Active Project Scoring Interstate 84B, 39th to Sugar, Sidepath	Points	Max Points	Notes:
CIM Score			
CIM project score	0	26	
Performance Assessment:			
Safety - Maximum 40			
Does the project address a known active transportation safety issue?	30	30	**HIN**: Yes **RSAP** Emphasis: High Priority Walkways: Tier 1 **Bike/Ped Crashes** (within 0.25 mile)**:** Garrity: **K1 , A2, B2, C1**
Does the project improve safety for active transportation users?	10	10	**CMF** Clearinghouse IDs: 3092,11246, resulting in average of 46.2% less crashes
Total:	**40**	**40**	
Economic Vitality - Maximum 20			
Does the project address a priority gap in the active transportation network?	0	10	
Does the project improve a facility in "fair" or "poor" condition?	3	5	New segment
Does the project provide an active mode alternative to a congested roadway segment?	5	5	Congestion: Med/Low, but runs parallel (within 1/4 mile) of a highly congested roadway segment
Total:	**8**	**20**	
Convenience - Maximum 25			
Does the project improve active mode connectivity to public transportation?	10	10	On Peak/Commuter route
Does the project improve active mode connectivity to key destinations?	15	15	Within 0.25 miles: Airport, Park, Raceway, 6 Restaurants, RV Park, 6 Shops.
Total:	**25**	**25**	
Quality of Life - Maximum 15			
Does the project benefit an underserved area?	10	10	Equity Index: 12 (high)
Does the project address potential environmental impacts?	5	5	Provided risk elements.
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	0	5	Area is ADA compliant.
Total:	**15**	**15**	
Performance Total:	**88**	**100**	
Performance Asessment:			
Readiness and Support - Maximum 25			
Is the project a priority to the sponsor agency?	5	10	7 out of 15
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:	**5**	**25**	
Total Score:	**93**	**151**	

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:	Interstate 84B, 39th to Sugar, Sidepath

PROJECT DETAILS

Briefly describe your project:

A sidepath along Interstate 84B from 39th to Sugar intended for bi-directional and multi-use that will be ideal for Garrity Boulevard, as a collector and arterial roadway where volumes and speeds are much higher.

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

Currently, there is not a bike lane or sidepath along much of Interstate 84B. The small area containing a bike lane is short and narrow, only from 39th to Venice and a .2-mile portion extends to Grant. Cyclists must share the road with cars and trucks along the business route hoping to avoid potential injury or collision. The route is a five-lane roadway with a speed limit of 45 miles per hour. This project is part of Nampa's 2019 Bike & Pedestrian Master Plan, as a Bike Boulevard that needs to be constructed for cyclists to feel more secure in their travel.

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:

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

Please describe, if necessary

The Garrity Boulevard, I-84B section of roadway from N 39th to N Sugar is 1.1 miles long. The existing conditions vary from stop-controlled intersections to signalized, and center turn to TWLTL, among other variations. (Reference google earth photo, attached)

Check all *countermeasures* you plan to add:

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

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

Please describe, if necessary

Does the project include improvements to the public transportation system?

☐ Yes
✓ No

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

PURPOSE AND NEED

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

Interstate 84B, or Garrity Boulevard Nampa, for the 1.1 miles of roadway from N 39th to N Sugar is a heavily traveled commuting route for residents traveling to and from Boise because it leads to the I-84 interchange. The roadway has been widened to five lanes with a center turning lane or a raised median for the same length. Unfortunately, much of the section is without a bike lane or a pathway. Since the speed along the roadway is 45 miles per hour, any cyclists trying to share the road are at a distinct disadvantage.

During a recent survey on the city of Nampa website, the intersection of N Sugar and Garrity was polled because of a bridge that exists near the southwest corner. Even though the survey was about redesigning the intersection, there were 8 of the 326 responses addressing cyclists and pedestrian safety or requesting a pathway.

Nampa is aware of the global shift pertaining to net zero carbon, also there have been several U.S. cities that are implementing side path blockades to separate motorists from pedestrians and cyclists; (reference Vision Zero Communities). Ideas to provide safer non-motorized travelers included slowing down the motorized traffic to reduced speeds, alter roadways kinetically to decrease inertia, and creating space between with barricades or landscaping.

Between 2013 and 2022, seven pedestrian/cyclist incidents have occurred along Garrity Boulevard. A pedestrian fatality occurred in 2021 from a vehicular "side swipe" incident. A side path will provide a quality mode of travel as a safer, comfortable, and health conscious alternative for residents, while catering to disadvantaged populous since there is not a public mode of transportation available for the same route defined.

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:	$2,125,116.00
Amount Requested (total cost minus any local match):	$1,969,132.49
Proposed local match (amount):	$155,983.51
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:

What is the source of the match?

Local jurisdiction and/or city of Nampa budgeted funds.

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

- ☐ Yes
- ✓ No

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

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- ✓ No
- ☐ Yes

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

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:

City of Nampa had a survey on their website asking residents about the bridge at North Sugar and Garrity Boulevard. Some of the comments received contained concerns and requests for pedestrian and cyclists safety.

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.):

Does this project conform to a local or regional plan?

- ✓ Yes
- ☐ No

Please explain: (reference the plan(s) with title/link, provide approval dates and page reference)

The length of the project is included as a sidepath concept in the City of Nampa Bike & Pedestrian Master Plan dated September 2019, listed on our city website.

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).

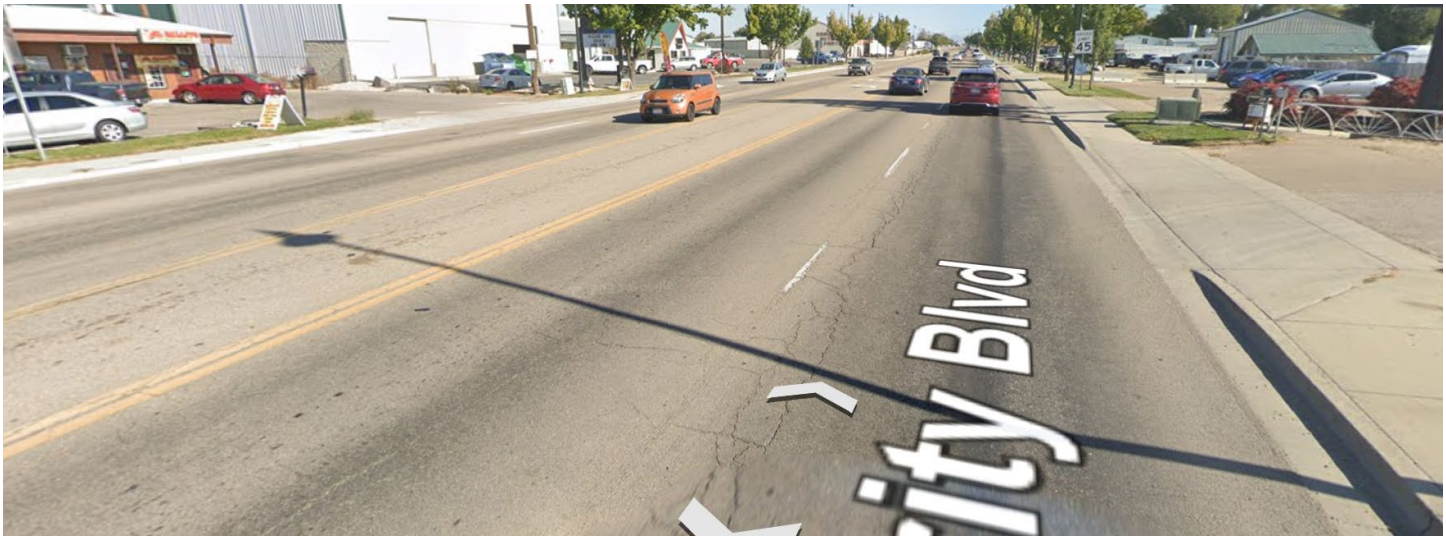
- A support letter is required:
  - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district, or canal company)
  - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
  - From the public transportation agency 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.*


ity Blvd

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
ACTIVE TRANSPORTATION 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: Interstate 84B, 39th to Sugar, Sidepath

SAFETY

Does the project address a known active transportation safety issue? Explain and provide the data below**:**
Yes, rated as high injury network and RSAP emphasis at high priority, installing a sidepath (walkways: tier 1) immediately addresses the active transportation safety issue.

Number of fatalities (active transportation related)**: 0**

Number of serious injuries (active transportation related)**: 1**

Explain how the project addresses the causes of the fatalities and/or serious injuries:
Currently the roadway is being shared by motorists and non-motorists during commutes, travel, events, etc. On Garrity (I84B) there was a bike/ped crash, within .25 miles, labeled 1F/2A/1C. Putting the sidepath in will increase distance between motorists and non-motorists and allow them to share the road without trying to be in the same space.

Does the project improve safety for active transportation users?
Yes, it will convert areas currently not designated as roadway into a multi-use pathway.

Crash Modification Factor (CMF) most appropriate for this project: **CMF Clearinghouse: Using IDs 3092, 11246, scoring 10 out of 10 points for performance assessment on the COMPASS Active Project Scoring Sheet.**

Expected percentage of crash reduction based on CMF and types of crashes included:
Project improvements resulting in 46.2% less crashes, types on Garrity: 1F/2A/1C

ECONOMIC VITALITY

Does the project address a gap in the active transportation network?
- ☐ Addresses a gap identified in CIM 2050 Priority Corridors and Projects (High Priority)
- ☐ Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority)
- ☐ Addresses a gap identified in Bike Walk COMPASS
- ✓ Does not address a gap.

Explain how this project addresses a gap:

There is currently a gap with the bike lane since it just seems to end at N Grant Street along I84B or Garrity Blvd. The remaining road, traveling through intersections of N. Grant St, Kings Rd, 36th St, and 39th St, all do not have a bike lane. This project is identified on the Complete Network Policy as a proposed bicycle facilities item in the 2011 Nampa Bicycle and Pedestrian Master Plan. The road itself of Garrity Blvd is identified as a primary freight corridor showing eight crashes near Grant St and Garrity and thirty-nine crashes near 39th and Garrity, just in the last five years. While those crashes were primarily automobile crashes, they lend to the need for cyclists to have a dedicated lane allowing them a semblance of safety since no lane exists after N. Grant St along Garrity Blvd.

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

Explain, if necessary and provide method of data collection:

Does the project provide an active mode alternative to a congested roadway segment as identified in the COMPASS Congestion Management Annual Report?

- ✓ Runs parallel (within ¼ mile) of a "highly congested" and/or "unreliable" roadway segment
- ☐ Runs parallel (within ¼ mile) of a "moderately congested" roadway segment

Explain how the project provides an alternative to the roadway segment and how it provides or improves active transportation facilities or connections:

Garrity Blvd is considered an unreliable road with medium congestion, mostly present in the afternoon and evening based on the Congestion Management Performance Measures available through COMPASS. However, 39th Street is shown to have a low level of congestion and be reliable with the afternoons and weekends being the primary travel times. The congestion is medium along Garrity Blvd from Sugar to 39th St, going toward the interstate. Cyclists are sharing the roadway with commuters, tourists, and residents who are traveling at posted speed limits of 45 miles per hour (plus or minus). There are no barriers, no designated space, nor markings in the roadway after Grant.

CONVENIENCE

Does the project improve active mode connectivity to public transportation?

- ✓ Improves connectivity along a corridor with *current* public transportation service.
- ☐ Improves connectivity along a corridor with *planned* public transportation service.
- ☐ Not location along any current or planned public transportation corridor and does not directly support public transportation.

Explain:

The project is on peak/commuter route and will improve active mode connectivity allowing non-motorists to travel with minimal interruption to motorists. It is also within the area of Amtrak (3319 Garrity Blvd), near Barger St. The distance from Amtrak to Nampa Municipal Airport is less than 2 miles, walking distance along Garrity Blvd.

Does the project improve active mode connectivity to key destinations?

Explain and provide a list of the regional activity centers and/or key destinations provided access and how far the project is from those destinations:
Yes, the project will improve active mode connectivity since the bike lane will extend further passed Grant Street. It currently stops at Garrity Blvd and Grant Street, showing no lane allowance along the corridor from Grant Street to 39th Street.

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:
Based on the Equity Index, this project is high with a score of twelve. The benefit provides alternative transportation methods for non-motorists with the ability to provide a safe space for use. This project addresses a gap for active transportation users along I84B that has a pathway ending at Grant Street. Several businesses and shopping areas are closer to I84; however, continuing along the corridor for active transportation users is difficult to navigate with traffic, adding a sidepath will allow the users to have markings designated for them.

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 is not addressing environmental impacts on the COMPASS map however it will have an impact on the carbon footprint, reducing emissions through Nampa. As active transport users are encouraged to utilize a non-motorized mode of transportation, and feel safer doing so, they will begin to select a health benefit option and leave the motor at home, walking to the stores or businesses. Adding a side path will also manage stormwater runoff.

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.

Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?

- ☐ Yes
- ✓ No

Identify the issue and describe the improvement**:**
The project area has sidewalk, signage, and other amenities, in compliance with ADA requirements.

PROJECT READINESS

Is the project a priority to the sponsor agency?
This project is a priority for the city of Nampa to provide a new facility with a multi-use pathway. It is currently ranked at number eight for projects to be complete.

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

Does the partner agency provide match above the required minimum?
Only requiring match
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 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)

ITD 0414 Rev. 11-15
itd.idaho.gov

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

The following information must be reported for prime awardees and sub-awardees[2]:

Sub-Awardee DUNS[3]	Sub-Awardee Name		
072959430 (UEI R6QNKZMEAHT4)	City of Nampa		
Address	**City**	**State**	**Zip Code**
411 3rd St N.	Nampa	ID	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)	Title	FFY
Crystal Craig, P.E.	Director of Transportation, Public Works	25
Signature: Crystal Craig	Date: January 21, 2025	

Project Cost Summary Sheet

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

Round Estimates to Nearest $1,000

Key Number	Project Number	Date
		1/21/2025

Location	District
Intersection of Midland Blvd and Marketplace Blvd, Nampa	3

Segment Code	Begin Mile Post	End Mile Post	Length in Miles
298	100.655	100.741	0.4

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		$15,509
1b. Preliminary Engineering by Consultant (PEC)		$465,273
2. Right-of-Way: Number of Parcels 7 Number of Relocations		$294,000
3. Utility Adjustments: ☐ Work ☐ Materials ☐ By State ☑ By Others		$10,000
4. Earthwork		$408,300
5. Drainage and Minor Structures		$204,000
6. Pavement and Base		$505,084
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals ☐ Yes ☐ No		
8. Bridges/Grade Separation Structures:		
☐ New Structure Length/Width _____		
Location _____		
☐ Repair/Widening/Rehabilitation Length/Width _____		
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		$330,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		$50,000
11. Detours		
12. Landscaping		$63,000
13. Mitigation Measures		$20,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		$808,630
15. Cost of Constructions (Items 3 through 14)		$2,399,000
16. Mobilization 10 % of Item 15		$240,000
17. Construction Engineer and Contingencies 46.9 % of Items 15 and 16		$1,236,000
18. Total Construction Cost (15 + 16 + 17)		$3,875,000
19. Total Project Cost (1 + 2 + 18)		$4,650,000
20. Project Cost Per Mile	$1,000	$11,625,000

Prepared By:

Toby Griffin

ITD 2435 (Rev. 01-09)

Local Federal-Aid Project Request

Instructions

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. 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)	Date
City of Nampa	1/21/25

Project Title (Name of Street or Road)	F.A. Route Number	Project Length	Bridge Length
Interstate 84B, 39th to Sugar, Sidepath		1.1	

Project Limits (Local Landmarks at Each End of the Project)
Sugar St. to 39th St along I84 Business Loop (Garrity Blvd)

Character of Proposed Work (Mark Appropriate Items)

☒ Excavation	☐ Bicycle Facilities	☐ Utilities	☐ Sidewalk
☒ Drainage	☐ Traffic Control	☒ Landscaping	☐ Seal Coat
☒ Base	☐ Bridge(s)	☐ Guardrail	☐
☒ Bit. Surface	☐ Curb & Gutter	☐ Lighting	

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

Preliminary Engineering (ITD 1150, Line 1)	$ 298,116
Right-of-Way (ITD 1150, Line 2)	$
Construction (ITD 1150, Line 18)	$ 1,827,000

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)	Happy Valley Park
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	Saint Alphonsus Medical Center Nampa

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			Roadway Width (Shoulder to Shoulder)	ft	ft
Pavement Type			Right-of-Way Width	ft	ft

Sponsor's Signature	Title
Crystal Craig	Public Works Director of Transportation

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV

Legend
Sugar
39th
E Comstock Ave
N Kings Rd
Dewey Lateral
N Sugar Ave
Garrity Blvd
Kings Ct
Barger St
Airport Rd
Oak St
N Grant St
N Kings Rd
N Sugar Ave
Port St
Port St
Google Earth
2000 ft
N

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 (0MB) 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, 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: Interstate 84B, 39th to Sugar, Sidepath

Signed: Crystal Craig

Dated: 1/21/25

T:\FY16\600 Projects\685 101 TIP\FY1822TIP\App Guide\COMPASS Form FA100 - Summary of Federal Requirements.docx

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)** *(Enter the estimated cost of construction only)*		$ 1,176,000	7.34%	$86,318	92.66%	$1,089,682
CN	**Construction Contingency** (Overruns, change orders, etc.) *(30% of PCE)*	30%	$ 352,800	7.34%	$25,896	92.66%	$326,904
CE	**Construction Engineering (ITD)** *(standard rate: 0.5% of PCE + contingency)*	0.50%	$ 7,644	7.34%	$561	92.66%	$7,083
CC	**Construction Engineering (Consultant)** (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	15%	$ 229,320	7.34%	$16,832	92.66%	$212,488
CL	**Construction Engineering (LHTAC)** *(standard rate: 4% of PCE + contingency)*	4.00%	$ 61,152	7.34%	$4,489	92.66%	$56,663
UT	**Utilities** *(amount for moving/improving utilities)*			7.34%	$0	92.66%	$0
RW	**Right-of-Way** *(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.)*			7.34%	$0	92.66%	$0
LP	**Land Purchase** *(estimated amount for land purchase)*			7.34%	$0	92.66%	$0
PE	**Preliminary Engineering (ITD)** *(standard rate: 0.5% of PCE + contingency)*	0.50%	$ 7,644	7.34%	$561	92.66%	$7,083
PC	**Preliminary Engineering (Consultant)** *(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)*	15%	$ 229,320	7.34%	$16,832	92.66%	$212,488
PL	**Preliminary Engineering (LHTAC)** *(standard rate: 4% of PCE + contingency)*	4.00%	$ 61,152	7.34%	$4,489	92.66%	$56,663

Total Project Estimate	Total Local Portion	Total Federal Portion
$2,125,032	**$155,977**	**$1,969,055**

Construction
Right-of-Way
Design

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

I84B (39th-Sugar)

ITD Crash Summary		Crash
Total Crashes	204	100.00%
Intersection Related	129	63.24%
Distracted Driver Related	39	19.12%
CMV Related	19	9.31%
Fixed Object	10	4.90%
Impaired Driver Related	7	3.43%
Alcohol Related	6	2.94%
Pedestrian Related	4	1.96%
Motorcycle Related	3	1.47%
Bicyde Related	1	0.49%
Fatal Crashes	0	0.00%
Wild Animaf Related		
Work Zone Related		
Show less		

Date & Time **(Year)**		Crash
2023	35	17.76%
2022	52	25.49%
2021	41	20.10%
2020	33	16.18%
2019	43	21.08%
Show alli (12 more)	a	0%

Crash Severity(# of Crashes)		Crash
(0) Property Damage Report	122	59.80%
(G) Possible Injury/Complaint	38	18.63%
(B) Suspected Minor/Visible Injury	32	15.69%
(A) Suspected Serious Injury	12	5.88%
(K) Fatal Injury	0	0.00%

Injury Name		Person
No Apparent Injury	482	79.67%
Possible Injury	59	9.75%
Suspected Mlinar Injury	46	7.60%
Suspected Serious Injury	15	2.48%
U11known	3	0.50%
Fatal Injury	a	0.00%

Intersection Related		Crash
Yes	129	63.24%
No	75	36.76%

Most Harmful Event		Crash
Rear-End	79	38.73o/o
Angle Turning	56	27.45%
Angle	32	15.69%
Head-011Turning	21	10.29%
Side Swipe Opposite	6	2.94%
Side Swipe Same	5	2.45%
Pedestrian	4	1.96%
Head-Oil	2	0.98%
Overturn	2	0.98%
Parked Car	2	0.98%
Tree	2	0.98%
Backed Into	1	0.49%
Non-Contact Unit	1	0.49%
Other	1	0.49%
Other Fixed Object	1	0.49%
Other Post, Polie or Support	1	0.49%
Parked Car - on Private Property	1	0.49%
Pedalcycle	1	0.49%

Kear-t:.r1□ 1 urning		U.<Q':17o
Thrown or Falling Object	1	0.49%
Utility/Light Support	1	0.49%

Contributing Circumstances (Alli)		Crash
None	203	99.51%
Failed lo Yield	69	33.82%
Following Too Close	49	24.02%
Inattention	32	15.69%
Distracted IN or ON Vehicle	11	5.39%
Failed to Obey S:ignal	11	5.39%
Faiiled to Obey Stop Sign	11	5.39%
Visiolfl Obstruction	11	5.39%
Show all (33 more)	36	17.64%

Operator Action		Crash
Going Straight	186	91.18%
Turning Left	75	36.76%
Stopped in Traffic	66	32.35%
Slowin9 in Traffic	20	9.80%
Turning Right	7	3.43%
Chairnging Lanes	6	2.94%
Crossing at Intersection, Cros	3	1.47%
Entering/Leaving Parking Lot,	3	1.47%
Show all (48 more)	10	4.90%

Un1it **Type**		Unit
Car	227	50.33%
SUV/Crossover	102	22.62%
Pickup	82	**18.18%**
Van - 1 to 8 seats	17	3.77%
Cargo Van	6	1.33%

Truck - 2 Axle/6 Tires	6	1.33%
Motorcycle	4	0.89%
Pedestrian	4	0.89%
Show all (22 more)	3	0.66%