

Roadway Project Scoring		Points	Max Points	Notes:
Franklin Boulevard, Birch Lane to Ustick Road				
CIM Score				
CIM project score	26	26	Franklin Boulevard, Birch Lane to US 20/26 - Long-term Funded.	
Performance Assessment:				
Safety - Maximum 40				
Does the project address a known auto safety issue?	30	30	HIN: No RSAP Emphasis: High Priority Walkway: Tier 1, PHB: Tier 3 , RRFB: Tier 3 Crashes: 2A CMF Clearinghouse IDs: 323,325,7572, 3092,11246,11181,11158,10585,4034 resulting in average of 44.8% less crashes	
Does the project address a known active transportation safety issue and improve safety for active transportation users?	0	30	Bike/Ped Crashes (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	
Total:	40	40	Limit of 40	
Economic Vitality - Maximum 25				
Does the project address a congestion issue using a non-capacity adding strategy?	0	10	Congestion: Low	
Does the project improve a facility in "fair" or "poor" condition?	0	10	New segment	
Does the project improve freight mobility?	5	5	Primary freight	
Total:	5	25		
Convenience - Maximum 25				
Does the project improve connectivity to a regional activity center?	5	10	Within 2 miles of 3 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 gap	
Total:	9	25		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	5	10	Equity score: 6 (low)	
Does the project address potential environmental impacts?	5	5	Low Impact. Water_Wetland, , Water_Groundwater, OpenSpace_ParksPrivate, SchoolParcels, Floodzone	
Total:	10	15		
Performance Total:	64	105		
Programming Assessment:				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	0	10	10 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?	0	10	Nothing is complete.	
Programming Total:	0	25		
Total Score:	90	156		

IV. APPLICATION SUPPLEMENTAL

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. 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

Sponsor Name (agency):	City of Nampa Public Works
Main Agency Contact:	Shelia Gibson, gibsons@cityofnampa.us , 208-468-5467
Project Title:	Franklin Boulevard, Birch Lane to Ustick Road

PROJECT DETAILS

Briefly describe your project:

This project will widen the roadway from two lanes to five lanes from Birch Lane to Ustick Road. The goal of this project is to improve safety, mobility, quality of life, and economic competitiveness for residents and businesses in the project area.

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

The project is located north of downtown Nampa and I-84. The project elements are at the northern limits of the Franklin Blvd Corridor within the Nampa City limits, within the Census designated Nampa Urbanized Area. The project extends between Birch Lane and Ustick Road. The intersections are separate applications. The area is a food desert and an area of persistent poverty and a historically disadvantaged community.

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

- Yes
- No
- N/A

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

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

- Yes
- No
- N/A

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

- | | | | |
|---|---|---|---|
| <input checked="" type="checkbox"/> 2 through lanes | <input type="checkbox"/> 3-Way Stop Intersection | <input checked="" 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 checked="" type="checkbox"/> Gutter | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> 4 through lanes | <input type="checkbox"/> 5-Way Stop Intersection | <input checked="" 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 checked="" type="checkbox"/> Pathway | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Interchange | <input type="checkbox"/> Sidewalk 3-4' width | <input type="checkbox"/> Multi-Use Pathway | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Free Running Right Turn | <input checked="" type="checkbox"/> Sidewalk 5-6' width | <input type="checkbox"/> Raised Median | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Bridge Fencing | <input type="checkbox"/> Sidewalk 7-8' width | <input type="checkbox"/> Bike/Ped Facility | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Bridge Guardrail | <input type="checkbox"/> Sidewalk 9-10' width | <input type="checkbox"/> Roundabout 3-lane | <div style="border: 1px solid #ccc; height: 15px;"></div> |

Please describe, if necessary

Check all *countermeasures* you plan to add:

- | | | | |
|--|---|---|---|
| <input type="checkbox"/> Widen 2 to 3 lanes | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Add Mid-Street Crossing | <input type="checkbox"/> Replace Bridge |
| <input type="checkbox"/> Widen 2 to 4 lanes | <input type="checkbox"/> Upgrade Stop Sign to Flashing | <input checked="" type="checkbox"/> Add PHB Crossing | <input type="checkbox"/> Widen Shoulder |
| <input checked="" type="checkbox"/> Widen 2 to 5 lanes | <input type="checkbox"/> Upgrade Signals | <input checked="" type="checkbox"/> Add RFFB Crossing | <input type="checkbox"/> Add Bus Stop |
| <input type="checkbox"/> Widen 3 to 5 lanes | <input checked="" type="checkbox"/> Add ITS | <input type="checkbox"/> Add LPI | <input type="checkbox"/> Add Bus Pullout |
| <input type="checkbox"/> Widen 3 to 6-7 lanes | <input 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 checked="" type="checkbox"/> Add road/sidewalk Barrier | <input type="checkbox"/> Add Bus Shelter |
| <input type="checkbox"/> Add TWLTL | <input checked="" type="checkbox"/> Add Curb & Gutter | <input type="checkbox"/> Add Bike/Ped Facility | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Add Sidewalk 3-4' width | <input type="checkbox"/> Add Raised Median | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Add Bridge Guardrails | <input type="checkbox"/> Add Sidewalk 5-7' width | <input type="checkbox"/> Sealcoat Road | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Add Bridge Fencing | <input type="checkbox"/> Add Sidewalk 8-10' width | <input type="checkbox"/> Inlay & Millwork | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input checked="" type="checkbox"/> Convert Stop to Signaled | <input type="checkbox"/> Add Pathway 8-10' width | <input type="checkbox"/> Repaint Striping | <div style="border: 1px solid #ccc; height: 15px;"></div> |
| <input type="checkbox"/> Convert Stop to Roundabout | <input type="checkbox"/> Add Multi-Use Pathway | <input type="checkbox"/> Replace Signage | <div style="border: 1px solid #ccc; height: 15px;"></div> |

Please describe, if necessary

The intersections are part of a different application. This is for the roadway widening only.

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):

This project will complete capacity and safety improvements in the Franklin Boulevard corridor to better facilitate freight movements and address lacking multimodal connections in the area. These improvements include connecting reconstructed intersections with a widened roadway cross section, sidewalk network expansion and modernization, shared use path construction, reconstruction of existing irrigation crossings, new midblock pedestrian crossings, improved access to transit, and stormwater treatment. This project will provide needed capacity and safety improvements at the north end of the Franklin Boulevard corridor.

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:

22,774,000

Amount Requested (total cost minus any local match):

21,102,388

Proposed local match (amount):

1,671,612

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:

Previous similar project

What is the source of the match?

City of Nampa Impact Fees

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:

This project is already phased. The intersections are coming as separate applications.

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- Yes

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

Has any public involvement been conducted for this project?

- No
- Yes

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

Public involvement occurred first when the city of Nampa conducted their most recent Transportation Master Plan update, the public was solicited for comments on the identified projects in the plan – widening Franklin Boulevard and the associated intersection improvements were included in that project list. The public was in favor of the project and the recommended improvements. The public will be notified of construction impacts and detours to accommodate intersection reconstruction. Outreach will include fliers for residents in the area, social media posts, and website updates. Additional coordination with stakeholders and local businesses are anticipated to ensure the proposed design meets their needs. Local schools, EMS, and public transit will also be coordinated to ensure construction phasing doesn't impact their services or access.

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.):

Long-Term Funded Regional Projects page 2. Franklin Boulevard, Birch Lane to US Highway 2026.

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)

City of Nampa Five Year Transportation Plan

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.](#)



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. 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: Franklin Boulevard, Birch Lane to Ustick Road

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:

Franklin Blvd, from Birch Lane to Ustick Road, is not a high injury network. The RSAP emphasis is high priority; Walkway: Tier 1, PHB: Tier 3, RRFB: Tier 3

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

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

Explain how the project addresses the causes of crashes:

The project will improve the area along Franklin Blvd, from Birch Lane to Ustick Road, with road widening, pathway constructing including ADA compliant ramps, curb and gutter. It will also change the 4-way stop intersection to a signalized traffic system. The increased surface area will help eliminate some of the crashes which have occurred in the last five years which include head-on turning, ditch, and head-on collision.

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

No bike/ped crashes have occurred on Franklin Blvd, from Birch Lane to Ustick Rd.

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 improvements include ADA ramps, curb and gutter, a road/sidewalk barrier, PHB crossing, RFFB crossing, and lane widening. The proposed improvements will add designated area for active transportation users, giving safety with signage, markings, lights, and barriers.

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

The RSAP emphasis for Franklin Blvd, from Birch Lane to Ustick Rd, is high priority, Walkway: Tier 1, PHB: Tier 3, RFFB: Tier 3

Crash Modification Factor (CMF) most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 7572, 3092, 11246, 11181, 11158, 10585, 4034

Expected percentage of crash reduction based on CMF and types of crashes included: Crashes: 2A, 7B, 8C, resulting in 44.8% less crashes

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

The project supports primary active, improving safety with PHB, RFFB, road/sidewalk barrier, curb/gutter. It also address a gap in the active network.

CMF most appropriate for this project: Clearinghouse: Using IDs 323, 325, 7572, 3092, 11246, 11181, 11158, 10585, 4034

Expected percentage of crash reduction based on CMF and types of crashes included: Crashes: 2A, 7B, 8C, resulting in 44.8% less crashes

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: **The congestion rating is low, rating at a zero of ten possible points. The lack of congestion also lends to a lack of services provided. There is moderate commute and minimal freight which will have increased travel when additional lanes and infrastructure are applied.**

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

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

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

- Reliable
- Unreliable

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

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

Does the project improve freight mobility?

- Yes
- No

Explain: **The project will improve freight mobility with the addition of extra travel lanes. Franklin Blvd will have less congestion and improved connectivity by offering improved intersections, curb and gutter, and pathways.**

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: **Freight is improved through this project since the additional travel lanes will allow ease of access and burden relief for alternate routes. Trucks will be able to rely on the connectivity to various rural and commercial zones throughout the north end of Nampa. Also, adding the road/sidewalk barrier will allow traffic to mobility to flow by not having active transportation users near the roadway.**

CONVENIENCE

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

- Yes
- No

Explain how far the project is from a regional activity center if it is not within the bounds of an activity center: **The project is within two miles of three regional activity centers, but it is not within the bounds of any. Allowing the Franklin Blvd widening, and improvements will provide better connectivity for constituents traveling to and from those centers. It is within half mile of 5 restaurants and 4 stores.**

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

- Yes
- No

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

Does the project address a gap in the network?

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

Explain: **Yes, there is an active gap this project addresses. It rates only four of the sixteen maximum points which equates to a quarter of the network area. Allowing the project to proceed will reduce the gap and increase the network.**

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 rated equity with a score of six, which is low. Franklin Blvd is considered a food desert and contains a historically disadvantaged area of the community. By providing more lanes of travel and updated traffic equipment, the increase for service can also be upgraded with prospects of future growth and smoother deliveries.**

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: **The project has a low environmental impact assessment. Since the project improvements include curb and gutter, additional asphalt paving, and covers open space, the water and flood impacts will be addressed once implementation is complete. All environmental factors considered for potential consequence include Water_Wetland, Water_Groundwater, Open Space_ParksPrivate, SchoolParcels, and Flood zone.**

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

READINESS

Is the project a priority to the sponsor agency?

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

The project is listed on the City of Nampa 2040 Comprehensive Plan, Chapter 6, page 125, in the Unfunded projects, which also references the COMPASS Communities in Motion 2050 showing without a priority ranking for the widening. However, we have selected this project as a priority, as our number ten project to complete.

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 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) Crystal Craig, P.E.	Title Director of Transportation, Public Works	FFY 25
Signature 		Date <i>January 21, 2025</i>



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
Location				District
Franklin Blvd, Birch to Ustick				3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
4710	1.8	3.31	1.51	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$67,503
1b. Preliminary Engineering by Consultant (PEC)		\$2,025,075
2. Right-of-Way Number of Parcels 67 Number of Relocations		\$4,067,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		\$1,477,000
5. Drainage and Minor Structures		\$100,000
6. Pavement and Base		\$5,205,000
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 checked="" type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		\$750,000.00
Location Grimes Drain, Purdam Gulch Drain, E McCormick St (N)		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$665,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$75,000
11. Detours		
12. Landscaping		\$250,000
13. Mitigation Measures		\$120,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$798,000
15. Cost of Constructions (Items 3 through 14)		\$9,440,000
16. Mobilization 10 % of Item 15		\$944,000
17. Construction Engineer and Contingencies 60 % of Items 15 and 16		\$6,230,000
18. Total Construction Cost (15 + 16 + 17)		\$16,614,000
19. Total Project Cost (1 + 2 + 18)		\$22,774,000
20. Project Cost Per Mile	\$1,000	\$15,082,000

Prepared By:

Brady Barroso

Local Federal-Aid Project Request



Instructions

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

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

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

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

Sponsor's Signature <i>Crystal Craig</i>	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: Franklin Boulevard, Birch Lane to Ustick Road

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>		\$ 10,352,500	7.34%	\$759,874	92.66%	\$9,592,627
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 3,105,750	7.34%	\$227,962	92.66%	\$2,877,788
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 67,291	7.34%	\$4,939	92.66%	\$62,352
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%	\$ 2,018,738	7.34%	\$148,175	92.66%	\$1,870,562
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 538,330	7.34%	\$39,513	92.66%	\$498,817
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>		\$ 30,000	7.34%	\$2,202	92.66%	\$27,798
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ 4,037,000	7.34%	\$296,316	92.66%	\$3,740,684
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 67,291	7.34%	\$4,939	92.66%	\$62,352
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%	\$ 2,018,738	7.34%	\$148,175	92.66%	\$1,870,562
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 538,330	7.34%	\$39,513	92.66%	\$498,817

Total Project Estimate	Total Local Portion	Total Federal Portion
\$22,773,968	\$1,671,609	\$21,102,358

Construction
Right-of-Way
Design

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

Franklin Blvd (Birch Lane to Ustick Rd)

ITD Crash Summary	Crash	
Total Crashes	35	700.00%
Intersection Related	31	88.57%
Distracted Driver Related	72	34.29%
CMV Related	2	5.71%
Fixed Object	2	5.77%
Alcohol Related	1	2.86%
Impaired Driver Related	1	2.86%
Show all (6 more)	0	0%

Date & Time (Year)	Crash	
2023	7	20.00%
2022	8	22.86%
2021	7	20.00%
2020	6	17.14%
2019	7	20.00%
Show all (12 more)	0	0%

Crash Severity (# of Crashes)	Crash	
(0) Property Damage Report	25	71.43%
(B) Suspected Minor/Visible Injury	5	14.29%
(C) Possible Injury/Complaint	4	11.43%
(A) Suspected Serious Injury	1	2.86%
(K) Fatal Injury	0	0.00%

Injury Name	Person	
No Apparent Injury	79	84.04%
Possible Injury	8	8.57%
Suspected Minor Injury	6	6.38%
Suspected Serious Injury	1	1.06%
Show all (12 more)	0	0%

Intersection Related		Crash
Yes	31	88.57%
No	4	11.43%

Most Harmful Event		Crash
Angle	10	28.57%
Rear-End	9	25.71%
Angle Turning	7	20.00%
Head-On Turning	4	11.43%
Rear-End Turning	2	5.71%
Backed Into	1	2.86%
Ditch	1	2.86%
Head-On	1	2.86%
Show all (56 more)	2	5.72%

Contributing Circumstances (All)		Crash
None	35	100.00%
Failed to Yield	8	22.86%
Inattention	7	20.00%
Distracted IN or ON Vehicle	6	17.14%
Failed to Obey Stop Sign	5	14.29%
Following Too Close	4	11.43%
Other	2	5.71%
Vision Obsiruction	2	5.71%
Show all (33 more)	3	8.58%

Operator Action		Crash
Going Straight	33	94.29%
Stopped in Traffic	12	34.29%
Turning Left	70	28.57%

Backing	1	2.86%
Parked Vehicle	1	2.86%
Show all (51 more)	0	0%

Unit Type		Unit
Car	31	44.29%
Pickup	17	24.29%
SUV/Crossover	17	24.29%
Van - 1 to 8 seats	4	5.71%
Truck - 2 Axle/6 Tires	1	1.43%
Show all (25 more)	0	0%