped Improvements
 - Northside Blvd Corridor Improvements, Karcher to Birch
 - North Nampa Revitalization Planning Grant
 - N 14th Ave Bridge at Indian Creek
 - Sherman Elementary Pedestrian Crossings
 - All programs with match funding required by the City are for future budget years and will be appropriately planned/budgeted if/when award(s) are received. Funding plans have preliminarily been identified through general budget and impact fees
 - Staff recommends continuing with application process for the projects identified in Exhibit A

REQUEST: Authorize (1) Public Works staff to submit applications in FY23 for grant funding for city transportation projects and Mayor to sign a letter of support/commitment for projects listed for inclusion within funding applications and (2) Authorize the commitment of matching funds if awarded.

Item #6-5 – Authorize the following actions: (1) Public Works staff to submit applications in FY23 for grant funding for city transportation projects and Mayor to sign a letter of support/commitment for projects listed for inclusion within funding applications with intent to commit matching funds, if awarded, subject to approved appropriations.

Crystal Craig, Transportation responded to Council’s questions on any matching funds.

MOVED by Bruner and **SECONDED** by Jangula to **Approve** the item. Mayor asked for a roll call vote with all Councilmembers present voting **YES**.

MOTION CARRIED

Item #6-6 – Award bid and authorize Mayor to sign contract for the Pump Maintenance & Electrical Upgrades FY22 Project with Layne of Idaho in the amount of \$468,902.34.

MOVED by Haverfield and **SECONDED** by Reynolds to **Approve** the item. Mayor asked for a roll call vote with all Councilmembers present voting **YES**.

MOTION CARRIED

Item #6-7 – Award bid and authorize Mayor to sign contract for the Zone B Sewer Rehab FY23 project with Iron Horse Pipeline Services LLC in the amount of \$944,633.00.

Jeff Barnes, Water responded to Council’s questions on performance and bid bonds as well as past contracts with this vendor.

MOVED by Rodriguez and **SECONDED** by Reynolds to **Approve** the item. Mayor asked for a roll call vote with all Councilmembers present voting **YES**.

MOTION CARRIED

Item #6-8 – Authorize Mayor and Public Works Director to sign Task Order for attached Scope of Work with J-U-B Engineers, Inc. for Purdam Trunk Sewer Extension project design services in the amount of \$1,140,348 (T&M NTE).

Jeff Barnes, Water presented the item to Council and referred to a revised Scope of Work that was provided to Council prior to the start of the meeting (and is attached at the end of the minutes). Mr. Barnes, as well as Caleb Laclair, Engineering and Doug Racine, Finance responded to Council’s questions.

MOVED by Bruner and **SECONDED** by Reynolds to **Approve** the item. Mayor asked for a roll call vote with all Councilmembers present voting **YES**.

MOTION CARRIED

2025 COMPASS Funding Application Phase I

FIRST REVIEW by Toni Tisdale:

Missing current local match commitment letter.
Eligibility: STBG-LU

2024 COMPASS Funding Application

Phase II

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

Please fill out ONLY the section that pertains to your project.

The four project categories are below:

Definitions:

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

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

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

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

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

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

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

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

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

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

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

2024 COMPASS Funding Application

Phase II

ROADWAY PROJECT FOCUS

All applications must be submitted in Word format by email to 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

Project Title: [Airport Rd and 39th St Intersection Improvements](#)

GENERAL

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

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

SAFETY

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

Number of fatalities (auto related): 0

Number of serious injuries (auto related): 0

Explain how the project addresses the causes of crashes: The project will improve safety at the intersection by converting the stop-controlled intersection into a roundabout. Safety will also be improved for active transportation with the addition of sidewalk and crossing facilities

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

Number of fatalities (active transportation related): 0

Number of serious injuries (active transportation related): 0

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

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

Crash Modification Factor (CMF) most appropriate for this project: [Convert intersection to single lane roundabout](#)

Expected percentage of crash reduction based on CMF and types of crashes included: CRM 0.64, CRF(%) 35.98%

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

CMF most appropriate for this project:

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

ECONOMIC VITALITY

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

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

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

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

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

- Reliable
- Unreliable

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

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

Does the project improve freight mobility?

- Yes
- No

Explain:

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

- Primary Freight Corridor

- ✓ Secondary Freight Corridor

Explain, if necessary:

CONVENIENCE

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

- ✓ Yes
- No

Explain how far the project is from a regional activity center if it is not within the bounds of an activity center: [The project improves accessibility to the Warhawk Air Museum and Nampa Municipal Airport.](#)

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

- Yes
- ✓ No

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

Does the project address a gap in the network?

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

Explain:

QUALITY OF LIFE

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

- ✓ Yes
- No

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

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

[The project will improve quality, safety, and convenience of traveling through the intersection as well as providing active transportation facilities for underserved community members who do not have vehicular access.](#)

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

- Yes
- ✓ No

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

If the COMPASS Environmental Review Map does not provide information for this project, provide supplemental documentation that shows the project addresses

environmental impacts and provides references to where the information was obtained.

READINESS

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

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

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

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

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

- Pre-concept report complete or equivalent
- Preliminary design complete
- Environmental complete
- Final design complete
- Right-of-way plans complete (or not needed)
- Right-of-way acquired (or not needed)
- PS&E is ready

REQUIRED ATTACHMENTS

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

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

Project Estimating Worksheet

For Large Construction Projects

| | | |
|------------------------------|-------------------|---------------------|
| Proposed Funding Match Rates | Local Rate | Federal Rate |
| | 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 | Preliminary Construction Estimate (PCE) <i>(Enter the estimated cost of construction only)</i> | | \$ 1,675,000 | 7.34% | \$122,945 | 92.66% | \$1,552,055 |
| CN | Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i> | 30% | \$ 502,500 | 7.34% | \$36,884 | 92.66% | \$465,617 |
| CE | Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i> | 0.50% | \$ 10,888 | 7.34% | \$799 | 92.66% | \$10,088 |
| CC | Construction Engineering (Consultant) <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% | \$ 326,625 | 7.34% | \$23,974 | 92.66% | \$302,651 |
| CL | Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i> | 4.00% | \$ 87,100 | 7.34% | \$6,393 | 92.66% | \$80,707 |
| UT | Utilities <i>(amount for moving/improving utilities)</i> | | | 7.34% | \$0 | 92.66% | \$0 |
| RW | Right-of-Way <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 | Land Purchase <i>(estimated amount for land purchase)</i> | | \$ 2,100,000 | 7.34% | \$154,140 | 92.66% | \$1,945,860 |
| PE | Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i> | 0.50% | \$ 10,888 | 7.34% | \$799 | 92.66% | \$10,088 |
| PC | Preliminary Engineering (Consultant) <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% | \$ 326,625 | 7.34% | \$23,974 | 92.66% | \$302,651 |
| PL | Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i> | 4.00% | \$ 87,100 | 7.34% | \$6,393 | 92.66% | \$80,707 |

| | | |
|-------------------------------|----------------------------|------------------------------|
| Total Project Estimate | Total Local Portion | Total Federal Portion |
| \$5,131,725 | \$376,669 | \$4,755,056 |

Construction
Right-of-Way
Design

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

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 | 2 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 | 2 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, 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: Airport Rd & 39th St. Intersection

Signed: Crystal Craig

Dated: 1-6-2023



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 data¹.

The following information must be reported for prime awardees and sub-awardees²:

| | | | |
|---|---------------|-----------------------------------|-------------------|
| Sub-Awardee DUNS ³ 072959430 (UEI R6QNKZMEAHT4) | | Sub-Awardee Name City of Nampa | |
| Address 411 3 rd 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 ⁴ |
|--|---------------------------------|
| 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) Lauren Locklear | Title Grant Writer | FFY 23 |
| Signature | | Date 1.18.23 |



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

| | | | |
|---|-----------------|-----------------|-----------------|
| Key Number | Project Number | Date | |
| | | 1/19/2023 | |
| 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 |
| 1b. Preliminary Engineering by Consultant (PEC) | | \$327,000 |
| 2. Right-of-Way: Number of Parcels 6 Number of Relocations | | \$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 | | \$126,000 |
| 5. Drainage and Minor Structures | | \$121,000 |
| 6. Pavement and Base | | \$600,000 |
| 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) | | \$15,000 |
| 10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation) | | \$97,000 |
| 11. Detours | | |
| 12. Landscaping | | \$61,000 |
| 13. Mitigation Measures | | |
| 14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items) | | \$503,000 |
| 15. Cost of Constructions (Items 3 through 14) | | \$1,523,000 |
| 16. Mobilization 10 % of Item 15 | | \$152,000 |
| 17. Construction Engineer and Contingencies 55.4 % of Items 15 and 16 | | \$927,000 |
| 18. Total Construction Cost (15 + 16 + 17) | | \$2,602,000 |
| 19. Total Project Cost (1 + 2 + 18) | | \$5,132,000 |
| 20. Project Cost Per Mile | \$1,000 | \$22,313,000 |
| Prepared By: | | |
| Lauren Locklear | | |

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 1-19-23 |
| Project Title (Name of Street or Road) Airport Rd & 39 th St Intersection Improvements | 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 checked="" 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) | \$ 425,000 |
| Right-of-Way (ITD 1150, Line 2) | \$ 2,105,000 |
| Construction (ITD 1150, Line 18) | \$ 2,602,000 |

Preliminary Engineering By: Sponsor Forces 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 | |

Additional Right-of-Way Required: None Minor (1-3 Parcels) Extensive (4 or More Parcels)

Will any Person or Business be Displaced: Yes No 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 | 80 ft |

| | |
|--|-----------------------|
| Sponsor's Signature Lauren Locklear | Title Grant Writer |
|--|-----------------------|

Additional Information to be Furnished by the District

| | | | | | | |
|---------------------------|----------------|--------------|--------------|-------|---------|------|
| Functional Classification | Minor Arterial | Terrain Type | Unclassified | 20 18 | ADT/DHV | 4155 |
|---------------------------|----------------|--------------|--------------|-------|---------|------|