

Roadway Project Scoring		Points	Max Points	Notes:
Madison Road and Ustick Road Intersection Improvements				
CIM Score				
CIM project score	13.28	26	On the Ustick Road Corridor (Unfunded, score 66.4)	
Performance Assessment:				
Safety - Maximum 40				
Does the project address a known auto safety issue?	20	30	HIN: No RSAP Emphasis: High & Medium Priority Walkways: Tier 1, RRFB Tier 3 Auto Crashes: A1 CMF Clearinghouse IDs: 4686,7572,5711,10993,2375,3092,4034,11158 resulting in average of 45.6% less crashes	
Does the project address a known active transportation safety issue and improve safety for active transportation users?	20	30	Bike/Ped Crashes (within 0.25 m): 1A	
Does the project support the mode of the segment identified in the Complete Network Policy?	15	20	This question not included in the application used. Supports Modes: Auto, Active Transportation, Freight	
Total:	40	40	Limit of 40.	
Economic Vitality - Maximum 25				
Does the project address a congestion issue using a non-capacity adding strategy?	0	10	Congestion: low	
Does the project improve a facility in "fair" or "poor" condition?	0	10	New segment.	
Does the project improve freight mobility?	5	5		
Total:	5	25		
Convenience - Maximum 25				
Does the project improve connectivity to a regional activity center?	0	10	2.88 miles from a RAC	
Does the project improve auto and/or active and public transportation accessibility to key destinations?	2	8	Note only gets score if project is not in the range of a regional activity center. Within 1/2 mile of elementary school. Within 1 mile of 1 restaurant and 4 stores.	
Does the project address a gap in the network?	4	16	Active transportation gap.	
Total:	6	25		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	7	10	Equity score: 7, 7, 5, 5 (med and med/low)	
Does the project address potential environmental impacts?	5	5	Water_Wetland, , EnviroJustice_MinorityArea, Water_Floodzone_500, Water_Groundwater, SchoolParcels, Floodzone	
Total:	12	15		
Performance Total:	63	105		
Programming Assessment:				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	0	10	13 out of 16	
Does the sponsor agency provide match above the required minimum?	0	5	Only required match.	
Is the project ready for Federal implementation?	1	10	Preliminary Design	
Programming Total:	1	25		
Total Score:	77.28	156		

IV. APPLICATION SUPPLEMENTAL

FY2026-2032 COMPASS Application Guide

Phase I – Page 1
Phase II – Page 7

TUTORIAL VIDEOS:

- How To Create a Successful Grant Application: <https://youtu.be/zKokWhBexJU>
- How To Fill Out the Phase I Application Form: <https://youtu.be/yOuSQTmz6oc>

2026 COMPASS Funding Application Phase I All Projects

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 10 pages. See last page for definitions of acronyms and link to Phase I Application Tutorial Video.

DETAILS

Sponsor Name (agency):	City of Nampa Public Works
Main Agency Contact:	Shelia Gibson, gibsons@cityofnampa.us , 208-468-5467
Project Title:	Ustick Road & Madison Road, Intersection Improvement

PROJECT DETAILS

Briefly describe your project:

Reconstruct the intersection of Ustick Road and Madison Road converting it from a stop controlled four-way junction to a roundabout intersection with curb and gutter, landscape buffer and sidewalk/path.

Madison Road is a single lane north and southbound lane intersecting Ustick Road at a controlled stop. The intersection of Ustick Road and Madison Road is located in North Nampa. Ustick Road is a principal arterial, and connects Nampa to Caldwell, Meridian and Boise. Ustick Road is free flowing single lane road traveling to the east and west. There are no curb and gutter directly at the intersection, nor bike or ped facilities. This intersection is between Northside Boulevard and Franklin Boulevard along Ustick Road Corridor in Nampa, Idaho. Ustick Road is posted at 50 mph.

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

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

- Yes
- No
- N/A

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

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

- Yes
- No
- N/A

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

- | | | | |
|---|---|---|--|
| <input checked="" type="checkbox"/> 2 through lanes | <input type="checkbox"/> 3-Way Stop Intersection | <input type="checkbox"/> Curb | <input type="checkbox"/> Barrier between Sidewalk/Road |
| <input type="checkbox"/> 2 through/1TWLTL | <input checked="" type="checkbox"/> 4-Way Stop Intersection | <input type="checkbox"/> Gutter | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> 4 through lanes | <input type="checkbox"/> 5-Way Stop Intersection | <input type="checkbox"/> ADA Ramps | <input type="checkbox"/> Bus Stop |
| <input type="checkbox"/> 4 through/1TWLTL | <input type="checkbox"/> 3-Way Signaled | <input type="checkbox"/> PHB Crossing | <input type="checkbox"/> Bus Pullout |
| <input type="checkbox"/> 6 through lanes | <input type="checkbox"/> 4-Way Signaled | <input type="checkbox"/> RFFB Crossing | <input type="checkbox"/> Bus Lane |
| <input type="checkbox"/> Center Turn Lane | <input type="checkbox"/> 5-Way Signaled | <input type="checkbox"/> LPI Leading Ped Interval | <input type="checkbox"/> Bus Shelter |
| <input type="checkbox"/> Left Turn Lane | <input type="checkbox"/> Roundabout single lane | <input type="checkbox"/> Bike Lane | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Intersection | <input type="checkbox"/> Roundabout 2-lane | <input type="checkbox"/> Pathway | <div style="border: 1px solid #ccc; height: 20px; width: 100%;"></div> |
| <input type="checkbox"/> Interchange | <input type="checkbox"/> Sidewalk 3-4’ width | <input type="checkbox"/> Multi-Use Pathway | <div style="border: 1px solid #ccc; height: 20px; width: 100%;"></div> |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Sidewalk 5-6’ width | <input type="checkbox"/> Raised Median | <div style="border: 1px solid #ccc; height: 20px; width: 100%;"></div> |
| <input type="checkbox"/> Bridge Fencing | <input type="checkbox"/> Sidewalk 7-8’ width | <input type="checkbox"/> Bike/Ped Facility | <div style="border: 1px solid #ccc; height: 20px; width: 100%;"></div> |
| <input type="checkbox"/> Bridge Guardrail | <input type="checkbox"/> Sidewalk 9-10’ width | <input type="checkbox"/> Roundabout 3-lane | <div style="border: 1px solid #ccc; height: 20px; width: 100%;"></div> |

Please describe, if necessary

There is detached sidewalk on the southeast and northeast legs of Madison Road and Ustick Road. Along the north side of Ustick Road approximately 300 feet east of Madison Road, for about 725 feet, there is curb and gutter for runoff discharge to roadside swales behind the curb and gutter. Existing corrugated metal pipe is also at the Madison Road intersection for Purdam Gulch Drain which will need pipe replacement and headwalls rebuilt.

Check all *countermeasures* you plan to add:

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Widen 2 to 3 lanes | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Add Mid-Street Crossing | <input type="checkbox"/> Replace Bridge |
| <input type="checkbox"/> Widen 2 to 4 lanes | <input type="checkbox"/> Upgrade Stop Sign to Flashing | <input type="checkbox"/> Add PHB Crossing | <input type="checkbox"/> Widen Shoulder |
| <input checked="" type="checkbox"/> Widen 2 to 5 lanes | <input type="checkbox"/> Upgrade Signals | <input checked="" type="checkbox"/> Add RFFB Crossing | <input type="checkbox"/> Add Bus Stop |
| <input type="checkbox"/> Widen 3 to 5 lanes | <input checked="" type="checkbox"/> Add ITS | <input type="checkbox"/> Add LPI | <input type="checkbox"/> Add Bus Pullout |
| <input type="checkbox"/> Widen 3 to 6-7 lanes | <input checked="" type="checkbox"/> Add Street Lighting | <input type="checkbox"/> Add Bike Lane | <input type="checkbox"/> Add Bus Lane |
| <input type="checkbox"/> Widen 4 to 5-7 lanes | <input type="checkbox"/> Add ADA Ramps | <input checked="" type="checkbox"/> Add road/sidewalk Barrier | <input type="checkbox"/> Add Bus Shelter |

- | | | | |
|---|---|---|---------------------------------|
| <input type="checkbox"/> Add TWLTL | <input checked="" type="checkbox"/> Add Curb & Gutter | <input checked="" type="checkbox"/> Add Bike/Ped Facility | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Add Sidewalk 3-4' width | <input type="checkbox"/> Add Raised Median | |
| <input type="checkbox"/> Add Bridge Guardrails | <input type="checkbox"/> Add Sidewalk 5-7' width | <input type="checkbox"/> Sealcoat Road | |
| <input type="checkbox"/> Add Bridge Fencing | <input type="checkbox"/> Add Sidewalk 8-10' width | <input type="checkbox"/> Inlay & Millwork | |
| <input type="checkbox"/> Convert Stop to Signaled | <input type="checkbox"/> Add Pathway 8-10' width | <input type="checkbox"/> Repaint Striping | |
| <input type="checkbox"/> Convert Stop to Roundabout | <input checked="" type="checkbox"/> Add Multi-Use Pathway | <input type="checkbox"/> 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):

Six Mile Engineering completed a traffic forecast summary of the Ustick Road Corridor, including the intersection at Madison Road for the city of Nampa, Highway District No. 4, and Nampa Highway District No. 1. They determined future intersection control and reviewed the lane configurations required to increase the level of service for those utilizing the corridor. There were two countermeasures identified, researched, and estimated for the upgrade. One countermeasure was to install a traffic signal. While the other was to convert the intersection to a roundabout. Either countermeasure is necessary to increase travel through the area for commuters that use Ustick Road as a secondary option for moving between Ada County and Canyon County.

Since Ustick Road is considered a travel corridor which commuters use as an alternate route, and development in the area is expanding, the intersection at Madison Road has been viewed as a place where Nampa can add kinetic area with a roundabout, slowing down the speed along the roadway to minimize injury crashes. The construction of a roundabout will save local jurisdictions money by not requiring policing officials around for traffic infractions such as running a red light, speeding, or times when lights are malfunctioning, and a traffic attendant is necessary. Also with the intersection changes, reconstruction can be maximized, and bike and pedestrian facilities can be added at the same time. Implementing a continuous pathway will encourage other means of transportation and benefit those lacking public transportation options. The Ustick Road corridor study also indicates that traffic on Ustick will increase by 632% by the year 2045. Since this corridor is a major thoroughfare for Nampa, increasing

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:	7,712,000
Amount Requested (total cost minus any local match):	7,145,939
Proposed local match (amount):	566,061
Proposed local match (percentage):	7.34%

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

The project budget is based on a concept included in the Ustick Road Corridor Study provided by Six Mile Engineering showing costs to improve to a traffic signal.

What is the source of the match?

The source of the match is local funds.

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

- Yes
- No

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

This intersection is considered a phase of Ustick Road modifications included in the Communities in Motion reports. We have separated the intersections from widening already.

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- Yes

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

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

Has any public involvement been conducted for this project?

- No
- Yes

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

According to Six Mile Engineering and their Ustick Road Corridor Study findings from 2022, their responses from area citizens (for Madison Road and Ustick Road specifically) were as follows: "Improvements to Ustick and Madison need to come sooner rather than later. It's a mess when school starts and gets out. With all those young, inexperienced, impatient drivers, it's a matter of time before there is a bad accident. A four way stop until permanent solution can be built should be installed." "It should not be legal to pass other cars on Ustick between Franklin and Madison and the speed limit needs to be reduced a bit. There is far too much traffic coming and going onto Ustick in this area now and I sometimes feel I am risking my life trying to turn onto Ustick." "Combination of lights and roundabouts needs to be utilized. The Madison and Owyhee Storm intersections must Ave traffic light intersections due to student drivers who do not have the maturity to safely use roundabouts. The Franklin intersection needs to have traffic lights due to a planned Jackson's C-store and gas station at that intersection. The remainder of the intersections may have roundabouts, with the exception of the future Hwy 16 interchange." "From the slide show, it looks like it would flow smoothly, I drive though the Franklin and Ustick intersection twice daily and run north on franklin and then west on Ustick, I dream of a sidewalk between Franklin and Madison." The initial comment was received on August 26, 2022. Since that time, a four-way stop has been installed.

READINESS TO PROCEED

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

- N/A
- Nothing is Complete
- Preliminary Design (concept) – 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

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

- Yes
- No
- N/A

Please explain, if necessary:

PLANNING DOCUMENTS

Is the project specifically listed in *Communities in Motion 2050*?

- Yes
- No
- N/A

Please provide the reference (long-term funded, unfunded, etc.):

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

Does this project conform to a local or regional plan?

- Yes
- No

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

The area of improvement is referenced in the 2019 Nampa Citywide Transportation Plan

ATTACHMENTS:

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

Attach required one-page support letters if the conditions below are applicable (otherwise optional).

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

DEFINITIONS of ACRONYMS:

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

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



HIGHWAY DISTRICT No.4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607

TELEPHONE 208.454.8135
FAX 208.454.2008

December 12, 2024

Executive Director Matt Stoll
Community Planning Association
C/O City of Nampa
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Re: Ustick Road Improvements

Dear Director Stoll,

I am writing to offer my full support for the City of Nampa's Ustick Road intersection improvements. These improvements include 11th Avenue and Ustick Road intersection, Prescott Lane and Ustick Road intersection, Franklin Boulevard and Ustick Road intersection, Madison Road and Ustick Road roundabout, and Northside Boulevard and Ustick Road roundabout to receive federal and local funding, along with any future supplemental funding pursuits.

I am excited to know that the project will expand community access while accommodating all transportation users, aligning with our shared transportation and accessibility goals by constructing new and improved multi-modal facilities between Ada and Canyon County. The city of Nampa will significantly improve access to all members of the community and will improve regional mobility and connectivity, aligning with our shared equity goals as identified in their 2040 Comprehensive Plan. The Comprehensive Plan has designated Ustick Road for "Mixed-Use Development" which also aligns with this project through various factors, including the ones listed below:

- **Corridor Connection - Public:** Important for the movement of goods, services, and regional traffic.
- **Safety – Traffic:** Additional lanes of travel and landscape or gutter add barriers for non-motorists to enjoy a safer journey.
- **Mobility - Public:** Area is transitioning from agricultural to industrial and regional commercial with areas preserved for lower density residential.
- **Environment - Public:** Pathways for cyclist and pedestrians encourage health.
- **Industry Enhancement:** Share, promote, and integrate successful emerging technology deployment to other regional agencies and partners.

This project aligns with the Ustick Road Corridor Study completed in 2022 in partnership with City of Nampa, City of Caldwell, Nampa Highway District, and Highway District No. 4. Development of additional safety and capacity improvements for this corridor is a regional priority.

Please use this letter as proof of my support as needed. I would strongly urge funding programs to give the intersections along Ustick Road all due consideration.

Respectfully,

A handwritten signature in blue ink, appearing to read "Chris Hopper", with a long horizontal flourish extending to the right.

Chris Hopper, P.E.
District Engineer
Highway District No. 4

NAMPA HIGHWAY DISTRICT NO. 1

Commissioners: Dick Smith, Randy Noble, Bryce D. Millar

December 12, 2024

Executive Director Matt Stoll
Community Planning Association
C/O City of Nampa
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Director Stoll,

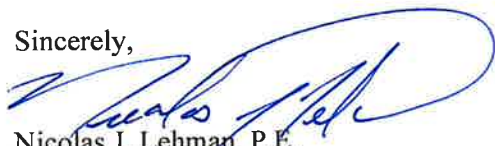
The Nampa Highway District supports the City of Nampa in its efforts to improve the intersections along the Ustick Road corridor. These improvements include 11th Avenue and Ustick Road intersection, Prescott Lane and Ustick Road intersection, Franklin Boulevard and Ustick Road intersection, Madison Road and Ustick Road roundabout, and Northside Boulevard and Ustick Road roundabout to receive federal and local funding, along with any future supplemental funding pursuits.

Ustick Rd. is a vital corridor for the local transportation system and improvements to this corridor will expand community access while accommodating all transportation users. This project will align our shared transportation and accessibility goals by constructing new and improved multi-modal facilities between Ada and Canyon County. By making these improvements, the City of Nampa will significantly improve access to all members of the community and will improve regional mobility and connectivity as identified in their 2040 Comprehensive Plan. The Comprehensive Plan has designated Ustick Rd. for "Mixed-Use Development" which also aligns with this project through various factors, including the ones listed below:

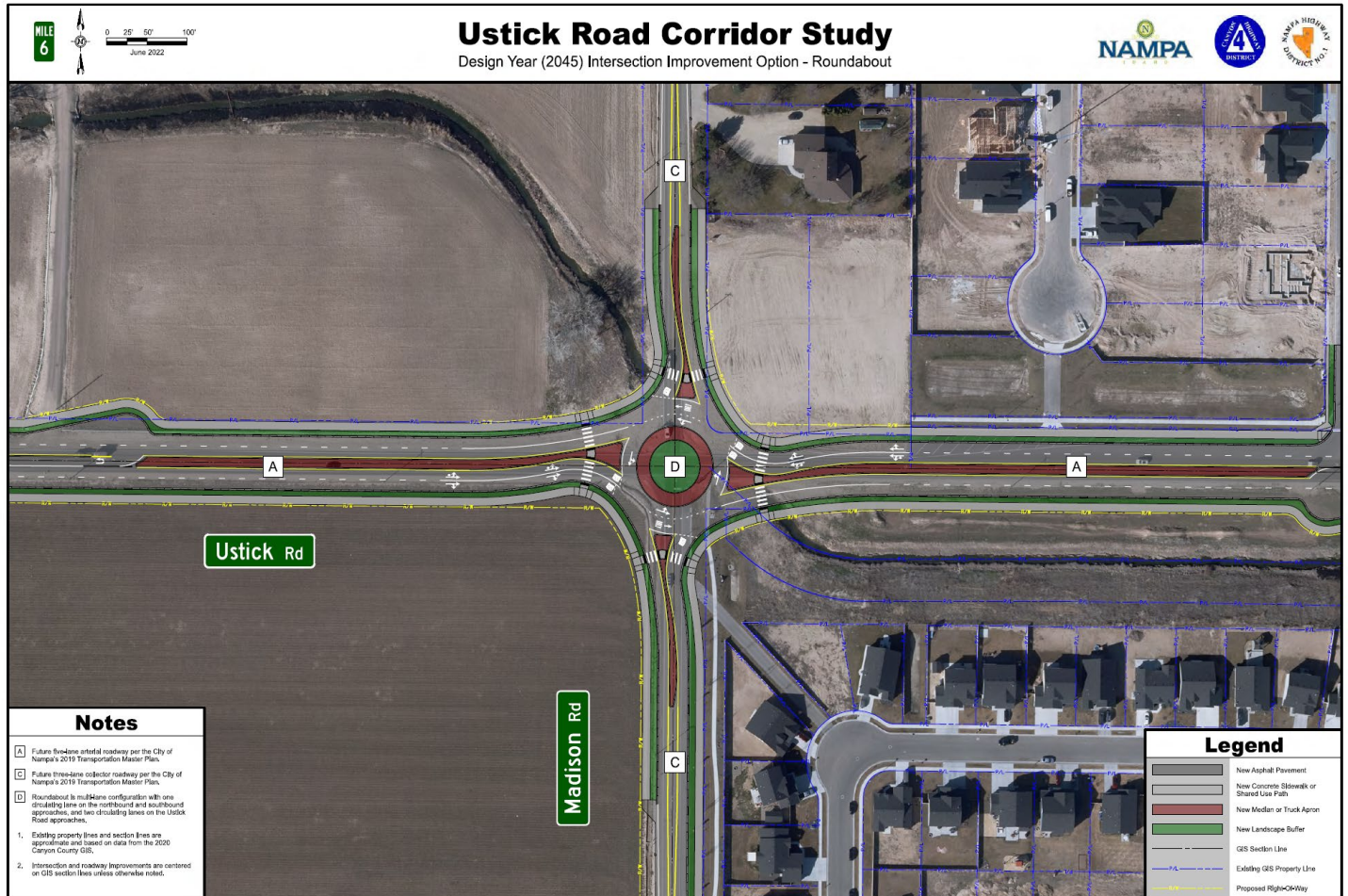
- **Corridor Connection - Public:** Important for the movement of goods, services, and regional traffic.
- **Safety – Traffic:** Additional lanes of travel and landscape or gutter add barriers for non-motorists to enjoy a safer journey.
- **Mobility - Public:** Area is transitioning from agricultural to industrial and regional commercial with areas preserved for lower density residential.
- **Environment - Public:** Pathways for cyclist and pedestrians encourage health.
- **Industry Enhancement:** Share, promote, and integrate successful emerging technology deployment to other regional agencies and partners.

Please use this letter as proof of my support as needed. I would strongly urge funding programs to give the intersections along Ustick Road all due consideration.

Sincerely,



Nicolas J. Lehman, P.E.
Nampa Highway District No. 1 Director



2025 COMPASS Funding Application Phase II

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

Please fill out ONLY the section that pertains to your project (and delete the other sections).

The four project categories are below:

Definitions:

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

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

Roadway - Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls; and/or are used for roadway operations. Examples: Added travel lanes, added turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, Transportation System Management and Operations (TSMO), and ITS improvements.

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

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

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

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

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

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

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

2024 COMPASS Funding Application

Phase II

ROADWAY PROJECT FOCUS

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

Sponsor Name (agency): City of Nampa Public Works

Project Title: Ustick Road & Madison Road, Roundabout

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:

RSAP Emphasis: High & Medium Priority Walkways: Tier 1, RRFB Tier 3

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

Number of serious injuries (auto related): **0**

Explain how the project addresses the causes of crashes:

Since Ustick Road is considered a travel corridor which commuters use as an alternate route from Interstate 84, and development in the area is expanding, the intersection at Madison Road has been viewed as a place where Nampa can add kinetic area with a roundabout, slowing down the speed along the roadway to minimize injury crashes. The construction of a roundabout will save local jurisdictions money by not requiring policing officials around for traffic infractions such as running a red light, speeding, or times when lights are malfunctioning, and a traffic attendant is necessary. It will also add secondary travel lanes to allow more vehicles to proceed through the intersection at a time. The project will also create safe refuge for crossing at the intersection for active transportation users and multi-modal.

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

RSAP Emphasis: High & Medium Priority Walkways: Tier 1, RRFB Tier 3

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:

While implementing the intersection changes, reconstruction can be maximized, and bike and pedestrian facilities can be added at the same time. Implementing a continuous pathway will encourage other means of transportation and benefit those lacking public transportation options, while providing healthier lifestyle choices.

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

Crash Modification Factor (CMF) most appropriate for this project: CMF Clearinghouse: Using IDs 4686, 7572, 5711, 10993, 2375, 3092, 4034, 11158

Expected percentage of crash reduction based on CMF and types of crashes included: 45.6% less crashes, Crashes: 2A

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

CMF most appropriate for this project: CMF Clearinghouse: Using IDs 4686, 7572, 5711, 10993, 2375, 3092, 4034, 11158

Expected percentage of crash reduction based on CMF and types of crashes included: 45.6% less crashes, Bike/Ped Crashes: 1A

ECONOMIC VITALITY

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

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

The Ustick Corridor, between Franklin Blvd and McDermott Road will all be signalized. With the implementation of Nampa's Traffic Management Center, staff can coordinate signal timing to optimize traffic flow.

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

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

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

- Reliable
- Unreliable

Does the project improve a facility in “fair” or “poor” condition? (A facility is regarding pavement, bridge deck, bridge, pathway, sidewalk, etc.) **New facilities: RRFB, Bike/Ped Facility, road/sidewalk barrier, curb/gutter**

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

Does the project improve freight mobility?

- Yes
- No

Explain:

The project adds new facilities including an RRFB, Bike/Ped facility, road/sidewalk barrier, curb and gutter, along with street lighting and additional lanes of travel. It will improve freight mobility with the added lanes and dedicated areas for pedestrians allowing for better movement through the corridor.

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:

Supporting modes for auto, and secondary freight, while adding primary active options, as according to information provided by COMPASS Complete Network Policy.

CONVENIENCE

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

- Yes
- No

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

The project improves connectivity by filling a gap to regional activity centers. There is an elementary school within one half mile, plus, there is one restaurant and four stores within one mile. Expanding the lanes through the intersection and applying active transportation facilities will improve gap coverage.

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:

The project is 2.88 miles from a regional activity center. There is an elementary school within one half mile, plus, there is one restaurant and four stores within one mile. Expanding the lanes through the intersection and applying active transportation facilities will improve gap coverage.

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:

A multiuse path is being added to address a gap in the network. There is also a planned sidewalk along Madison from the 2011 Nampa Bicycle and Pedestrian Plan which will be in place connecting to the path.

QUALITY OF LIFE

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

- Yes
- No

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

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

The Equity score (7,7,5,5) and the medium and medium/low score address the underserved area, while the rating for points scores 7 out of 10 points. There is not a close regional activity center, nor is there any active transportation options. Access to employment and transit are suggestive as infrastructure begins construction, allowing for initial priorities to be identified and installed.

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:

Designated with a medium impact score, they identify as the following:

Water_Wetland, EnviroJustice_MinorityArea, Water_Floodzone_500, Water_Groundwater, SchoolParcels, Floodzone.

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?

This project is one of our top fifteen to complete on our priority list.

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)

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

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

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

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

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

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

Definitions and Authority

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

Completed By (Sub-Awardee's Printed Name) Crystal Craig, P.E.	Title Director of Transportation, Public Works	FFY 25
Signature 		Date <i>January 21, 2025</i>



Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number		Project Number		Date
				1/21/2025
Location				District
Intersection of Madison Rd and Ustick Rd, Nampa				3
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
000298 & 004875	102.236 & 6.630	102.409 & 6.918	0.461	

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$229,086
1b. Preliminary Engineering by Consultant (PEC)		\$763,620
2. Right-of-Way: Number of Parcels 7 Number of Relocations		\$610,000
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$25,000
4. Earthwork		\$560,000
5. Drainage and Minor Structures		\$420,000
6. Pavement and Base		\$1,470,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$280,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$60,000
11. Detours		
12. Landscaping		\$140,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$630,000
15. Cost of Constructions (Items 3 through 14)		\$3,585,000
16. Mobilization 10 % of Item 15		\$359,000
17. Construction Engineer and Contingencies 55 % of Items 15 and 16		\$2,169,000
18. Total Construction Cost (15 + 16 + 17)		\$6,113,000
19. Total Project Cost (1 + 2 + 18)		\$7,716,000
20. Project Cost Per Mile	\$1,000	\$16,738,000

Prepared By:

Tyler Flint

Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) City of Nampa			Date 1/21/25		
Project Title (Name of Street or Road) Madison Rd & Ustick Rd Intersection		F.A. Route Number	Project Length 0.461	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Beginning 102.236 & 6.630; ending 102.409 & 6.918					
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 checked="" type="checkbox"/> Rigid Concrete Pavement		
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 992,706.00			
Right-of-Way (ITD 1150, Line 2)		\$ 610,000			
Construction (ITD 1150, Line 18)		\$ 6,113,000			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing	n/a				
Within 2 miles of an Airport	n/a				
Parks (City, County, State or Federal)	n/a				
Environmentally Sensitive Areas	Purdam Gulch Drain				
Federal Lands (Indian, BLM, etc.)	n/a				
Historical Sites	n/a				
Schools	College of Western Idaho, E. Canyon Elementary, Ridgevue High School				
Other	Ford Idaho Event Center, Wal-mart, interchange at Garrity Blvd				
Additional Right-of-Way Required: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input checked="" type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	2-5	Roadway Width (Shoulder to Shoulder)	24-34 ft	66 ft
Pavement Type	AC	AC	Right-of-Way Width	65-80 ft	100 ft

Sponsor's Signature 	Title Public Works Transportation Director
-------------------------	---

Additional Information to be Furnished by the District

Functional Classification	Minor Arterial	Terrain Type	Unclassified Flat	20 21	ADT/DHV	11,372
---------------------------	----------------	--------------	-------------------	-------	---------	--------

171 00000.00
... 1.1.



Image date: 7/7/2022 45°38'12.78"N 101°59'33.47"W elev: 0 ft eye at: 2320 ft

UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

5. Compliance with audit requirements:

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

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

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

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

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

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

Project Name: Madison & Ustick Roundabout

Signed: 

Dated: 1/21/25

Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)			Local Portion		Federal Portion		
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) <i>(Enter the estimated cost of construction only)</i>		\$ 3,916,000	7.34%	\$287,434	92.66%	\$3,628,566
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 1,174,800	7.34%	\$86,230	92.66%	\$1,088,570
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 25,454	7.34%	\$1,868	92.66%	\$23,586
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%	\$ 763,620	7.34%	\$56,050	92.66%	\$707,570
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 203,632	7.34%	\$14,947	92.66%	\$188,685
UT	Utilities <i>(amount for moving/improving utilities)</i>		\$ 25,000	7.34%	\$1,835	92.66%	\$23,165
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>		\$ 10,000	7.34%	\$734	92.66%	\$9,266
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ 600,000	7.34%	\$44,040	92.66%	\$555,960
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 25,454	7.34%	\$1,868	92.66%	\$23,586
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%	\$ 763,620	7.34%	\$56,050	92.66%	\$707,570
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 203,632	7.34%	\$14,947	92.66%	\$188,685

Total Project Estimate	Total Local Portion	Total Federal Portion
\$7,711,212	\$566,003	\$7,145,209

Construction
Right-of-Way
Design

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