Roadway Project Scoring Prescott Lane & Ustick Road Signalized Intersection	Points	Max Points	Notes:
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 / Med Priority Walkway: Tier 1, Lighting: Tier 4 **Auto Crashes: 1K** CMF Clearinghouse IDs: 323,325,10559,7572,3092,5711,10993,11246,2375 resulting in average of 39.5% less crashes
Does the project address a known active transportation safety issue and improve safety for active transportation users?	0	30	**Bike/Ped Crashes** (within 0.25 m): None
Does the project support the mode of the segment identified in the Complete Network Policy?	15	20	This question not included in the application used. Supports Modes: Auto, Active Transportation, Freight
Total:	**35**	**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	Secondary freight
Total:	**5**	**25**	
Convenience - Maximum 25			
Does the project improve connectivity to a regional activity center?	5	10	0.92 miles from one 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
Does the project address a gap in the network?	4	16	Active Transportation
Total:	**9**	**25**	
Quality of Life - Maximum 15			
Does the project benefit an underserved area?	7	10	Equity score: 6, 6, 7 (med, 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:	**61**	**105**	
Programming Asessment:			
Readiness and Support - Maximum 25			
Is the project a priority to the sponsor agency?	0	10	12 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:	**75.28**	**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 & Prescott Lane, Signalized Intersection

PROJECT DETAILS

Briefly describe your project:

Reconstruct the intersection of Ustick Road and Prescott Lane, converting it from a one way stop at Prescott to a signalized traffic system.

The intersection of Ustick Road and Prescott Lane is located in North Nampa. Ustick is a principal arterial, and connects Nampa to Caldwell, Meridian, and Boise. Prescott Lane intersects with Ustick Road as a Northbound single paved road containing a stop sign. Ustick Road is free flowing traveling east or west with no signage at the Prescott Lane junction. The shoulders are mostly paved with the area containing lots for agriculture and farming. There is also a northbound dirt lane traveling further north from Ustick Road, after the Prescott Lane intersection. 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:

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

Please describe, if necessary

Check all *countermeasures* you plan to add:

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

☐ Add Bridge Guardrails	☐ Add Sidewalk 5-7’ width	☐ Sealcoat Road	
☐ Add Bridge Fencing	☐ Add Sidewalk 8-10’ width	☐ Inlay & Millwork	
✓ Convert Stop to Signaled	✓ Add Pathway 8-10’ width	☐ Repaint Striping	
☐ Convert Stop to Roundabout	✓ Add Multi-Use Pathway	☐ 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):

The widening of Ustick Road will encourage drivers, pedestrians, and cyclists to utilize and enjoy the enhancements constructed along the corridor. The intersection at Prescott Lane will require an update from the existing stop signage to a signalized traffic system based on usage by residents in the area. As there has already been a fatality near the intersection, (in 2022), the upgrade will be necessary to increase safety.
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. 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 capacity is required.

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:	5,757,000
Amount Requested (total cost minus any local match):	5,334,436
Proposed local match (amount):	422,564
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:

Costs were estimated from the signal estimate at Ustick & 11th.

What is the source of the match?

Local jurisdiction budget(s).

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:

The widening of five lanes for Ustick Road can be constructed during the corridor upgrades. Later a traffic signal can be put in at the Prescott Lane cross section.

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:

A public outreach summary was conducted by Six Mile Engineering for the length of Ustick Road Corridor, (from Midland Boulevard to the future SH-16 interchange, which includes the Prescott Lane intersection). During the study, 91 participants were in favor of adding roundabouts along Ustick Road Corridor, with only 28 favoring otherwise. However, the Prescott Lane intersection was not significant enough to justify construction of a roundabout.

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

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.

Please provide the reference (long-term funded, unfunded, etc.):
Does this project conform to a local or regional plan?

- ✓ Yes
- ☐ No

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

The 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.

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.*

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,

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

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.

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:

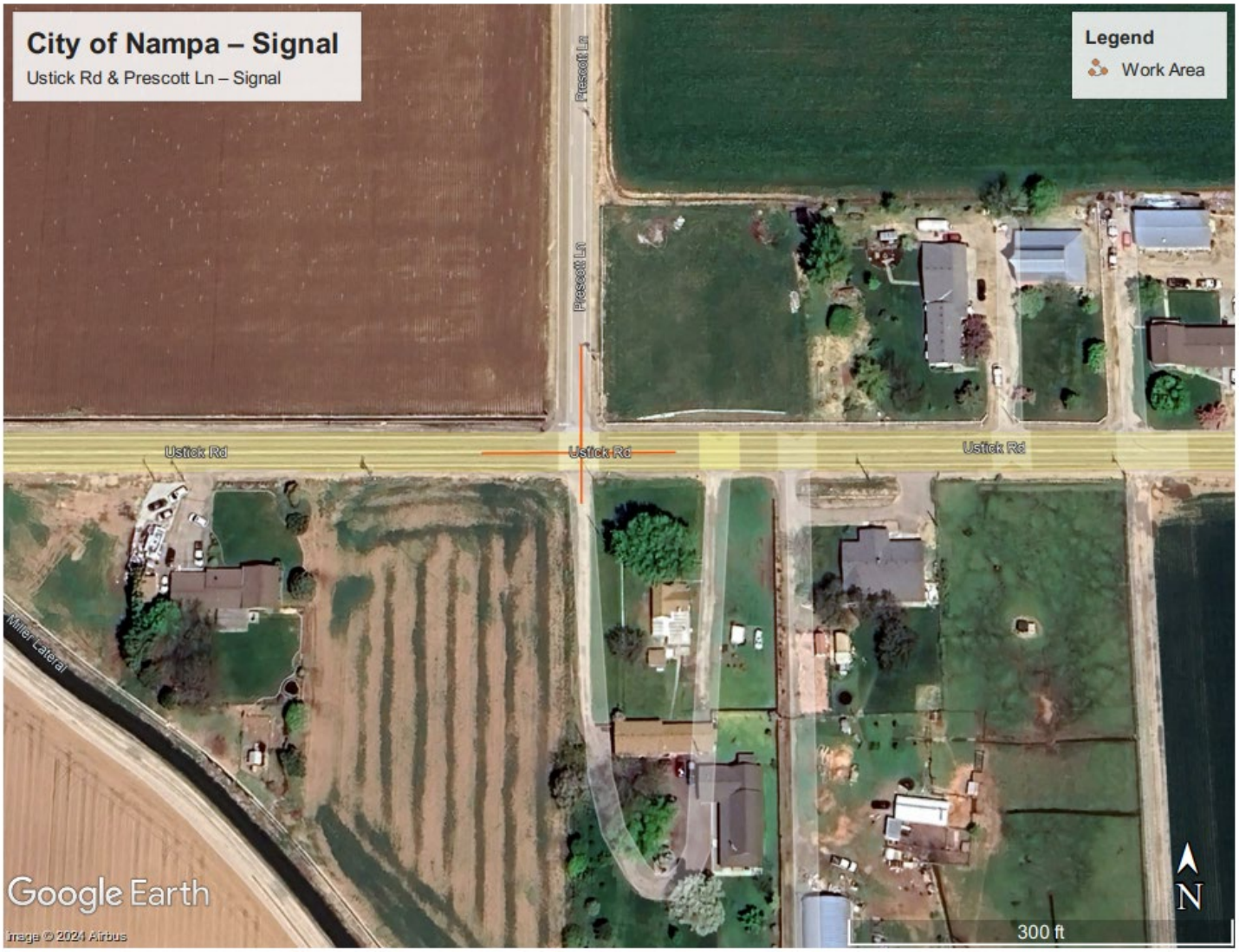
- **Corridor Connection - Public:** Important for the movement of goods, services, and regional traffic.
- **Safety – Traffic:** Additional lanes of travel and landscape or gutter add barriers for non-motorists to enjoy a safer journey.
- **Mobility - Public:** Area is transitioning from agricultural 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

4507 12th Avenue Road, Nampa, ID 83686 Phone (208) 467-6576 Fax (208) 467-9916


City of Nampa – Signal
Ustick Rd & Prescott Ln – Signal
Legend
Work Area
Prescott Ln
Prescott Ln
Ustick Rd
Ustick Rd
Ustick Rd
Miller Lateral
Google Earth
Image © 2024 Airbus
300 ft
N

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 & Prescott Lane, Signalized 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:

RSAP Emphasis: High/Medium Priority Walkway: Tier 1, Lighting: Tier 4

Number of fatalities (auto related): **1**

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

Explain how the project addresses the causes of crashes:

(There was one fatal crash in 2022, when an impaired driver went through the stop sign at Prescott and hit a tree. Unfortunately, alcohol related crashes would not be avoided with the intersection upgrades.)

Currently, there is one stop sign at the corner of Prescott Lane and not Ustick Rd. Cross traffic, traveling Ustick, does not stop and they are traveling 50 mph on a single lane road, (each way). Installing a traffic signal at the intersection will provide a break in traffic, allowing freight, commuters, and travelers alike, to cross Ustick Rd safely. The added improvements for active transportation users will provide lighting, designated areas for use, and ADA compliance, as required. The project will also create safe refuge for crossing at the intersection.

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:
The project is implementing infrastructure for active transportation according to current specifications and guidelines. A pathway, dedicated lane, signage, and lighting will all enhance the appearance and safety for those using said amenities.

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 323, 325, 10559, 7572, 3092, 5711, 10993, 11246, 2375

Expected percentage of crash reduction based on CMF and types of crashes included: Improvements resulting in 39.5% less crashes in auto safety

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 323, 325, 10559, 7572, 3092, 5711, 10993, 11246, 2375

Expected percentage of crash reduction based on CMF and types of crashes included: Improvements resulting in 39.5% less crashes in auto safety

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:
No, however 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.)

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

Does the project improve freight mobility?

- ✓ Yes
- ☐ No

Explain:

By constructing additional travel lanes, and providing signalized traffic lights, the freight mobility is improved for all users. The improved infrastructure will keep commuters, freight haulers, farmers, cyclists, and pedestrians traveling in a reliable and consistent manner.

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:

Prescott Lane only travels north from Ustick Rd. Several of the property designations along Prescott are rural or farming lots. The lanes of travel being added will help keep the flow of traffic moving even as freight hauling and harvests are cycling through the area.

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 closest regional activity center is almost one mile away at .92 miles. However, any restaurant or daycare facility is over 1.5 miles away. While groceries are over 2 miles away.

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:
Curb and gutter and dedicated walking and cycling areas will help fill the gap currently in the active transport network.

QUALITY OF LIFE

Does the project benefit an underserved area (as related to the COMPASS Equity Index)?
- ✓ Yes
- ☐ No

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

Explain the benefit(s) the project will provide to an underserved area:
The equity score at this intersection is 6, 6, 7, shown as medium, medium/low. As the area is mostly rural, any amenities or regional activity centers are over one mile, or more, away. Restaurants and daycare facilities are over 1.5 miles away, while grocery shopping is over 2 miles away.

Does the project address any environmental impacts as listed in the COMPASS Environmental Review Map?
- ✓ Yes
- ☐ No

Please list the impacts identified on the Environmental Review Map and explain how the project will address the impacts:
The project has medium impact. Several of the environmental potential impacts are as follows: Water_Wetland, EnviroJustice_MinorityArea, Water_Floodzone_500, Water_Groundwater, SchoolParcels_Floodzone. The project will address the impacts with improved area leveling, install curb and gutter, and add improved amenities for multi-modal travel.

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?
The project of Ustick Rd and Prescott Lane, signalized intersection, is ranked within city of Nampa's top fifteen projects to complete.
COMPASS staff will request all priorities of applications submitted after the deadline.

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)

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

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

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

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

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

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

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

Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.

2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.

3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.

4. ''Total compensation'' means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds $10,000.

Completed By (Sub-Awardee's Printed Name)	Title	FFY
Crystal Craig, P.E.	Director of Transportation, Public Works	25
Signature: Crystal Craig	Date: 1/21/25	

Project Cost Summary Sheet

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

Round Estimates to Nearest $1,000

Key Number	Project Number		Date
Location			District
Segment Code	Begin Mile Post	End Mile Post	Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		$102,600
1b. Preliminary Engineering by Consultant (PEC)		$342,030
2. Right-of-Way: Number of Parcels 5 Number of Relocations		$2,585,000
3. Utility Adjustments: ☐ Work ☐ Materials ☐ By State ☐ By Others		
4. Earthwork		$175,000
5. Drainage and Minor Structures		
6. Pavement and Base		$580,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals ☐ Yes ☐ No		
8. Bridges/Grade Separation Structures:		
☐ New Structure Length/Width _____		
Location _____		
☐ Repair/Widening/Rehabilitation Length/Width _____		
Location		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		$450,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		$110,000
11. Detours		
12. Landscaping		$35,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		$245,000
15. Cost of Constructions (Items 3 through 14)		$1,595,000
16. Mobilization 10 % of Item 15		$160,000
17. Construction Engineer and Contingencies 55.4 % of Items 15 and 16		$972,000
18. Total Construction Cost (15 + 16 + 17)		$2,727,000
19. Total Project Cost (1 + 2 + 18)		$5,757,000
20. Project Cost Per Mile		

Prepared By:

Sam Leammon

ITD 2435 (Rev. 01-09)

Local Federal-Aid Project Request

Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency)			Date
City of Nampa			1/21/25
Project Title (Name of Street or Road)	**F.A. Route Number**	**Project Length**	**Bridge Length**
Ustick and Prescott		0.25 miles	0

Project Limits (Local Landmarks at Each End of the Project)
Intersection of Ustick Rd and Prescott Ln

Character of Proposed Work (Mark Appropriate Items)

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

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

Preliminary Engineering (ITD 1150, Line 1)	$ 444,630.00
Right-of-Way (ITD 1150, Line 2)	$ 2,585,000.00
Construction (ITD 1150, Line 18)	$ 2,727,000.00

Preliminary Engineering By: ☐ Sponsor Forces ☒ 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	N/A
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	N/A
Other	N/A

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

Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	5	Roadway Width (Shoulder to Shoulder)	24 ft	60 ft
Pavement Type	HMA	NMA	Right-of-Way Width	~50 ft	80-90 ft

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

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV

UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

5. Compliance with audit requirements:
    a. An entity expending $500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
    b. An entity whose annual budget (from all sources) exceeds $250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
    c. An entity whose annual budget (from all sources) exceeds $100,000 but does not exceed $250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
    d. An entity whose annual budget (from all sources) exceeds $50,000 but does not exceed $100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
    e. An entity whose annual budget (from all sources) does not exceed $50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (0MB) circulars on allowable costs, as follows:

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

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

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

Project Name: Ustick Rd & Prescott Ln Signal

Signed: Crystal Craig

Dated: 1/21/25

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

Project Estimating Worksheet

For Large Construction Projects

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

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

Infrastructure Project (more than $500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	**Preliminary Construction Estimate (PCE)** *(Enter the estimated cost of construction only)*		$ 1,754,000	7.34%	$128,744	92.66%	$1,625,256
CN	**Construction Contingency** (Overruns, change orders, etc.) *(30% of PCE)*	30%	$ 526,200	7.34%	$38,623	92.66%	$487,577
CE	**Construction Engineering (ITD)** *(standard rate: 0.5% of PCE + contingency)*	0.50%	$ 11,401	7.34%	$837	92.66%	$10,564
CC	**Construction Engineering (Consultant)** (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	15%	$ 342,030	7.34%	$25,105	92.66%	$316,925
CL	**Construction Engineering (LHTAC)** *(standard rate: 4% of PCE + contingency)*	4.00%	$ 91,208	7.34%	$6,695	92.66%	$84,513
UT	**Utilities** *(amount for moving/improving utilities)*		$ -	7.34%	$0	92.66%	$0
RW	**Right-of-Way** *(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, $5,000. 10 to 20 parcels, $10,000. More than 20 parcels, contact COMPASS staff.)*		$ 5,000	7.34%	$367	92.66%	$4,633
LP	**Land Purchase** *(estimated amount for land purchase)*		$ 2,585,000	7.34%	$189,739	92.66%	$2,395,261
PE	**Preliminary Engineering (ITD)** *(standard rate: 0.5% of PCE + contingency)*	0.50%	$ 11,401	7.34%	$837	92.66%	$10,564
PC	**Preliminary Engineering (Consultant)** *(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)*	15%	$ 342,030	7.34%	$25,105	92.66%	$316,925
PL	**Preliminary Engineering (LHTAC)** *(standard rate: 4% of PCE + contingency)*	4.00%	$ 91,208	7.34%	$6,695	92.66%	$84,513

Total Project Estimate	Total Local Portion	Total Federal Portion
$5,759,478	**$422,746**	**$5,336,732**

Construction
Right-of-Way
Design

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