

Roadway Project Scoring		Points	Max Points	Notes:
Midland Boulevard and Smith Avenue Signalize Intersection				
CIM Score				
CIM project score	26	26	Midland Boulevard, Greenhurst Road to Orchard Avenue - Long Term Funded	
Performance Assessment:				
Safety - Maximum 40				
Does the project address a known auto safety issue?	0	30	RSAP Emphasis: High & Medium Priority Walkway: Tier 1, Lighting: Tier 4 Auto Crashes: None CMF Clearinghouse IDs: 323,325,7572,3092,10559,5711,10993,11246,2375 <small>resulting in average of 39.5% less crashes</small>	
Does the project address a known active transportation safety issue and improve safety for active transportation users?	0	30	Bike/Ped Crashes (within 0.25 m): None	
Does the project support the mode of the segment identified in the Complete Network Policy?	10	20	<small>This question not included in the application used.</small> Supports Modes: Auto, Active Transportation	
Total:	10	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?	5	10	Fair	
Does the project improve freight mobility?	0	5		
Total:	5	25		
Convenience - Maximum 25				
Does the project improve connectivity to a regional activity center?	5	10	Within 1/2 mile of RAC.	
Does the project improve auto and/or active and public transportation accessibility to key destinations?	0	8	Note only gets score if project is not in the range of a regional activity center.	
Does the project address a gap in the network?	4	16	Active Transportation gap	
Total:	9	25		
Quality of Life - Maximum 15				
Does the project benefit an underserved area?	7	10	Equity score: 7, 6, 5 (med and med/low)	
Does the project address potential environmental impacts?	5	5	EnviroJustice_MinorityArea, DEQ_RemediateSite_Count, Water_Groundwater, OpenSpace_ParksPrivate, SchoolParcels, Roadkill, OpenSpace_PublicParks, HistoricUnassessed	
Total:	12	15		
Performance Total:	36	105		
Programming Assessment:				
Readiness and Support - Maximum 25				
Is the project a priority to the sponsor agency?	5	10	6 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:	6	25		
Total Score:	68	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:	Midland Boulevard and Smith Avenue, Signalize Intersection

PROJECT DETAILS

Briefly describe your project:

Reconstruct the intersection of Midland Boulevard and Smith Avenue to include paved travel lanes in each direction, curb and gutter, landscape buffer, sidewalk/path and a signal.

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

The intersection of Midland Boulevard and Smith Avenue, located in the city of Nampa, Idaho.

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

- Yes
- No
- N/A

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

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

- Yes
- No
- N/A

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

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

Please describe, if necessary

Check all *countermeasures* you plan to add:

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

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):

Currently, the east side of Smith Avenue is partially paved and needs intersection improvements. The volume of traffic also necessitates a signalized traffic operation instead of the existing stop signs, only on Smith Avenue. Improving the intersection of Smith Avenue at Midland Boulevard will incorporate specific accommodations for local traffic while increasing safety, capacity, connectivity and quality of travel. The volume of traffic through Midland Boulevard is substantial as a main artery to I-84, shopping centers, schools, and parks throughout.

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:

3,034,000

Amount Requested (total cost minus any local match):

2,811,304

Proposed local match (amount):

222,696

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:

Midland Boulevard Corridor Study, as provided by Kittelson & Associates, dated July 10, 2023.

What is the source of the match?

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:

It would be the City's preference to install the signals at Midland/Smith and Midland/Davis concurrently based on their proximity. If that is done, we anticipate savings in the project.

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:

Outreach included: 1 in-person open house, 3 online surveys, 2 small group meetings, and 780 visits to project website. When asked to choose between concepts, 63% preferred the 5-

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:

Kittelson & Associates performed a corridor study for Midland Boulevard, specifically at Smith Avenue. In their findings, they listed an assumption for all overhead utilities to be relocated, yet remain above ground.

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 project can be found in the portion of Communities in Motion 2040 for the Funded All section. It is included within the Midland Boulevard, Greenhurst Road to Caldwell-Nampa Boulevard – widen to five lanes. This intersection would just be one phase or segment of the entire project.

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)

This project conforms to the regional plan for the area as a piece of the Midland Boulevard Corridor. As an existing intersection, Midland Boulevard at Smith Avenue needs to be expanded and improved because of growth, density, and congestion.

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.](#)

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

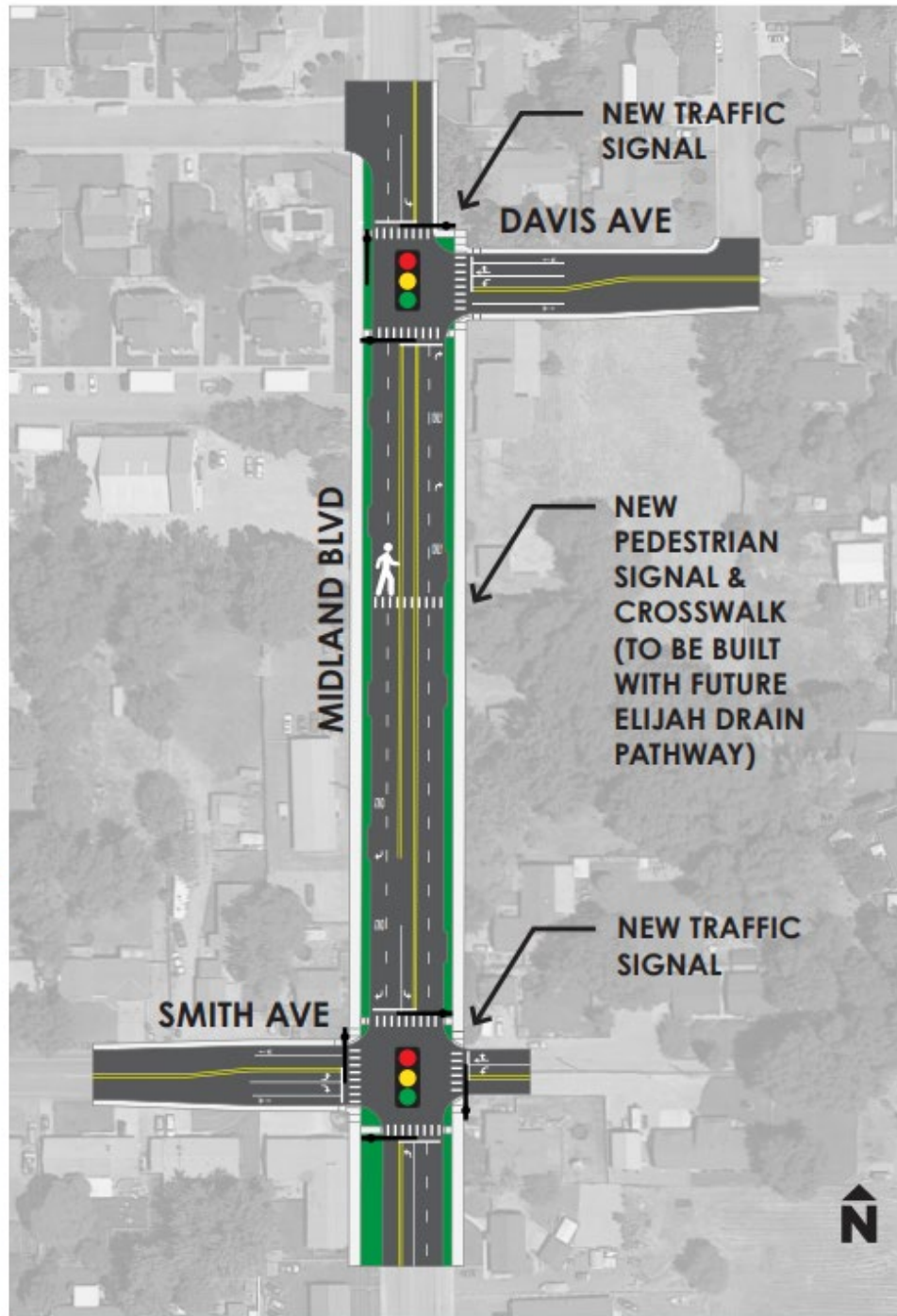
Study: KITT0072
Intersection: Midland Blvd / Smith Ave
City, State: Caldwell, Idaho
Control: Stop Sign

File Name : Midland Blvd & Smith Ave
Site Code : 00000000
Start Date : 5/11/2022
Page No : 7

Image 1



MIDLAND BOULEVARD RECOMMENDED INTERSECTION IMPROVEMENTS: DAVIS AVENUE & SMITH AVENUE TRAFFIC SIGNALS AND FUTURE ELIJAH DRAIN PATHWAY CROSSING



Traffic signals are recommended for the Davis Avenue and Smith Avenue intersections when signal warrants are met. These warrants evaluate traffic volumes to determine if a traffic signal may be justified and are based on national standards. Roundabouts were also considered; however, signals are recommended due to the close spacing of the two intersections and the future Elijah Drain pathway crossing. These signals will improve access to and from Midland Boulevard, and will also provide additional crossing locations for people walking and biking.

This concept includes a crossing of Midland Boulevard at the future Elijah Drain pathway controlled by a pedestrian signal. This pedestrian signal could be coordinated with the Davis Avenue and Smith Avenue signals to reduce the potential for queue spillback into upstream intersections. Signal cycle lengths should be kept low to minimize crossing delay.

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: Midland Boulevard and Smith Avenue, Signalize Intersection

GENERAL

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

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

SAFETY

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

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

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

Explain how the project addresses the causes of crashes:

The project will do multiple things to address the cause of crashes at Midland and Smith. First, it will add more travel lanes to the intersection which will allow some room for aversion, if necessary. Second, there will be signalized traffic lights instead of stop signs which will ease the flow of traffic while giving obvious signals for which section should be going through and which should be stopped. There were twelve of the twenty-three crashes showing as angle turning collisions, leading to believe a motorist was entering the intersection while another was already coming through (Midland does not have stopping signs and would be able to continue travel, while Smith has stop signs installed.) The last causation, fixed object crash, (of which there have been two), will also be circumvented since the intersection will increase area and parked cars will not be in proximity allowing drivers to see without obstruction allowing less chance of collision, as well.

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

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

Number of serious injuries (active transportation related): **0**

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

Even though there are no logged fatalities or serious injury crashes at Midland and Smith, the project will address causes that may occur. The project intends to enhance street lighting, add curb and gutter, ramps, and bike/ped facility. All of the improvements will designate area for non-motorized transportation and provide a level of safety through visibility and traffic laws in place.

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

Yes, by eliminating the narrow lanes, adding dedicated lanes for active travelers, the project increases safety. The obstructions or parked cars near the intersection will be removed, allowing better access and visibility.

Crash Modification Factor (CMF) most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 7572, 3092, 10559, 5711, 10993, 11246, 2375

Expected percentage of crash reduction based on CMF and types of crashes included: Results are 39.5% less crashes, no crash types

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.

Yes, the absence of designated bike lanes, ADA compliant amenities, and adequate lighting are all deterrents for those users looking for safer travel along Midland while pursuing an active lifestyle.

CMF most appropriate for this project: CMF Clearinghouse: Using IDs 323, 325, 7572, 3092, 10559, 5711, 10993, 11246, 2375

Expected percentage of crash reduction based on CMF and types of crashes included: Results are 39.5% less crashes, no crash types

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 project area has a low congestion score; however, the addition of lanes to widen the road will increase visibility which has been a problem for motorists, historically.

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

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

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

- Reliable
- Unreliable

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

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

Does the project improve freight mobility?

- Yes
- No

Explain:

The intersection of Midland and Smith is stop controlled at Smith only. There are also no designations for pedestrians or cyclists. By improving the area with additional travel lanes (and widening) and adding the traffic systems for motorists and active transportation, the ability to proceed through the intersection will be improved. Persons entering the intersection will be able to flow through with minimal congestion instead of near misses or there being potential hazards with limited visibility or obstructions.

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:

According to the COMPASS Complete Network Policy, Midland is a Primary Transit Road, while Smith is identified as a Secondary Transit. This information makes sense considering the area has more residential and people and would not be very effective as a freight travel route. It does support auto and active transport as the intersection is a throughway along Midland. The proposed improvements for the intersection will add countermeasures for safety and address minor congestion to appearance.

CONVENIENCE

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

- Yes
- No

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

The project is within a half mile of a regional activity center, containing a school, public pool, one restaurant, and two stores. Since there is a school and a public pool, the active transportation accessibility needs to be improved. Updating the infrastructure will allow safer streets, increasing visibility and lanes of travel.

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

- Yes
- No

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

Does the project address a gap in the network?

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

Explain:

The project addresses a 25% gap in the network for active transportation. There is currently not a dedicated bike lane or gutter for the intersection.

QUALITY OF LIFE

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

- Yes
- No

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

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

The project intersection has a medium to medium/low score for equity (7, 6, 5). The area contains three daycares between 1 mile and 1.1 miles away while shopping is limited to groceries almost a mile away at an ethnic diverse store (Asia Market), Fred Meyer, or a convenience store. The area also shows no transit options, "not very suitable for bicycle commuting and/or recreational cycling", and "few day-to-day needs are within walking distance", as noted with Realtor.com.

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 addresses the potential environmental impacts, (scored as low). The impacts are Enviro Justice for Minority Area, DEQ for Remediate Site (count), Water for Groundwater and Open Space, Parks Private, School Parcels, Roadkill and Open Space for Public Parks, Historic Unassessed. Even though the score may have been low, there are numerous impacts affected, as noted above.

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

READINESS

Is the project a priority to the sponsor agency?

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

This project ranks number six on our list of project necessary for city of Nampa.

Does the partner agency provide match above the required minimum?

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

Only requiring match

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

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

REQUIRED ATTACHMENTS

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

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



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

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

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

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

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

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

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

Definitions and Authority

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

Completed By (Sub-Awardee's Printed Name) Crystal Craig, P.E.	Title Director of Transportation, Public Works	FFY 25
Signature 		Date 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
		1/17/2025
Location		District
Intersection of Smith Ave and Midland Blvd, Nampa, ID		3
Segment Code	Begin Mile Post	End Mile Post
000246, 004720		0.16
Length in Miles		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$10,000
1b. Preliminary Engineering by Consultant (PEC)		\$362,000
2. Right-of-Way Number of Parcels 9 Number of Relocations		\$385,000
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input checked="" type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		\$23,000
6. Pavement and Base		\$564,000
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)		\$246,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$145,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$355,000
15. Cost of Constructions (Items 3 through 14)		\$1,333,000
16. Mobilization 10 % of Item 15		\$133,000
17. Construction Engineer and Contingencies 55.4 % of Items 15 and 16		\$811,000
18. Total Construction Cost (15 + 16 + 17)		\$2,277,000
19. Total Project Cost (1 + 2 + 18)		\$3,034,000
20. Project Cost Per Mile	\$1,000	\$18,963,000
Prepared By:		
Walter Olin IV		

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 1/16/25		
Project Title (Name of Street or Road) Midland Blvd and Smith Ave, Signalize Intersection		F.A. Route Number	Project Length .16 Mi	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Intersection of Midland Blvd and Smith Ave, Nampa, ID					
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 type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat		
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____		
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1)		\$ 372,000			
Right-of-Way (ITD 1150, Line 2)		\$ 385,000			
Construction (ITD 1150, Line 18)		\$ 2,277,000			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input checked="" type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		NA			
Within 2 miles of an Airport		NA			
Parks (City, County, State or Federal)		NA			
Environmentally Sensitive Areas		NA			
Federal Lands (Indian, BLM, etc.)		NA			
Historical Sites		NA			
Schools		Willow Creek Elementary School within 0.3 miles of Project Limits			
Other		Public Pool			
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	3	5	Roadway Width (Shoulder to Shoulder)	50 ft	55 ft
Pavement Type	Asphalt	Asphalt	Right-of-Way Width	80 ft	95 ft

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

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

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

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

5. Compliance with audit requirements:

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

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

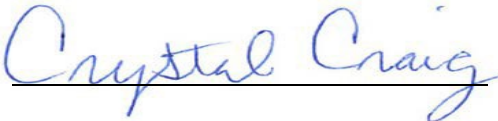
7. Compliance with U.S. Office of Management and Budget (OMB) circulars on allowable costs, as follows:

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

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

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

Project Name: Midland Boulevard and Smith Avenue, Signalize Intersection

Signed: 

Dated: 1/21/25

Project Estimating Worksheet

For Large Construction Projects

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

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

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) <i>(Enter the estimated cost of construction only)</i>		\$ 1,465,210	7.34%	\$107,546	92.66%	\$1,357,664
CN	Construction Contingency (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 439,563	7.34%	\$32,264	92.66%	\$407,299
CE	Construction Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 9,524	7.34%	\$699	92.66%	\$8,825
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%	\$ 285,716	7.34%	\$20,972	92.66%	\$264,744
CL	Construction Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 76,191	7.34%	\$5,592	92.66%	\$70,599
UT	Utilities <i>(amount for moving/improving utilities)</i>			7.34%	\$0	92.66%	\$0
RW	Right-of-Way <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>			7.34%	\$0	92.66%	\$0
LP	Land Purchase <i>(estimated amount for land purchase)</i>		\$ 385,220	7.34%	\$28,275	92.66%	\$356,945
PE	Preliminary Engineering (ITD) <i>(standard rate: 0.5% of PCE + contingency)</i>	0.50%	\$ 9,524	7.34%	\$699	92.66%	\$8,825
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%	\$ 285,716	7.34%	\$20,972	92.66%	\$264,744
PL	Preliminary Engineering (LHTAC) <i>(standard rate: 4% of PCE + contingency)</i>	4.00%	\$ 76,191	7.34%	\$5,592	92.66%	\$70,599

Total Project Estimate	Total Local Portion	Total Federal Portion
\$3,032,854	\$222,612	\$2,810,243

Construction
Right-of-Way
Design

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