

Roadway Project Scoring			Notes:
Garrity Boulevard and Stamm Lane, Winco Block Improvements			
CIM Score	Pts.	Max pts.	
CIM project score (10% of the prioritization scoresheet) if anywhere on the listed corridor.	4.4	13	Scoresheet doesn't include Garrity, but the
Safety			
Does the project address a known auto safety issue?	20	30	Road K-0 A-4 B-23 C-43 no explanation
Does the project address a known active transportation safety issue?	30	30	Bike/Ped K-0 A-0 B-2 C-4
Does the project improve safety for auto users?	10	10	Multiple CMFs Total average decrease 43.16%
Does the project improve safety for active transportation users?	10	10	Multiple CMFs Total average decrease 43.16%
Total:	40	40	reduce to meet limit
Economic Vitality			
Does the project address a congestion issue using a non-capacity adding strategy?	3	10	Low congestion. But Garrity is listed as medium congestion at this intersection. Reliable. No explanation.
Does the project improve a facility in "fair" or "poor" condition?	5	10	Fair condition
Does the project improve freight mobility?	5	5	Garrity is a primary freight corridor.
Total:	13	25	
Convenience			
Does the project improve connectivity to a regional activity center?	5	10	~.4 miles from activity center.
Does the project improve auto and/or active and public transportation accessibility to key destinations?	8	8	Many key destinations (shopping center).
Does the project address a gap in the network?	0	11	No
Total:	13	20	
Quality of Life			
Does the project benefit an underserved area?	10	10	No, but Equity index 5-10, no explanation
Does the project address any environmental impacts?	0	5	no response
Total:	10	15	
Performance Total:	80.4	113	
Readiness and Support			
Is the project a priority to the sponsor agency?	5	10	4 of 12
Does the sponsor agency provide match above the required minimum?	0	10	required match
Is the project ready for Federal implementation?	1	10	pre-concept
Programming Total:	6	30	
Total Score:	86.4	143	



Garrity and Stamm WINCO Block Area

The WinCo block is a congested area, consisting of the four intersections that surround the WinCo business lot, located southeast of the I-84 and Garrity Blvd interchange in Nampa, Idaho. This area is a part of the Gateway Center and is a critical grocery resource for residents in the area. The Gateway Center also offers numerous consumer and employment opportunities, and additionally serves as a major connection point to I-84, the Ford Idaho Center, several commercial businesses including an Amazon distribution center, and residential areas.

Travel demand and congestion in the area has contributed to numerous incidents in the WinCo Block area. This project focuses on safety improvements at the following intersections/corridors: Garrity Blvd/Flamingo Ave; Garrity Blvd/Stamm Ln; Flamingo Ave/Happy Valley Rd; Happy Valley Rd/Stamm Ln. Traffic safety and operations improvements will be achieved by implementing several enhancements to the existing infrastructure. These improvements include channelization changes, capacity improvements, and access control to achieve better lane utilization, reduce crashes, and provide better flow for traffic movements. Additionally, changes to lane configurations will necessitate improvements to signal coordination at all four intersections.

Idaho Transportation Department has programmed improvements at the I-84 eastbound off-ramp for the year 2027. Those changes will help traffic make safer movements to southbound destinations but improvements at the other WinCo Block intersections are needed to further improve traffic operations and safety. Improvements at the other intersections in the network will need to be completed by the City of Nampa. Southbound traffic on Garrity from I-84 will experience several benefits from this project. The existing free running right exiting I-84 quickly ends as a right turn lane at Flamingo Ave. The appx. 700ft distance between the interchange and Flamingo Ave creates conflicts for drivers who are thereby forced to make up to four lane changes in that short distance (for vehicles that intend to turn left onto Flamingo, a common movement) and generates a lot of weaving traffic maneuvers. The free running eastbound I-84 off-ramp will be re-channelized to a dual right turn that leads directly into southbound through lanes on Garrity Blvd. This dual lane approach will reduce the number of lane changes necessary to navigate the area, allow improved channelization at the I-84 off ramp, and reduce conflicts amongst drivers.

This project will implement additional channelization improvements to the WinCo Block Area, to complement ITD's improvements at the off-ramp, at the turn lanes of the intersections of Flamingo Ave & Happy Valley Rd and Happy Valley Rd & Stamm Ln. to improve operations and safety.

Traffic traveling northbound on Garrity Blvd between Stamm Ln and Flamingo Ave currently have two lanes to access I-84, however the far right lane is a shorter segment that easily becomes cutoff by queued traffic in the lane next to it and goes underutilized. The short lane transition also creates conflict amongst drivers, which this project intends to address by extending the additional right lane further south to allow for improved capacity and traffic flow.



Access management will also be improved, primarily between the intersections of Garrity Blvd & Flamingo Ave and Garrity Blvd & Stamm Ln. This short, congested block experiences numerous incidents and is of concern to Nampa Police. This project will eliminate vehicular conflicts and reduce crash incidents by eliminating drivers' ability to make left turns into business driveways by installing raised median with delineators.

Countermeasures used from the *Toolbox of Countermeasures and Their Potential Effectiveness for Intersection Crashes* include the following: Provide signal coordination (CMF – 32); Increase length of right-turn lane (CMF – 15); Install median islands (physical) on major road approaches (CMF – 25).

2025 COMPASS Funding Application Phase I All Projects

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

DETAILS

Sponsor Name (agency): City of Nampa

Main Agency Contact: Lauren Locklear,
208-565-5166, locklearl@cityofnampa.us

Project Title: Garrity Blvd and Stamm Ln, WINCO Block Improvements

PROJECT DETAILS

Describe the project in detail:

The WinCo block is a congested area, consisting of the four intersections that surround the WinCo business lot, located southeast of the I-84 and Garrity Blvd interchange in Nampa, Idaho. This area is a part of the Gateway Center and is a critical grocery resource for residents in the area. The Gateway Center also offers numerous consumer and employment opportunities, and additionally serves as a major connection point to I-84, the Ford Idaho Center, several commercial businesses including an Amazon distribution center, and residential areas.

Travel demand and congestion in the area has contributed to numerous incidents in the WinCo Block area. This project focuses on safety improvements at the following intersections/corridors: Garrity Blvd/Flamingo Ave; Garrity Blvd/Stamm Ln; Flamingo Ave/Happy Valley Rd; Happy Valley Rd/Stamm Ln. Traffic safety and operations improvements will be achieved by implementing several enhancements to the existing infrastructure. These improvements include channelization changes, capacity improvements, and access control to achieve better lane utilization, reduce crashes, and provide better flow for traffic movements. Additionally, changes to lane configurations will necessitate improvements to signal coordination at all four intersections.

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Countermeasures used from the Toolbox of Countermeasures and Their Potential Effectiveness for Intersection Crashes include the following: Provide signal coordination (CMF – 32); Increase length of right-turn lane (CMF – 15); Install median islands (physical) on major road approaches (CMF – 25).

Briefly describe the location of the project:

The intersections of Stamm Lane & Garrity Boulevard, Stamm Lane & Happy Valley Road, Happy Valley Road & Flamingo Avenue, and Flamingo Avenue & Garrity Boulevard, along with improvements to the roadways connecting these intersections in the City of Nampa

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

- Yes
- No
- N/A

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

Explain:

Does the project include improvements to the public transportation system?

- Yes
- No

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

PURPOSE AND NEED

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

This project will improve operations, safety, and mobility for all travel modes on project streets and intersections including Flamingo Avenue, Stamm Lane, Happy Valley Road, and Garrity Boulevard. It addresses two primary needs:

1. Inadequate intersection capacity. Left turn movements often operate over capacity during the PM peak and queue spillbacks then threaten all roadway performance. Additionally, significant growth is expected in the project area, which will result in a transportation network that operates severely over capacity by 2040 without these project improvements
2. High crash rate and severity. Crash rates at three project intersections are above the base crash rate for similar intersections, with the Happy Valley & Stamm intersection at three times the base rate. Also, crash severity at these intersections is significantly higher than at other similar intersections

This project will contribute to all four goals; economic vitality, safety, convenience, and quality of life. Improvements to the roadways, bicycle and pedestrian facilities is intended to address the numerous conflicts and crash incidents that happen in the area as well as address the mobility and congestion issues in the area. Given the dense commercial land use and proximity to large user generators such as the hospital, events center, and college, project improvements are expected to have a significant impact on local, regional, and tourism traffic quality. The project will manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system, provide equitable access to safe, affordable, and reliable transportation options, and support a resilient transportation system by anticipating societal, climatic, and other changes; maintaining plans for response and recovery; and adapting to changes as they arise.

FUNDING REQUEST / PROJECT TYPE

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

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

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

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

If other, please describe:

PROJECT BUDGET

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

Total Project Cost: \$6,160,000

Amount Requested (total cost minus any local match): \$5,707,856

Proposed local match (amount): \$452,144

Proposed local match (percentage): 7.34%

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

High level cost estimates.

What is the source of the match?

General city budget and impact fees.

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

- Yes
- No

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

- Phase A: Garrity Boulevard, Stamm Lane to Flamingo Avenue, \$2,553,670 total, \$2,366,230 request
- Phase B: Happy Valley and Stamm Lane Intersection, \$1,559,500 total, \$1,445,032 request
- Phase C: Happy Valley and Flamingo Avenue Intersection, \$2,045,770 total, \$1,895,610 request

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- Yes

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

Idaho Transportation Department

Has any public involvement been conducted for this project?

- No
- Yes

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

Discussions with the following businesses were held in person during initial planning: WinCo (senior management in Boise), Rico Automotive (owner), McDonald’s (store manager), Jackson’s (regional manager), Phillips 66 (store manager)

READINESS TO PROCEED

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

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

Explain, if necessary:

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

- Yes
- No
- N/A

Explain, if necessary:

PLANNING DOCUMENTS

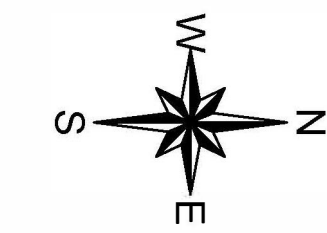
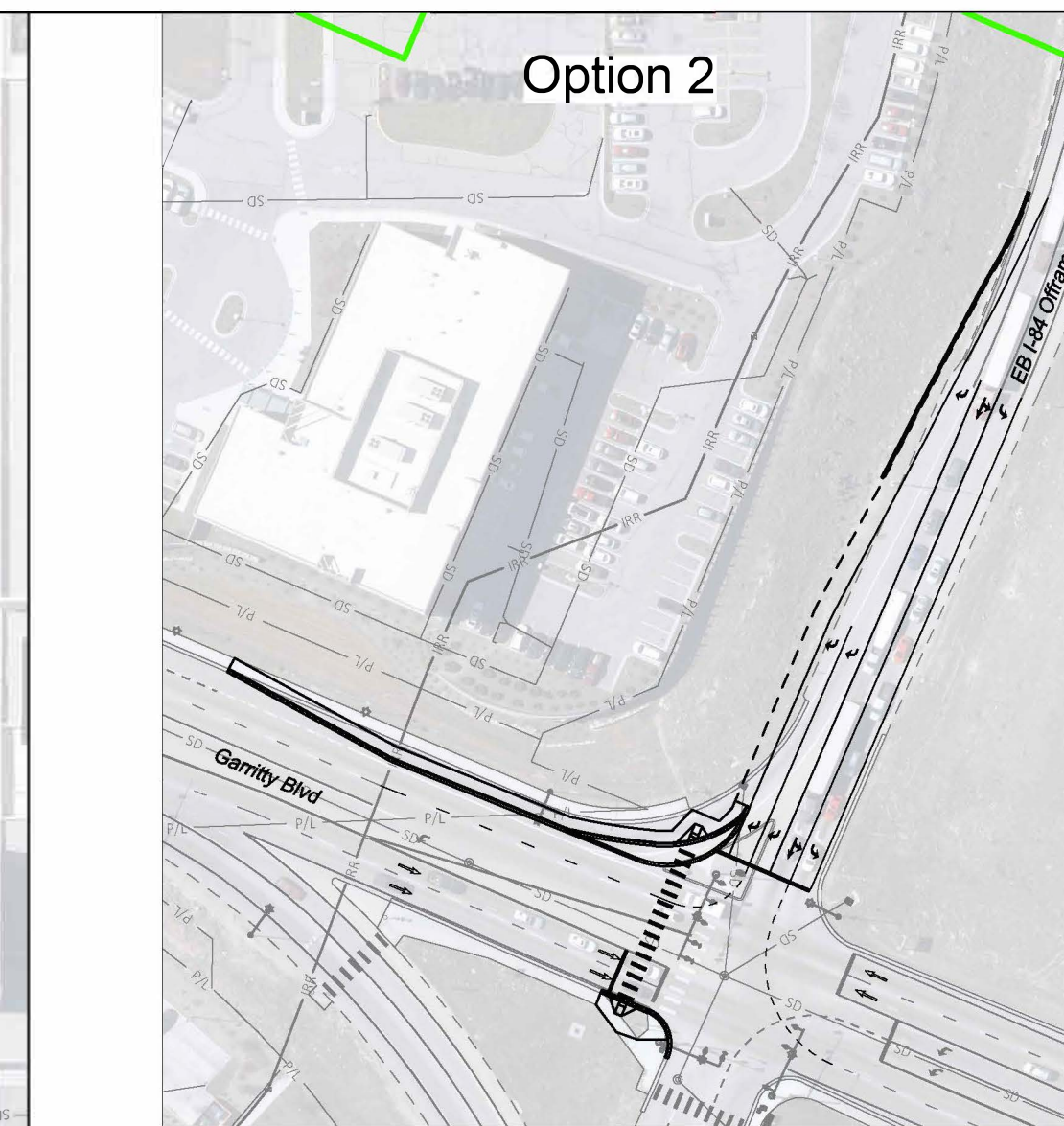
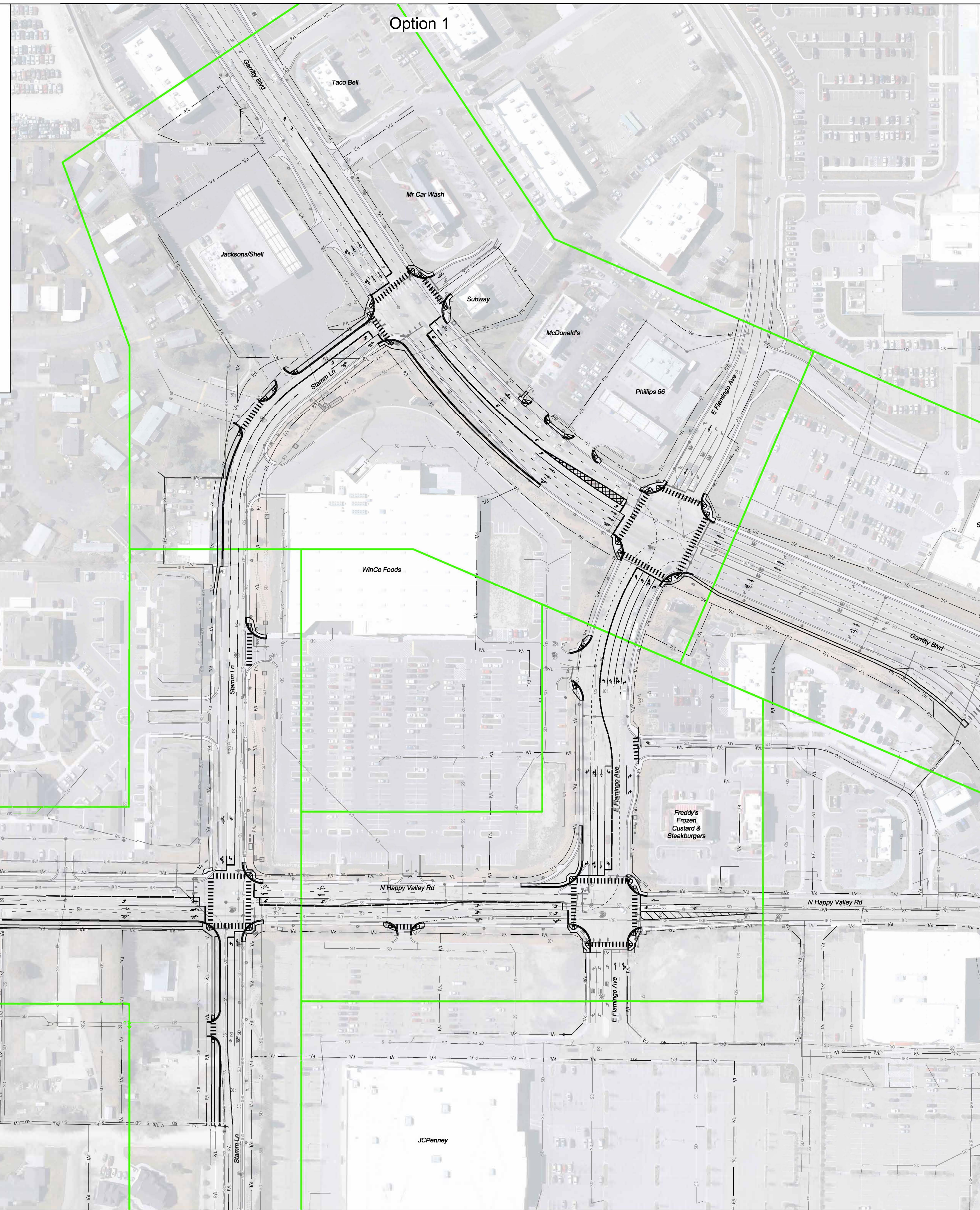
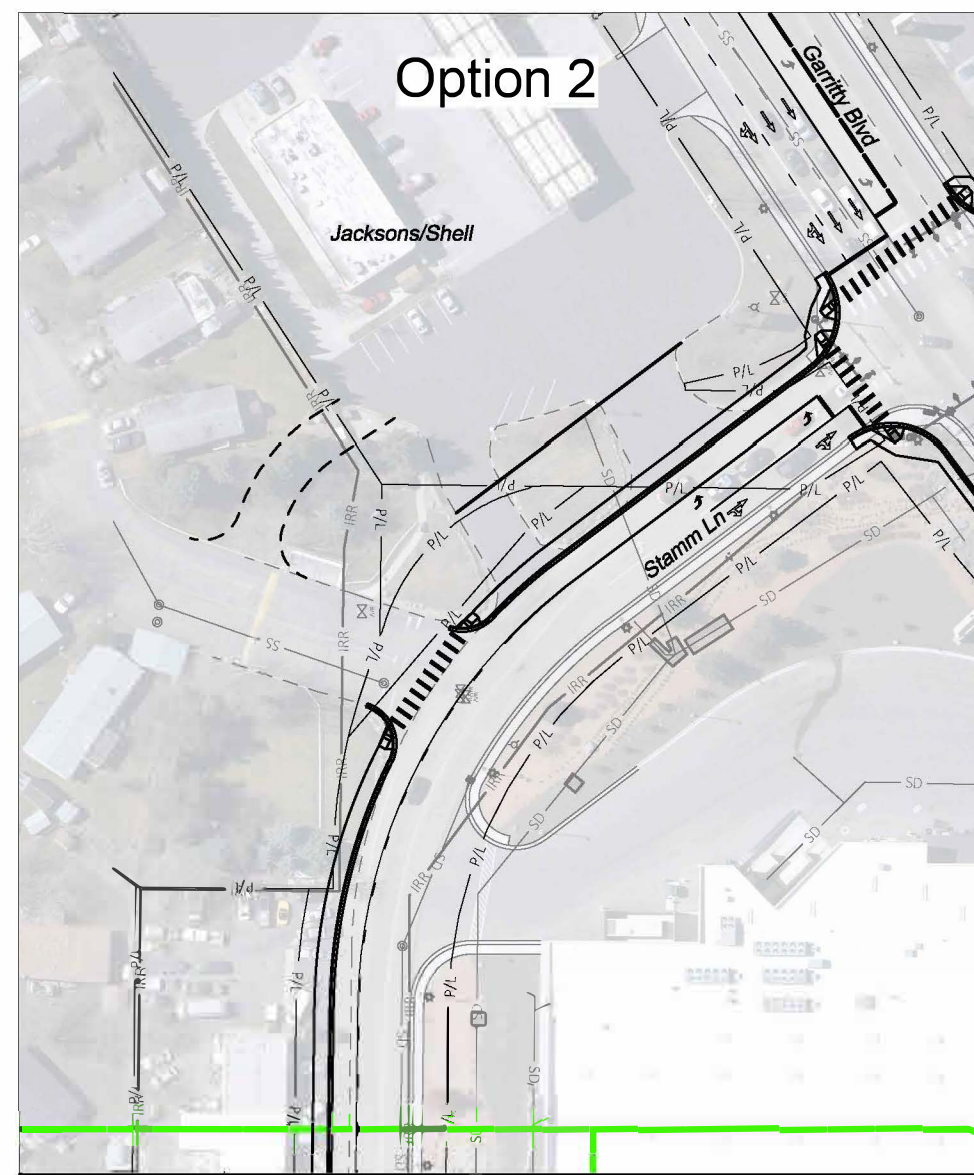
Does this project conform to a local or regional plan?

- Yes
- No

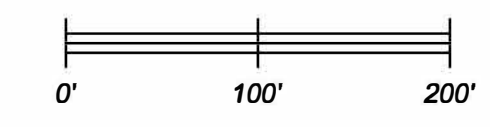
Explain: (reference the plan(s) with title/link and provide approval dates)

The project area is identified in the [City of Nampa 2019 Transportation Master Plan](#) as a current need with high priority.






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



Scale: 1" = 100'



Legend:

-  Proposed Thermoplastic Pavement Marking (Solid Black Fill)
-  Existing Thermoplastic Pavement Marking No Change Proposed (Solid Gray Fill)
-  Lane Designation For Information Only (Black Outline)
-  Proposed Median Curb
-  Proposed Median Island

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

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

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

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

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

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

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

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

MOTION CARRIED

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

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

MOTION CARRIED

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

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

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

MOTION CARRIED

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

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

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

MOTION CARRIED

2025 COMPASS Funding Application Phase I

FIRST REVIEW by Toni Tisdale:

The cost is rather high for the STBG-LU program. Multiple phases would make it easier to fund this project. Concept is complete. This is beneficial to a federal project, as it could move into a funded year once ITD approves the concept. The support letter from ITD is not signed. Missing current local match commitment letter.

Eligibility: STBG-LU

2024 COMPASS Funding Application

Phase II

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

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

The four project categories are below:

Definitions:

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

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

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

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

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

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

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

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

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

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

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

2024 COMPASS Funding Application

Phase II

ROADWAY PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency): City of Nampa

Project Title: [Garrity Blvd and Stamm Ln, WINCO Block Improvements](#)

GENERAL

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

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

SAFETY

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

Number of fatalities (auto related): 0

Number of serious injuries (auto related): 1

Explain how the project addresses the causes of crashes:

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

Number of fatalities (active transportation related):

Number of serious injuries (active transportation related):

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

Does the project improve safety for auto users? Explain how the project would improve safety for auto users: The project will improve safety by reconfiguring travel lanes for improved mobility and will reduce maneuvering conflicts

Crash Modification Factor (CMF) most appropriate for this project: A CRM for removing free-running turn lanes could not be identified

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

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

CMF most appropriate for this project:

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

ECONOMIC VITALITY

Does the project address a congestion issue using a non-capacity-adding strategy? Explain how the project will address congestion and which strategy(ies) in the Congestion Management Process will be used:

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

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

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

- Reliable
- Unreliable

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

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

Does the project improve freight mobility?

- Yes
- No

Explain: Converting the intersection to a roundabout will allow for better traffic flow along the corridor, contributing to improved movement of goods/freight through the area

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

- Primary Freight Corridor
- Secondary Freight Corridor

Explain, if necessary:

CONVENIENCE

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

- Yes
- No

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

This project is adjacent to I-84, providing direct regional connectivity, and is a hot spot for commuters, tourism, and local traffic.

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

- Yes
- No

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

Does the project address a gap in the network?

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

Explain:

QUALITY OF LIFE

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

- Yes
- No

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

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

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

- Yes
- No

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

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

READINESS

Is the project a priority to the sponsor agency? Yes

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

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

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

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

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

REQUIRED ATTACHMENTS

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

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



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

IDAHO TRANSPORTATION DEPARTMENT

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

December 16, 2022

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

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

Dear Mrs. Craig,

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

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

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

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

Best regards,

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



January 31, 2024

Toni Tisdale
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

RE: 2024 COMPASS Funding Application Phase II for Nampa, Idaho

Dear Ms. Tisdale,

The City of Nampa is committed to improving transportation safety for all Nampa residents. Please consider the following 2024 Phase II project applications for funding consideration:

- Airport Rd & N 39th St Intersection Improvements
- Franklin Blvd & Cherry Ln Intersection Improvements
- Garrity Blvd and N 39th St Intersection Improvements
- Garrity Blvd and Stamm Ln, WINCO Block Improvements
- Garrity Blvd Rail Overpass, Realignment, & Ped Improvements
- Garrity Side Path, Stamm Ln to Carnation
- Locust Ln & Happy Valley Rd Intersection Improvements
- Madison Rd & Ustick Rd Intersection Improvements
- Middleton Rd & Elijah Drain Rebuild, Karcher to Flamingo
- Midland and Marketplace Traffic and Safety Improvements
- Northside Blvd & Cherry Ln Intersection Improvements
- Northside Blvd & Ustick Rd Intersection Improvements
- Northside Blvd Widening, Birch Ln to Cherry Ln

Each of the projects will help to advance the transportation goals of our community. The city understands that a local match ranging from 7.34% or more of the project cost is required for selected projects. In addition to matching funds, the city's engineering division is committed to the successful completion of all awarded projects through dedicated staff that are experienced in managing grant funds and construction projects.

The city of Nampa has made great progress in implementing projects to improve transportation efficiency and safety. These projects will build upon this work.

Thank you for your consideration of these important applications. We thank you for your help. Please call me if you have any questions.

Sincerely,

Debbie Kling
Mayor



City of Nampa
Public Works Business Item

TO:	Mayor and Council
FROM:	Crystal Craig, Director of Transportation
NUMBER:	7-6
DATE:	December 4, 2023
SUBJECT:	Action Item: 1. Authorize Public Works staff to submit applications in FY24 for grant funding for City transportation projects; and 2. Authorize Mayor to sign a letter of support/commitment for projects listed for inclusion within funding applications.

Background Summary:

- Annually, the City competes for federal grant dollars to enhance transportation safety, add capital infrastructure, and help augment funding shortfalls. The City selects projects using the Transportation Master Plan, Bike and Pedestrian Master Plan and evaluating current safety and efficiency needs. Projects are prioritized by the planning group annually. The City is constantly updating its priority project list to take advantage of additional funding sources that come available
- Strategically selecting projects and competing for funding is a collaborative process. The grant planning team is made up of staff from the following City departments: Finance, Planning and Zoning, Parks, Streets, Economic Development, and Engineering. The group also coordinates with Idaho Transportation Department, Community Planning Association of Southwest Idaho (COMPASS) Regional Planning, Nampa Police, Nampa School District, Northwest Nazarene University and other stakeholders
- In the past several years, the City has received over \$30 million in state and federal transportation grant dollars. The following are an example of some grant projects completed or funded:
 - Middleton Road/Flamingo Avenue signalized intersection
 - Middleton Road/Smith Avenue signalized intersection
 - Middleton Road/Lone Star Road signalized intersection

- 12th Avenue HAWK Pedestrian Signals (at 11th Avenue S and Sherman Avenue)
- Signal safety and efficiency upgrades at eight (8) intersections
- Traffic safety improvements at eight (8) schools in Nampa
- Cherry Lane Road Rebuild (Franklin to 11th Avenue N)
- Cherry Lane Road Rebuild (11th Avenue N to Idaho Center Blvd)
- Stoddard City Pathway
- Grimes City Pathway
- Franklin Road/Industrial Improvements
- Franklin Blvd/Karcher Roundabout
- Greenhurst/Sunnybrook Drive Traffic Signal
- Northside Blvd & Karcher Rd Intersection
- 2nd St S Safety Improvements
- Downtown Revitalization Master Plan
- Canyon Street Ped Improvements
- Northside Blvd Corridor Improvements, Karcher to Birch
- North Nampa Revitalization Planning Grant
- N 14th Ave Bridge at Indian Creek
- Sherman Elementary Pedestrian Crossings

Reason for Project:

- The following grant programs are accepting applications for fiscal year 2024:
 - Local Highway Safety Improvement Program (LHSIP) for safety improvement projects at high accident locations
 - LHTAC Federal-Aid Bridge Program for repair and rehabilitation of poor/fair condition bridges
 - COMPASS Development and Implementation Grants to help identify, develop, and implement possible grant projects for future funding
 - Children Pedestrian Safety Program for pedestrian safety improvements to paths/sidewalks, connecting sidewalks/paths, ADA ramps, and pedestrian crossing facilities

- Transportation Alternative Program (TAP) to provide for variety of alternative transportation projects to address the needs of nonmotorized users
- Freight Grant to help identify public roads in an urbanized area providing access and connection to the primary highway freight system and the interstate with other important ports, public transportation facilities, or other intermodal freight facilities
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable
- Rural Surface Transportation Grant supports projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life
- Infrastructure For Rebuilding America (INFRA) for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas
- FAA Airport Improvement Program (AIP) for repair/replacement of terminal building
- Staff requests the following projects be submitted for grant funding in fiscal year 2024 (see Exhibit A for detailed project descriptions):
 - Compass Development and Implementation Grants
 - Airport Rd & N 39th St Intersection Improvements
 - Downtown Active Transportation Improvements
 - Franklin Blvd & Cherry Ln Intersection Improvements
 - Franklin Blvd River Crossing
 - Garrity Blvd and N 39th St Intersection Improvements
 - Garrity Blvd & N 39th St Area Airport & Museum Access Improvements
 - Garrity Blvd and Stamm Ln, WINCO Block Improvements
 - Garrity Side Path, Stamm Ln to Carnation

- Locust Ln & Happy Valley Rd Intersection Improvements
- Madison Rd & Ustick Rd Intersection Improvements
- Middleton Rd & Elijah Drain Rebuild, Karcher to Flamingo
- Midland and Marketplace Traffic and Safety Improvements
- Northside Blvd & Cherry Ln Intersection Improvements
- Northside Blvd & Ustick Rd Intersection Improvements
- Northside Blvd Widening, Birch Ln to Cherry Ln
- Robinson Blvd & Greenhurst Rd RRX Elimination
- Children Pedestrian Safety Program
 - Safe Routes to School Sidewalk Gap fill project and/or school crossing Rectangular Rapid Flashing Beacon (RRFB) installation project (multiple locations in vicinity schools)
- Local Highway Safety Improvement Program
 - Garrity Blvd and Stamm Ln, WINCO Block Improvements
 - Karcher Bypass & Marketplace Road Safety Audit (RSA)
- Transportation Alternative Program
 - Garrity Boulevard Side Path
- Freight Grant
 - Northside Blvd Corridor Improvements
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Garrity Blvd & N 39th St Area Airport & Museum Access Improvements
 - Downtown Active Transportation Improvements coordinating with the Downtown Master Plan
- Rural Surface Transportation Grant (RSTP)/Infrastructure For Rebuilding America (INFRA)
 - Garrity Blvd & N 39th St Area Airport & Museum Access Improvements
 - Franklin Blvd Corridor, I-84 to Cherry
- Airport Improvement Program
 - Nampa Municipal Airport New Terminal Building

Funding/Project Costs:

- Grant funding allocations and commitments are for future years and thereby are not included in the currently approved budget

- If the project is awarded grant funding, local contribution/match to be funded by the city will be budgeted in the appropriate year that it is needed, and it will be brought back for Council to authorize the scope of work
- Project Costs, Funding to be Requested, and applicable Match/Local Contribution requirements can be found in the table on Exhibit A - FY24 Transportation Grant Pursuits Summary

Staff Recommendation:

- Staff recommends continuing with application process for all projects as identified in Exhibit A

Attachments:

Exhibit A - FY24 Transportation Grant Pursuits Summary

FY24 Transportation Grant Pursuits Summary:

	Project Title	Esrimated Total Project Cost	Program	Requested Funding	Min Required Local Contribution/Match	%
Design+Construction	Airport Terminal Building	\$ 13,500,000.00	ATP	\$ 7,185,000.00	\$ 6,315,000.00	46.8%
Design+Construction	Franklin Blvd Corridor Improvements, I-84 to Cherry	\$ 14,500,000.00	RSTP	\$ 11,600,000.00	\$ 2,900,000.00	20%
Design+Construction	Indian Creek Stabalization and Pathway Rehabilitation	\$ 3,000,000.00	BOR/BRIC	\$ 2,400,000.00	\$ 600,000.00	20%
Design+Construction	Intelligent Transportation Systems Implementation Project	\$ 4,500,000.00	ATTAIN	\$ 3,600,000.00	\$ 900,000.00	20%
Design+Construction	Airport Rd & N 39th St Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Franklin Blvd & Cherry Ln Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Garrity Blvd and N 39th St Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Garrity Blvd and Stamm Ln, WINCO Block Improvements	\$ 6,158,940.00	COMPASS/LHSIP	\$ 5,706,873.80	\$ 452,066.20	7.34%
Design+Construction	Garrity Side Path, Stamm Ln to Carnation	\$ 2,225,000.00	COMPASS/TAP	\$ 2,061,685.00	\$ 163,315.00	7.34%
Design+Construction	Locust Ln & Happy Valley Rd Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Madison Rd & Ustick Rd Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Middleton Rd & Elijah Drain Rebuild, Karcher to Flamingo	\$ 3,600,000.00	COMPASS/LHTAC/BIP	\$ 3,335,760.00	\$ 720,000.00	20%
Design+Construction	Midland and Marketplace Traffic and Safety Improvements	\$ 3,840,000.00	COMPASS	\$ 3,558,144.00	\$ 281,856.00	7.34%
Design+Construction	Northside Blvd & Cherry Ln Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Northside Blvd & Ustick Rd Intersection Improvements	\$ 4,000,000.00	COMPASS	\$ 3,706,400.00	\$ 293,600.00	7.34%
Design+Construction	Northside Blvd Widening, Birch Ln to Cherry Ln	\$ 3,000,000.00	COMPASS/Freight	\$ 2,779,800.00	\$ 220,200.00	7.34%
Design+Construction	Robinson Blvd & Greenhurst Rd RRX Elimination	\$ 10,000,000.00	COMPASS/RCEP	\$ 9,266,000.00	\$ 2,000,000.00	20%
Design+Construction	Downtown Active Transportation Improvements	\$ 3,500,000.00	COMPASS/RAISE	\$ 2,625,000.00	\$ 875,000.00	25%
Design+Construction	Safe Routes to School Sidewalk Gap fill project and/or school crossing RRFB installation project (multiple locations in vicinity schools)	\$ 250,000.00	Child Pedestrian Safety Program	\$ 250,000.00	\$ -	0%
Planning & Prototyping	Intelligent Transportation Systems Planning Project	\$ 2,000,000.00	SMART	\$ 2,000,000.00	\$ -	0%
Planning, design to 30%	Franklin Blvd Rebuild, Industrial to Garrity Blvd	\$ 850,000.00	BIP	\$ 850,000.00	\$ -	0%
Planning, design to 30%	Active Transportation Pathway Planning	\$ 2,000,000.00	RCP	\$ 1,600,000.00	\$ 400,000.00	20%
Planning study	North Nampa Neighborhood Rail Crossing Study	\$ 2,000,000.00	RCP	\$ 1,600,000.00	\$ 400,000.00	20%
Planning study	I-84SH-16 Interchange Southerly Connection	\$ 1,500,000.00	COMPASS	\$ 1,389,900.00	\$ 110,100.00	7.34%
Planning Study	Karcher Bypass and Marketpace RSA (Road Safety Audit)	\$ 110,000.00	LHSIP	\$ 101,926.00	\$ 8,074.00	7.34%
Planning, pre-concept report	Garrity Blvd & N 39th St Area Airport & Museum Access Improvements	\$ 50,000.00	COMPASS PD	\$ 50,000.00	\$ -	0%
Planning, pre-concept report	Franklin Blvd River Crossing	\$ 50,000.00	COMPASS PD	\$ 50,000.00	\$ -	0%

* note, most applications have received prior approval for pursuit, only those in **BOLD** are new project pursuits

- 7-4. Action Item: Authorize Patrick Sullivan, Building Safety Director, to submit a letter of public comment regarding the Idaho Division of Professional and Occupation Licenses 2024 legislative priorities for School Safety Statute.

Patrick Sullivan, Building Safety presented the item to Council.

MOVED by Bruner and **SECONDED** by Reynolds to Approve the item.

RESULT: Passed [5 TO 0]

AYES: Bruner, Haverfield, Jangula, Reynolds, Rodriguez

NOES: None

ABSTAIN: None

- 7-5. Action Item: Adopt the 2023 Nampa Municipal Airport Minimum Design and Development Standards. (Approved by City Attorney Joe Borton)

MOVED by Jangula and **SECONDED** by Haverfield to Approve the item.

RESULT: Passed [5 TO 0]

AYES: Bruner, Haverfield, Jangula, Reynolds, Rodriguez

NOES: None

ABSTAIN: None

- 7-6. Action Item: (1) Authorize Public Works staff to submit applications in FY24 for grant funding for City transportation projects; and (2) Authorize Mayor to sign a letter of support/commitment for projects listed for inclusion within funding applications.

MOVED by Reynolds and **SECONDED** by Bruner to Approve the item.

RESULT: Passed [5 TO 0]

AYES: Bruner, Haverfield, Jangula, Reynolds, Rodriguez

NOES: None

ABSTAIN: None

- 7-7. Action Item: 1st reading of Street Naming Ordinance for South Little Acorn Lane. (Standard Street Naming Ordinance Approved by Legal)

Mayor presented the request to pass the ordinance under suspension of rules.

The Clerk read into the record the following ordinance:

AN ORDINANCE OF THE CITY OF NAMPA, IDAHO, NAMING A PRIVATE STREET SOUTH LITTLE ACORN LANE.

UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

5. Compliance with audit requirements:
 - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
 - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
 - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
 - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
 - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

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

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

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

Project Name: Crarrity Blvd + Stamm Ln, Winco Block Safety Improvements

Signed: Crystal Craig

Dated: 1-6-2023



Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data¹.

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

Sub-Awardee DUNS ³ 072959430 (UEI R6QNKZMEAHT4)		Sub-Awardee Name City of Nampa	
Address 411 3 rd St N.	City Nampa	State ID	Zip Code 83651

Names and total compensation of the five most highly compensated officers of the entity must be listed if:

- the entity in the preceding fiscal year received 80 percent or more of its annual gross and revenues in Federal awards; and
- the entity in the preceding fiscal year received \$25,000,000 or more in annual gross revenues from Federal awards; and
- the public does not have access to this information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. §§ 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986. See FFATA § 2(b)(1).

Name	Total Compensation ⁴
1. n/a	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Lauren Locklear	Title Grant Writer	FFY 23
Signature 		Date 1.18.23



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		19-Jan-23
Location		District
I-84 BL (Garrity Boulevard); Stamm Lane; N Happy Valley Road; Flamingo Avenue, Nampa		3
Segment Code	Begin Mile Post	End Mile Post
002040; 004569; 004567	61.395; 0.007; 20.261	61.507; 0.229; 20.384
		Length in Miles
		0.457

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$268,000
1b. Preliminary Engineering by Consultant (PEC)		\$893,000
2. Right-of-Way: Number of Parcels 6 Number of Relocations		\$217,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		\$36,000
4. Earthwork		\$890,000
5. Drainage and Minor Structures		\$38,000
6. Pavement and Base		\$1,605,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$992,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$110,000
11. Detours		
12. Landscaping		\$120,000
13. Mitigation Measures		\$35,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$370,000
15. Cost of Constructions (Items 3 through 14)		\$4,196,000
16. Mobilization 10 % of Item 15		\$420,000
17. Construction Engineer and Contingencies 54.9 % of Items 15 and 16		\$2,535,000
18. Total Construction Cost (15 + 16 + 17)		\$7,151,000
19. Total Project Cost (1 + 2 + 18)		\$8,529,000
20. Project Cost Per Mile	\$1,000	\$18,663,000

Prepared By:

W. Joe Barton, P.E., Paragon Consulting, Inc.

Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/19/2023
Project Title (Name of Street or Road) Garry Blvd and Stamm Ln, WINCO Block	F.A. Route Number	Project Length .457	Bridge Length

Project Limits (Local Landmarks at Each End of the Project)
The roadways (surrounding WINCO)

Character of Proposed Work (Mark Appropriate Items)

<input checked="" type="checkbox"/> Excavation	<input 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 type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 1,161,000
Right-of-Way (ITD 1150, Line 2)	\$ 217,000
Construction (ITD 1150, Line 18)	\$ 7,151,000

Preliminary Engineering By: Sponsor Forces Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	n/a
Within 2 miles of an Airport	Nampa Municipal Airport
Parks (City, County, State or Federal)	n/a
Environmentally Sensitive Areas	n/a
Federal Lands (Indian, BLM, etc.)	n/a
Historical Sites	n/a
Schools	n/a
Other	St Alphonsous Medical Center, Nampa Gateway Center

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

Will any Person or Business be Displaced: Yes No Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	varies	varies	Roadway Width (Shoulder to Shoulder)	varies ft	varies ft
Pavement Type	AC	AC	Right-of-Way Width	varies ft	varies ft

Sponsor's Signature Lauren Locklear	Title Grant Writer
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Additional Information to be Furnished by the District

Functional Classification	Principal Arterial	Terrain Type	Unclassified Flat	20 18	ADT/DHV	12,000
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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>		\$ 4,580,000	7.34%	\$336,172	92.66%	\$4,243,828
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 1,374,000	7.34%	\$100,852	92.66%	\$1,273,148
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 29,770	7.34%	\$2,185	92.66%	\$27,585
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%	\$ 893,100	7.34%	\$65,554	92.66%	\$827,546
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 238,160	7.34%	\$17,481	92.66%	\$220,679
UT	Utilities <i>(amount for moving/improving utilities)</i>		\$ 36,000	7.34%	\$2,642	92.66%	\$33,358
RW	Right-of-Way <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ 212,000	7.34%	\$15,561	92.66%	\$196,439
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 29,770	7.34%	\$2,185	92.66%	\$27,585
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%	\$ 893,100	7.34%	\$65,554	92.66%	\$827,546
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 238,160	7.34%	\$17,481	92.66%	\$220,679

Total Project Estimate	Total Local Portion	Total Federal Portion
\$8,529,060	\$626,033	\$7,903,027

Construction
Right-of-Way
Design

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