

Roadway Project Scoring		Points	Max Points	Notes:
CanAda Road & Ustick Road Signalized Intersection				
<b>CIM Score</b>				
CIM project score	13.28	26	On the Ustick Road Corridor (Midland Boulevard to Star Road (Unfunded, score 66.4)	
<b>Performance Assessment:</b>				
Safety - Maximum 40				
Does the project address a known auto safety issue?	10	30	<b>HIN:</b> No <b>RSAP Emphasis:</b> High / Med Priority Walkway: Tier 1, Lighting: Tier 4 <b>Auto Crashes:</b> None <b>CMF</b> Clearinghouse IDs: 323,325,7572,5402,3092,289,10559,5711,11246,10993,3069 resulting in average of 41.6 less crash	
Does the project address a known active transportation safety issue and improve safety for active transportation users?	0	30	<b>Bike/Ped Crashes</b> (within 0.25 m): None	
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>25</b>	<b>40</b>	
Economic Vitality - Maximum 25				
Does the project address a congestion issue using a non-capacity adding strategy?	0	10	Congestion: Low	
Does the project improve a facility in "fair" or "poor" condition?	0	10	New Segment.	
Does the project improve freight mobility?	5	5	Secondary Freight	
<b>Total:</b>		<b>5</b>	<b>25</b>	
Convenience - Maximum 25				
Does the project improve connectivity to a regional activity center?	5	10	Within 1/2 miles of one RAC.	
Does the project improve auto and/or active and public transportation accessibility to key destinations?	0	8	Note only gets score if project is not in the range of a regional activity center.	
Does the project address a gap in the network?	4	16	Active Transportation	
<b>Total:</b>		<b>9</b>	<b>25</b>	
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	7	10	Equity score: 6, 7, 7, 8 (med and med/low)	
Does the project address potential environmental impacts?	5	5	Medium impact. Water_Wetland, , EnviroJustice_MinorityArea, Water_Floodzone_500, Water_Groundwater,	
<b>Total:</b>		<b>12</b>	<b>15</b>	
<b>Performance Total:</b>		<b>51</b>	<b>105</b>	
<b>Programming Assessment:</b>				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	10	10	1 out of 16	
Does the sponsor agency provide match above the required minimum?	0	5	Only required match.	
Is the project ready for Federal implementation?	1	10	Preliminary Design	
<b>Programming Total:</b>		<b>11</b>	<b>25</b>	
<b>Total Score:</b>		<b>75.28</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>	Ustick Road and Can Ada Road, Signalized Intersection

### PROJECT DETAILS

**Briefly describe your project:**

Reconstruct the intersection of Can Ada Road and Ustick Road to include additional travel lanes, curb and gutter, landscape buffer, sidewalk/path and a high-capacity traffic signal.

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

The intersection of Ustick Road and Can Ada Road is located in North Nampa. Ustick Road is a principal arterial, and connects Nampa to Caldwell, Meridian and Boise. Can Ada Road and Ustick Road intersection operates as an all way stop controlled junction. Ustick Road is posted at 50 mph.

**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:

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

Please describe, if necessary

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

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

Convert Stop to Roundabout  Add Multi-Use Pathway

Replace Signage

Please describe, if necessary

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

- Yes
- No

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

**PURPOSE AND NEED**

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

From 2016-2020 there have been three “Angle and Angle Turning” crashes, and three “Rear-End/Rear-End Turning” crashes at the Can Ada Road and Ustick Road intersection. Two of those crashes resulted in injuries with costs exceeding \$100,000.

Improving the area of Ustick Road and Can Ada Road to a signalized intersection and widening the roadway will provide additional travel lanes, curb and gutter, landscape buffer, and sidewalk/path. This project will incorporate specific accommodations for traffic between Meridian and Nampa connectivity, while increasing safety, capacity, and the quality of travel. The intersection is currently a four-way stop controlled intersection and does not have any pedestrian or bike facilities, nor does it have any curb or gutter drainage improvements. It serves as a minor arterial for Ustick Road and Can Ada Road is classified as a principal arterial. Completing this project will allow for a two-mile block of connectivity to the nearest interchange at Garrity Boulevard. It will also significantly improve the capacity for destinations such as the College of Western Idaho, Ford Idaho Center, and Walmart. The Ustick Road Corridor study also indicates that traffic on Ustick will increase by 632% by the year 2045. Since the corridor is a major thoroughfare for Nampa, increasing capacity is required.

**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:**

19,945,000

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

18,481,037

**Proposed local match** (amount):

1,463,963

**Proposed local match** (percentage):

7.34%

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

The intersection for Can Ada Road and Ustick Road was part of the Six Mile Engineering Ustick Road Corridor Study. They provided countermeasure estimates for a traffic signal or a roundabout. The numbers above reflect a signalized intersection install.

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

Match will come from local funds.

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

- Yes
- No

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

## **PARTNERS/SUPPORT**

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

- No
- Yes

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

As Ustick Road is the dividing boundary between highway districts, but located within the City's Area of Impact, the corridor has potential for other funding partners including Nampa Highway District 1, and Highway District No. 4.

**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:

A survey was conducted by City of Nampa, Highway District Number 4, and Nampa Highway District Number 1. A total of 119 responses were collected.

## **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.):**

The intersection is included within the area of Ustick Road contained in the Communities in Motion 2020 Priority Roadway Projects – Local under the Unfunded section showing the widening from Midland Boulevard to Star Road (five lanes) at \$56,260,000, as estimated in 2022.

**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)

The intersection is included in the length studied along the Ustick Road Corridor. The plan included widening Ustick Road and making improvements with walking/bike pathways and landscaping. Reference Ustick Road Corridor Study, 746 pages.

## ATTACHMENTS:

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

**Attach required one-page support letters if the conditions below are applicable**

(otherwise optional).

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

## DEFINITIONS of ACRONYMS:

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

TWLTL Two-Way Left-Turn Lane

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



August 24, 2023

Direct Devin Muchow  
Nampa Highway District No. 1  
4507 12<sup>th</sup> Ave. Road  
Nampa, ID 83686

**Re: Can Ada & Ustick Roundabout Project**

Dear Director Muchow,

I am writing on behalf of College of Western Idaho (CWI) to offer our full support for the Nampa Highway District's Can Ada and Ustick Roundabout Project through ITD's Strategic Initiatives Grant program application and any future supplemental funding pursuits.

CWI is excited to know that the project will expand community transportation access as well as accommodate all transportation users, aligning with our shared transportation and accessibility goals by constructing new and improved multi-modal facilities along the Ustick corridor. The city will significantly improve access to all members of the community and will improve regional mobility and connectivity, aligning with our shared equity goals.

As the Treasure Valley and more specifically this area of Nampa and Canyon County grows, transportation and access are a vital concern for CWI's students, faculty, and staff. CWI is also growing and expanding and the college's main Nampa campus which resides in this area will directly benefit from these improvements.

CWI would strongly urge funding programs to give the Can Ada and Ustick Roundabout Project all due consideration. Please use this letter as proof of CWI's support for that funding.

Respectfully,



Craig Brown  
Executive Vice President, Operations  
College of Western Idaho

cc. Gordon Jones, CWI President



# Pioneer Irrigation District

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P.O. BOX 426 • CALDWELL, IDAHO 83606  
(208) 459-3617  
[www.pioneerirrigation.com](http://www.pioneerirrigation.com)

August 22, 2023

Director Devin Muchow  
Nampa Highway District No. 1  
4507 12<sup>th</sup> Ave. Road  
Nampa, ID 83686

**Re: Can Ada & Ustick Roundabout Project**

Dear Director Muchow,

I am writing to offer my full support for the Nampa Highway District's Can Ada and Ustick Roundabout Project through ITD's Strategic Initiatives Grant program application and any future supplemental funding pursuits.

I am excited to know that the project will expand community transportation access as well as accommodating all transportation users, aligning with our shared transportation and accessibility goals by constructing new and improved multi-modal facilities along the Ustick corridor, the city will significantly improve access to all members of the community and will improve regional mobility and connectivity, aligning with our shared equity goals.

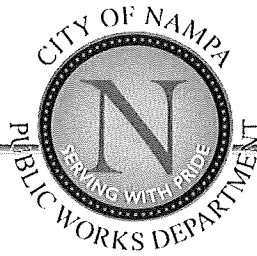
This project will directly benefit Pioneer in our day-to-day operations, we have many facilities in the area and our employees use this intersection multiple times a day. We have seen roundabouts in our area work very well and believe it will work well in this location and would be a great use for state transportation grant funds.

Please use this letter as proof of my support as needed. I would strongly urge funding programs to give the Can Ada and Ustick Roundabout Project all due consideration.

Respectfully,

A handwritten signature in black ink, appearing to read 'Kirk Meyers'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Kirk Meyers  
Superintendent



August 28, 2023

Director Devin Muchow  
Nampa Highway District No. 1  
4507 12th Ave Rd  
Nampa, ID 83686

**RE: CAN ADA ROAD AND USTICK ROAD INTERSECTION IMPROVEMENTS PROJECT**

Dear Mr. Muchow,

The City of Nampa offers full support for Nampa Highway District's Can Ada Road and Ustick Road Intersection Improvements Project through ITD's Strategic Initiatives Grant program application and any future supplemental funding pursuits.

We are excited to know that the project will reconstruct the intersection into a multi-lane roundabout, consistent with the planned improvement of Ustick Road corridor we have been collaborating on. This project will significantly improve access to all members of the community and will improve regional mobility and connectivity, aligning with our shared goals.

Furthermore, we understand that if grant funds can be secured for this project it will both expedite construction and free up local funding for other regionally important projects. Please use this letter as proof of my support as needed. I would strongly urge funding programs to give the Can Ada Road and Ustick Road Intersection Improvements all due consideration.

Respectfully,

Crystal Craig  
Director of Transportation



**CANYON HIGHWAY DISTRICT No. 4**

15435 HIGHWAY 44  
CALDWELL, IDAHO 83607

TELEPHONE 208/454-8135  
FAX 208/454-2008

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August 21, 2023

Director Devin Muchow  
Nampa Highway District No. 1  
4507 12<sup>th</sup> Ave. Road  
Nampa, ID 83686

**Re: Can Ada & Ustick Roundabout Project**

Dear Director Muchow,

I am writing to offer my appreciation and support for the Nampa Highway District's Can Ada and Ustick Roundabout Project through ITD's FY2024 Strategic Initiatives Grant program application, and for other sources of funding for this project. Canyon Highway District No. 4 (CHD4) has jurisdiction over the northwest quadrant of the intersection, which by agreement it is operated and maintained by Nampa Highway District.

Both Ustick Road and Can Ada Rd are principal arterial secondary highways serving the rapidly growing Nampa/Meridian/Star area. The planned extension of State Highway 16, which includes an interchange at Ustick Rd approximately two miles east of the project intersection, will have a significant effect on Ustick Rd and the Ustick/Can Ada intersection. The SH 16 interchange at Ustick (one of only 3 planned between I-84 and SH 44 north of the Boise River) will attract a large number of new trips to the Ustick corridor as a result of this expansion of the state highway system. It is our understanding that one of the primary goals of the FY2024 Strategic Initiatives Grant Program is to assist with capital improvements to local road systems that are needed to support expansions of the state highway.

We believe this project is well matched to the FY2024 Strategic Initiatives Grant Program (Local), and is also a primary current capital need for the local transportation system in north Nampa and south Star. Thank you for your foresight in seeking grant funds for this project to address unfunded needs in our joint area of jurisdiction.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Chris Hopper', is written over a horizontal line.

Chris Hopper, P.E.  
District Engineer  
Canyon Highway District No. 4  
208 454 8135



Alexis Pickering, President  
Jim D. Hansen, Vice-President  
David McKinney, Commissioner  
Kent Goldthorpe, Commissioner  
Miranda Gold, Commissioner

August 29, 2023

Devin Muchow  
Nampa Highway District No. 1  
4507 12<sup>th</sup> Avenue Rd  
Nampa, ID 83686

Re: USTICK CORRIDOR IMPROVEMENTS SH-16 TO CAN-ADA RD

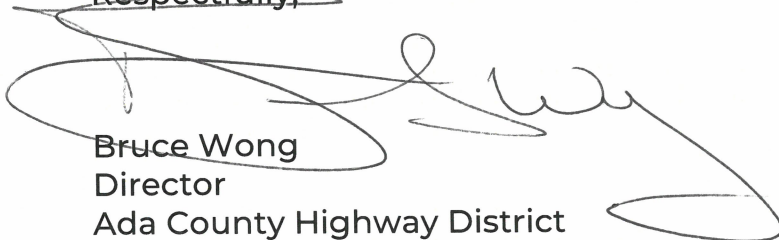
Dear Mr. Muchow,

The Ada County Highway District supports the Nampa Highway Districts Ustick Corridor Improvements Project through ITD's Strategic Initiatives Grant program application and any future supplemental funding pursuits.

The project will expand transportation access and accommodate all transportation users in this rapidly growing area. The roadway expansion will support access to Highway 16 and the pedestrian/bicyclist facilities will improve regional mobility and connectivity.

ACHD has improvements planned on Ustick Road east of this area and looks forward to collaborating with the Nampa Highway District on how the work on the Ustick Corridor can be coordinated.

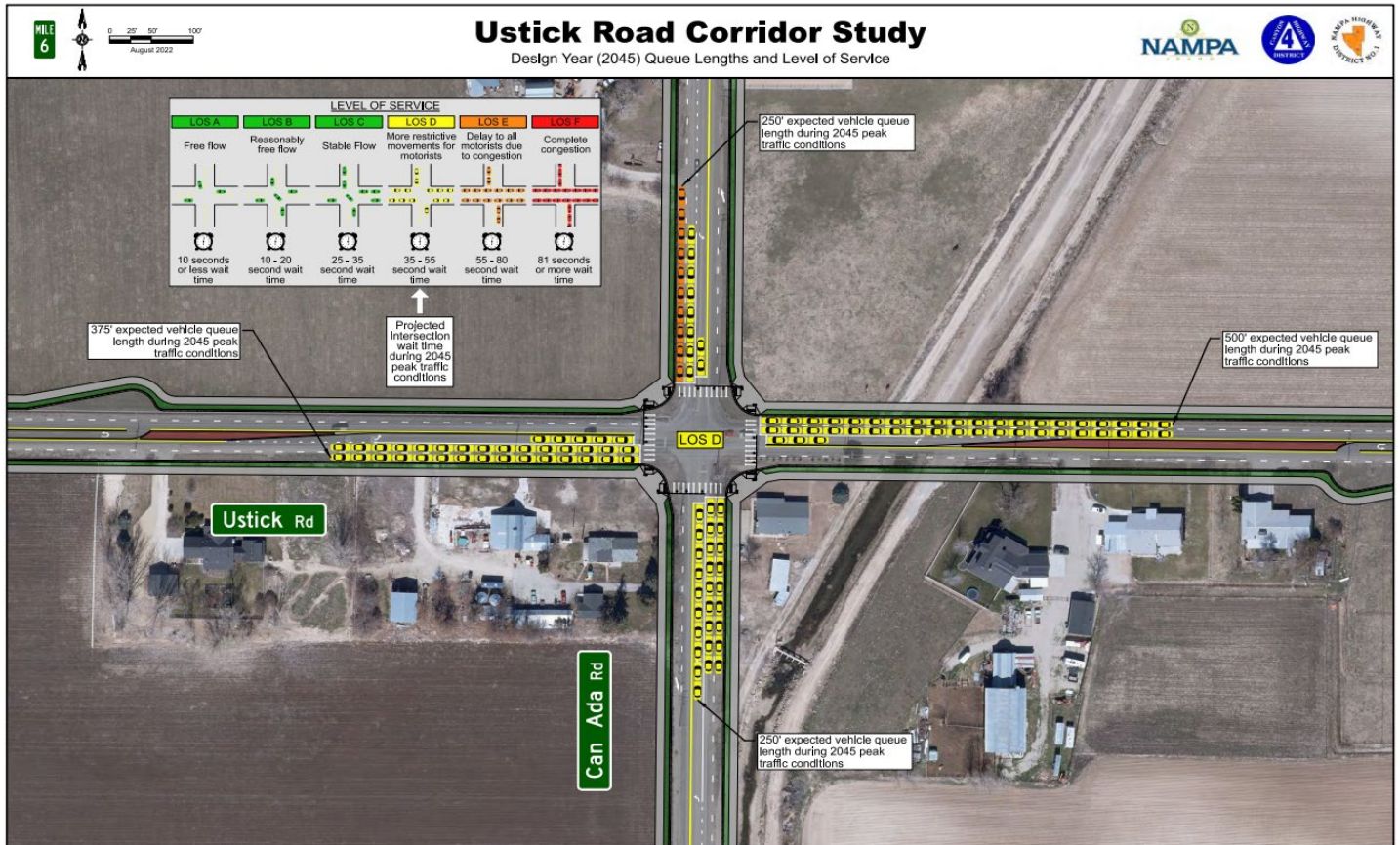
Respectfully,



Bruce Wong  
Director  
Ada County Highway District

*connecting you to more*





# 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:** Ustick Road and Can Ada Road, Signalized Intersection

#### 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 has crash ratings of 3B, but none have resulted in reports of high injury. There have been a couple of impaired driving, which traffic improvement will not be able to provide countermeasures; however, there have been ten intersection related crashes in the last five years. Eight of those crashes resulted in property damage, while three had suspected minor/visible injury. Most of the crashes were angled and going straight, (not turning). Improving the intersection for Ustick and Can Ada with traffic signals and road widening at Ustick Rd, will convert the forced existing stops to traffic systems, make the intersection multi-lane. Other improvements include replacing the bridge which currently exists, widening the shoulder, adding curb and gutter, and bike/ped facility. The added surface area will allow motorists to potentially avoid a crash with reflexive maneuvers and improve visibility with updated pavement markings/signage. The project will also create safe refuge for crossing at the intersection.**

**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:**

**The project improves visibility and provides dedicated paths for cyclists and pedestrians. Signs and markings will be installed applying an extra layer of safety along with size and length for use. Curb and gutter will be in place for added measures in case a motorist loses control and leaves the roadway.**

**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: CMF Clearinghouse: Using IDs 323, 325, 7572, 5402, 3092, 289, 10559, 5711, 11246, 10993, 3069**

**Expected percentage of crash reduction based on CMF and types of crashes included: Expected percentage of crash reduction resulting in 41.6% less crashes. In the last five years, there were eleven crashes at this intersection, ten were recorded as going straight. No fatalities have occurred here and no serious injuries, with only three resulting in minor injuries.**

**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: CMF Clearinghouse: Using IDs 323, 325, 7572, 5402, 3092, 289, 10559, 5711, 11246, 10993, 3069**

**Expected percentage of crash reduction based on CMF and types of crashes included: Currently, there are no active transport crashes reported at this intersection. Adding a dedicated lane with appropriate signage and markings will increase visibility as the Ustick Rd corridor is widened and pathways begin to meet.**

## **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:

**No, however the Ustick Corridor, between Franklin Blvd and McDermott Road will all be signalized. With the implementation of Nampa's Traffic Management Center, staff can coordinate signal timing to optimize traffic flow.**

**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**

(pavement, bridge deck, bridge, pathway, sidewalk, etc.)

New Facilities: Stop to Signalized, Replace bridge, Widen shoulder, Multiuse pathway, Bike/Ped facilities, Bridge, Curb/Gutter

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

Heather Tafoya is regarding  
2025-01-21 16:55:00

---

Please check our PCI index for this data

**Does the project improve freight mobility?**

- Yes
- No

Explain:

**The addition of a traffic signal to the intersection, removing the forced stop, will increase mobility through the area. Also, widening the area will allow more access through, minimizing congestion.**

**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:

**Ustick Rd and Can Ada are both Primary Arterials, and are considered essential for mobility through the area. The controlled stop at the intersection limits movement, hindering progress. Improving the intersection with a traffic signal and sidewalk allows movement to flow easier while encouraging an active nature within the radius.**

**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 intersection of Ustick Rd and Can Ada is within half a mile of one regional activity center containing three stores and one hostel. Improving the intersection from a controlled stop to a traffic signal will enhance the mobility and upgrade the curb and gutter, including ADA compliant amenities.**

**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:

**An active transportation gap exists for the intersection of Ustick Rd and Can Ada. Improving the intersection will alleviate growth within Canyon County and Ada County, as the bisecting road. Supported modes identified as: Auto, Primary Active, and Secondary Freight.**

**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 underserved Equity score is 6, 7, 7, 8 (medium and medium/low). It rated 7 of 10 scoring points on the roadway project scoring sheet.**

**A study was compiled based on public outreach through invitations supported by city of Nampa, Nampa Highway District, and Canyon Highway District back in 2022. One of the comments had capital letters showing "we MUST DEVELOP INFRASTRUCTURE SO OUR KIDS CAN WALK TO AND FROM SCHOOL."**

**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.**

**Potential environmental impacts show medium impact. There are known as Water\_Wetland, EnviroJustice\_MinorityArea, Water\_Floodzone\_500, Water\_Groundwater, SchoolParcels, Floodzone.**

**Also, Can Ada Rd is parallel to Phyllis Canal near the intersection of Ustick Rd. There is a note on the Ustick Rd Corridor Study showing an existing bridge which will need widened and/or replaced when we add lanes and pathways. Phyllis Canal is**

**considered Boise River Drainage and shows 34.7 miles in length. It is listed on the Idaho Fishing Planner as having no stocking records affiliated.**

## **READINESS**

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

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

**Yes, currently we have this project as our number one priority on our list of projects to be done.**

### **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 January 21, 2025



# 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 Intersection of Can Ada and Ustick Rd, Nampa		District 3	
Segment Code 4875	Begin Mile Post	End Mile Post	Length in Miles 0.4

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$61,000
1b. Preliminary Engineering by Consultant (PEC)		\$2,337,000
2. Right-of-Way: Number of Parcels 6      Number of Relocations 1		\$2,651,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		\$200,000
4. Earthwork		\$351,000
5. Drainage and Minor Structures		\$359,000
6. Pavement and Base		\$1,739,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input checked="" type="checkbox"/> New Structure      Length/Width <u>46ft / 92ft</u>		\$4,816,000.00
Location <u>Phyllis Canal M.P. 100.045 3.8 N. 2.5 E. of Nampa</u>		
<input type="checkbox"/> Repair/Widening/Rehabilitation      Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$450,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		\$65,000
12. Landscaping		\$50,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$752,000
15. Cost of Constructions (Items 3 through 14)		\$8,782,000
16. Mobilization 10 % of Item 15		\$878,000
17. Construction Engineer and Contingencies      54.2 % of Items 15 and 16		\$5,236,000
18. Total Construction Cost (15 + 16 + 17)		\$14,896,000
19. Total Project Cost ( 1 + 2 + 18)		\$19,945,000
20. Project Cost Per Mile	\$1,000	\$49,863,000

Prepared By:

Toby Griffin

# Local Federal-Aid Project Request



## Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/21/25		
Project Title (Name of Street or Road) Can Ada & Ustick Rd Signalized Intersection		F.A. Route Number	Project Length 500-foot radius	Bridge Length 46ft	
Project Limits (Local Landmarks at Each End of the Project) Approximately 500 feet from the intersection of Can Ada Rd & Ustick Rd on all legs of intersection. The east leg will be slightly longer to tie into Ustick Roadway Widening project east of the Phyllis Canal					
Character of Proposed Work (Mark Appropriate Items)					
<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input checked="" 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 checked="" type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Rigid Concrete Pavement		
<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)		\$ 2,398,000			
Right-of-Way (ITD 1150, Line 2)		\$ 2,651,000			
Construction (ITD 1150, Line 18)		\$ 14,896,000			
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	N/A				
Parks (City, County, State or Federal)	N/A				
Environmentally Sensitive Areas	Phyllis Canal				
Federal Lands (Indian, BLM, etc.)	N/A				
Historical Sites	N/A				
Schools	College of Western Idaho & Owyhee High School are 1 mi. beyond limits				
Other	Ford Idaho Event Center, Walmart, interchange at Garrity Blvd,				
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 type="checkbox"/> No <input checked="" type="checkbox"/> Possibly					

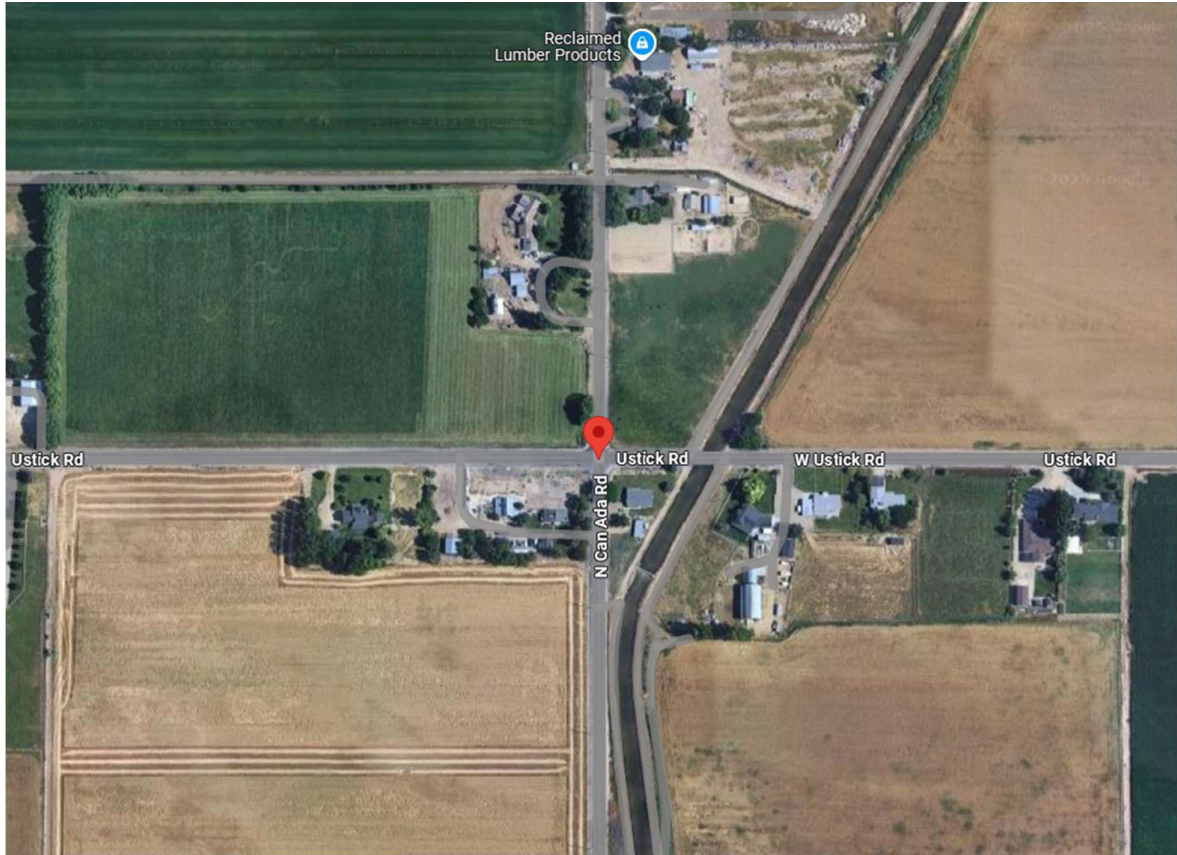
Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	5	Roadway Width (Shoulder to Shoulder)	32 ft	68 ft
Pavement Type	AC	Concrete/AC	Right-of-Way Width	50 ft	100-120 ft

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

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

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

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

5. Compliance with audit requirements:

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

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

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

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

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

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

Project Name: Ustick Road and Can Ada Road, Signalized Intersection

Signed: 

Dated: 1/21/25

# 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>		\$ 9,460,324	7.34%	\$694,388	92.66%	\$8,765,936
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 2,838,097	7.34%	\$208,316	92.66%	\$2,629,781
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 61,492	7.34%	\$4,514	92.66%	\$56,979
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%	\$ 1,844,763	7.34%	\$135,406	92.66%	\$1,709,358
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 491,937	7.34%	\$36,108	92.66%	\$455,829
UT	Utilities <i>(amount for moving/improving utilities)</i>		\$ 200,000	7.34%	\$14,680	92.66%	\$185,320
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>			7.34%	\$0	92.66%	\$0
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ 2,651,410	7.34%	\$194,613	92.66%	\$2,456,797
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 61,492	7.34%	\$4,514	92.66%	\$56,979
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%	\$ 1,844,763	7.34%	\$135,406	92.66%	\$1,709,358
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 491,937	7.34%	\$36,108	92.66%	\$455,829

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$19,946,215</b>	<b>\$1,464,052</b>	<b>\$18,482,163</b>

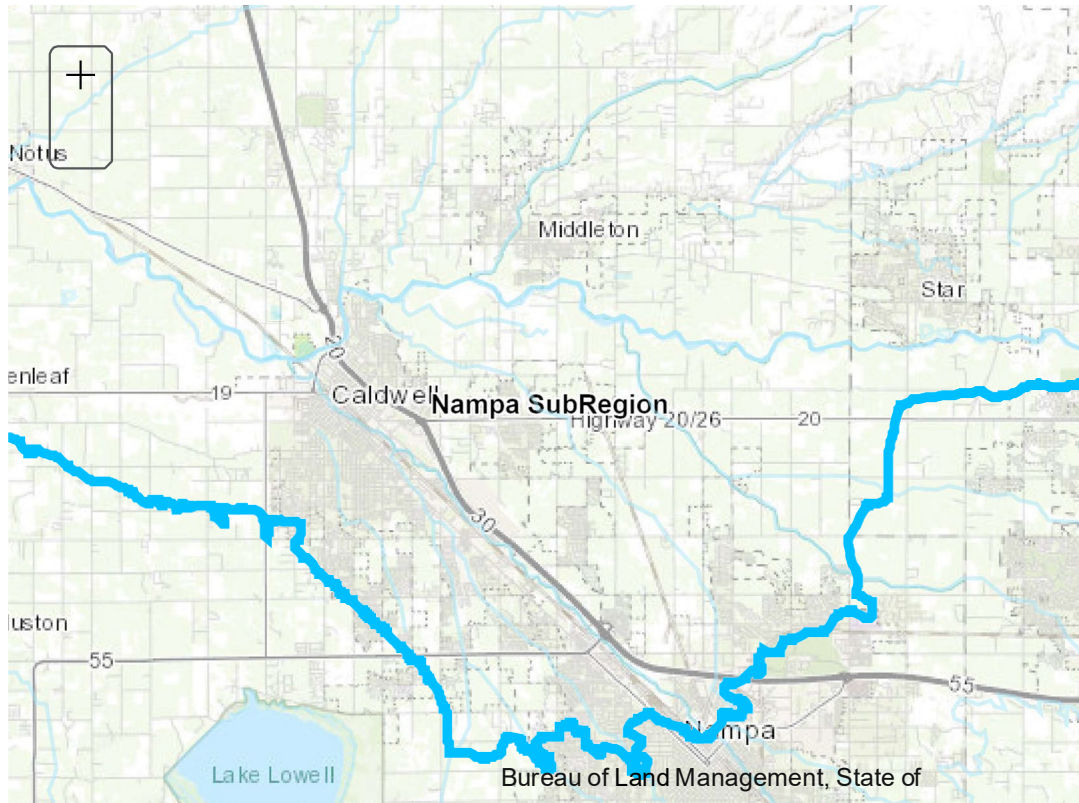
Construction  
Right-of-Way  
Design

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

# Phyllis Canal

## Boise River Drainage

Phyllis Canal in Ada and Canyon Counties is 34.7 miles in length.



[Interactive Map](#)

[Download KMZ](#)

## Species Observed in Surveys

- Brown Trout *Salmo trutta* observed in 2017Q
- Dace *Rhinichthys* observed in 2017Q
- Largemouth Bass *Micropterus salmoides* observed in 2011Q
- Rainbow Trout *Oncorhynchus mykiss* observed in 2011Q
- Catostomus sp. *Catostomus* observed in 2016 Q
- Mountain Whitefish *Prosopium williamsoni* observed in 2016 Q
- Rainbow x Cutthroat Trout *Oncorhynchus mykiss x clarkii* observed in 2015Q

## Fish Stocking Records

No stocking records found for Phyllis Canal.

Source: IDFG Fish Stocking Database.

Ustick & Can Ada

ITD Crash Summary		Crash
Total Crashes	11	100.00%
Intersection Related	10	90.91%
Impaired Driver Related	2	18.18%
Alcohol Related	1	9.09%
CMV Related	1	9.09%
Fixed Object	1	9.09%
Show all (7 more)	0	0%

Date & Time (Year)		Crash
2023	2	18.18%
2022	3	27.27%
2021	2	18.18%
2019	4	36.36%
Show all (13 more)	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	8	72.73%
(B) Suspected Minor/Visible Injury	3	27.27%
Show all (3 more)	0	0%

Injury Name		Person
No Apparent Injury	22	73.33%
Suspected Minor Injury	4	13.33%
Possible Injury	3	10.00%
Unknown	1	3.33%
Show all (2 more)	0	0%

Intersection Related		Crash
Yes	10	90.91%
No	1	9.09%

Most Harmful Event		Crash
Angle	6	54.55%
Angle Turning	1	9.09%
Overturn	1	9.09%
Rear-End	1	9.09%
Side Swipe Opposite	1	9.09%
Traffic Sign Support	1	9.09%
Show all (58 more)	0	0%
Contributing Circumstances (All)		Crash
None	11	100.00%
Failed to Yield	3	27.27%
Other	2	18.18%
Alcohol Impaired	1	9.09%
Drove Left of Center	1	9.09%
Drug Impaired		9.09%
Failed to Obey Stop Sign	1	9.09%
Speed Too Fast For Conditions	1	9.09%
Show all (33 more)	0	0%
Operator Action		Crash
Going Straight	11	100.00%
Stopped in Traffic	1	9.09%
Turning Left	1	9.09%
Show all (53 more)	0	0%
Unit Type		Unit
Car	7	35.00%
Pickup	7	35.00%
SUV/Crossover	4	20.00%

---

Tractor - 1 Trailer		5.00%
Van - 1 to 8 seats		5.00%
Show all (25 more)	0	0%

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