

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: CCOA Cutaway Bus Priority 1 of 1 of the applicant

Brief Project Description: CCOA currently serves small urban areas (Canyon County). Demands for service have increased dramatically over the past two years. In order to maintain levels of service, CCOA needs to replace its still operating 2003 cutaway bus which has over 230,000 miles on its odometer.

Contact Information

Requesting Agency: CCOA - Aging, Weatherization and Human Services, Inc.
 Contact Name: Carol Teats
 Address: 304 N. Kimball
 City, State, Zip: Caldwell, ID 83605
 Phone Number: 208-459-0063
 Email Address: carol@ccoaidaho.org
 Project Partner(s): Valley Regional Transit through Acquisition of Services grant; Area Agency on Aging, Canyon County, City of Caldwell

Project Location / Information

City and/or County: Canyon County
Street Name (if applicable):
Is the project located in an Economically Distressed area? (click for info) explain?
 CCOA's service area is located in an economically distressed area as noted in the 2013 Census. The unemployment rate in Canyon County is 2.4% more than the national average. Only three tracts in Canyon County had income levels above the poverty rate.
Is the project located in an Environmental Justice consideration area? (click for info) explain?
 The administrative offices that manage the transportation program are not located within an Environmental Justice concern area, but services are provided to those that are.
Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain?
 No potentially or sensitive environmental threats/issues should be affected by our request. CCOA's transportation program does not operate near the Boise River (except by already established roadways), wetlands, riparian areas, etc.
Explain how the project is consistent with CIM 2040? (click for info)
 CCOA's request will expand current transportation services and reduce safety concerns which are two of the areas emphasized in the CIM 2040 Plan.
How does the project meet CIM 2040 Vision, goals, or strategies? Explain.
 CCOA's transportation program is rapidly expanding for riders who are seniors and/or disabled adults. Currently CCOA provides transportation services in Canyon County's small urban areas. CCOA maintains and utilizes three cutaway buses. One bus is a 2003 cutaway with over 200,000 miles on the odometer. CCOA strives to provide service which is reliable and safe. With the purchase of a bus to replace the 2003 cutaway, maintenance costs decrease and reliability of service increases. CCOA is therefore able to provide transportation with the use of three buses throughout the week instead of three times a week. Also, CCOA is able to assist seniors and/or disabled adults who may find driving their own vehicles more challenging due to physical limitations. CCOA is able to assist with keeping seniors and others on the roadways safer through the transportation opportunities provided by this agency.
Will this project lessen safety hazards? If yes, explain?
 Yes. CCOA's transportation services lessens the number of mature drivers on roads by providing necessary rides to destinations. "National research indicates drivers and passengers over the age of 65 are more likely than younger persons to sustain injuries or die in traffic collisions."
Will the project add funds to or expand an existing project? If yes, provide key number

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The project will not add funds to the transportation program but with the dependability of a newer cutaway bus, the transportation program will be able to serve more riders since down time for maintenance will be greatly reduced. The additional bus should increase monthly boardings by at least 100 with the probability of ridership increasing even more.

What other attempts have been used to secure funding on this project? *Explain outcomes.*

CCOA will be applying to ITD for assistance with 5310 monies with which to purchase a new cutaway bus.

Proposed project schedule? *(provide timeline showing how long to plan for each phase)*

CCOA will apply for 5310 monies for vehicle (capital) acquisition in January, 2016. The ITD process will be followed with actual vehicle possession by the first of 2017.

Please include maps, photos, and/or drawings of the project, if applicable.

[Attached](#)

Cost Information

Feeral/Grant amount requested: \$58,000

Maximum local match amount*: \$11,600

Percent % of total costs: 20%

Is applicant committed to paying operating and/or maintenance costs for this project after completion?*

Yes

\$58,000

** Attach commitment of local match and/or operating costs (letter/minutes/resolution)*

(Signed by elected official for agency or President/CEO of a company) **Attached**

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The picture above depicts the vehicle recently purchased through 5310 ITD funds. CCOA would purchase a very similar vehicle with which to expand safe transportation services in Canyon County's small urban areas.

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CCOA - Aging, Weatherization
and Human Services, Inc.

304 N. Kimball
Caldwell, ID 83605

November 9, 2015

To Whom It May Concern:

CCOA – Aging, Weatherization and Human Services, Inc. is aware of the importance of the local match commitment for the proposed vehicle acquisition and will meet this obligation. These monies will be obtained through donations and other dedicated funds for the bus.

Furthermore, CCOA will also be responsible for all operating costs associated with the requested bus in CCOA's rapidly expanding transportation program. CCOA designates a program budget specifically for the assurance of maintaining the continuous and safe operation of its senior and/or disable riders' transportation vehicles.

Sincerely,

A handwritten signature in black ink that reads "Carol a. Teats".

Carol Teats
Executive Director

"Making a difference, because we care"

Phone: 208-459-0063

Fax: 208-455-2230

www.ccoaidsho.org

Please Click the Excel Tab Related to your Project

PUBLIC TRANSPORTATION

PROJECT NAME: CCOA Cutaway Bus

Project Criteria

Support and Maintain Successful / Critical Service Operation:

How does the project support the existing transportation services?

The purchase of a reliable cutaway bus is necessary to respond to the transportation demand in Canyon County's small urban areas. CCOA's transportation program currently operates two buses 5 days a week from 7:30 to 4:30. Three days a week CCOA utilizes its third bus to assist with the growing requests for transportation. A more reliable bus is needed.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

The primary purposes of trips we provide for seniors and/or disabled adults are to essential services such as grocery stores, doctors, hospitals, banks and service businesses such as beauty shops/barbers, restaurants, laundromats, and senior centers. Transportation is also provided to assisted living/nursing homes for visitations and for social outings of many kinds, i.e. local business tours, holiday events, etc.

If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (*Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.*) *Provide documentation.*

CCOA's Transportation Operations and Vehicle Maintenance Policy is available upon request. Download onto this excel form was not possible. From January to present the 2003 CCOA has paid \$1,343 above regular maintenance costs on the 2003 bus. However the mileage on the bus (231,000 miles) indicates that it is only a matter of time before larger maintenance costs could become a budget issue.

Maximize the Use of Available Resources:

Modes : Is the project the most effective transportation mode(s) for the situation? Explain.

Yes, multiple riders may access the bus without waiting for other modes of transportation since the service is door-to-door and on-demand. Senior and/or disabled riders do not have to change buses, wait for other bus routes, wait in inclement weather or be required to pay a fee for service.

Cost Efficiency: Is the proposed project the most cost efficient way to meet the need? Explain.

CCOA's bus service is very cost effective. The transportation personnel coordinates pickups and drop offs in groupings in close proximity to reduce fuel costs. The additional safe and reliable bus allows more ridership where access fees are not required.

Ridership: Are the proposed services structured to accommodate multiple passengers? Explain.

Yes, the proposed vehicle is a 12 x 2 cutaway bus which accommodates 12 passengers and two wheelchair bound riders. This will be an adequate size for current and near future program expansion.

Sustainability : Is it a one-time project? If not, what is the plan for ongoing funding and operations?

The acquisition of a new bus is a one-time project. The replacement vehicle for the 2003 bus assures CCOA's transportation fleet is adequate for at least another 4 years.

Support Affordable Transportation Options:

Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the

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most affordable option compared to other optional transportation modes? *Explain.*
 CCOA does not require riders to pay a fare but does accept donations. Therefore, riders may donate or not pay at all for their transportation. Many seniors and/or disabled riders live on fixed incomes that are not flexible enough to allow extra expenses. Since there is not a paid fare requirement, riders have more independence and autonomy.

Continued on Next Page

Project Criteria

Support Accessible Transportation Options:

Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? *Explain.*

CCOA's buses are all wheelchair accessible and equipped with safety tie-downs and seat belts for those who are require wheelchair accessibility. All buses run door-to-door and on-demand routes which enable those with any disability easier accessibility. Therefore the options improve accessibility for persons with disabilities and meet ADA standards.

Does the project provide mode choice? *Explain.*

The project provides either regular access or wheelchair access to transportation.

Expand Service Operations:

Is the project supported through an existing planning document such as valleyconnect or CIM 2040? *Provide references (page numbers).*

CCOA's requested project is supported in CIM 2040 through Transportation System Goals - Goal 1.2 and Goal 1.3, pages 76-77.

Does the project enhance or provide connections to existing services? *Explain.*

This project could enhance or provide connections to other transit systems if required to meet riders' needs. For example, a senior could ride CCOA's bus to a route connecting with VRT to go into Boise, or vice versa. There are many possibilities for connections to other existing services.

Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

CCOA's request is supported by three strategies in the Service Coordination Plan: 3DL001, 3DL002 and 3DL007. The additional and reliable bus supports CCOA's existing service and allows the expansion of services in Canyon County. With the marketing of expanded services throughout Canyon County, CCOA has raised awareness of transportation services and options available to them.

Improve Safety and Security:

How does the project improve or maintain safety and security of the transportation system?

The acquisition of a new bus enables CCOA to serve more riders and allows a vehicle as "back up" if one bus should need repairs.

Improve Customer Service:

How will the project improve customer service and mobility support?

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CCOA has experienced a rapid growth in ridership. With the additional bus, riders will have more access and the opportunity to travel inter County locations. Already with the small urban grant, CCOA has been able to provide riders access to other locations that were not previously within guidelines. For example, through CCOA's former transportation program a spouse from Caldwell could not easily visit a spouse in an assisted living facility in Nampa using CCOA's transportation. Now, CCOA routinely transports riders between many areas in Canyon County for various reasons. Spouses visiting spouses in institutional settings or senior family members reconnecting with others has been a very rewarding benefit of the expanded service.

Will the bus, equipment, or facility be owned or leased? Owned

Are other funding sources available to fill this need? Explain.

Total funding is not available. CCOA is a nonprofit organization operating on grants and assistance from local county and city officials. However, match of grant funds will be available.

Which CIM 2040 Performance Measures are relevant? (click for more info) How? (performance measures will be tracked throughout the life of a project)

Performance measures under Goal 1.2 (Transportation) - number of auto crashes/fatalities and Goal 1.5 (Health) - household connectivity to . . . are relevant. Number of auto crashes and fatalities may be reduced by providing transportation to riders who should not be operating a vehicle or do not feel confident in driving. Goal 5.1 (Health) reinforces the benefits of independence and autonomy in individuals. Isolation may induce depression and a myriad of other mental and physical health issues. Socialization helps alleviate these health risks.



Treasure Valley Transit

November 11, 2015

Ms. Toni Tisdale
COMPASS
700 NE 2nd Street
Meridian, Idaho 83642

RE: FY2017 COMPASS Project Application for Small Urban Funding

Dear Toni,

It is our pleasure to submit the attached FY2017 COMPASS Project Application for Small Urban Funding that Treasure Valley Transit, Inc., (TVT) currently provides in the Small Urban area of Nampa, Caldwell and Middleton. We have the staff in place with the talent, experience and dedication to continue to serve the general public, seniors, youth and persons with disabilities.

We have demonstrated the capacity to achieve the goals, objectives and performance metrics outlined in this application.

TVT has operated under and agrees to comply with all State and Federal Transit Administration (FTA) requirements including the ability to meet the local match requirement.

Authorized Signer: Terri Lindenberg, Executive Director
Treasure Valley Transit, Inc.
1136 W. Finch Drive
Nampa, Idaho 83651

I am excited about this application and the opportunity to continue providing the Small Urban services outlined in this application.

Sincerely,

Terri Lindenberg
Executive Director
Treasure Valley Transit, Inc.
terri@treasurevalleytransit.com
208-463-9111 phone
208-465-1803 fax

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: TVT Small Urban Demand Response	Priority ___ of ___ of the applicant
<p>Brief Project Description: There is a segment of service that is within the small urban area of Nampa, Caldwell and Middleton that was not served. TVT has received the Small Urban dollars to continue to fill this gap since FY13. This Demand Response service goes above and beyond the ADA requirements of the ValleyRide paratransit service which is limited to the ¾ mile requirement. In addition, this service provides valuable matching dollars through Medicaid reimbursement for rides that meet this eligibility.</p>	
Contact Information	<p>Requesting Agency: Treasure Valley Transit, Inc. Contact Name: Terri Lindenberg Address: 1136 W. Finch Drive City, State, Zip: Nampa, Idaho 83651 Phone Number: 208-463-9111 Email Address: terri@treasurevalleytransit.com</p> <p>Project Partner(s): American Medical Response/Access2Care, Western Idaho Training Company and Developmental Centers in Canyon County and other Health and Human Service Agencies.</p>
Project Location / Information	<p>City and/or County: Nampa, Caldwell and Middleton in Canyon County Street Name (if applicable): N/A</p> <p>Is the project located in an Economically Distressed area? (click for info) explain? An economically distressed area is based on the Canyon County unemployment rate of 5.9% in comparison to the national average of 5.1% and the Canyon County per capita income of \$18,366 in comparison to the national average of \$55,200. Idaho ranks 49 out of 50 for lowest per capita income in the nation.</p> <p>Is the project located in an Environmental Justice consideration area? (click for info) explain? The project is identified in the Minority Consideration Area.</p> <p>Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? No</p> <p>Explain how the project is consistent with CIM 2040? (click for info) Policy Recommendations 1 & 2 in the CIM demonstrate that this project is consistent.</p> <p>How does the project meet CIM 2040 Vision, goals, or strategies? Explain. Pg. 12 identified 7 strategies and this project is supported by all 7.</p> <p>Will this project lessen safety hazards? If yes, explain? TVT has two Certified Safety Officer's and we participate in the Local Emergency Preparedness Plans with the County. We maintain vigilance in identifying potential hazards and taking preventive measures.</p> <p>Will the project add funds to or expand an existing project? If yes, provide key number</p>

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	<p>This is an existing project that TVT intends to expand by 10% each year over this 5 year project time frame.</p> <p>What other attempts have been used to secure funding on this project? Explain outcomes.</p> <p>The original funding was under 5317 which became 5310 and this project has been awarded funding since FY13. The only other funding source would be 5307 and that would need to be evaluated in the balancing process. TVT does not intend to be in competition with VRT's funding for the Small Urban fixed route and access operations.</p> <p>Proposed project schedule? (provide timeline showing how long to plan for each phase)</p> <p>This funding is defined by each grant year from FY18-FY22 as requested in the application.</p>
Cost Information	<p>Federal/Grant amount requested: FY18 \$193,600 FY19 \$212,960 FY20 \$234,256 FY21 \$257,681 FY22 \$283,449</p> <p style="text-align: right;">Percent % of total cost: Based on the match requirement</p> <p>Maximum local match amount*: \$ See below</p> <p>TVT provides the Local Match by leveraging the Medicaid dollars each year based on the requirements of the grant award.</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?*</p> <p>This will continue to be an existing service for TVT as long as funding is available.</p> <p>TOTAL cost of project: \$1,181,946 for FY18-FY22</p> <p><i>*Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i></p>

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PROJECT NAME: TVT Small Urban Demand Response

Project Criteria

Support and Maintain Successful / Critical Service Operation:

How does the project support the existing transportation services?

TVT directly operates a segment of service that is within the small urban area of Nampa, Caldwell and Middleton that was not served and TVT is applying for this funding to continue to fill this gap. In previous years this funding was under the 5317 program which has been incorporated into the 5310 Program. In November of 2014 TVT applied for both FY16 and FY17 grant years and was awarded \$160,000 for FY16 and \$176,000 in FY17. The funding was to go above and beyond the ADA requirements of the ValleyRide paratransit service which is limited to the ¾ mile requirement. TVT provides this demand response service for persons with disabilities to access developmental centers, medical appointments, mental health services, dialysis, etc. In addition, this service provides valuable matching dollars through Medicaid reimbursement for rides that meet this eligibility. Medicaid reimbursement is crucial to the rural programs since Idaho does not have State funding for transit operations.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

The primary utilization is for persons with disabilities to access the developmental centers and workshops in Canyon County. The large centers are the Western Idaho Training Company, Affinity, Community Partnership, Gem State and A & R. There are smaller centers that we transport to as well. In addition, this service also accommodates passengers who want to access all other trip purposes.

If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (*Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.*) Provide documentation.

N/A

Maximize the Use of Available Resources:

***Modes* : Is the project the most effective transportation mode(s) for the situation? Explain.**

The passengers utilizing this service do not have the ability to use the fixed route system and are eligible for transportation under the Medicaid program. The State of Idaho has contracted with AMR/Access2Care to be the statewide broker and TVT has a contractual arrangement with AMR to provide this service. This is the most effective mode of transportation for this population.

***Cost Efficiency*: Is the proposed project the most cost efficient way to meet the need? Explain.**

Yes, TVT works closely with the scheduling staff to multi-load the vehicles which is cost efficient and the best use of the funding for the service.

***Ridership*: Are the proposed services structured to accommodate multiple passengers? Explain.**

Yes, the service is designed to accommodate multiple passengers through efficient and effective dispatch operations.

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Sustainability : Is it a one-time project? If not, what is the plan for ongoing funding and operations?

This is not a one time project and has been in effect since FY2013. TVT anticipates that this service will remain at the current level and expand as the funding increases in order to meet the demand. TVT established a Purchase of Service program in Ada and Canyon Counties to assist in filling the gap in service for seniors that currently exists. These two programs complement each other and provide the mobility options that are needed to meet the demand for service.

Support Affordable Transportation Options:

Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes? *Explain.*

Yes, the passenger does not pay a fare for this service if they are Medicaid eligible. Private pay customers are charged the same rate that the Medicaid Broker is reimbursed for this service. This is more affordable than a taxi fare or private for profit van service.

Project Criteria

Support Accessible Transportation Options:

Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? *Explain.*

This project enables persons with disabilities to access affordable, safe and reliable transportation. All TVT buses and or vans are accessible and the drivers are trained professionals in Passenger Service and Safety, Defensive Driving, CPR and First Aid as well as quarterly Safety Meetings.

Does the project provide mode choice? *Explain.*

Passengers can select bus or van.

Expand Service Operations:

Is the project supported through an existing planning document such as valleyconnect or CIM 2040? *Provide references (page numbers).*

Policy recommendations noted as bullets 1 & 2 demonstrate this project is a part of existing plans. Reference Pages 43.

Does the project enhance or provide connections to existing services? *Explain.*

This 5310 project and the 5310 Acquisition of Service provided by the Canyon County Organization on Aging complement each other and provide extensive coverage for seniors and persons with disabilities in the small urban area.

Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

Pg. 12 identified 7 strategies and this project is supported by all 7.

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Improve Safety and Security:

How does the project improve or maintain safety and security of the transportation system?

TVT drivers are all trained professionals as noted in a previous question. In Addition, TVT has two Certified Safety Officer's.

Improve Customer Service:

How will the project improve customer service and mobility support?

TVT has received a grant for Mobility Management Support Services based on our scope of work to increase ridership, advocacy and the marketing of our programs.

Will the bus, equipment, or facility be owned or leased?

N/A

Are other funding sources available to fill this need? *Explain.*

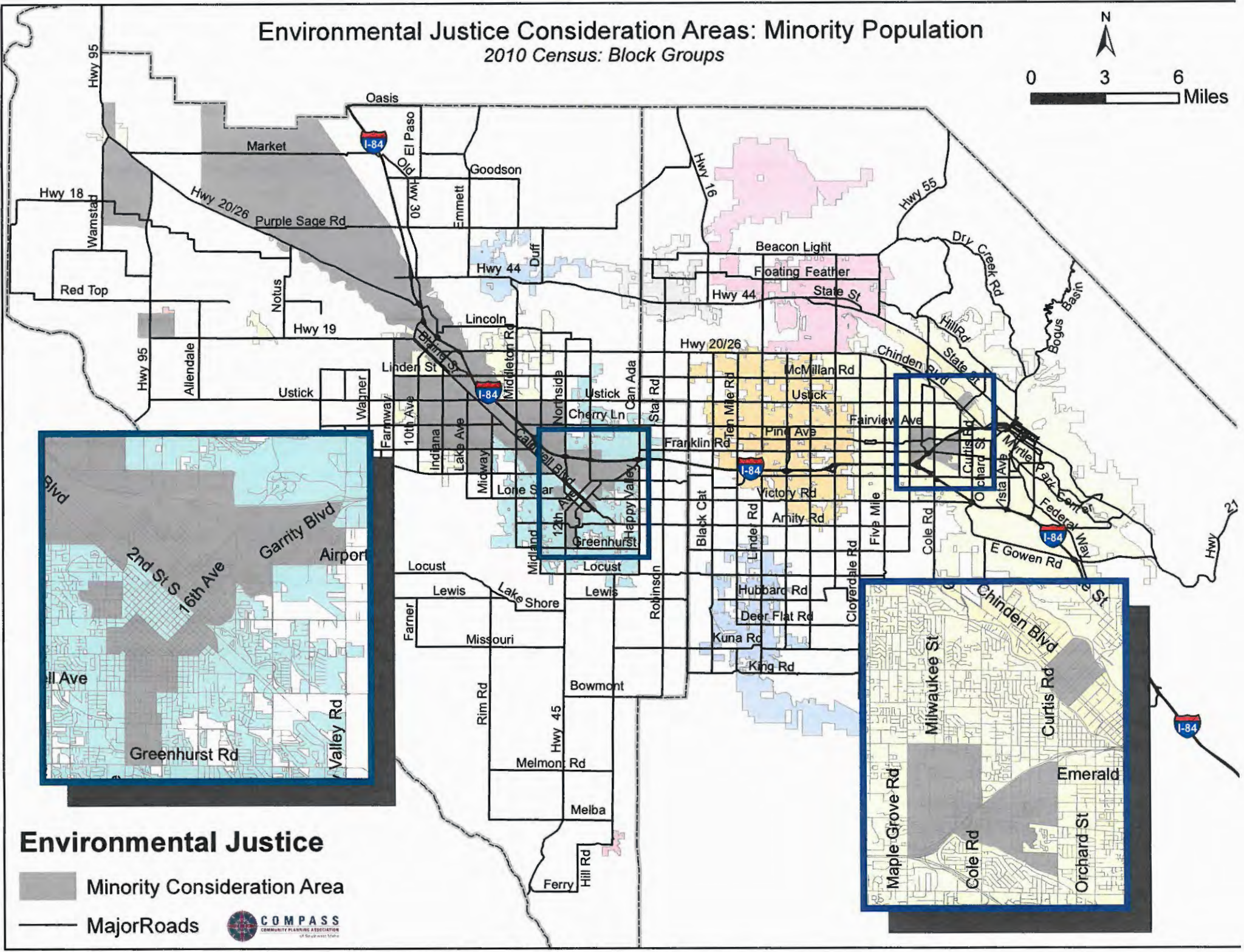
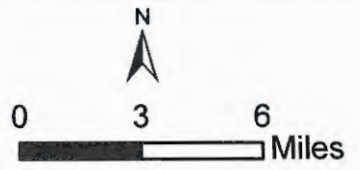
The 5310 or 5307 funding is critical to the continuation of this program.

Which CIM 2040 Performance Measures are relevant? *(click for more info) How? (performance measures will be tracked throughout the life of a project)*

Performance Measures under 1.1 & 1.2 are all relevant and tracked by TVT.

Environmental Justice Consideration Areas: Minority Population

2010 Census: Block Groups



Environmental Justice

- Minority Consideration Area
- Major Roads

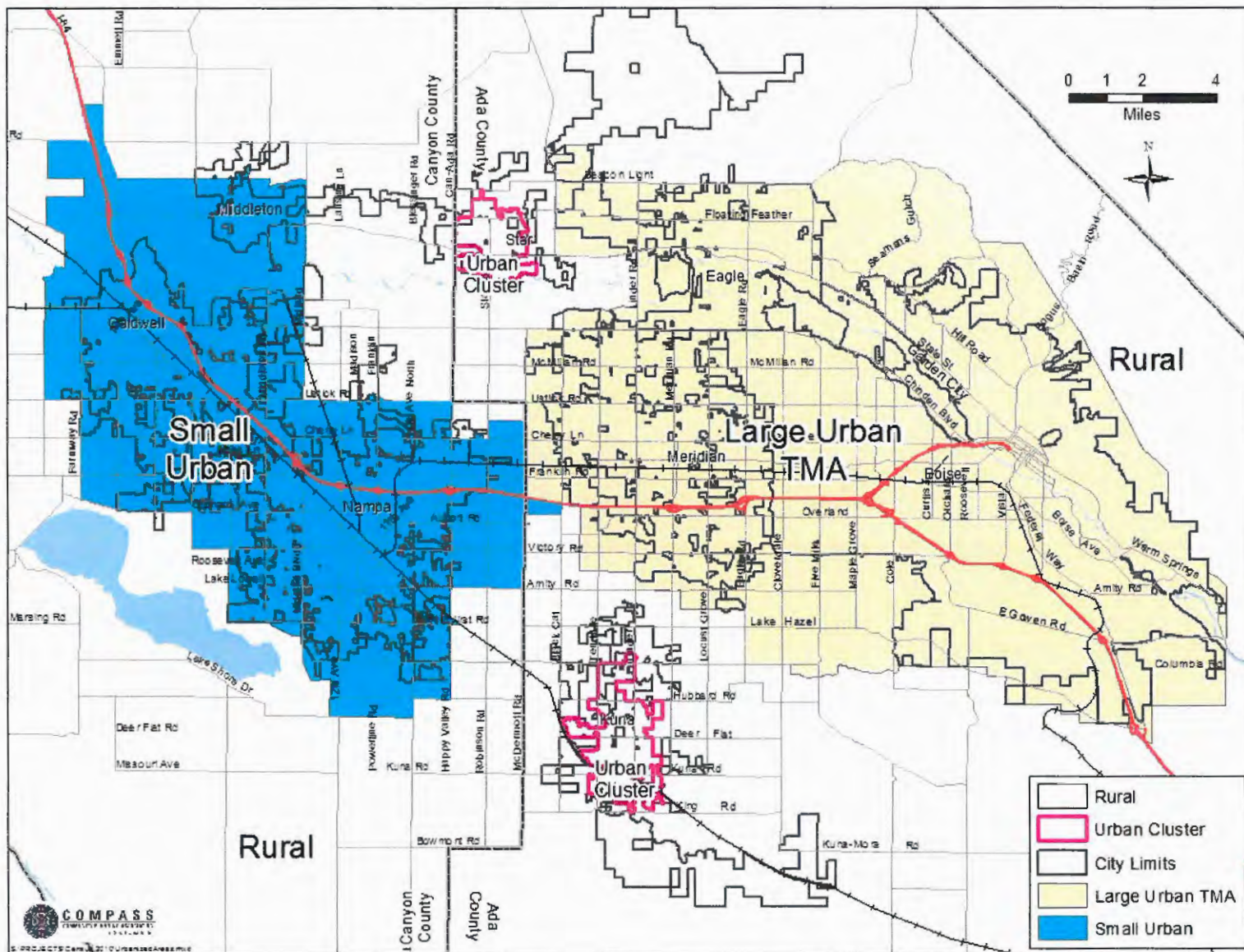


Figure 3. FHWA Funding Geographies
 (See map on page 3 for entire COMPASS Planning Area)



November 12, 2015

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

RE: 5310 Small Urban Project: Purchase of Service – Canyon County

Applicants Name: Valley Regional Transit
Mailing Address: 700 NE 2nd Street, Suite 100
Meridian, Idaho 83642
Email Address: Khiggs@valleyregionaltransit.org
Website: www.valleyregionaltransit.com
Name of authorized signer: Kelli Fairless, Executive Director

Statement of Acceptance of State and Federal Requirements:

Valley Regional transit (VRT) is in acceptance of and is willing to comply with all State and Federal transit administration (FTA) requirements pertaining to this application for FTA Section 5310 Small Urban funds.

Executive Summary:

This application is for a traditional 5310 project that will pay for the Purchase of Service in the small urban areas of Canyon County.

The grant funds will contribute towards the cost of transportation for persons that are age 65 and older and persons with disabilities. The transportation providers will be private, non-profit agencies that participate in VRT's Community Link Network. VRT and each of the providers will offer effective mobility options in an efficient manner. Technology is being developed to coordinate trips and provide regional connectivity.

All of the trips supported with these grant funds will have at least one portion of the trip in the small urbanized areas of Canyon Count (Nampa, Caldwell or Middleton). They can originate in the small urbanized are ore in the rural parts of ADA or Canyon counties, including the communities of Greenleaf, Kuna, Melba, Notus, Parma, Star, Wilder or any of the unincorporated areas of either county.

Thank you for your consideration of this project. If you require any additional information, please do not hesitate to contact myself, Kelly Higgs and/or Rhonda Jalbert.

Sincerely,

A handwritten signature in black ink that reads "Kelli Fairless".

Kelli Fairless, Executive Director
Valley Regional Transit

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PROJECT NAME: 5310 Small Urban – Purchase of Service Priority ___ of ___ of the applicant

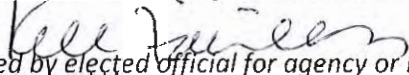
Brief Project Description: The 5310 Purchase of Service invoices transportation providers for a flat rate trip charge that is determined to be fair and reasonable. Eligibility includes seniors 65+ and persons with disabilities. Contracts can be with multiple agencies in order to offer effective mobility options in an efficient manner. Technology is being developed to coordinate trips and provide regional connectivity. Trips originating in the small urban areas into the rural Ada and Canyon County (Greenleaf, Kuna, Melba, Notus, Parma, Star, Wilder, and the unincorporated area) are allowable under this program.

Contact Information	<p>Requesting Agency: Valley Regional Transit Contact Name: Kelly Higgs Address: 700 NE 2nd Street, Suite 100 City, State, Zip: Meridian, ID 83642 Phone Number: 208-258-2795 Email Address: khiggs@valleyregionaltransit.org Project Partner(s): Treasure Valley Transit; Canyon County Organization on Aging, Inc.; Idaho Commission on Aging and/or Aging Contractor</p>
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Project Location / Information	<p>City and/or County: Caldwell, Nampa, and Middleton within Canyon County and into the rural areas Street Name (if applicable): Is the project located in an Economically Distressed area? (click for info) explain? Yes, this project serves mainly small urban and rural areas and serves a public transportation dependent population. Is the project located in an Environmental Justice consideration area? (click for info) explain? Yes, part of this project is located in an economically disadvantaged community (rural areas and Canyon County). Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? This program is being developed with multiple stakeholders i.e.: Dept. of Labor, Dept. of Health and Welfare, CCOA whose clients can be classified as economically disadvantaged. Explain how the project is consistent with CIM 2040? (click for info) This program promotes livable communities and meets the four goals of safer connects, better coordination, minimal transportation impact on environment and provides better information. How does the project meet CIM 2040 Vision, goals, or strategies? Explain. This project meets the CIM 2040 Vision, Goals and Strategies by providing a service that represents active needs in our communities by encouraging healthier lifestyles, reaches the underserved populations and offers an educational platform to those who may not otherwise have the opportunities to learn. This program encourages reducing traffic and lower air emissions th will also serve to save money in local communities infrastructures. Will this project lessen safety hazards? If yes, explain? This project offers individuals alternative forms of transportation for persons young and old and a reduction of traffic during peak hours. Will the project add funds to or expand an existing project? If yes, provide key number Yes, we will be adding additional funding to Key Number 18739 for this project.</p>
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	<p>What other attempts have been used to secure funding on this project? <i>Explain outcomes.</i> Funding includes Idaho Commission on Aging dollars, city, county, fundraisers or in-kind donations. Proposed project schedule? <i>(provide timeline showing how long to plan for each phase)</i> This will be a longstanding project and will need funding from 4/1/2017 through 3/30/2022</p> <p>Please include maps, photos, and/or drawings of the project, if applicable.</p> <p style="text-align: right;"><i>Continued on next page</i></p>
Cost Information	<p>Federal/Grant amount requested: \$223,000 each year being applied for</p> <p>Maximum local match amount*: \$55,750 Percent % of total cost: 20</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?*</p> <p>Yes, please see attached commitment letter.</p> <p>TOTAL cost of project: \$1,393,750 to be used over a five year plan</p> <p><i>* Attach commitment of local match and/or operating costs (letter/minutes/resolution)</i></p> <p> (Signed by elected official for agency or President/CEO of a company)</p>

ALTERNATIVE TRANSPORTATION

PROJECT NAME: 5310 Small Urban – Purchase of Service

Project Criteria	<p>How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) <i>Explain.</i> N/A</p> <p>How does the project support and/or maintain successful/critical service operations? This program will support alternative transportation options for underserved population. This program is used to fill gaps in public transportation where having traditional transit service is not viable</p> <p>How does the project support the existing transportation system? This project promotes alternative transportation mobility options and fills key gaps.</p> <p>What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? <i>If relevant.</i> The primary trip purpose for this program is health/medical, recreation, shopping, civic engagement, and employment.</p> <p>If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? <i>Provide supporting documentation.</i> N/A</p> <p>Does the project have dedicated right-of-way, or will it need to be purchased? N/A</p> <p>Does the project have a local or regional scope? <i>Explain.</i> This program is a purchase of service (POS) project coordinated by VRT through partnerships with human service agencies and/or private providers. Vehicle sharing is a key project goal. Other goals are to reduce operating costs, minimize the administrative burden, and maximize the use of available vehicles required to provide services within the regional service area. VRT partnered to develop the program, a 5310-funded project that focuses on serving older adults and persons with disabilities through a network of coordinated transportation services throughout Ada and Canyon counties. Eligible seniors and persons with disabilities are provided these rides free of charge.</p> <p>Is the project identified in an adopted local plan specifically? <i>Provide supporting documentation.</i> This is in the locally derived human services plan and was adopted as the preferred approach in the VRT adopted Senior Rides plan.</p> <p>If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline? This program has been discussed and coordinated with ITD Public Transportation Department. Budget and timeline have been discussed and reviewed in the past.</p> <p>Which CIM 2040 Performance Measures are relevant? (click for info) How? (add statement) POS supports the aim of promoting livable communities ad the four (4) goals: 1) safer connections, 2) better coordination, 3) minimal transportation impact on environment and 4) better information. This program supports CIM 2040.</p>
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FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Commuteride Van Expansion		Priority ___ of ___ of the applicant
Brief Project Description: Add 4 vans a year starting in 2018		
Contact Information	<p>Requesting Agency: Ada County Highway District</p> <p>Contact Name: Tom Ferch</p> <p>Address: 3775 Adams Street</p> <p>City, State, Zip: Garden City, ID, 83714</p> <p>Phone Number: (208) 387-6157</p> <p>Email Address: tferch@achdidaho.org</p> <p>Project Partner(s):</p>	
Project Location / Information	<p>City and/or County: Ada County and Canyon County</p> <p>Street Name (if applicable): County Wide</p> <p>Is the project located in an Economically Distressed area? (click for info) explain? This project provides a benefit to the residents of Ada and Canyon counties, which includes residents in e</p> <p>Is the project located in an Environmental Justice consideration area? (click for info) explain? This project benefits the residents of Ada and Canyon counties, which include residents living within envi</p> <p>Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? N/A</p> <p>Explain how the project is consistent with CIM 2040? (click for info) The project supports measures to enhance the transportation system by improving accessibility and connectivity to jobs, schools and services (details in application).</p> <p>How does the project meet CIM 2040 Vision, goals, or strategies? Explain. Relevant CIM 2040 Goals: 1.1, 1.4, 6.1, 1.3.1.c and 1.41b (details in application).</p> <p>Will this project lessen safety hazards? If yes, explain? Yes. The is project will expand Commuteride routes with improved vehicle safety considerations, including back up cameras. Further, this project will improve safety for other drivers/vehicles on the transportation system as it will reduce congestion during peak periods.</p> <p>Will the project add funds to or expand an existing project? If yes, provide key number No.</p> <p>What other attempts have been used to secure funding on this project? Explain outcomes. Funding for match is secured through ACHD General Funds. No other funding is available.</p> <p>Proposed project schedule? (provide timeline showing how long to plan for each phase) RFP -May/June; Order Vehicles - June/July; Vehicle Delivery/Purchase - December/January</p> <p>Please include maps, photos, and/or drawings of the project, if applicable.</p>	

Continued on next page

FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	Federal/Grant amount requested: \$676,090 (80% of project)	
	Maximum local match amount*: \$169,022	Percent % of total cost: 20%
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?* Yes	
	TOTAL cost of project: \$ 845,112	
	* Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)	

PUBLIC TRANSPORTATION

PROJECT NAME: Commuteride Van Expansion

Project Criteria

Support and Maintain Successful / Critical Service Operation:

How does the project support the existing transportation services?

Yes. The project is allows for the continued growth of the ACHD Commuteride vanpool program, Club Red. The program currently manages over 90 vanpools that serve a six county area with approximately 900 average vanpoolers every month, eliminating 850+ tons of CO2 from being released into the area and over 1 million vehicle miles traveled (VMT) from the roadway. ACHD Commuteride's Strategic Plan calls for a 4% growth of this program every year. Continued growth of this program is also identified as a goal in the CIM 2040.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

Employment

If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (*Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.*) *Provide documentation.*

Not applicable. However, once the new vehicles are purchased, they will be included into ACHD's Capital Replacement Plan and will adhere to our policy to maximize the use of every vehicle both in years and mileage.

Maximize the Use of Available Resources:

Modes : Is the project the most effective transportation mode(s) for the situation? Explain.

Yes. Over 195,000 people commute to/from Ada County every day and approximately 35% travel more than 25 minutes to/from work (CIM 2040). The ACHD Commuteride vanpool program, Club Red is designed to effectively address these peak period trip needs – including trips from areas not served by other public transportation agencies (as long as the trip passes through Ada County, Club Red can provide the service). There are two primary reasons we are the most effective – we are demand responsive and we serve areas not well served by traditional public transportation. Vanpools are only formed when 10 (Club Red policy) willing commuters with similar commute patterns are interested. If ridership falls below a threshold (7 participants – again, Club Red policy) the route can be taken off the road with limited overhead. The ridership level is optimal for the Treasure Valley's lower density areas surrounding our employment activity centers; in fact our average occupancy is approximately 9 per van. We currently provide service in over 6 counties in Idaho, average 900 riders every month, and remove over 1M vehicle miles off the roadways. In addition, vanpool participants themselves receive financial benefits (commute costs for the individual is cut up to 80% over driving alone and they are eligible for pre-tax transportation benefits), healthy related benefits (the social networking on vans has proven to improve quality of life), and environmental benefits – the Club Red program eliminated over 10,000 tons of CO2 being released into the air in the last 12 months, resulting in improved air quality not only for the vanpoolers but also for the rest of Treasure Valley residents and employees.

Cost Efficiency: Is the proposed project the most cost efficient way to meet the need? Explain.

PUBLIC TRANSPORTATION

Yes. Over 195,000 people commute to/from Ada County every day and approximately 35% travel more than 25 minutes to/from work (CIM 2040). Club Red serves that customer base with very low operating costs, as the passengers drive themselves (the highest operating cost associated with public transportation are the drivers) and there are limited vehicle maintenance costs (they are roughly the same as a personal vehicle). In addition, vanpools are only formed when 10 (Club Red policy) willing commuters with similar commute patterns are interested. If ridership falls below a threshold (7 participants – again, Club Red policy) the route can be taken off the road with limited overhead. Adding a new route requires only 10 willing participants and a van. Operating costs are covered entirely by fares, while vanpool participants cut their commute cost over driving alone by 80%. Finally, replacing these vehicles at this point in time results in improved fuel efficiency and lower maintenance costs keeping fares low.

Ridership: Are the proposed services structured to accommodate multiple passengers? Explain.

Yes, the vehicles are retrofitted to carry 13 passengers, including the volunteer driver. As our system is so demand responsive we only allow routes with a minimum of 7 participants –which encourages higher occupancy. Our average occupancy is 9 participants per van.

Sustainability: Is it a one-time project? If not, what is the plan for ongoing funding and operations?

Yes, this is a capital project. Operational costs for the program are covered entirely by vanpool fares.

Support Affordable Transportation Options:

Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes? *Explain.*

Yes. Vanpool participants reduce their commute costs (over driving alone) up to 80% and they are eligible for pre-tax transportation benefits. While our average fare is slightly more than the inter-county routes, participants enjoy time savings as there are over 90 route schedules each tailored specifically to the needs of those 13 participants. In addition, the vanpools flexibility in pick-up/drop-off points (again, tailored specifically to each van) makes it extremely accessible to most Treasure Valley employees. Further, we serve 6 counties making us the only public transit option available in many areas.

Support Accessible Transportation Options:

Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? *Explain.*

Not Applicable.

Does the project provide mode choice? *Explain.*

Yes. The vanpool is low cost alternative to riding alone. Bicycle racks are available on every van, by request, allowing individual participants to choose bicycling as their return commute mode. Further, vanpoolers are able to use walking, bicycling, or bus for errands during the day.

Expand Service Operations:

Is the project supported through an existing planning document such as valleyconnect or CIM 2040? *Provide references (page numbers).*

PUBLIC TRANSPORTATION

Project Criteria

Yes. ACHD Commuteride is well supported by CIM 2040 goals and Commuteride services are identified in specific priorities. Relevant goals include: Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements – Club Red provides access to over 900 jobs a month through a very efficient model, average 9 commuters per vehicle. Goal 1.4: Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips – Club Red removes over 1M VMT off the roadways each month; Goal 6.1: Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley – Club Red provides connections to multiple employment centers throughout the Treasure Valley including downtown Boise, Park Center, Boise Airport, Gowen Field, Micron, and St. Al's.

Club Red is specifically relevant to objectives 1.3.1.c Prioritize projects that maintain the existing

Does the project enhance or provide connections to existing services? *Explain.*

Yes. Nineteen of the Club Red vans use existing park and ride facilities as their pick up/drop off point. Bicycle racks are available on every van, by request, allowing individual participants to choose bicycling as their return commute mode. Further, vanpoolers are able to use walking, bicycling, or bus for errands during the day. These new vans will be used to further connect to existing park/ride facilities, transit lines and bicycle/pedestrian network. The remainder of the Club Red vans use excess private parking facilities at area businesses through MOUs.

Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

Yes. Goal/Strategy 3DL001: Existing Transportation Service to Support existing service operations in Ada and Canyon Counties as appropriate to performance standards - where ACHD Commuteride Club Red Vanpool Monthly Ridership/Routes is specifically listed as a performance measure.

Improve Safety and Security:

How does the project improve or maintain safety and security of the transportation system? This project improves safety through the purchase of new vehicles having enhanced safety features including back up cameras and improved driver visibility. Further, the Club Red program reduces congestion, removing over 800 trips from the network daily during peak travel periods, thereby reducing safety concerns related to increased traffic. Club Red has had only one accident in the past year that has occurred on a roadway (the other incidents were located in parking lots).

Improve Customer Service:

How will the project improve customer service and mobility support?

This project includes the purchase of 4 new vehicles with data ports, vehicle reliability, and improved interior seating quality all of which were indicated as desirable in our latest customer survey. Further, the Club Red program reduces wear/tear on the roadways improving driving quality for all Treasure Valley drivers.

Will the bus, equipment, or facility be owned or leased?

PUBLIC TRANSPORTATION

Owned

Are other funding sources available to fill this need? *Explain.*

No. All other funds are going toward operating costs or to match the dollars requestd in this application.

Which CIM 2040 Performance Measures are relevant? (click for more info) How? (performance measures will be tracked throughout the life of a project)

Vanpools - by counting the number of vanpools in service. Peak hour travel time (Downtown Caldwell to Downtown Boise) – 30% of current routes serve this same corridor, reducing the number of vehicles by placing those drivers into vans will result in less congestion and reduced peak hour travel time; Vehicle emissions - Club Red currently averages the elimination of 900 tons of CO2 every month (21 days); Annual transit ridership, while predominantly a fixed line measure Club Red ridership totals are reported to the NTD;

Annual transit passenger miles, while predominantly a fixed line measure Club Red ridership passenger miles is reported to the NTD

ACHD Commuteride Van Needs (Expansion)

Funding Year	2016	2017	2018	2019	2020	2021
Expansion Vans for Ada county routes (LU)	0	0	2	2	2	2
Expansion Vans for canyon county routes (SU)	0	0	2	2	2	2
Unfunded Needs (LU)	\$0	\$0	\$99,508	\$103,488	\$107,628	\$111,932
Unfunded Needs (SU)	\$0	\$0	\$99,508	\$103,488	\$107,628	\$111,932
available local Match for unfunded needs (Up to 20%. Required Match Varies by Funding Source)	N/A	N/A	N/A	Yes	Yes	Yes

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) Ada County Highway District	Date 11/12/15
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Project Title (Name of Street or Road) Commuteride Van Expansion	F.A. Route Number N/A	Project Length N/A	Bridge Length N/A
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Project Limits (Local Landmarks at Each End of the Project)
Within Commuteride Rideshare system

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Expansion van purchase
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 845,112
Right-of-Way (ITD 1150, Line 2)	\$ _____
Construction (ITD 1150, Line 18)	\$ _____

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

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

Will any Person or Business be Displaced: Yes No Possibly

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

Sponsor's Signature 	Title Deputy Director, ACHD
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number TBD - FY2019-21	Project Number	Date 11/12/2015
Location Commuteride Expansion Vans		District 3
Segment Code N/A	Begin Mile Post N/A	End Mile Post N/A
Length in Miles N/A		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$845,000
2. Right-of-Way: Number of Parcels _____ Number of Relocations _____		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization % of Item 15		
17. Construction Engineer and Contingencies % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost (1 + 2 + 18)		\$845,000
20. Project Cost Per Mile		
Prepared By: Tom Ferch		

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Commuteride Van Replacement		Priority ___ of ___ of the applicant
Brief Project Description: Replace vans used in Commuteride system.		
Contact Information	Requesting Agency: Ada County Highway District Contact Name: Tom Ferch Address: 3775 Adams Street City, State, Zip: Garden City, ID, 83714 Phone Number: (208) 387-6157 Email Address: tferch@achdidaho.org Project Partner(s):	
	City and/or County: Ada County and Canyon County Street Name (if applicable): County Wide Is the project located in an Economically Distressed area? (click for info) explain? This project provides a benefit to the residents of Ada and Canyon counties, which includes residents in economically distressed areas.	
Project Location / Information	Is the project located in an Environmental Justice consideration area? (click for info) explain? This project benefits the residents of Ada and Canyon counties, which include residents living within environmental justice areas.	
	Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? N/A	
	Explain how the project is consistent with CIM 2040? (click for info) The project supports measures to enhance the transportation system by improving accessibility and connectivity to jobs, schools and services (Details in application).	
	How does the project meet CIM 2040 Vision, goals, or strategies? Explain. Relevant CIM 2040 Goals: 1.1, 1.4, 6.1, 1.3.1.c, and 1.41b (details in application)	
	Will this project lessen safety hazards? If yes, explain? Yes. The is project will keep routes functioning with improved vehicle safety considerations, including back up cameras. Further, this project will improve safety for other drivers/vehicles on the transportation system as it will reduce congestion during peak periods.	
	Will the project add funds to or expand an existing project? If yes, provide key number No.	
	What other attempts have been used to secure funding on this project? Explain outcomes. Funding for match is secured through ACHD General Funds. No other funding is available.	
Proposed project schedule? (provide timeline showing how long to plan for each phase) RFP -May/June; Order Vehicles - June/July; Vehicle Delivery/Purchase - December/January		
Please include maps, photos, and/or drawings of the project, if applicable.		

Continued on next page

FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	Federal/Grant amount requested: \$4,078,400	
	Maximum local match amount*: \$1,019,600	Percent % of total cost: 20%
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?*	
	TOTAL cost of project: \$ 5,098,000	

** Attach commitment of local match and/or operating costs (letter/minutes/resolution)
(Signed by elected official for agency or President/CEO of a company)*

PUBLIC TRANSPORTATION

PROJECT NAME: Commuteride Van Replacement

Support and Maintain Successful / Critical Service Operation:

How does the project support the existing transportation services?

The project is the replacement of 20 vehicles annually serving existing commuting routes and over 200 people every day. It is ACHD Commuteride policy to replace vehicles once they have exceeded their useful life in terms of both mileage and age. Each of the vehicles being replaced have over 100,000 miles and are at least 6 years old.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

employment

If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (*Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.*) *Provide documentation.*

Please see attached extract from VRT Capital Replacement Plan . In addition, ACHD Commuteride policy is to maximize the use of every vehicle by having each vehicle reach useful age and mileage at the same time. This requires an annual review of each vehicle's mileage and, if necessary, switching it to another route in order to reach 100,000 miles between 5 - 7 years. The attached VRT Capital Replacement Plan shows Commuteride van assets with estimated retirement dates.

Maximize the Use of Available Resources:

Modes : Is the project the most effective transportation mode(s) for the situation? Explain.

PUBLIC TRANSPORTATION

Project Criteria

Yes. Over 195,000 people commute to/from Ada County every day and approximately 35% travel more than 25 minutes to/from work (CIM 2040). The ACHD Commuteride vanpool program, Club Red is designed to effectively address these peak period trip needs – including trips from areas not served by other public transportation agencies (as long as the trip passes through Ada County, Club Red can provide the service). There are two primary reasons we are the most effective – we are demand responsive and we serve areas not well served by traditional public transportation. Vanpools are only formed when 10 (Club Red policy) willing commuters with similar commute patterns are interested. If ridership falls below a threshold (7 participants – again, Club Red policy) the route can be taken off the road with limited overhead. The ridership level is optimal for the Treasure Valley’s lower density areas surrounding our employment activity centers; in fact our average occupancy is approximately 9 per van. We currently provide service in over 6 counties in Idaho, average 900 riders every month, and remove over 1 million vehicle miles off the roadways.

In addition, vanpool participants themselves receive financial benefits (commute costs for the individual is cut by at 80% and they are eligible for pre-tax transportation benefits), healthy related benefits (the social networking on vans has proven to improve quality of life), and environmental benefits – the Club Red program eliminated over 10,000 tons of CO2 being released into the air in the last 12 months, resulting in improved air quality not only for the vanpoolers but also for the rest of Treasure Valley residents and employees.

Cost Efficiency: Is the proposed project the most cost efficient way to meet the need? Explain.

Yes. Over 195,000 people commute to/from Ada County every day and approximately 35% travel more than 25 minutes to/from work (CIM 2040). Club Red serves that customer base with very low operating costs, as the passengers drive themselves (the highest operating cost associated with public transportation are the drivers) and there are limited vehicle maintenance costs (they are roughly the same as a personal vehicle). In addition, vanpools are only formed when 10 (Club Red policy) willing commuters with similar commute patterns are interested. If ridership falls below a threshold (7 participants – again, Club Red policy) the route can be taken off the road with limited overhead. Adding a new route requires only 10 willing participants and a van. Operating costs are covered entirely by fares, while vanpool participants cut their commute cost over driving alone by 80%. Finally, replacing these vehicles at this point in time results in improved fuel efficiency, lower maintenance costs, keeping fares low.

Ridership: Are the proposed services structured to accommodate multiple passengers? Explain.

Yes, the vehicles are retrofitted to carry 13 passengers, including the volunteer driver. As our system is so demand responsive we only allow routes with a minimum of 7 participants –which encourages higher occupancy. Our average occupancy is 9 participants per van.

Sustainability: Is it a one-time project? If not, what is the plan for ongoing funding and operations?

Yes, this is a capital project. Operational costs for the program are covered entirely by vanpool fares.

PUBLIC TRANSPORTATION

Support Affordable Transportation Options:

Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes? *Explain.*

Yes. Vanpool participants reduce their commute costs (over driving alone) by up to 80% and they are eligible for pre-tax transportation benefits. While our average fare is slightly more than the inter-county routes, participants enjoy time savings as there are over 90 route schedules each tailored specifically to the needs of those 13 participants. In addition, the vanpools flexibility in pick-up/drop-off points (again, tailored specifically to each van) makes it extremely accessible to most Treasure Valley employees. Further, we serve 6 counties making us the only public transit option available in many areas.

Continued on Next Page

Support Accessible Transportation Options:

Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? *Explain.*

Not Applicable.

Does the project provide mode choice? *Explain.*

Yes. The vanpool is low cost alternative to riding alone. Bicycle racks are available on every van, by request, allowing individual participants to choose bicycling as their return commute mode. Further, vanpoolers are able to use walking, bicycling, or bus for errands during the day.

Expand Service Operations:

Is the project supported through an existing planning document such as valleyconnect or CIM 2040? *Provide references (page numbers).*

PUBLIC TRANSPORTATION

Project Criteria

Yes. ACHD Commuteride is well supported by CIM 2040 goals and identified in specific priorities. Relevant goals include: Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements – Club Red provides access to over 900 jobs a month through a very efficient model, average 9 commuters per vehicle. Goal 1.4: Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips – Club Red removes over 1 million VMT off the roadways each month; Goal 6.1: Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley – Club Red provides connections to multiple employment centers throughout the Treasure Valley including downtown Boise, Park Center, Boise Airport, Gowen Field, Micron, and St. Al's. Club Red is specifically relevant to objectives 1.3.1.c Prioritize projects that maintain the existing transportation system and 1.41.b Promote existing commuter programs.

Does the project enhance or provide connections to existing services? *Explain.*

Yes. Nineteen of the Club Red vans use existing park and ride facilities as their pick up/drop off point. The remainder use excess parking in parking lots of local business through MOUs. Bicycle racks are available on every van, by request, allowing individual participants to choose bicycling as their return commute mode. Further, vanpoolers are able to use walking, bicycling, or bus for errands during the day.

Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

Yes. Goal/Strategy 3DL001: Existing Transportation Service to Support existing service operations in Ada and Canyon Counties as appropriate to performance standards - where ACHD Commuteride Club Red Vanpool Monthly Ridership/Routes is specifically listed as a performance measure.

Improve Safety and Security:

How does the project improve or maintain safety and security of the transportation system?

This project improves safety by replacing vehicles that have reached their useful life with new vehicles having enhanced safety features including back up cameras and improved driver visibility. Further, the Club Red program reduces congestion, removing over 800 trips from the network daily during peak travel periods, thereby reducing safety concerns related to increased traffic. Club Red has had only one accident in the past year that has occurred on a roadway (the other incidents were located in parking lots).

PUBLIC TRANSPORTATION

Improve Customer Service:

How will the project improve customer service and mobility support?

This project replaces vehicles that have reached their useful life with vehicles that enhances customer service with data ports, vehicle reliability, and improved interior seating quality all of which were indicated as desirable in our latest customer survey. Further, the Club Red program reduces wear/tear on the roadways improving driving quality for all Treasure Valley drivers.

Will the bus, equipment, or facility be owned or leased?

Owned

Are other funding sources available to fill this need? *Explain.*

Yes: STP-U, STP-TMA, 5307 LU AND 5307 SU. ACHD funds are going toward operating costs, match dollars for other federal funds, or to match the dollars requested in this application.

Which CIM 2040 Performance Measures are relevant? *(click for more info) How? (performance measures will be tracked throughout the life of a project)*

Vanpools - by counting the number of vanpools in service. Peak hour travel time (Downtown Caldwell to Downtown Boise) – 30% of current routes serve this same corridor, reducing the number of vehicles by placing those drivers into vans will result in less congestion and reduced peak hour travel time; Vehicle emissions - Club Red currently averages the elimination of 900 tons of CO2 every month (21 days); Annual transit ridership, while predominantly a fixed line measure Club Red ridership totals are reported to the NTD;

Annual transit passenger miles, while predominantly a fixed line measure Club Red ridership passenger miles is reported to the NTD

ACHD Commuteride Van Needs (Replacement)

Funding Year	2016	2017	2018	2019	2020	2021
Replacement Vans for Ada county routes (LU)	7	12	12	13	13	13
Replacement Vans for canyon county routes (SU)	13	8	8	7	7	7
Unfunded Needs (LU)	\$14,000	\$574,080	\$597,043	\$672,668	\$699,574	\$727,559
Unfunded Needs (SU)	\$0	\$284,720	\$398,029	\$362,206	\$376,694	\$391,762
available local Match for unfunded needs (Up to 20%. Required Match Varies by Funding Source)	yes	Yes	Yes	Yes	Yes	Yes

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) Ada County Highway District			Date 11/12/15
Project Title (Name of Street or Road) Commuteride Replacement Vans	F.A. Route Number N/A	Project Length N/A	Bridge Length N/A

Project Limits (Local Landmarks at Each End of the Project)
Within Commuteride Rideshare system

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input checked="" type="checkbox"/> Replacement van purchase
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 5,098,335
Right-of-Way (ITD 1150, Line 2)	\$
Construction (ITD 1150, Line 18)	\$

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

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

Will any Person or Business be Displaced: Yes No Possibly

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

Sponsor's Signature 	Title Deputy Director ACHD
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number TBD - FY2019-21	Project Number	Date 11/12/2015
Location Commuteride Replacement Vans		District 3
Segment Code N/A	Begin Mile Post N/A	End Mile Post N/A
Length in Miles N/A		

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$5,098,000
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization % of Item 15		
17. Construction Engineer and Contingencies % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost (1 + 2 + 18)		\$5,098,000
20. Project Cost Per Mile		

Prepared By:
Tom Ferch



November 12, 2015

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

RE: Ada County Public Transportation Rolling Stock & Support Vehicles

Applicants Name: Valley Regional Transit
Mailing Address: 700 NE 2nd Street, Suite 100
Meridian, Idaho 83642
Email Address: Khiggs@valleyregionaltransit.org
Website: www.valleyregionaltransit.com
Name of authorized signer: Kelli Fairless, Executive Director

Statement of Acceptance of State and Federal Requirements:

Valley Regional Transit (VRT) is in acceptance of and is willing to comply with all State and Federal transit administration (FTA) requirements pertaining to this application for STP funds.

Executive Summary:

This application is for STP Funds in the large urban area of Ada County.

This application request will be for the purchase and/or lease replacement of rolling stock vehicles for Ada County public transportation fixed route, paratransit services and support vehicles to maintain existing services.

Thank you for your consideration of this project. If you require any additional information, please do not hesitate to contact myself, Kelly Higgs and/or Rhonda Jalbert.

Sincerely, -

A handwritten signature in black ink that reads "Kelli Fairless". The signature is written in a cursive, flowing style.

Kelli Fairless, Executive Director
Valley Regional Transit

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Ada County Public Transportation Priority ___ of ___ of the applicant	
Rolling Stock & Support Vehicles	
Brief Project Description: To purchase and/or lease replacement rolling stock vehicles for Ada County public transportation fixed route and paratransit services to maintain existing services.	
Contact Information	Requesting Agency: Valley Regional Transit Authority Contact Name: Kelli Fairless Address: 700 NE 2nd Street, Suite 100 City, State, Zip: Meridian, Idaho 83642 Phone Number: 208-258-2712 Email Address: kfairless@valleyregionaltransit.org Project Partner(s): City of Boise, Ada County, and Meridian
Project Location / Information	City and/or County: Boise, Ada County Street Name (if applicable): 1615 8th Street South Is the project located in an Economically Distressed area? (click for info) explain? This project will provide rolling stock equipment for public transportation which serves all types of populations and areas including economically distressed areas. Is the project located in an Environmental Justice consideration area? (click for info) explain? This project will provide rolling stock equipment for public transportation which serves all types of populations and areas including economically distressed areas. Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? An environmental suitability analysis was not completed, however this project will support and enhance the transportation system to improve accessibility to jobs, schools and services; allow the efficient movement of people and ensure the reliability of travel by all modes considering social, economic and environmental elements. VRT also maintains a Title VI report for Ada and Canyon Counties and meets FTA requirements. Explain how the project is consistent with CIM 2040? (click for info) This project will maintain public transportation and "CIM 2040 Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types, served by infrastructure, nearby services, and outside of prime farmland or environmental constraints. This scenario supports local comprehensive plan goals and densities, and include entitled developments as of July 2012. This scenario would support high-capacity transit for State Street and a route parallel to Interstate 84, as well as multimodal infrastructure and services throughout the region." How does the project meet CIM 2040 Vision, goals, or strategies? Explain. The CIM Vision provides new housing and jobs along transit corridors, supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service, and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; ensure the reliability of travel by all modes considering social, economic and environmental elements. Will this project lessen safety hazards? If yes, explain? By maintaining current public transportation service it has reduced the amount of congestion on our current infrastructure and therefore has reduced safety hazards. Will the project add funds to or expand an existing project? If yes, provide key number N/A What other attempts have been used to secure funding on this project? Explain outcomes. VRT is the designated recipient for 5307 and 5339 LU funding. However the need for replacement rolling stock outweighs the amount of funding available. A large portion of the 5307 & 5339 LU is designated towards replacing rolling stock. Proposed project schedule? (provide timeline showing how long to plan for each phase) Large rolling stock replacement has a 2 year lead time. See attached Capital Improvement Plan (CIP) - FY19 - Need to replace 4 Demand Response (DR) and 3 40' Fixed Route (FR), FY20 - Need to replace 4 DR & 4 FR, FY21 - Need to replace 3 DR & 4 FR, PD (aka FY22) - Need to replace 4 FR & 2 support vehicles.

FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	<p>Federal/Grant amount requested: \$4,640,000 = \$1,160,000/year Maximum local match amount*: \$340,576 Percent % of total cost: 7.34%</p>
	<p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?*</p> <p>VRT has will continue to include in its budget the operational, preventative maintenance, housing/facility and administration costs for the service that these vehicles provide.</p>

TOTAL cost of project: \$ 4,640,000
**Attach commitment of local match and/or operating costs (letter/minutes/resolution)*
(Signed by elected official for agency or President/CEO of a company)

ALTERNATIVE TRANSPORTATION

PROJECT NAME: Ada County Public Transportation Rolling Stock & Support Vehicles

<p>Project Criteria</p>	<p>How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) <i>Explain.</i></p> <p>This project/purchase is core strategy of alternative transportation and will maintain the existing service that is being provided to the community. Public Transportation provides mobility of persons with disabilities, older adults, and low income individuals. VRT also has an Asset Management System required by MAP - 21 which supports the replacement plan.</p> <p>How does the project support and/or maintain successful/critical service operations?</p> <p>This project will allow for the maintenance of the existing service that is being provided to the community. Not replacing these vehicles will impede the ability of VRT to provide existing service to the community. The replacement of these vehicles will enhance system reliability which is a goal of MAP-21. Trying to maintain and operate older vehicles would be more costly.</p> <p>How does the project support the existing transportation system?</p> <p>This project provides alternative transportation which is a goal of CIM 2040 by reducing congestion, retains a multimodal system and retains a regional transportation system that connects communities, provides access to employment, and provides efficient movement throughout the Treasure Valley.</p> <p>What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? <i>If relevant.</i></p> <p>The primary trip purposes are: shopping, health/medical, employment, education, recreation and sustainability of our community</p> <p>If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? <i>Provide supporting documentation.</i></p> <p>VRT does have a Capital Replacement Plan that is attached as a tab in this application. VRT also has an Asset Management System that tracks the life cycle status and cost of all vehicles owned by VRT.</p> <p>Does the project have dedicated right-of-way, or will it need to be purchased?</p> <p>N/A</p> <p>Does the project have a local or regional scope? <i>Explain.</i></p> <p>The primary trip purposes are: shopping, health/medical, employment, education, recreation and sustainability of our community.</p> <p>Is the project identified in an adopted local plan specifically? <i>Provide supporting documentation.</i></p> <p>The attached Capital Improvement Plan (CIP) has been reviewed and approved by the VRT Board of Directors.</p> <p>If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?</p> <p>VRT and all of the public transportation providers are currently updating the Regional Transportation Development Plan (RTDP) for all public transportation in Ada and Canyon Counties. This request will be supported by the corresponding Capital Improvement Plan (CIP) for VRT. ITD - District 3 is a stakeholder in that project.</p>
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ALTERNATIVE TRANSPORTATION

Which CIM 2040 Performance Measures are relevant? *(click for info)*

How? *(add statement)*

The CIM Vision provides new housing and jobs along transit corridors, supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service, and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; ensure the reliability of travel by all modes considering social, economic and environmental elements.



City of Nampa

ENGINEERING DIVISION

OFFICE (208) 468-5458

CITY HALL 411 THIRD STREET SO. NAMPA, IDAHO 83651

FAX (208) 465-2261

November 13, 2015

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

Dear Toni,

We are pleased to present to COMPASS and Valley Regional Transit two application packets for funding through the current FTA transit application cycle. The projects are identified in the Nampa Citywide Transportation Plan and Bicycle and Pedestrian Master Plan and will help make important connections in order to expand transportation options in Nampa. They will help encourage those who bike or walk to use the bus system to reach destinations throughout the Treasure Valley. The projects are consistent with the Nampa Comprehensive Plan which includes a Complete Streets policy. The goals, objectives and tasks from CIM 2040 are addressed, supporting improved connectivity between transit and bike/walk networks.

This year's applications build upon previously funded FTA projects. The North Nampa project will connect to the Bike and Walk to Downtown project, increasing connections to and from the downtown area. The Blaine/Iowa Avenue project provides an additional one and one-half miles of bicycle facilities, connecting to the South Nampa Multimodal project approved in 2015 to help bicyclists safely reach transit stops on 12th Avenue Road. With the help of COMPASS, we are making significant progress in developing our bicycle and pedestrian network and connecting that network to the regional transit system.

Two application packages are attached for your consideration:

Package 1 – Application 1 – Historic North Nampa/Indian Creek Pathway Multimodal Improvements, including:

1. Bike Boulevard on 14th Avenue North
2. Bike Lanes & Shared Use Lanes on Stampede Drive and 11th Avenue North
3. Rapid Flashing Beacon (RFB) Crossing on Sugar Street at the Indian Creek Pathway Crossing
4. Shared Use Lane on Sugar Street

Package 2 – Application 2 – Blaine/Iowa Avenue Multimodal Improvements, including:

1. Pedestrian Hybrid Beacon (i.e. HAWK) at Blaine Avenue and Midland Boulevard
2. Bike Boulevard on Blaine Avenue from Midland Boulevard to 10th Avenue South
3. Rapid Flashing Beacon (RFB) Crossing on Iowa Avenue and South Herron Drive
4. Bike Lanes and Shared Use Lanes on Iowa Avenue from Middleton Road to South Stanford Street

November 13, 2015

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

Page 2 of 2

The applications are identified in priority order from the grant packages to the elements within the packages. We understand that grant funding is limited and that the selection committee may need to break apart the application elements to fit within the available funding amount.

These projects provide access to major corridors and service broad neighborhood areas, including neighborhoods with a high minority population and low income population in North Nampa. The projects also provide potential support for future transit lines when service is expanded in Nampa. Safety is also a critical issue for those who ride bicycles or walk to get to transit stops and these projects address that issue as well.

Thank you for the opportunity to submit these applications for transit funding. Please let me know if you have questions or need additional information.

Sincerely,



Michael Fuss, P.E.
Public Works Director

MF/jb

PROJECT NAME: Blaine Avenue/Iowa Avenue Multimodal Improvements **Priority** 2 **of** 2 **of** the applicant

Brief Project Description:

Application 2 consists of two segments that enlarge multimodal transportation options, improve safety and enhance access to transit stops in west Nampa. These project segments include bike and pedestrian crossing improvements and a combination of bike boulevard, bike lanes and shared use lane markings in order to improve access to transit stops along the 12th Avenue South transit corridor. Each element addresses safety concerns for users who access transit stops by foot or bicycle. These projects enlarge Nampa’s multimodal transportation network and have been identified in the Nampa Transportation Master Plan and the Nampa Bicycle and Pedestrian Master Plan and are consistent with a Complete Streets policy as written into Nampa’s Comprehensive Plan. Because these projects provide access to major corridors and service broad neighborhood areas, they also provide potential support for future transit lines when service is expanded in Nampa. Each segment, listed in priority order, includes:

Blaine Avenue Segment: (1) Pedestrian-activated Hybrid Beacon (PHB – HAWK) at the crossing on Midland Boulevard and Blaine Avenue, adjacent to West Middle School and near West Park. Along with the PHB, the project includes lighting, striping, signage, and pedestrian ramp improvements. This crossing will improve safety for students, pedestrians and bicyclists, increasing safe access to transit stops on 12th Ave So. (2) A bike boulevard on Blaine Avenue between Midland Boulevard and the 10th Avenue South Bike Boulevard will provide safe passage to transit stops on 12th Avenue South.

Iowa Avenue Segment: (1) Pedestrian-activated Rapid Flashing Beacons (RFB) at the crosswalk on Iowa near Owyhee Elementary School. Along with the RFB, the project includes lighting, striping, signage, sidewalk and pedestrian ramp improvements. This crossing will improve safety for students, pedestrians and bicyclists, making it easier to access transit stops on 12th Avenue Road. (2) A combination of bike lanes and shared use lanes on Iowa Avenue between Middleton Road and South Stanford Street will provide safe passage to transit stops on 12th Avenue Road. This connects to shared use lanes, previously funded, from South Stanford to 12th Avenue Road.

Contact Information	<p>Requesting Agency: City of Nampa Contact Name: Jeff Barnes, P.E., City of Nampa Engineering Address: 411 3rd St. So. City, State, Zip: Nampa, ID 83651 Phone Number: (208) 468-5521 Email Address: barnesj@cityofnampa.us Project Partner(s): Nampa Bicycle and Pedestrian Advisory Committee Bike Walk Nampa Nampa School District</p>
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	<p>City and/or County: Nampa, Canyon county Street Name (if applicable): improvements along Blaine Avenue & Iowa Avenue Is the project located in an Economically Distressed area? (click for info) explain? Yes, Nampa per capita income (\$16,813) is less than 80% of the national average (\$22,155). U.S. Census Bureau, 2009-2013 5-year American Community Survey Is the project located in an Environmental Justice consideration area? (click for info) explain? No</p>
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Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain?

The project was found to not negatively impact environmental suitability considerations. See further analysis in the appendix.

Explain how the project is consistent with CIM 2040? (click for info)

This project is consistent with CIM 2040. It clearly meets the theme of "connections" by providing options for safe access and expanded mobility choices for all users in a cost-effective manner. It encourages walk and bike trips that lead to transit stops, serving in particular those without cars, in order to access and connect to jobs, schools and services. It encourages healthier lifestyles and provides transit access that serves population centers.

How does the project meet CIM 2040 Vision, goals, or strategies? Explain.

This project meets the goals of CIM 2040, including the following:

- 1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services;
- 1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips;
- 2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries;
- 5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.

Will this project lessen safety hazards? If yes, explain?

Yes, this project will lessen safety hazards by providing pedestrian-activated crosswalk improvements on Iowa near Owyhee Elementary School and on Midland and Blaine near West Middle School. These crosswalks also serve multiple residential neighborhoods in both areas, thus providing a safer environment for residents to walk or bike to transit stops.

Will the project add funds to or expand an existing project? If yes, provide key number

This project connects to the South Nampa Multimodal Project (FTA 5307, Key #19590) approved for funding in 2015 by extending bicycle facilities on Iowa Avenue an additional 1 1/2 miles from South Stanford Street to Middleton Road. This provides for two miles of safe passage for bicyclists and pedestrians to reach transit stops on 12th Avenue Road. In addition, the Blaine Avenue bike boulevard provided for in this year's application builds on last year's University District Multimodal Connectivity project (FTA 5309, Key #ORN19465) by connecting to the 10th Avenue South bike boulevard, expanding bike and pedestrian access to transit on 12th Avenue South.

What other attempts have been used to secure funding on this project? Explain outcomes.

Although these projects have been identified as priorities in Nampa's Transportation and Bike Pedestrian Plans, we have not found other sources of funding for which to apply for project implementation.

Proposed project schedule? (provide timeline showing how long to plan for each phase)

See Attached

Please include maps, photos, and/or drawings of the project, if applicable.

See Attached

Continued on next page

Cost Information	Federal/Grant amount requested: \$463,000	
	Maximum local match amount*: \$116,000	Percent % of total cost: 20%
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?*	
	Yes. See attached Resolution passed by the Nampa City Council on 11-2-15	
	TOTAL cost of project: \$579,000	
	<i>* Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i>	

PROJECT NAME:

Project Criteria

Support and Maintain Successful / Critical Service Operation:

How does the project support the existing transportation services?

This project enlarges Nampa's multimodal transportation network, including support for those who walk or bike as a primary means of transportation to connect to transit services. It provides connections to transit stops along 12th Avenue South, a main transit corridor for south Nampa. This project connects to the existing VRT bus routes 51 and 54.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

The primary trip purposes for this project include access to schools, jobs, retail, services and recreation, including services throughout the Treasure Valley through transfer onto other transit routes. Transit stops in this project area serve retail (WalMart, Albertsons, the Owyhee shopping center and other retail businesses), restaurants, and other services that are located on or near 12th Avenue South. Transit in the project area also serves Saint Alphonsus Medical Center and other medical offices, Northwest Nazarene University, Sunnyridge Retirement Community and the Nampa Recreation Center, among others. Several large apartment complexes are located in the project area near 12th Avenue Road.

If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (*Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.*) *Provide documentation.*

N/A

Maximize the Use of Available Resources:

Modes : Is the project the most effective transportation mode(s) for the situation? Explain.

Yes, especially for those who do not own a car. In Nampa, 27.2% of families with children under age 18 and 23.8% of all people are living below the poverty level. Couple this with the average cost of owning and operating a vehicle at approximately \$9000 per year, and it becomes crucial to provide bike, pedestrian and transit transportation options in Nampa.

Cost Efficiency: Is the proposed project the most cost efficient way to meet the need? Explain.

Yes, in part because this project is part of a bicycle and pedestrian network that has been identified after extensive work in developing Nampa's Bicycle and Pedestrian Master Plan. The network is cost efficient and effective when coupled with transit stops, enlarging access to services throughout the Treasure Valley and meeting the needs of those who do not own cars.

Ridership: Are the proposed services structured to accommodate multiple passengers? Explain.

N/A

Sustainability : Is it a one-time project? If not, what is the plan for ongoing funding and operations?

This is a one-time project that expands Nampa's transportation network and access to transit through multimodal and active transportation options. Ongoing maintenance will be provided by the City of Nampa.

Support Affordable Transportation Options:

Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes? *Explain.*

Particularly for those who depend on bicycles or walkability for their primary means of transportation, yes, this project is the most affordable option by providing multimodal transportation options including making connections to transit for low-cost transportation throughout the Treasure Valley. Those who access transit on the 12th Avenue corridor can get anywhere the bus goes throughout the Treasure Valley by transferring at the bus stop near 11th Avenue South and 2nd Street South. This gives access to CWI and BSU as well as services and jobs in the Boise area.

Support Accessible Transportation Options:

Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? *Explain.*

Yes, the project meets the needs of persons with disabilities by providing a multimodal network that connects to transit stops and buses that are ADA accessible.

Does the project provide mode choice? *Explain.*

Yes. By enlarging bicycle and pedestrian passages that connect to transit stops, residents of Nampa can move safer and more efficiently through multimodal transportation options.

Expand Service Operations:

Is the project supported through an existing planning document such as valleyconnect or CIM 2040? *Provide references (page numbers).*

Project Criteria

The project is consistent with the goals, objectives and tasks presented in CIM 2040. (See pages 21-23) This project specifically supports the following Objectives and Tasks from the CIM 2040 Plan Implementation document:

1.1.2.d. Provide better access to transit, bike, and pedestrian facilities to offset congestion.

1.1.3.d. Increase safety and efficiency for all users using access management techniques and complete streets strategies as appropriate.

1.4.3. Improve connectivity between transit and bike/walk networks.

1.4.3.a. Give funding priority to projects consistent with local bike/pedestrian plans.

1.4.3.d. Prioritize projects that fill in the bike/pedestrian network.

2.4.2. Develop and implement local bike/pedestrian plans.

2.4.2.a. Through annual project prioritization, give federal funding priority to projects consistent with local bike/pedestrian plans.

In addition, this project is supported by the Nampa Transportation Master Plan and the Nampa Bicycle and Pedestrian Master Plan.

Does the project enhance or provide connections to existing services? *Explain.*

Yes. In particular, this project enhances connections to existing services and builds upon projects approved for FTA funding in 2015. The Iowa Avenue segment of this project connects to the FTA funded project at Stanford Street and provides a combination of bike lanes and shared lane markings in order to provide a safe passage from Middleton Boulevard all the way to 12th Avenue Road, serving multiple neighborhoods through a safe route to the transit corridor. The Blaine Avenue segment of this project also builds upon a project funded in 2015 through FTA by connecting to a bike boulevard on 10th Avenue South in order to help facilitate connections to the 12th Avenue South transit corridor.

Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

Yes. This project is supported by Strategy 3DL010 - Implement Infrastructure Improvements in Ada and Canyon counties to Support Biking and/or Pedestrian Access. Specifically, this project meets the following listed components of this strategy: (1) Improve existing and establish new sidewalks (especially around schools) to align with Safe Routes to Schools program objectives; (2) Improve bike lanes, provide bike/pedestrian crossings on major roads (safety islands, lights, signal timing, signage, etc.), and fill in gaps in bike corridors; (3) Provide infrastructure to improve accessibility for people with disabilities, including sidewalks, curb cuts, and bike paths.

Improve Safety and Security:

How does the project improve or maintain safety and security of the transportation system?

Each segment of this project adds safety features such as crosswalks, rapid flashing beacons, a pedestrian hybrid beacon (HAWK), lighting, wayfinding signage, and bicycle route enhancements to Nampa's multimodal transportation network, making it possible for pedestrians and bicyclists to safely reach transit stops.

Improve Customer Service:

How will the project improve customer service and mobility support?

This project will improve customer service and mobility support by increasing the options for connecting to bus services for those who walk or ride bicycles as their primary means of transportation. Buses in Nampa include bike racks.

Will the bus, equipment, or facility be owned or leased?

N/A

Are other funding sources available to fill this need? Explain.

Not that we are aware of.

Which CIM 2040 Performance Measures are relevant? (click for more info) How? (performance measures will be tracked throughout the life of a project)

The following CIM 2040 Performance Measures are relevant because this project aims to enlarge Nampa's bicycle and pedestrian network in order to provide additional connectivity to transit:

1.4. Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.

Performance Measure: Pedestrian Level of Service completion %

Performance Measure: Bicycle Level of Service completion %

Performance Measure: Bikeways per Roadway Mile





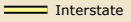


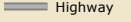

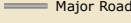


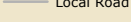


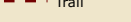


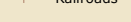

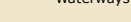

City of Nampa

**Blaine Avenue/Iowa Avenue
Multimodal Improvements**

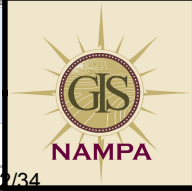
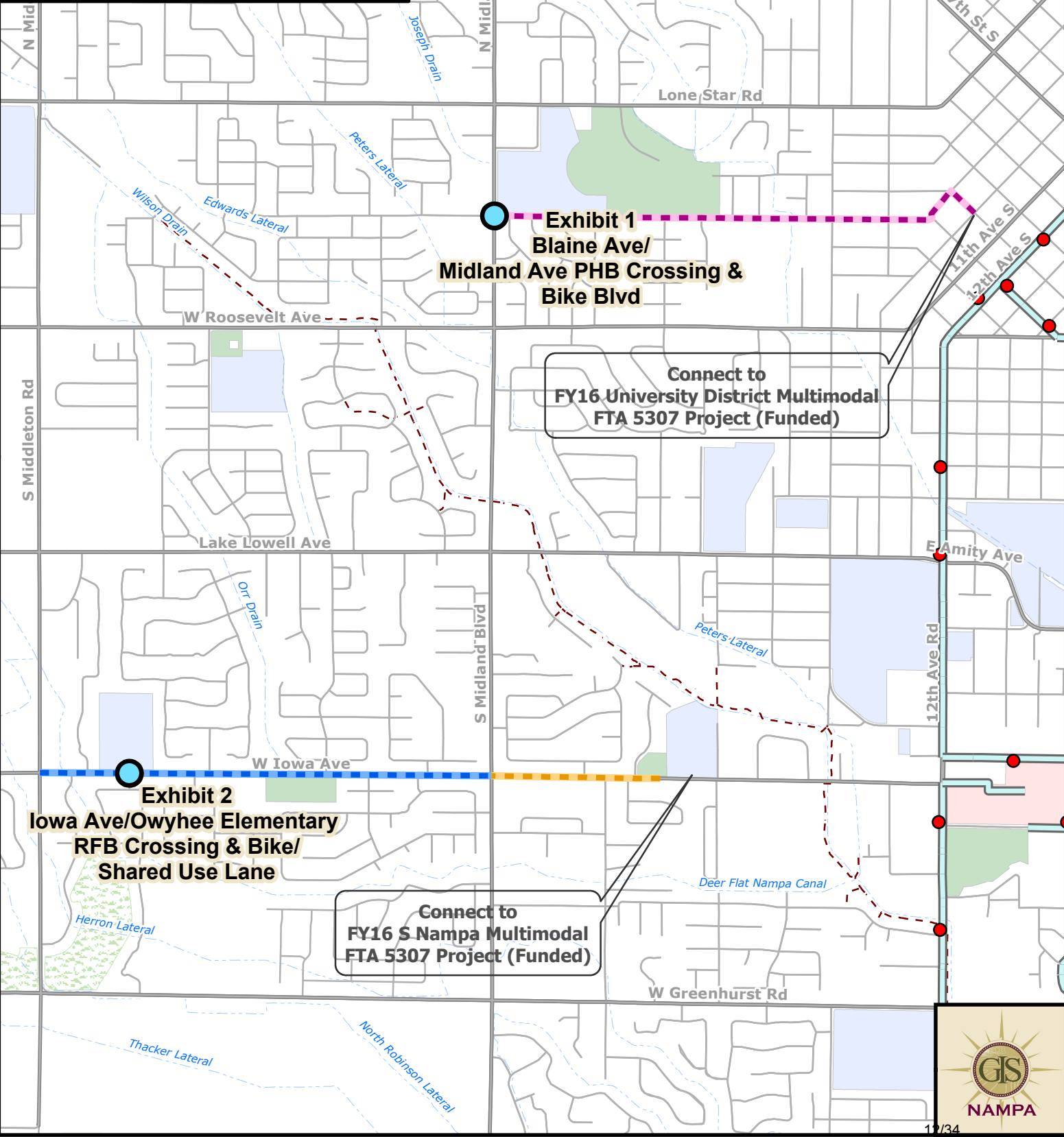
Attachments

1. Project Vicinity Map
1. Project Detail Illustrations
2. Engineering Estimate
3. Project Cost Summary Sheet, ITD 1150
4. Federal-Aid Project Request, ITD 2435
5. Resolution confirming commitment of match and maintenance once project is complete
6. Project Schedule
7. Environmental Suitability Analysis and Support Documents
 - a. Hispanic Ethnicity Map for Project Area
 - b. Environmental Justice Consideration Areas: Minority Population
 - c. Environmental Justice Consideration Areas: Low Income Population
 - d. North Nampa Revitalization Area Map with HUD Data for LMI per census tract
 - e. CIM 2040 Environmental Scan
8. Letters of Support
 - a. Nampa School District
 - b. Nampa Bicycle and Pedestrian Advisory Committee
 - c. Bike Walk Nampa
 - d. Nampa Parks Department

Exhibit A Vicinity Map Application No. 2

 PHB, RFB Crossing	Routes	Landuse
 Regional Bus Stops	 Interstate	 Airport
 Transit Routes	 Highway	 Cemetery
Bicycle Facilities	 Major Road	 Golf Course
 Bike blvd	 Local Road	 Government
 Bike lane	 Trail	 Medical
 Shared Lane Markings	 Railroads	 Park
	 Waterways	 School

11/12/2015
For illustrative purposes only.



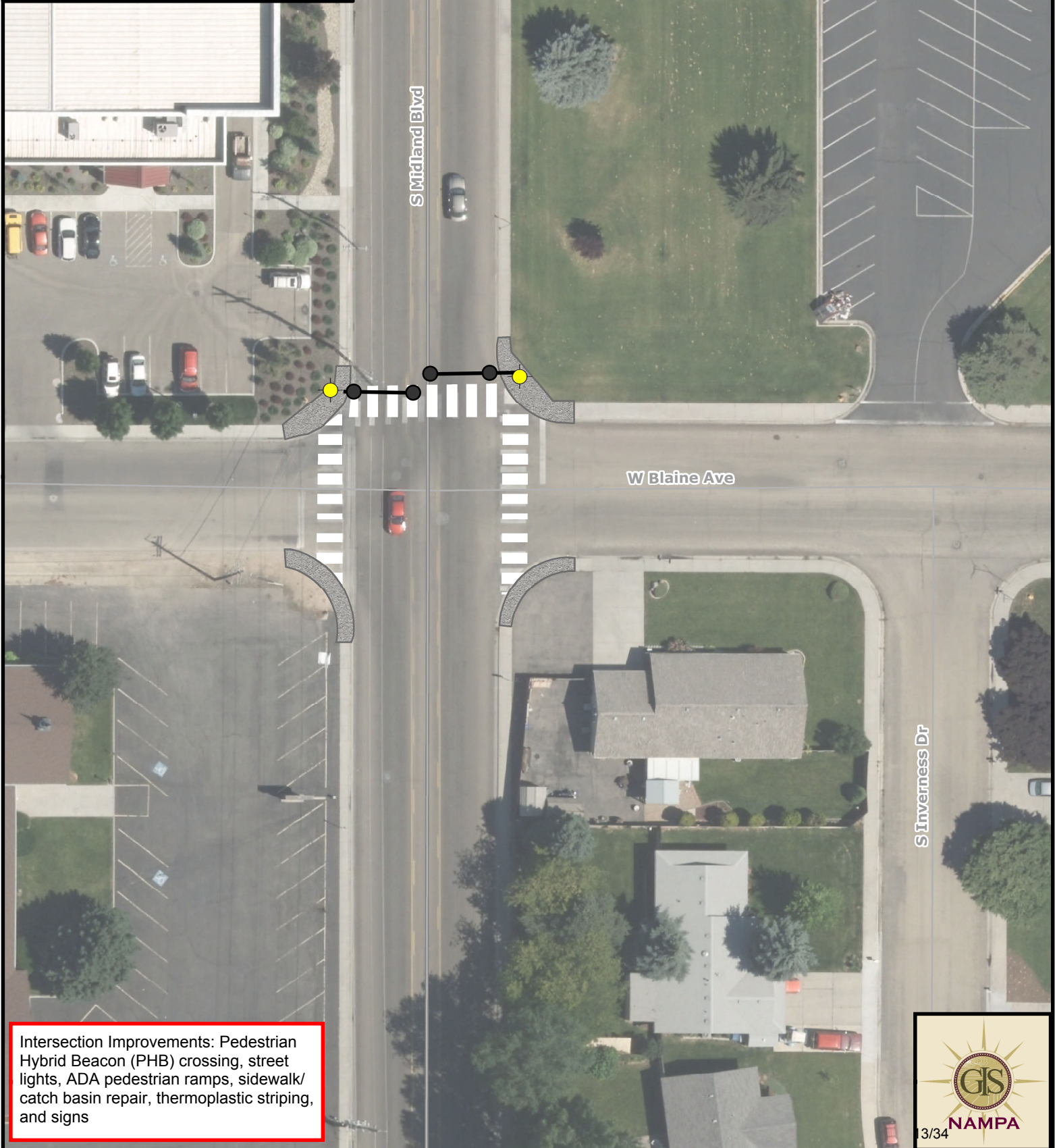
Blaine Ave/Midland Ave

Routes

- Major Road
- Local Road
- Railroads
- Waterways
- Crossings
- Street Light
- Pedestrian Hybrid Beacon
- Sidewalks/Ramps

For illustrative purposes only.

Exhibit 1 Application No. 2



Intersection Improvements: Pedestrian Hybrid Beacon (PHB) crossing, street lights, ADA pedestrian ramps, sidewalk/catch basin repair, thermoplastic striping, and signs



Iowa Ave/Owyhee Elementary

Exhibit 2 Application No. 2

Routes

- Major Road
- Local Road
- Railroads
- Waterways
- Crossings

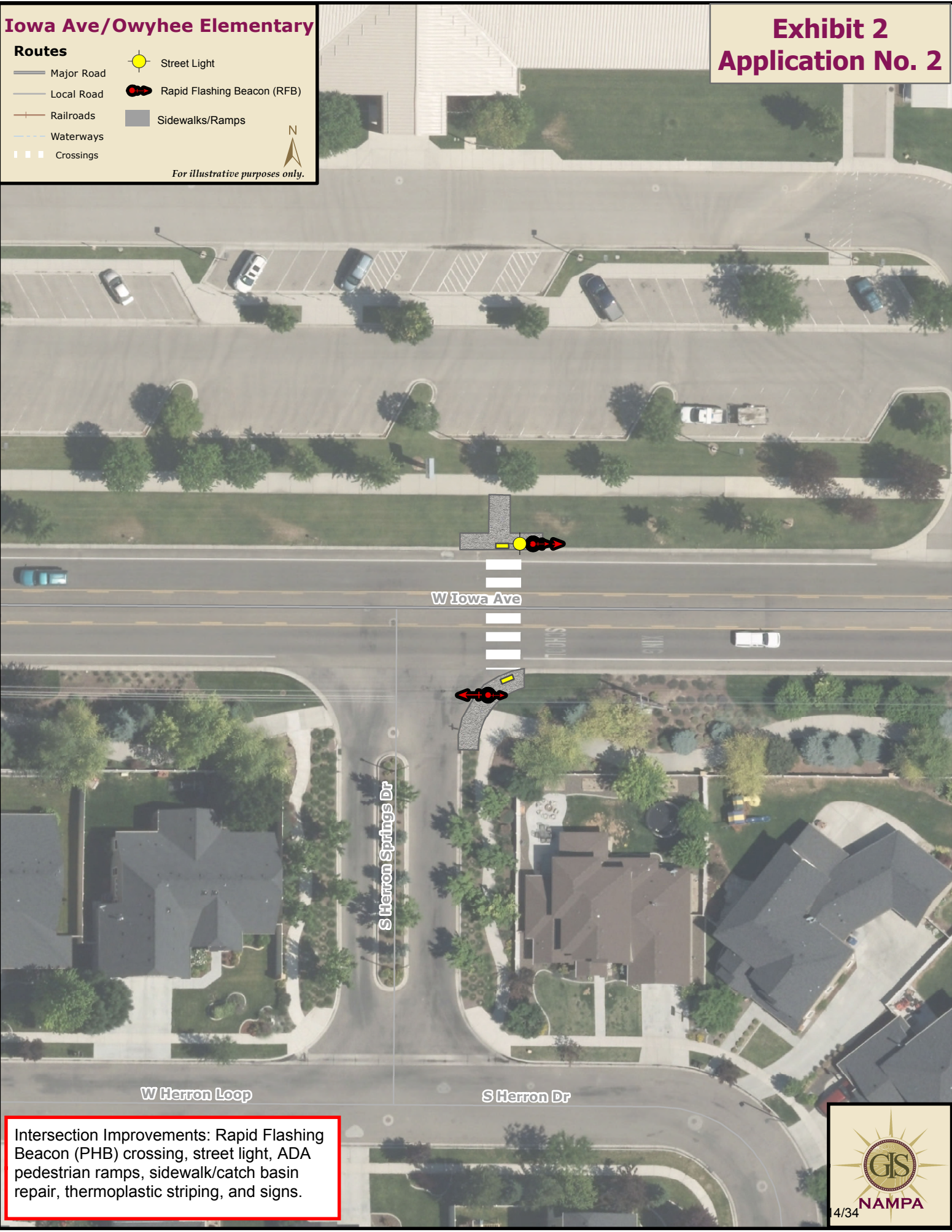
Street Light

Rapid Flashing Beacon (RFB)

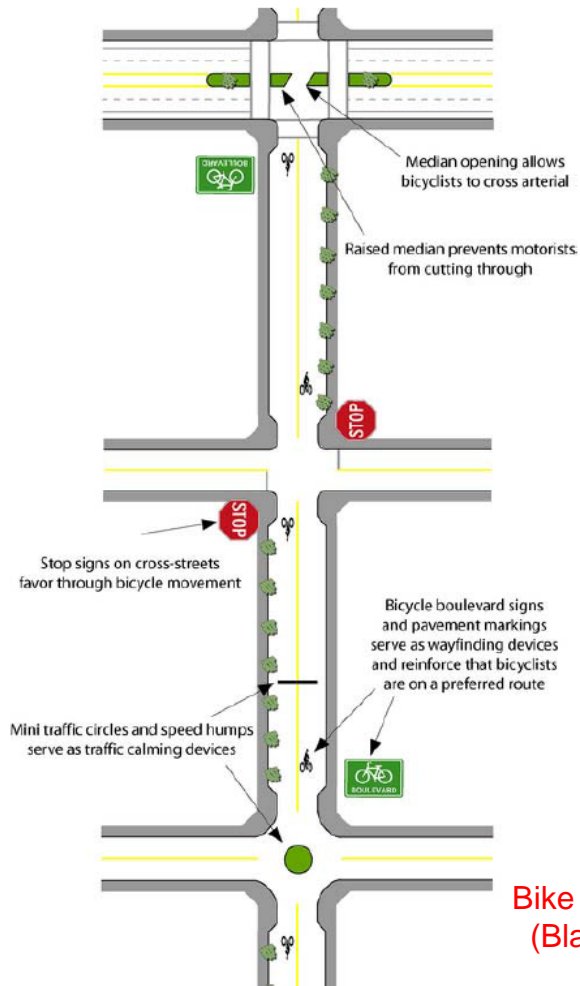
Sidewalks/Ramps

N

For illustrative purposes only.



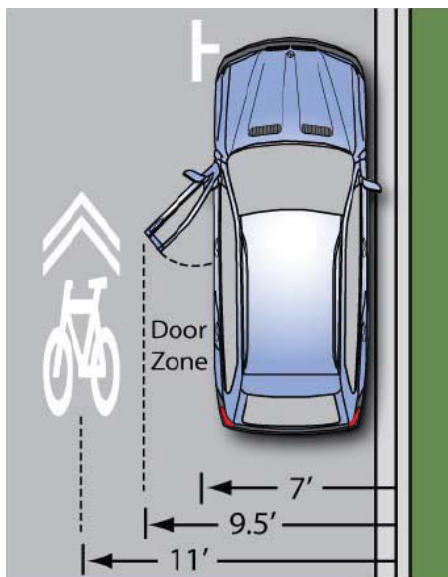
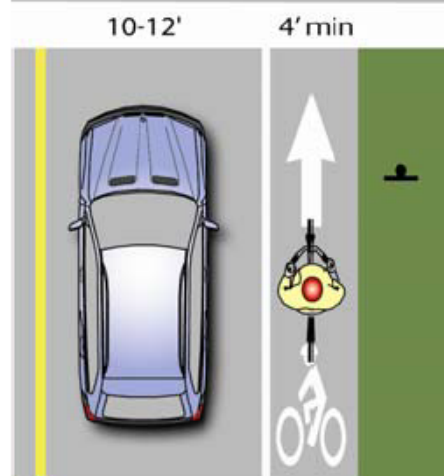
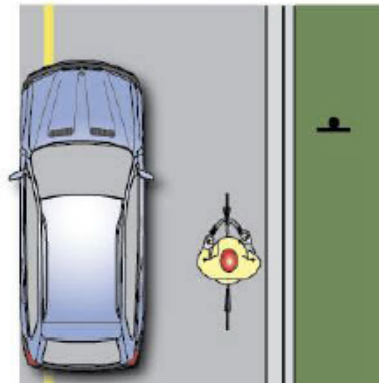
4/34



**Bike Boulevard
(Blaine Ave)**



Local Street - Width Varies



**Bike Lane
(Iowa Avenue)**

**Shared Use Lane
(Iowa Avenue)**

FY17 FTA Project Application #2

Blaine Ave & Iowa Avenue Multimodal Improvements

11/13/2015

#	Item Description	Estimated Cost
Blaine Ave & Midland Blvd Pedestrian Hybrid Beacon (PHB) & Bike Boulevard		
1	Drainage and Minor Structures	\$ 15,000.00
2	Pavement and Base: Shoulder Work and Patching	\$ 30,000.00
3	Traffic Items: Pedestrian Hybrid Beacon and Bike/Shared Use/Bike Boulevard Lane Facilities (Includes signage, striping and thermoplastic)	\$ 150,000.00
4	Construction Traffic Control	\$ 25,000.00
5	Other Items: Concrete curb/gutter/sidewalk	\$ 50,000.00
<i>Total</i>		<i>\$ 270,000.00</i>

#	Item Description	Estimated Cost
Iowa/Owyhee Elementary RFB Crossing & Shared/Bike Lane Facilities		
1	Drainage and Minor Structures	\$ 10,000.00
2	Pavement and Base: Shoulder Work and Patching	\$ 5,000.00
3	Traffic Items: Rapid Flashing Beacons (RFB), lighting, striping, signage and electrical	\$ 60,000.00
4	Construction Traffic Control	\$ 5,000.00
5	Other Items: Concrete curb/gutter/sidewalk	\$ 30,000.00
<i>Total</i>		<i>\$ 110,000.00</i>

Total Application 1		Total Estimated Cost
	Total Construction	\$ 380,000.00
	Mobilization	\$ 19,000.00
	Preliminary/Consulting Design	\$ 80,000.00
	Contingency/CE&I/Admin	\$ 100,000.00
	Total	\$ 579,000.00



Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		11/13/2015
Location		District
Blaine Ave (Midland Blvd to 10th Ave S), Iowa Ave (Middleton Rd to S Stanford St)		D3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles
		2

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$5,000	
1b. Preliminary Engineering by Consultant (PEC)	\$75,000	
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures	\$25,000	
6. Pavement and Base	\$35,000	
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)	\$210,000	
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$30,000	
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$80,000	
15. Cost of Constructions (Items 3 through 14)	\$380,000	
16. Mobilization 5 % of Item 15	\$19,000	
17. Construction Engineer and Contingencies 25 % of Items 15 and 16	\$100,000	
18. Total Construction Cost (15 + 16 + 17)	\$499,000	
19. Total Project Cost (1 + 2 + 18)	\$579,000	
20. Project Cost Per Mile	\$290,000	\$1,000

Prepared By:

Jim Barr P.E., Proj. MGR

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 11/12/15
---	------------------

Project Title (Name of Street or Road) Blaine Avenue/Iowa Avenue Multimodal	F.A. Route Number	Project Length 2 Miles	Bridge Length
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Project Limits (Local Landmarks at Each End of the Project)
Blaine Ave & Midland Blvd, Iowa Avenue (Middleton to S Stanford St)

Character of Proposed Work (Mark Appropriate Items)

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

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 5000, PC 75,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 18)	\$ 499,000

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	N/A
Within 2 miles of an Airport	No
Parks (City, County, State or Federal)	West Park, Mary Ellen Meadows Park, South Fork Park
Environmentally Sensitive Areas	N/A
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	Owyhee Elementary, West Junior High, Iowa Elementary
Other	

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	2	Roadway Width (Shoulder to Shoulder)	36-42 ft	36-42 ft
Pavement Type	ACP	ACP	Right-of-Way Width	100 ft	100 ft

Sponsor's Signature 	Title PROJECT MGR
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Additional Information to be Furnished by the District

Functional Classification	Principal Arterial	Terrain Type	2%-5% Grade	20 12	ADT/DHV	9500
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RESOLUTION NO. 34-2015

A RESOLUTION OF THE CITY OF NAMPA, IDAHO, APPROVING AND ADOPTING PROJECT PRIORITIES FOR THE PROPOSED 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM.

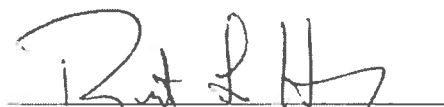
BE IT HEREBY RESOLVED by the Mayor and Council of the City of Nampa, Idaho, that the City of Nampa hereby approves and adopts the document titled "City of Nampa—Project Priorities for the Proposed 2017-2021 Transportation Improvement Program "which document is attached hereto as Exhibit A, and made a part hereof, as if set forth in full, and directs the Public Works Director to forward this Resolution and said document to the Community Planning Association of Southwest Idaho as an official expression of the intent of this Mayor and Council.

BE IT FURTHER RESOLVED by the Mayor and Council of the City of Nampa, Idaho, that the City of Nampa agrees to provide all required local match for any of these projects that are accepted for the 2017-2021 Transportation Improvement Program and to incorporate the completed projects into the ongoing maintenance program for the City of Nampa.

PASSED BY THE COUNCIL OF THE CITY OF NAMPA, IDAHO, THIS 2ND DAY OF NOVEMBER, 2015.


APPROVED BY THE MAYOR OF THE CITY OF NAMPA, IDAHO, THIS 2ND DAY OF NOVEMBER, 2015.

Approved:



Mayor Robert L. Henry

Attest:



City Clerk (or Deputy)

EXHIBIT A
City of Nampa – Project Priorities for the Proposed
2017-2021 Transportation Improvement Program
November 2, 2015

Priority	Project Description	Comments
<i>Federal Highway Administration Projects</i>		
1.	Implement the highest-priority recommendation from the Karcher Interchange Modification Report (IMR) after its adoption by Federal Highway Administration	The draft IMR recommends immediate improvements to the intersection of Midland/SH-55 with Karcher Bypass. This proposal seeks \$600,000 funding, added to the City’s existing \$400,000 in impact fees budgeted in FY2016. Together, they serve as incentive for ITD to locate additional funds once the extent of IMR improvement recommendations is detailed and costs estimated in the final IMR.
<i>Multimodal Projects – Funding through FTA</i>		
2.	Historic North Neighborhood Multimodal Improvements (14 th Street North, Franklin Road, 11 th Avenue North, Snake River Elementary)	Includes improvements to enhance mobility as recommended in the Nampa Bike and Pedestrian Master Plan such as bike lanes, shared use lanes, crossing improvements, shoulder widening and lighting enhancements \$325,000
3.	Blaine Avenue/Iowa Avenue Multimodal Improvements (West Junior High, Owyhee Elementary)	Includes improvements to enhance mobility as recommended in the Nampa Bike and Pedestrian Master Plan such as bike lanes, shared use lanes, crossing improvements, shoulder widening and lighting enhancements \$350,000
4.	Indian Creek Trail Multimodal Improvements (Kings Road, Sugar Street, Powerline Road)	Includes improvements to enhance mobility as recommended in the Nampa Bike and Pedestrian Master Plan such as bike lanes, shared use lanes, crossing improvements, shoulder widening and lighting enhancements \$325,000

EXHIBIT B

Funded Projects In/Near City of Nampa, FY2017-FY2021

TIP Key #	Title/Description	Construction Year	Programmed (\$1,000s)	Source of Funds	Agency
12760	12 th Ave/S Valley Rd Signal & Pedestrian Facilities Upgrade	FY2015	\$252	FTA	Nampa
13711	Bike and Walk to Downtown Multi-Use Pathway	FY2015	\$234	FTA	Nampa
	11th/12th Avenue Couplet Evaluation	FY2016	\$25	Impact	Nampa
	12th Avenue Safety & Access Study	FY2016	\$220	State & Local	Nampa
	39th Street & Garrity Boulevard Signalization	FY2016	\$1,100	Local & Impact	Nampa
	4th Street North & Northside Boulevard Intersection Evaluation	FY2016	\$24	Impact	Nampa
13959	Greenhurst Road Signal Improvements	FY2016	\$339	HSIP	Nampa
13934	I-84, Garrity Boulevard Ramp Improvements	FY2016	\$803	Restore	ITD
18702	ITS, Northside Boulevard/Kings Road Signal Upgrades	FY2016	\$291	HSIP	Nampa
	Karcher Interchange Modification Report Study	FY2016	\$100	Local	Nampa
18867	Master Transportation Plan Update	FY2016	\$280	Impact	Nampa
	Pedestrian Improvements, Stoddard Pathway/Greenhurst Road	FY2016	\$265	TAP	Nampa
13033	SH-55 & Caldwell Boulevard Intersection Upgrades	FY2016	\$1,038	HSIP	ITD
12383	SH-55 & Lake Avenue Intersection Signalization	FY2016	\$3,715	HSIP	ITD
13025	SH-55 & Midway Road Intersection Signalization	FY2016	\$4,410	HSIP	ITD
13475	SH-55 and Indiana Avenue Intersection Signalization	FY2016	\$3,265	HSIP	ITD
	Stamm/Happy Valley/Flamingo/Garrity Configuration Evaluation	FY2016	\$15	Impact	Nampa

EXHIBIT B

Funded Projects In/Near City of Nampa, FY2017-FY2021

TIP Key #	Title/Description	Construction Year	Programmed (\$1,000s)	Source of Funds	Agency
12760	11 th Ave Underpass Bike/Pedestrian Facilities Upgrade	FY2016-17	\$193	FTA	Nampa
12760	Amity Ave Pedestrian Signal (HAWK) at Chestnut St	FY2016-17	\$146	FTA	Nampa
12760	Downtown Bike/Pedestrian Network—Front Street Pathway	FY2016-17	\$177	FTA	Nampa
	Nampa High School/Lake Lowell Ave Bike/Pedestrian Pathway & Crossings	FY2016-17	\$335	FTA	Nampa
	NUU Multimodal Improvements	FY2016-17	\$365	FTA	Nampa
	Railroad Pathway Crossing Between CWI & Ford Center	FY2016-17	\$130	FTA	Nampa
	Sky View High School/Greenhurst RRFB Bike/Pedestrian Crossing	FY2016-17	\$65	FTA	Nampa
19590	South Nampa Multimodal Improvements	FY2016-17	\$520	FTA	Nampa
14261	Stanford Culvert	FY2016-17	\$190	FTA	Nampa
13931	I-84B, Canyon Street to Grant Avenue	FY2017	\$3,820	Restore	ITD
19065	Pedestrian Improvements, Lake Lowell	FY2017	\$267	TAP	Nampa
14344	Pedestrian Improvements, South Midland	FY2017	\$181	TAP	Nampa
ORN19550	SH-45, 10th Street South to 12th Street	FY2017	\$291	HSIP	Nampa
ORN19552	SH-45, Sherman to Dewey Pedestrian Hybrid Beacon	FY2017	\$291	HSIP	Nampa
ORN19657	I-84, Karcher Interchange to Franklin Boulevard Interchange Pavement Rehabilitation (CRABS)	FY2019	\$7,000	Restore	ITD
13486	Colorado & Holly Streets Signal and Pedestrian Improvements	FY2020	\$774	Local & STP-U	Nampa

EXHIBIT B

Funded Projects In/Near City of Nampa, FY2017-FY2021

TIP Key #	Title/Description	Construction Year	Programmed (\$1,000s)	Source of Funds	Agency
ORN19613	SH-55, Pride Lane to Middleton Road Pavement Restoration (CRABS)	FY2020	\$4,300	Restore	ITD
13487	Middleton & Ustick Roads Roundabout	PD	\$998	STP-U	CHD4

Acronyms

- FTA Federal Transit Authority
- HSIP Highway Safety Improvement Program
- Impact City of Nampa Impact Fees
- Local City of Nampa General Fund
- Restore FHWA funds dedicated to restoration of existing assets
- State State Discretionary Funds
- STP-U Surface Transportation Program-Urban
- TAP Transportation Alternatives Program

FY17 FTA Project Application #2

Blaine Avenue/ Iowa Avenue Multimodal Improvements

11/13/2015

Phase	Estimated Start	Estimated Finish
Pre-design	Oct-16	Nov-16
Design	Dec-16	Mar-17
Bid	Apr-17	Jun-17
Construction	Jul-17	Sep-17

Hispanic Ethnicity

HispanicLa / TotalPop Type

0% - 7.6%

7.7% - 22.9%

23% - 44.2%

44.3% - 73.9%

74% - 100%



RFB Crossing



Bike Boulevard



Shared Lane Marking



ParkandRides

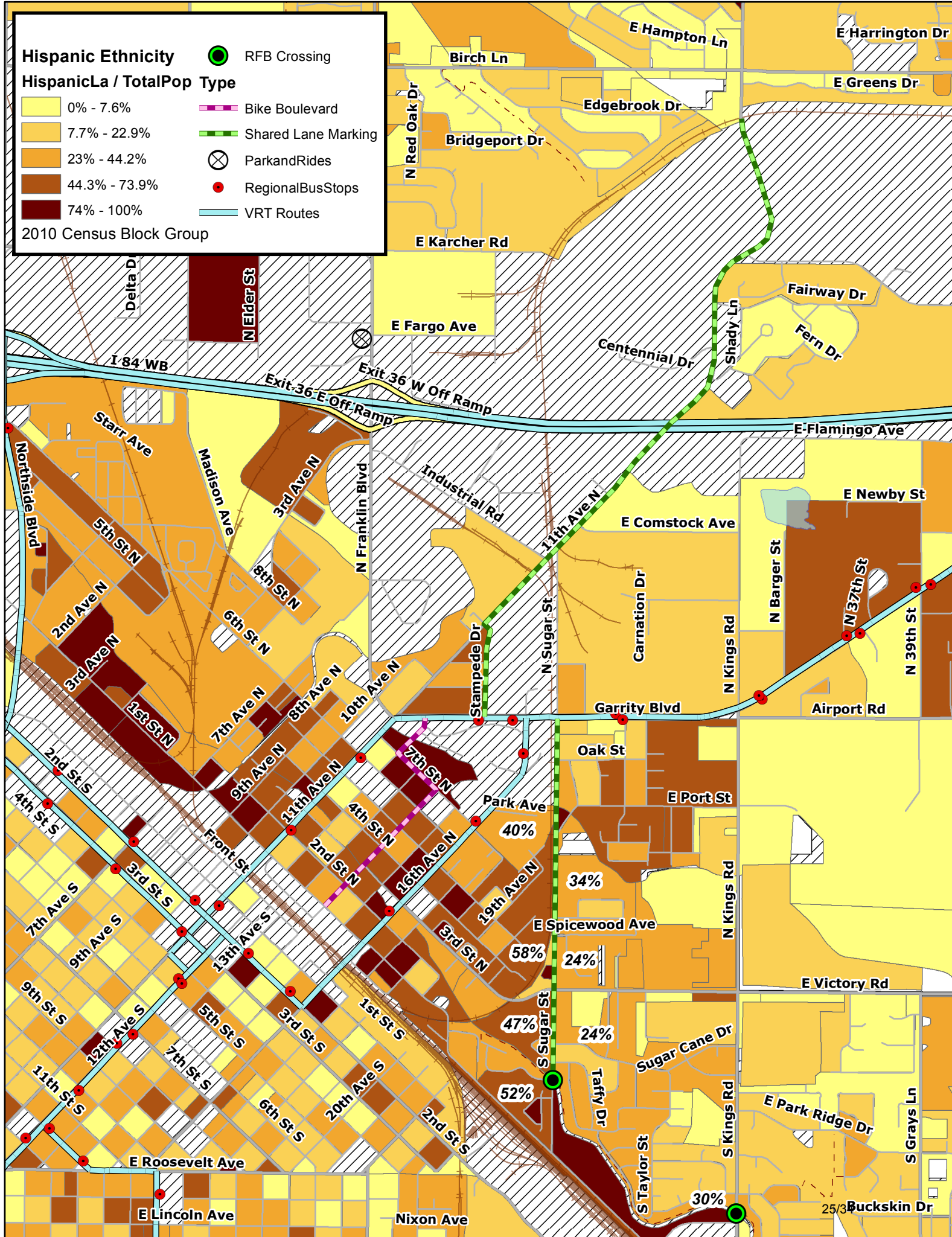


RegionalBusStops



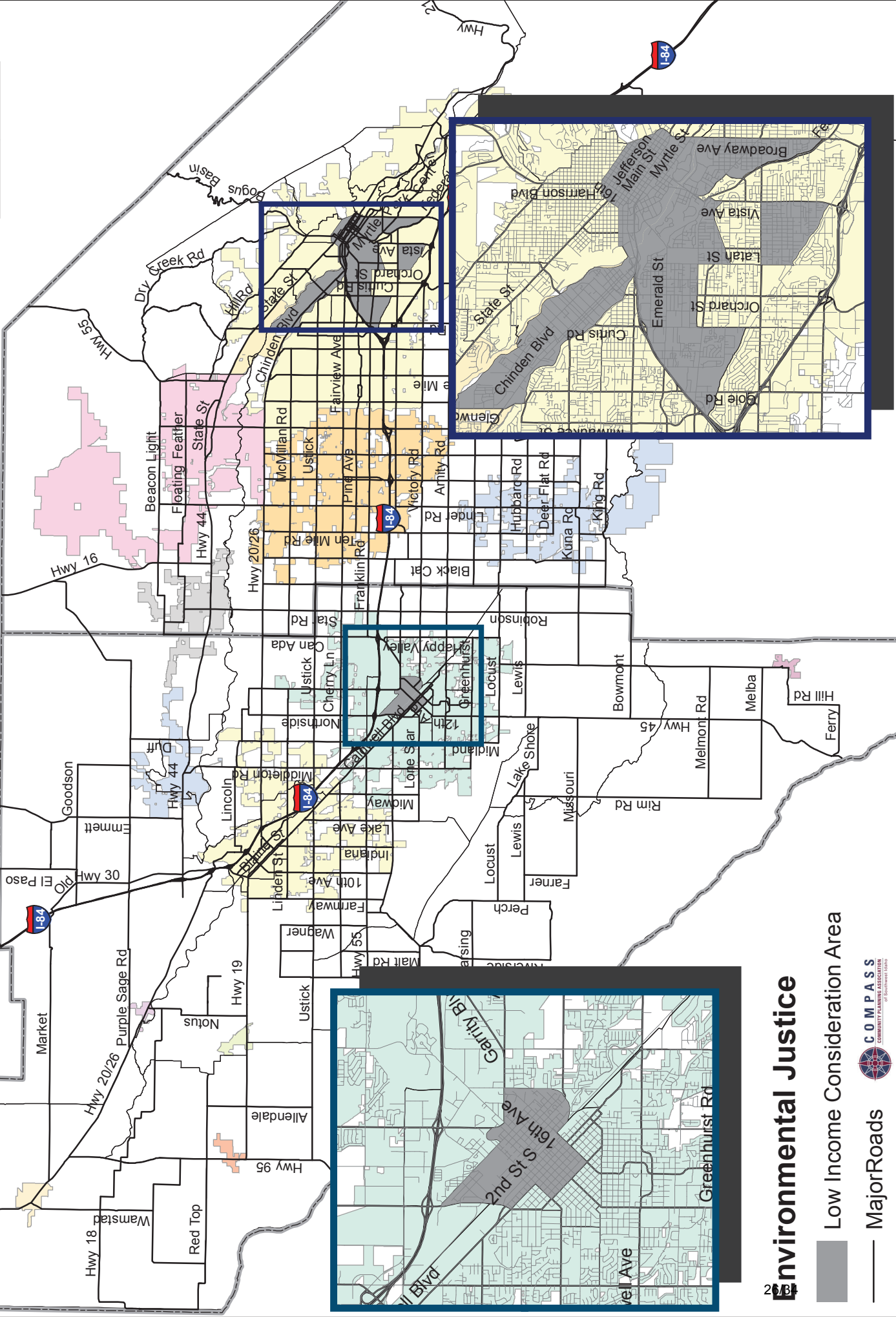
VRT Routes

2010 Census Block Group



Environmental Justice Consideration Areas: Low Income Population

2010 American Community Survey: Census Tracts



Environmental Justice

Low Income Consideration Area

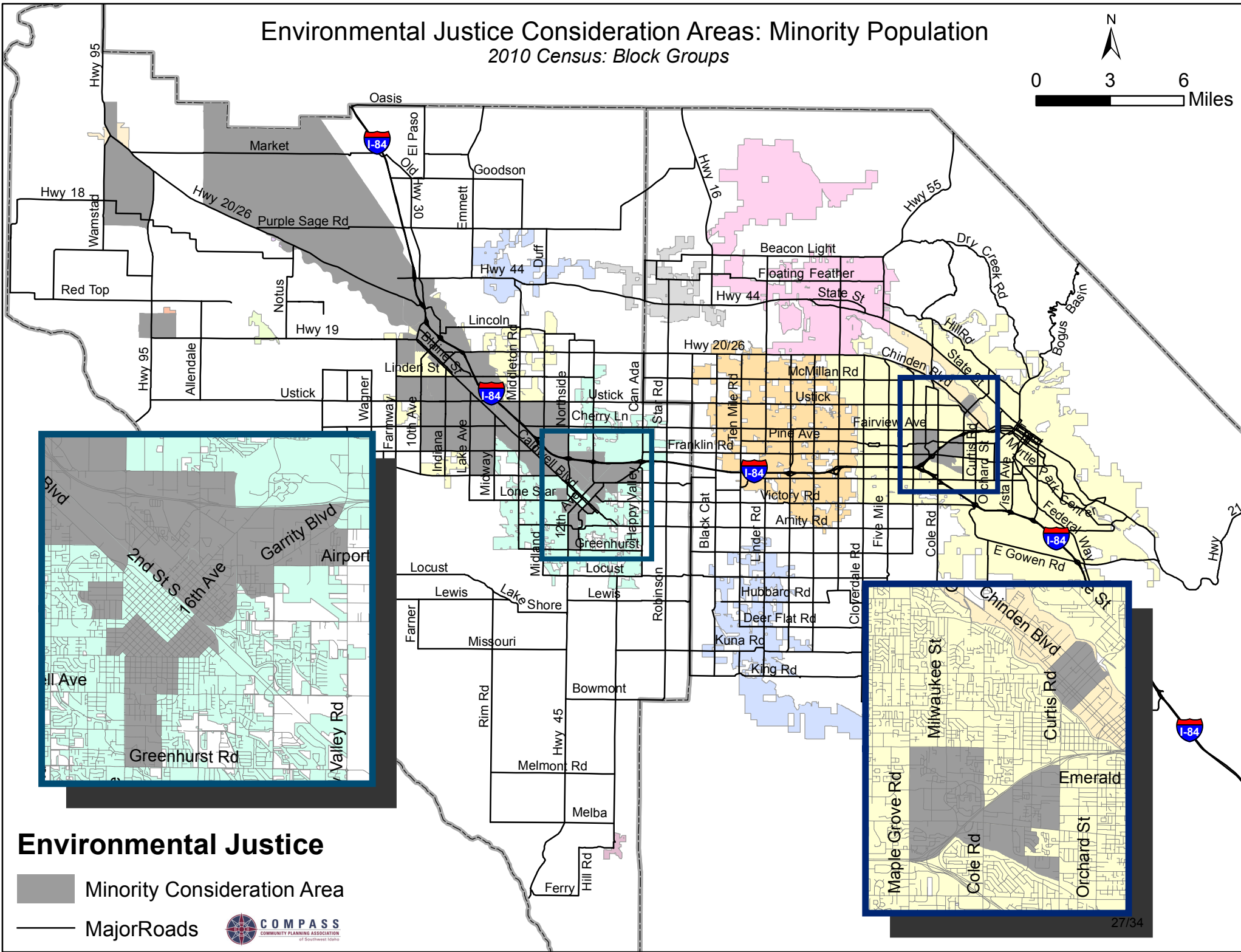
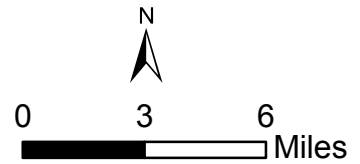
Major Roads



COMPASS
COMMUNITY PLANNING ASSOCIATION
OF SOUTHEASTERN TEXAS

Environmental Justice Consideration Areas: Minority Population

2010 Census: Block Groups



Environmental Justice

- Minority Consideration Area
- Major Roads

NAMPA IDAHO
North Nampa Revitalization Area
Map

North Nampa Revitalization Area

Boundary

Routes

- Trail
- Waterways
- RFB Crossing

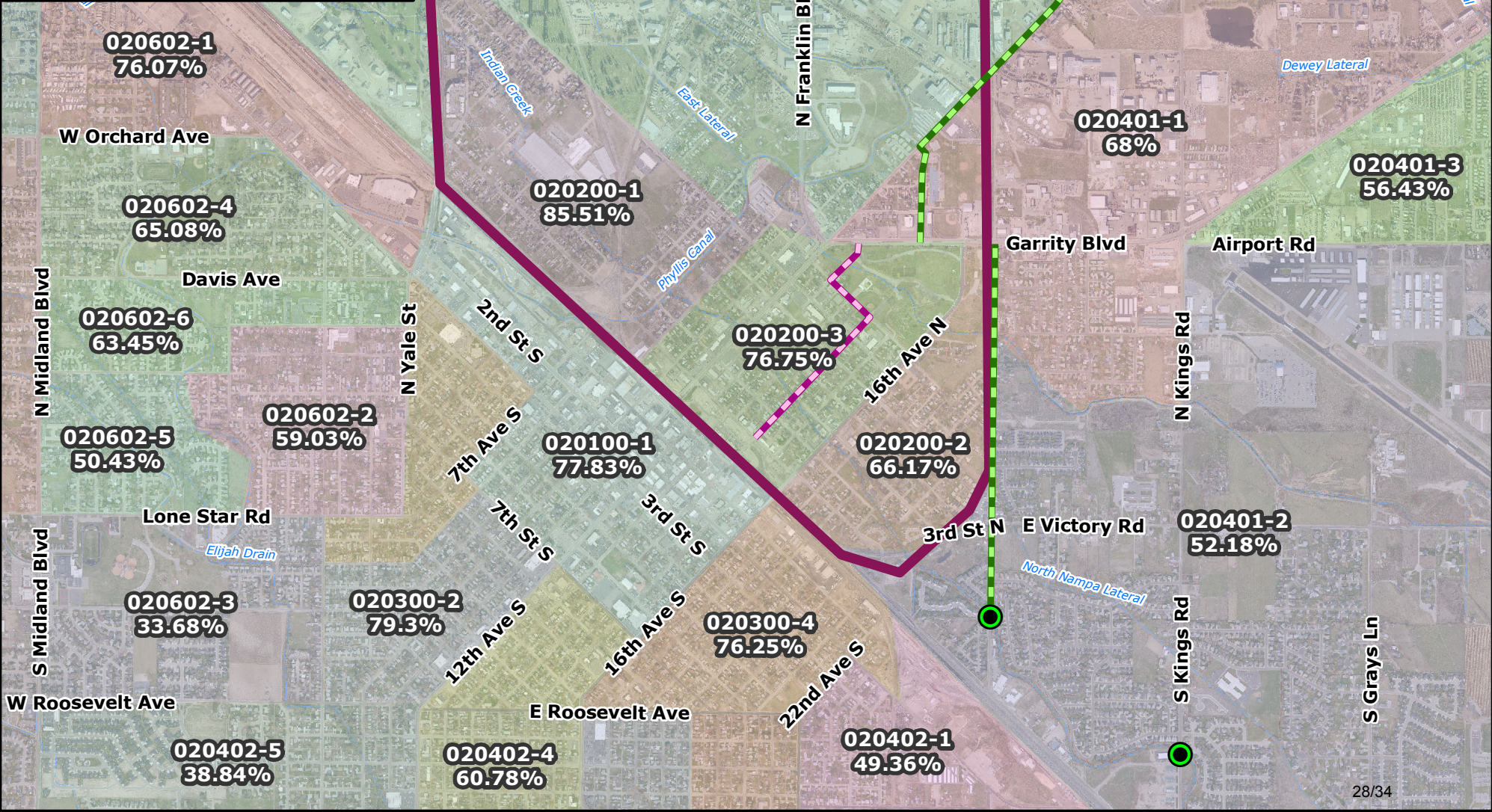
Bicycle Pavement Marking

Type

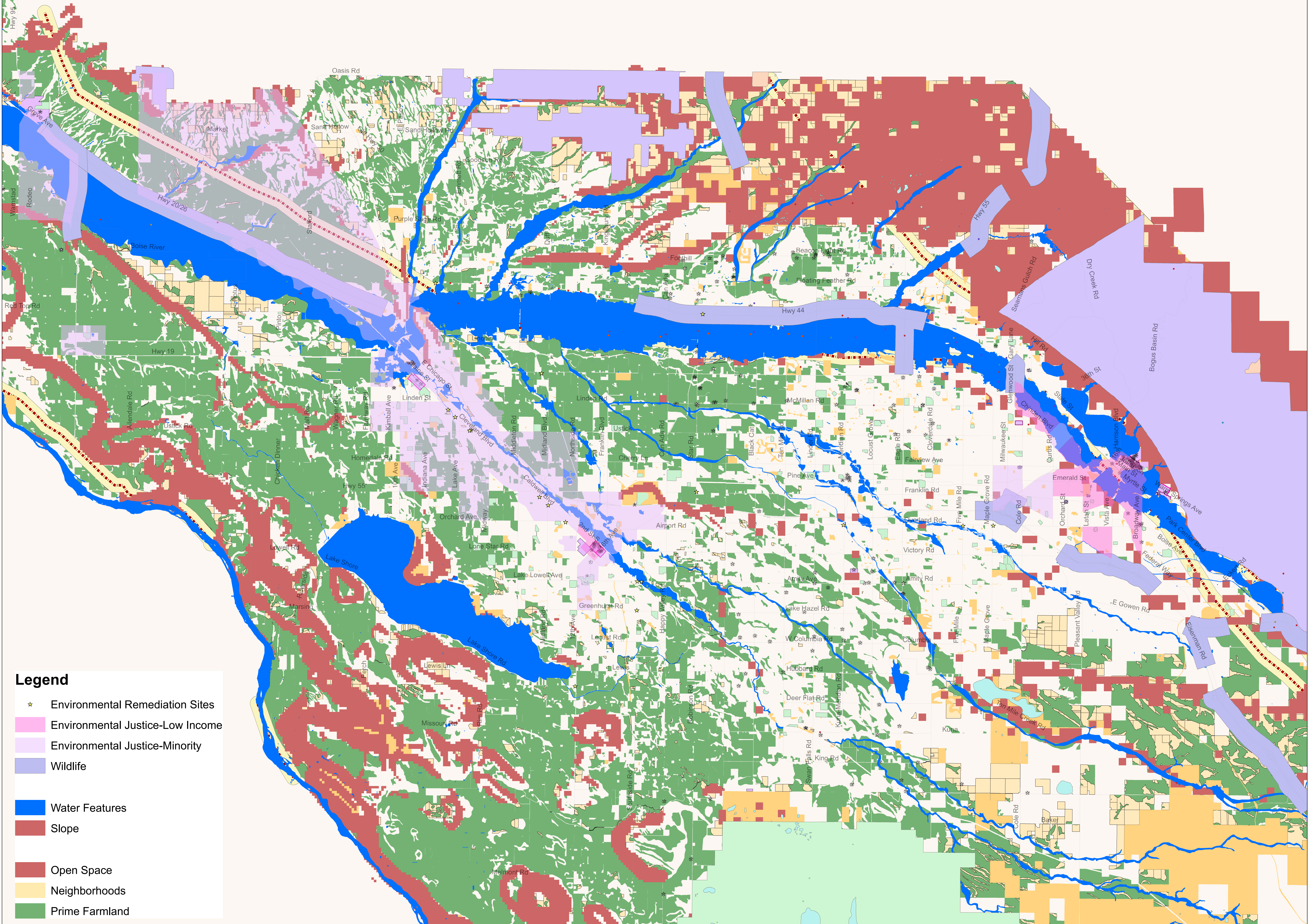
- Bike Boulevard
- Shared Lane Marking

2014 HUD data 11/12/2015

0 600 1,200 1,800 2,400 Feet

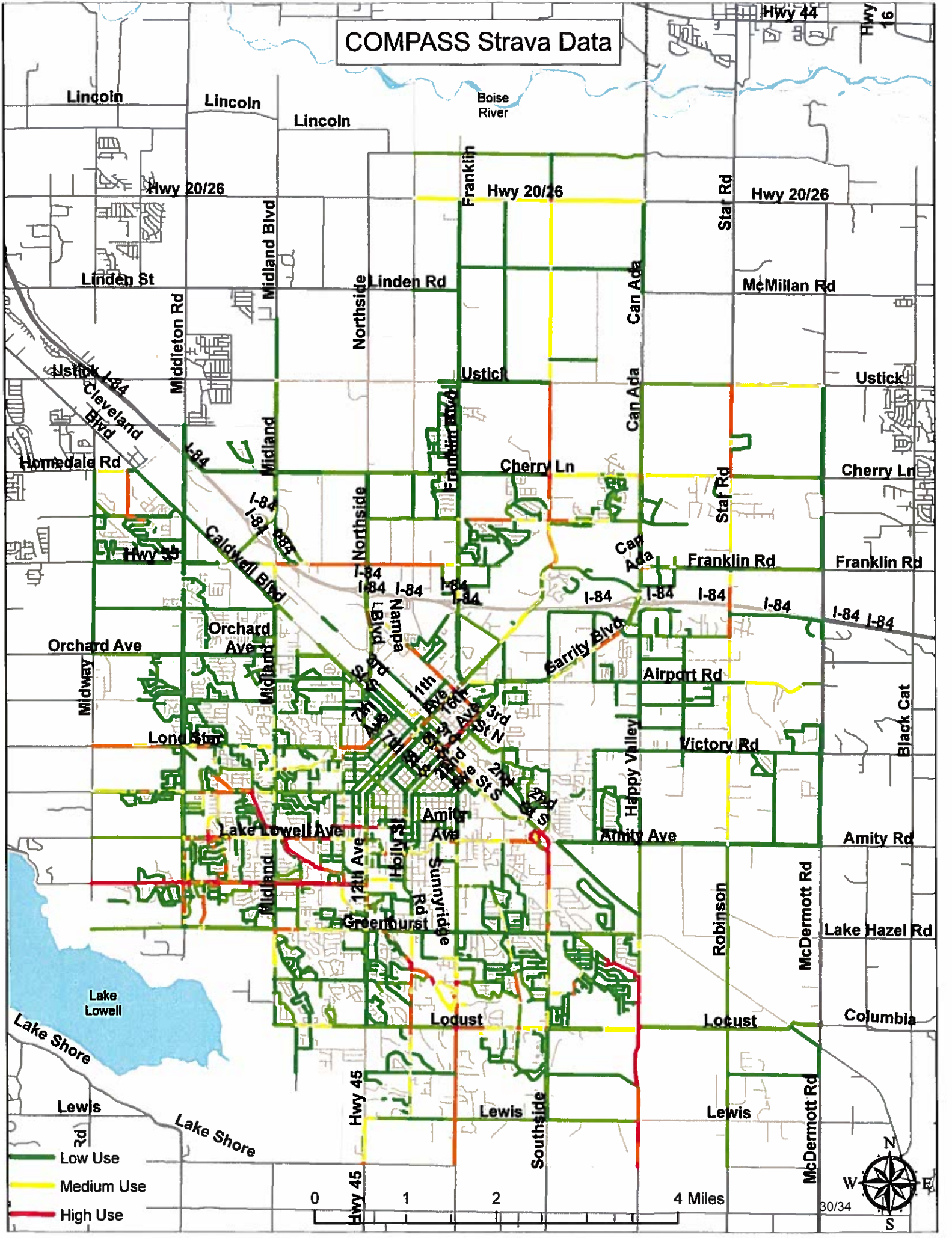


Communities in Motion 2040 Environmental Scan



- Legend**
- ★ Environmental Remediation Sites
 - Environmental Justice-Low Income
 - Environmental Justice-Minority
 - Wildlife
 - Water Features
 - Slope
 - Open Space
 - Neighborhoods
 - Prime Farmland

COMPASS Strava Data





NAMPA

School District No. 131

619 S. Canyon St. • Nampa, ID 83686
(208) 468-4600 • Fax (208) 468-4638
www.nsd131.org

November 9, 2015

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

Dear Ms. Tisdale,

I am writing in support of three grant projects being submitted by the City of Nampa for consideration for transit funding. These projects will enhance safety and increase options so that people in Nampa can more readily bike or walk to their nearest bus stop.

The Nampa School District has two reasons to be particularly interested in seeing these projects come to fruition. First, crosswalk and safety improvements near Snake River Elementary, Owyhee Elementary, West Middle School, and Sherman Elementary are highly needed. The pedestrian-activated signals and sidewalk improvements near these schools will increase safety for students, staff and others in those areas as well as make it easier to safely reach nearby bus stops. Once again, within the past year, we have had a tragic pedestrian accident near West Park when a student was hit trying to cross a roadway in that area. Crosswalk signals coupled with local education and awareness will help prevent this type of incident from happening again. Secondly, these projects will benefit the staff and employees of the Nampa School District by making it safer and easier for them to bike, walk or take the bus to work. In doing so, we potentially can reduce car traffic near our schools.

The Nampa School District is glad to work together with the City of Nampa to enlarge transportation options in our community. We have a history of working together. For example, currently the Nampa Safe Routes to Schools program is managed by the City of Nampa for the benefit of our schools and all of Nampa's students and families.

On behalf of the Nampa School District and our community on the whole, thank you for your careful consideration of these projects.

Sincerely,

David Peterson
Superintendent of Schools
Nampa School District



November 9, 2015

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

Dear Ms. Tisdale,

The City of Nampa's Bicycle and Pedestrian Advisory Committee (NBPAC) reviews projects impacting pedestrians and bicyclists in the City of Nampa and advocates for improvements in order to make our community more pedestrian and bicycle friendly. Consistent with this purpose, we strongly endorse the projects being submitted to COMPASS for consideration for FTA 5307 transit funding. We believe these projects will make significant multimodal improvements connecting bicyclists from west Nampa to the 12th Avenue transit corridor as well as enlarging our bicycle network and multimodal connections in north Nampa. The Committee reviewed and endorsed the two application packets at their meeting on November 12th, 2015.

The bicycle and pedestrian improvements presented in the city's applications will help people who use bicycling or walking as a primary form of transportation to gain additional access to bus stops. The NBPAC knows that bicycles are a significant form of transportation for many people in Nampa. Expansion of Nampa's multimodal network increases the potential for those without cars to reach important destinations, including work and school as well as retail, medical and other service providers. These projects are also needed for safety reasons, especially to improve crosswalk safety. We believe the projects presented in these applications will advance the community's multimodal transportation network including providing safer and easier access to transit stops.

All of Nampa's application packets are consistent with the Nampa Bicycle and Pedestrian Master Plan and Nampa Transportation Master Plan. In addition, they have been approved by the Nampa City Council as part of the Transportation Improvement Plan (TIP) Resolution passed on November 2nd, 2015.

I encourage your full support of these project applications. Please let me know if I can answer any questions or help in any way.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce Wiley", is written over a horizontal line.

Bruce Wiley, Secretary
Nampa Bicycle and Pedestrian Advisory Committee



Nampa Bicycle & Pedestrian Advisory

Advocates for bicycling and walking for fun, fitness, and transportation

LaRita Schandorff, Chair

208-412-6660

Bikewalknampa.org

1108 S Stanford, Nampa, ID 83686



November 9, 2015

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

Dear Toni,

I am writing on behalf of Bike Walk Nampa, a volunteer citizens' advisory group, to fully endorse the multimodal transportation projects being submitted to COMPASS by the City of Nampa for consideration for FTA 5307 funding. I understand that the City is submitting two application packets which include projects to expand access to the 12th Avenue transit corridor in south Nampa as well as to significantly enlarge the bike network in North Nampa in order to enhance multimodal transit connections in that area of town. Nampa's projects would make it easier to reach transit stops, in particular for those who bike and walk as a primary mode of transportation. In addition, these projects are needed for safety reasons.

Bike Walk Nampa has volunteered numerous hours in many ways to move Nampa forward in our goal of promoting bicycling and walking for fun, fitness and transportation. We regularly take user counts on the city's pathways, for example, as well as advocate for changes and monitor progress as issues are brought to the City Council. We assisted in the development and adoption of a Complete Streets policy for the city as part of Nampa's most recent Comprehensive Plan update. I have been directly involved in the development of Nampa's Bicycle and Pedestrian Master Plan and these projects are consistent with that plan. We are committed to continue to work with the City of Nampa on projects of this nature.

Many people, including community members and city staff, have worked particularly hard over the past few years to systematically develop multimodal transportation options for Nampa. Our community is making progress but there is particular need to continue to address on-road improvements as specified in these transit grant applications. Multimodal networks make sense in Nampa. By improving bicycle and pedestrian access to transit stops, we enlarge options for our community, especially those without cars.

We strongly encourage your support for these applications. Feel free to let me know if you have any questions.

Sincerely,

LaRita Schandorff
Chair, Bike Walk Nampa



Robert L Henry
Mayor

Nampa Parks & Forestry Department
312 1st Street South Nampa, ID 83651
(208) 468-5890 Fax (208) 465-2321
www.nampaparks.org

November 13, 2015

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

Dear Ms. Tisdale,

I am writing as Superintendent of Parks for the City of Nampa to fully endorse the grant applications being presented to COMPASS for consideration for funding. Since the Nampa Bicycle and Pedestrian Master Plan was adopted in August of 2011, we have worked hard to build bicycle and pedestrian facilities in Nampa. In particular, we have filled gaps and improved our off-road pathway system. More recently with the help of COMPASS and FTA funding, we have enlarged our on-road bicycle network in order to help those who bike or walk to reach transit stops. This multimodal network is especially important to Nampa. The demographics of our community show that we have a disproportionate number of low-income individuals and families. These folks especially are able to benefit from having transportation choices so that they can connect by bike or foot to transit stops in order to reach job sites and access other services.

The North Nampa/Indian Creek Pathway application packet we are submitting this year includes a Rapid Flashing Beacon (RFB) on Sugar Street where the pathway crosses the road as well as a connection from Sugar Street to Garrity Boulevard via shared use lanes. This is an important connection that should help integrate this pathway into the larger bicycle transportation network. With the addition of the safety RFB and the shared use markings on Sugar Street, it makes a logical and useable connection for bicyclists or pedestrians to reach bus service on Garrity Boulevard. I also wanted to let you know that we have a grant application pending with the Idaho Department of Parks and Recreation, Recreational Trails Program, to make some improvements to that segment of trail. Those improvements are of high importance to the Parks Department and, coupled with the Sugar Street shared lanes, will provide a good connection in support of active transportation.

Please let me know if I can answer any questions. I strongly endorse the application packets being presented by the City of Nampa.

Sincerely,

A handwritten signature in black ink that reads "Cody Swander". The signature is written in a cursive, flowing style.

Cody Swander
Superintendent, Nampa Parks



City of Nampa

ENGINEERING DIVISION

OFFICE (208) 468-5458

CITY HALL 411 THIRD STREET SO. NAMPA, IDAHO 83651

FAX (208) 465-2261

November 13, 2015

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

Dear Toni,

We are pleased to present to COMPASS and Valley Regional Transit two application packets for funding through the current FTA transit application cycle. The projects are identified in the Nampa Citywide Transportation Plan and Bicycle and Pedestrian Master Plan and will help make important connections in order to expand transportation options in Nampa. They will help encourage those who bike or walk to use the bus system to reach destinations throughout the Treasure Valley. The projects are consistent with the Nampa Comprehensive Plan which includes a Complete Streets policy. The goals, objectives and tasks from CIM 2040 are addressed, supporting improved connectivity between transit and bike/walk networks.

This year's applications build upon previously funded FTA projects. The North Nampa project will connect to the Bike and Walk to Downtown project, increasing connections to and from the downtown area. The Blaine/Iowa Avenue project provides an additional one and one-half miles of bicycle facilities, connecting to the South Nampa Multimodal project approved in 2015 to help bicyclists safely reach transit stops on 12th Avenue Road. With the help of COMPASS, we are making significant progress in developing our bicycle and pedestrian network and connecting that network to the regional transit system.

Two application packages are attached for your consideration:

Package 1 – Application 1 – Historic North Nampa/Indian Creek Pathway Multimodal Improvements, including:

1. Bike Boulevard on 14th Avenue North
2. Bike Lanes & Shared Use Lanes on Stampede Drive and 11th Avenue North
3. Rapid Flashing Beacon (RFB) Crossing on Sugar Street at the Indian Creek Pathway Crossing
4. Shared Use Lane on Sugar Street

Package 2 – Application 2 – Blaine/Iowa Avenue Multimodal Improvements, including:

1. Pedestrian Hybrid Beacon (i.e. HAWK) at Blaine Avenue and Midland Boulevard
2. Bike Boulevard on Blaine Avenue from Midland Boulevard to 10th Avenue South
3. Rapid Flashing Beacon (RFB) Crossing on Iowa Avenue and South Herron Drive
4. Bike Lanes and Shared Use Lanes on Iowa Avenue from Middleton Road to South Stanford Street

November 13, 2015

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

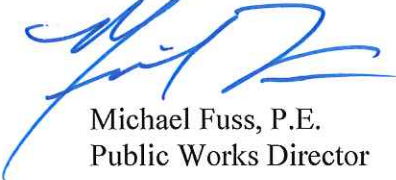
Page 2 of 2

The applications are identified in priority order from the grant packages to the elements within the packages. We understand that grant funding is limited and that the selection committee may need to break apart the application elements to fit within the available funding amount.

These projects provide access to major corridors and service broad neighborhood areas, including neighborhoods with a high minority population and low income population in North Nampa. The projects also provide potential support for future transit lines when service is expanded in Nampa. Safety is also a critical issue for those who ride bicycles or walk to get to transit stops and these projects address that issue as well.

Thank you for the opportunity to submit these applications for transit funding. Please let me know if you have questions or need additional information.

Sincerely,



Michael Fuss, P.E.
Public Works Director

MF/jb

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Historic North Nampa/Indian Creek Pathway Multimodal Improvements (14th Street North, 11th Avenue North, Sugar Street)	Priority <u>1</u> of <u>2</u> of the applicant
Brief Project Description: Application 1 consists of bike boulevard and shared lane facilities in the Historic North Nampa Neighborhood and a bike and pedestrian Rectangular Rapid Flashing Beacon at the Sugar Street crossing on the Indian Creek Pathway. The improvements will connect bicyclists and pedestrians to transit stops along Garrity Boulevard, 11th Avenue North, and 16th Avenue North. Each element addresses safety and mobility concerns for users who access transit stops by foot or bicycle. These projects enhance Nampa’s multimodal transportation network and have been identified in the Nampa Transportation Master Plan and the Nampa Bicycle and Pedestrian Master Plan and are consistent with a Complete Streets policy as written into Nampa’s Comprehensive Plan. Because these projects provide access to major corridors and service broad neighborhood areas, they also provide potential support for future transit lines when service is expanded in Nampa. This project will improve multimodal access to transit and enhance safety for transit users in the Historic North Nampa area. Listed in priority order, improvements include: <ol style="list-style-type: none"> (1) A new bike boulevard on 14th Avenue North from 1st Street North to Garrity Boulevard (through Lakeview Park) to provide connectivity for bicyclists to the downtown and Garrity Boulevard transit stops. (2) A combination of bike lanes and shared use lanes on Stampede Drive and 11th Avenue North from Garrity Boulevard to Birch Lane (crossing over I-84). This segment includes sidewalk improvements on 11th Avenue North adjacent to Snake River Elementary School and near the intersection of Birch Lane in order to close critical gaps in the city’s system. (3) A shared use lane connecting Indian Creek Trail to Garrity Boulevard transit stops. (4) A pedestrian-activated crosswalk (Rapid Flashing Beacon – RFB) on Sugar Street at the Indian Creek Multi-use trail crossing. Along with the RFB, the project includes lighting, striping, signage, and pedestrian ramp improvements. This crossing will improve safety for students, pedestrians and bicyclists accessing transit stops through a shared use lane connecting the trail to Garrity Boulevard. 	
Contact Information	Requesting Agency: City of Nampa Contact Name: Jeff Barnes, P.E., City of Nampa Engineering Address: 411 3rd St. So. City, State, Zip: Nampa, ID 83651 Phone Number: (208) 468-5521 Email Address: barnesj@cityofnampa.us Project Partner(s): Nampa Bicycle and Pedestrian Advisory Committee Bike Walk Nampa Nampa School District
	City and/or County: Nampa, Canyon County Street Name (if applicable): 11th Ave. No.; 14th Ave. No.; Sugar Street Is the project located in an Economically Distressed area? (click for info) explain? Yes. Nampa per capita income (\$16,813) is less than 80% of the national average (\$22,155). U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

ocation / Information

Is the project located in an Environmental Justice consideration area? (click for info) explain?

Yes. Most of this project is in an Environmental Justice Consideration Area for minority populations including the 14th Avenue North bike boulevard and the 11th Avenue North shared lane segment (excluding the part that runs by the golf course). The west side of the Sugar Street shared use lane is also a COMPASS designated environmental justice consideration area for minority populations. The east side includes block groups that range from 12 to 34 percent Hispanic or Latino. The 14th Avenue North bike boulevard is also in a low income consideration area, going through a neighborhood that is 76.75% Low Moderate Income (LMI). The 11th Avenue North shared lane part of the project borders an area that is 68% LMI on the east side and 85.6% LMI on the west side up to the golf course land. The Indian Creek crossing improvement is identified by 2014 data from HUD as being in an area that is 52.18% LMI. The proposed Sugar Street Shared Use Lane borders areas that are 66.17%, 52.18% and 68% LMI. (See additional analysis in the Environmental Suitability Analysis including supporting maps.)

Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain?

Slope: On the north end of Centennial and Ridgecrest Golf Courses as 11th Avenue North goes down the hill to Birch Lane, the Environmental Suitability Analysis identifies slope as a concern. Unfortunately, there are very few roadway crossings of I-84 in this area. The other two roadway options have higher roadway volumes and greater space constraints that limit bicycle facility options. 11th Avenue North is a two lane roadway with shoulder space to accommodate bike lanes for most of the stretch, it is also a route that many cyclists utilize despite the fact that they are forced to climb a hill as shown by strava data provided by COMPASS (map attached).

Historic Un-assessed Farm Land: Centennial and Ridgecrest Golf Courses are designated as "historic-un-assessed" to indicate farm land that hasn't been disturbed and thus might include historic artifacts. Bike lanes in this location will be on 11th Avenue North and will not disturb surrounding lands.

Water Feature: The 14th Avenue bike boulevard crosses Indian Creek at 14th Avenue North and 3rd Street North. In Lakeview Park the route crosses Mason Creek. In both cases the route is on the roadway and the necessary pavement markings would not affect the associated waterways. Crosswalk safety improvements in relationship to the Indian Creek Trail at Kings Road and Sugar Street are near Indian Creek. In both cases, the Rapid Flashing Beacons would not affect the associated waterways. (See Environmental Suitability Analysis in the Appendix)

Explain how the project is consistent with CIM 2040? (click for info)

FY2017 COMPASS PROJECT APPLICATION - ALL

Project L

This project is consistent with CIM 2040. It clearly meets the theme of "connections" by providing options for safe access and expanded mobility choices for all users in a cost-effective manner. The project is particularly significant because it connects low income minority neighborhoods to bus routes on Garrity Boulevard, to the College of Western Idaho and to downtown Nampa, as well as other destinations. The project serves those without cars, encouraging walk and bike trips that lead to transit stops in order to access and connect to jobs, schools and services. It encourages healthier lifestyles and provides transit access that serves population centers.

How does the project meet CIM 2040 Vision, goals, or strategies? Explain.

This project meets the goals of CIM 2040, including the following:

- 1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services;
- 1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips;
- 2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries;
- 5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.

Will this project lessen safety hazards? If yes, explain?

Yes, this project will lessen safety hazards by providing pedestrian-activated crosswalk improvements on Kings Road and Sugar Street at the Indian Creek Trail crossings. The project will also increase safety by providing safe passages for bicyclists to reach transit stops in North Nampa neighborhoods.

Will the project add funds to or expand an existing project? If yes, provide key number

This project builds upon several previously funded projects, all of which aim to systematically enlarge Nampa's bicycle and pedestrian network, increase safe passages to transit stops for those who bike or walk and provide multimodal transportation options. The project connects to the Bike and Walk to Downtown project (FTA 5339, Key #13711), currently in construction and the Bicycle and Pedestrian Network Improvements from Southeast and North Nampa to Downtown (FTA 5307, Key #12760). Currently, funding for improvements on the Indian Creek Trail is pending with the Idaho Department of Parks and Recreation Recreational Trails Program. This project would help maximize use of that trail as part of Nampa's bicycle and pedestrian network.

What other attempts have been used to secure funding on this project? Explain outcomes.

Although these projects have been identified as priorities in Nampa's Transportation and Bike Pedestrian Plans, we have not found other sources of funding for which to apply for project implementation.

Proposed project schedule? (provide timeline showing how long to plan for each phase)

See Attached

Please include maps, photos, and/or drawings of the project, if applicable. See Attached

Continued on next page

FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	Federal/Grant amount requested: \$ 472,000	
	Maximum local match amount*: \$118,000	Percent % of total cost: 20%
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?*	
	Yes. See attached Resolution passed by the Nampa City Council on 11-2-15.	
	TOTAL cost of project: \$590,000	
	<i>* Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i>	

PUBLIC TRANSPORTATION

PROJECT NAME:

Project Criteria	<p><u>Support and Maintain Successful / Critical Service Operation:</u> How does the project support the existing transportation services?</p> <p>This project enlarges Nampa's multimodal transportation network, including support for those who walk or bike as a primary means of transportation to connect to transit services. It provides connections to transit stops along Garrity Boulevard, 11th Avenue North and 16th Avenue North. The project connects to the existing VRT bus route 53 which runs from downtown Nampa along 11th Avenue North and Garrity to the Saint Alphonsus Medical Center Garrity site and College of Western Idaho (CWI). Connections can be made to access service into the Boise area.</p> <p>What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? <i>If relevant.</i></p> <p>Primary trips purposes for this project include access to schools, jobs, retail, services and recreation. Transit stops in the project area serve retail, Saint Alphonsus Medical Center's Garrity location, medical offices, Lakeview Park, the Hispanic Cultural Center and other services located along 11th Avenue North and Garrity Boulevard. Transit provides service from this area to CWI. In addition, residents can access jobs, schools and services throughout the Valley by transferring to other transit routes. The project will serve residents in the Historic North Nampa Neighborhood, Boys and Girls Club, Snake River Elementary and Birch Elementary Schools. The improvements will benefit the public, students and faculty/staff who bike, walk, and commute to and from this area.</p> <p>If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (<i>Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.</i>) <i>Provide documentation.</i></p> <p>N/A</p>
	<p><u>Maximize the Use of Available Resources:</u> <i>Modes</i> : Is the project the most effective transportation mode(s) for the situation? Explain.</p> <p>Yes. According to a 2014 report by AAA, the average cost to own and drive a typical sedan is \$8,876 per year. This project serves an area of Nampa with a significant Low Moderate Income (LMI) population. (See data in the Environmental Justice Consideration section of this application and in the attachments) For families with limited incomes the cost of owning and maintaining a car can push people into needing public assistance or doing without. The bicycle connections in this project will provide transportation options to some of Nampa's most vulnerable population.</p>

PUBLIC TRANSPORTATION

P

Cost Efficiency: Is the proposed project the most cost efficient way to meet the need? Explain.

Yes. This project is part of a bicycle and pedestrian network that has been identified after extensive work in developing Nampa's Bicycle and Pedestrian Master Plan. The network is cost efficient and effective when coupled with transit stops, enlarging access to services throughout the Treasure Valley and meeting the needs of those who do not own cars.

Ridership: Are the proposed services structured to accommodate multiple passengers? Explain.
N/A

Sustainability : Is it a one-time project? If not, what is the plan for ongoing funding and operations?

This is a one-time project that expands Nampa's transportation network including access to transit through multimodal and active transportation options. On-going maintenance will be provided by the City of Nampa.

Support Affordable Transportation Options:

Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes? *Explain.*

Particularly for those who depend on bicycles or walkability for their primary means of transportation, yes, this project is the most affordable option by providing multimodal transportation options including making connections to transit for low-cost transportation throughout the Treasure Valley. Those who access transit on the Garrity Boulevard corridor can get anywhere the bus goes throughout the Treasure Valley by transferring at the bus stop near 11th Avenue South and 2nd Street South or accessing bus service to Boise at CWI.

Support Accessible Transportation Options:

Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? *Explain.*

Yes, the project meets the needs of persons with disabilities by providing a multimodal network that connects to transit stops and buses that are ADA accessible. In addition, any sidewalk or pedestrian ramp work will meet ADA standards.

Does the project provide mode choice? *Explain.*

Yes. The project makes it easier for residents in North Nampa to bike or walk to transit stops, thus expanding options beyond car transportation.

PUBLIC TRANSPORTATION

Project Criteria

Expand Service Operations:

Is the project supported through an existing planning document such as valleyconnect or CIM 2040? *Provide references (page numbers).*

The project is consistent with the goals, objectives and tasks presented in CIM 2040. (See pages 21-23) This project specifically supports the following Objectives and Tasks from the CIM 2040 Plan Implementation document:

- 1.1.2.d. Provide better access to transit, bike, and pedestrian facilities to offset congestion.
- 1.1.3.d. Increase safety and efficiency for all users using access management techniques and complete streets strategies as appropriate.
- 1.4.3. Improve connectivity between transit and bike/walk networks.
- 1.4.3.a. Give funding priority to projects consistent with local bike/pedestrian plans.
- 1.4.3.d. Prioritize projects that fill in the bike/pedestrian network.
- 2.4.2. Develop and implement local bike/pedestrian plans.
- 2.4.2.a. Through annual project prioritization, give federal funding priority to projects consistent with local bike/pedestrian plans.

In addition, this project is supported by the Nampa Transportation Master Plan and the Nampa Bicycle and Pedestrian Master Plan.

Does the project enhance or provide connections to existing services? *Explain.*

Yes, this project enhances connections to existing services including access to Saint Alphonsus Medical Center on Garrity and College of Western Idaho by providing safer bicycle and pedestrian passages to transit stops on Garrity Boulevard and 11th Avenue North. The Sugar Street Shared Use Lane provides a connection from the Indian Creek Trail to the Garrity transit corridor. Likewise, if this project is implemented those in North Nampa near Birch Lane can travel south using a shared lane bicycle facility in order to connect to transit on Garrity and/or reach downtown Nampa. The transit stop near 11th Avenue South and 2nd Street in downtown Nampa provides access through transfers to locations throughout the Treasure Valley. Buses do have bicycle racks.

Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

Yes. This project is supported by Strategy 3DL010 - Implement Infrastructure Improvements in Ada and Canyon counties to Support Biking and/or Pedestrian Access. Specifically, this project meets the following listed components of this strategy: (1) Improve existing and establish new sidewalks (especially around schools) to align with Safe Routes to Schools program objectives; (2) Improve bike lanes, provide bike/pedestrian crossings on major roads (safety islands, lights, signal timing, signage, etc.), and fill in gaps in bike corridors; (3) Provide infrastructure to improve accessibility for people with disabilities, including sidewalks, curb cuts, and bike paths.

Improve Safety and Security:

PUBLIC TRANSPORTATION

How does the project improve or maintain safety and security of the transportation system?

This project adds safety features including a rapid flashing beacon, lighting, wayfinding signage, and bicycle route improvements to Nampa's multimodal transportation network, making it possible for pedestrians and bicyclists to safely reach transit stops.

Improve Customer Service:

How will the project improve customer service and mobility support?

This project will improve customer service and mobility support by increasing the options for connecting to bus services for those who walk or ride bicycles as their primary means of transportation, serving a LMI area of Nampa. Buses in Nampa include bike racks.

Will the bus, equipment, or facility be owned or leased?

N/A

Are other funding sources available to fill this need? Explain.

Not that we are aware of.

Which CIM 2040 Performance Measures are relevant? (click for more info) How? (performance measures will be tracked throughout the life of a project)

The following CIM 2040 Performance Measures are relevant because this project aims to enlarge Nampa's bicycle and pedestrian network in order to provide additional connectivity to transit:

1.4. Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.

Performance Measure: Pedestrian Level of Service completion %

Performance Measure: Bicycle Level of Service completion %

Performance Measure: Bikeways per Roadway Mile



City of Nampa

**Historic North Nampa Neighborhood
Multimodal Improvements**

Attachments

1. Project Vicinity Map
1. Project Detail Illustrations
2. Engineering Estimate
3. Project Cost Summary Sheet, ITD 1150
4. Federal-Aid Project Request, ITD 2435
5. Resolution confirming commitment of match and maintenance once project is complete
6. Project Schedule
7. Environmental Suitability Analysis and Support Documents
 - a. Hispanic Ethnicity Map for Project Area
 - b. Environmental Justice Consideration Areas: Minority Population
 - c. Environmental Justice Consideration Areas: Low Income Population
 - d. North Nampa Revitalization Area Map with HUD Data for LMI per census tract
 - e. CIM 2040 Environmental Scan
8. Letters of Support
 - a. Nampa School District
 - b. Nampa Bicycle and Pedestrian Advisory Committee
 - c. Bike Walk Nampa
 - d. Nampa Parks Department

Exhibit A Vicinity Map Application No. 1

	RFB Crossing	Routes	Landuse
	Regional Bus Stops		
	Transit Routes		
	Bike blvd		
	Shared Lane Markings		

11/12/2015
For illustrative purposes only.

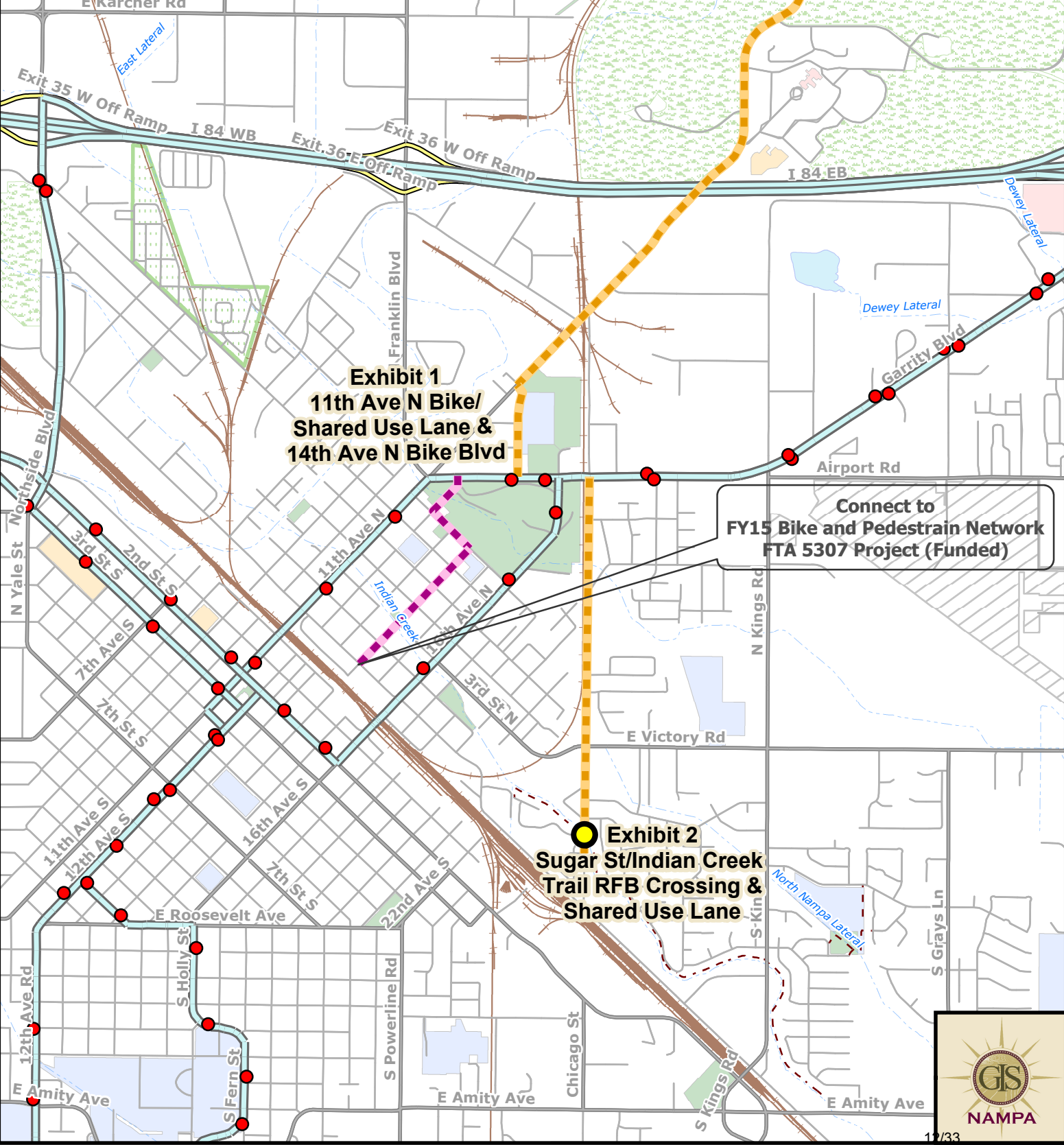


Exhibit 1
11th Ave N Bike/
Shared Use Lane &
14th Ave N Bike Blvd

Connect to
FY15 Bike and Pedestrian Network
FTA 5307 Project (Funded)

Exhibit 2
Sugar St/Indian Creek
Trail RFB Crossing &
Shared Use Lane

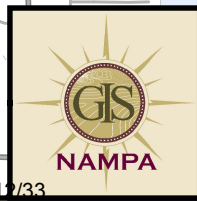
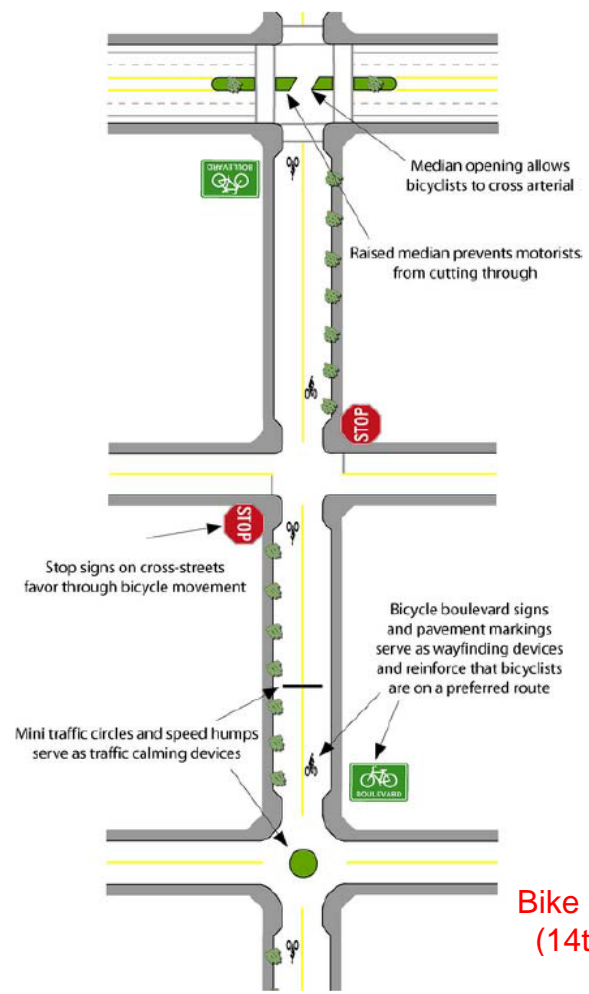


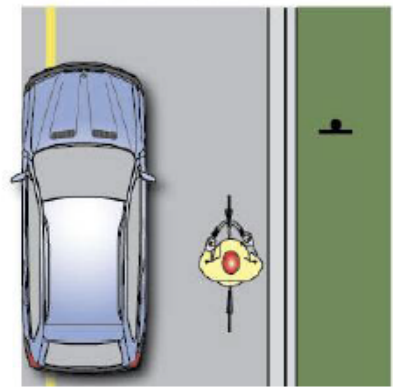
Exhibit 1 Application No. 1



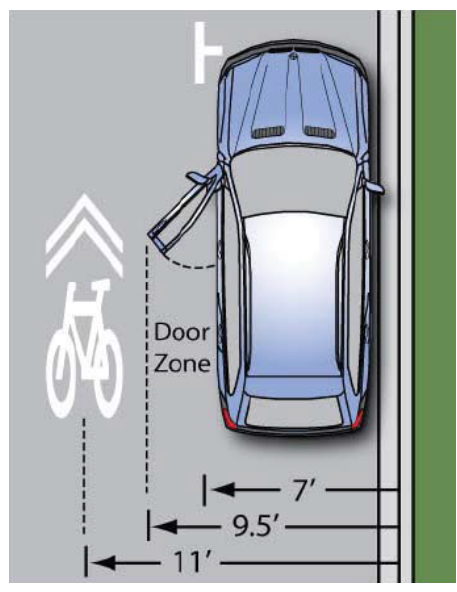
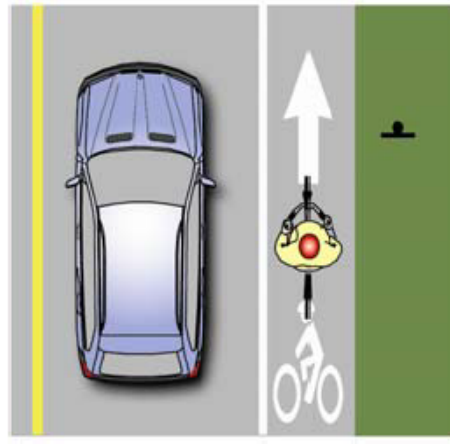
**Bike Boulevard
(14th Ave N)**



Local Street - Width Varies



10-12' 4' min



**Bike Lane
(11th Ave N)**

**Shared Use Lane
(11th Ave N & Sugar St)**

Sugar St/Indian Creek Trail

Routes

- Local Road
- Trail
- Railroads
- Waterways
- Crossings
- Street Light
- Rapid Flashing Beacon (RFB)
- Sidewalks/Ramps

For illustrative purposes only.

Exhibit 2 Application No. 1



Intersection Improvements: Rapid Flashing Beacon (RFB) crossing, street light, ADA pedestrian ramps, sidewalk/catch basin repair, thermoplastic striping, and signs.



FY17 FTA Project Application #1

Historic North Neighborhood Multimodal Engineers Estimate

11/13/2015

#	Item Description	Estimated Cost
14th Ave N, 11th Ave N, Sugar Street Shared Use/Bike Lanes		
1	Drainage and Minor Structures	\$ 15,000.00
2	Pavement and Base: Shoulder Work and Patching	\$ 50,000.00
3	Traffic Items: Bike Lanes/Shared Use Lane Facilities--11th Ave North (2.5 Miles). Includes signage, striping, thermoplastic and shoulder widening	\$ 90,000.00
4	Traffic Items: Shared Use Lane Facilities--14th Ave North (1 Mile). Includes signage, striping, thermoplastic and shoulder widening	\$ 50,000.00
5	Traffic Items: Shared Use Lane Facilities--Sugar Street (.3 Miles). Includes signage, striping, thermoplastic and shoulder widening	\$ 30,000.00
6	Construction Traffic Control	\$ 15,000.00
7	Other Items: Concrete curb/gutter/sidewalk	\$ 30,000.00
<i>Total</i>		\$ 280,000.00

#	Item Description	Estimated Cost
Sugar Street/Indian Creek Pathway Crossing (RFB)		
1	Drainage and Minor Structures	\$ 10,000.00
2	Pavement and Base: Shoulder Work and Patching	\$ 5,000.00
3	Traffic Items: Rapid Flashing Beacons (RFB), lighting, striping, signage and electrical	\$ 60,000.00
4	Construction Traffic Control	\$ 5,000.00
5	Other Items: Concrete curb/gutter/sidewalk	\$ 30,000.00
<i>Total</i>		\$ 110,000.00

Total Application 1		Total Estimated Cost
	Total Construction	\$ 390,000.00
	Mobilization	\$ 20,000.00
	Preliminary/Consulting Design	\$ 98,000.00
	Contingency/CE&I/Admin	\$ 82,000.00
	Total	\$ 590,000.00



Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
	Historic N Neighborhood Multimodal	11/13/2015
Location		District
11th Ave N (Garrity Blvd-Birch Ln), 14th Ave N (1st St N-Garrity Blvd), Sugar St (Indian Crk Path)		D3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles
		2

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$5,000	
1b. Preliminary Engineering by Consultant (PEC)	\$93,000	
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures	\$25,000	
6. Pavement and Base	\$55,000	
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)	\$230,000	
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$20,000	
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$60,000	
15. Cost of Constructions (Items 3 through 14)	\$390,000	
16. Mobilization 5 % of Item 15	\$20,000	
17. Construction Engineer and Contingencies 20 % of Items 15 and 16	\$82,000	
18. Total Construction Cost (15 + 16 + 17)	\$492,000	
19. Total Project Cost (1 + 2 + 18)	\$590,000	
20. Project Cost Per Mile	\$295,000	\$1,000

Prepared By:

John Brown, P.E., PRO5 ENR

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 11/12/15
--	-------------------------

Project Title (Name of Street or Road) Historic N Nampa Neighborhood Multimodal	F.A. Route Number	Project Length 3.5 Miles	Bridge Length
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Project Limits (Local Landmarks at Each End of the Project)
14th Ave N (1st St N-Garrity Blvd), Sugar St (Indian Creek Crossing-Garrity Blvd), 11th Ave N (Garrity Blvd-Birch Ln)

Character of Proposed Work (Mark Appropriate Items)

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

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 5000, PC 93,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 18)	\$ 492,000

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	11 th Avenue North (at Industrial Rd and Greens Dr)
Within 2 miles of an Airport	Yes
Parks (City, County, State or Federal)	Lakeview Park, Optimist Park, Stampede Park
Environmentally Sensitive Areas	N/A
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	Snake River Elementary, Birch Elementary
Other	

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	2	Roadway Width (Shoulder to Shoulder)	36-42 ft	36-42 ft
Pavement Type	ACP	ACP	Right-of-Way Width	50-80 ft	50-80 ft

Sponsor's Signature 	Title PROJECT MGR
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Additional Information to be Furnished by the District

Functional Classification	Minor Arterial	Terrain Type	< 2-5% Grade	20 08	ADT/DHV	6,500
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RESOLUTION NO. 34-2015

A RESOLUTION OF THE CITY OF NAMPA, IDAHO, APPROVING AND ADOPTING PROJECT PRIORITIES FOR THE PROPOSED 2017-2021 TRANSPORTATION IMPROVEMENT PROGRAM.

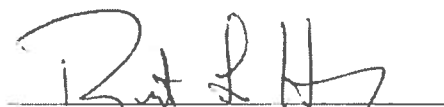
BE IT HEREBY RESOLVED by the Mayor and Council of the City of Nampa, Idaho, that the City of Nampa hereby approves and adopts the document titled "City of Nampa—Project Priorities for the Proposed 2017-2021 Transportation Improvement Program "which document is attached hereto as Exhibit A, and made a part hereof, as if set forth in full, and directs the Public Works Director to forward this Resolution and said document to the Community Planning Association of Southwest Idaho as an official expression of the intent of this Mayor and Council.

BE IT FURTHER RESOLVED by the Mayor and Council of the City of Nampa, Idaho, that the City of Nampa agrees to provide all required local match for any of these projects that are accepted for the 2017-2021 Transportation Improvement Program and to incorporate the completed projects into the ongoing maintenance program for the City of Nampa.

PASSED BY THE COUNCIL OF THE CITY OF NAMPA, IDAHO, THIS 2ND DAY OF NOVEMBER, 2015.


APPROVED BY THE MAYOR OF THE CITY OF NAMPA, IDAHO, THIS 2ND DAY OF NOVEMBER, 2015.

Approved:



Mayor Robert L. Henry

Attest:



City Clerk (or Deputy)

EXHIBIT A
City of Nampa – Project Priorities for the Proposed
2017-2021 Transportation Improvement Program
November 2, 2015

Priority	Project Description	Comments
<i>Federal Highway Administration Projects</i>		
1.	Implement the highest-priority recommendation from the Karcher Interchange Modification Report (IMR) after its adoption by Federal Highway Administration	The draft IMR recommends immediate improvements to the intersection of Midland/SH-55 with Karcher Bypass. This proposal seeks \$600,000 funding, added to the City’s existing \$400,000 in impact fees budgeted in FY2016. Together, they serve as incentive for ITD to locate additional funds once the extent of IMR improvement recommendations is detailed and costs estimated in the final IMR.
<i>Multimodal Projects – Funding through FTA</i>		
2.	Historic North Neighborhood Multimodal Improvements (14 th Street North, Franklin Road, 11 th Avenue North, Snake River Elementary)	Includes improvements to enhance mobility as recommended in the Nampa Bike and Pedestrian Master Plan such as bike lanes, shared use lanes, crossing improvements, shoulder widening and lighting enhancements \$325,000
3.	Blaine Avenue/Iowa Avenue Multimodal Improvements (West Junior High, Owyhee Elementary)	Includes improvements to enhance mobility as recommended in the Nampa Bike and Pedestrian Master Plan such as bike lanes, shared use lanes, crossing improvements, shoulder widening and lighting enhancements \$350,000
4.	Indian Creek Trail Multimodal Improvements (Kings Road, Sugar Street, Powerline Road)	Includes improvements to enhance mobility as recommended in the Nampa Bike and Pedestrian Master Plan such as bike lanes, shared use lanes, crossing improvements, shoulder widening and lighting enhancements \$325,000

EXHIBIT B

Funded Projects In/Near City of Nampa, FY2017-FY2021

TIP Key #	Title/Description	Construction Year	Programmed (\$1,000s)	Source of Funds	Agency
12760	12 th Ave/S Valley Rd Signal & Pedestrian Facilities Upgrade	FY2015	\$252	FTA	Nampa
13711	Bike and Walk to Downtown Multi-Use Pathway	FY2015	\$234	FTA	Nampa
	11th/12th Avenue Couplet Evaluation	FY2016	\$25	Impact	Nampa
	12th Avenue Safety & Access Study	FY2016	\$220	State & Local	Nampa
	39th Street & Garrity Boulevard Signalization	FY2016	\$1,100	Local & Impact	Nampa
	4th Street North & Northside Boulevard Intersection Evaluation	FY2016	\$24	Impact	Nampa
13959	Greenhurst Road Signal Improvements	FY2016	\$339	HSIP	Nampa
13934	I-84, Garrity Boulevard Ramp Improvements	FY2016	\$803	Restore	ITD
18702	ITS, Northside Boulevard/Kings Road Signal Upgrades	FY2016	\$291	HSIP	Nampa
	Karcher Interchange Modification Report Study	FY2016	\$100	Local	Nampa
18867	Master Transportation Plan Update	FY2016	\$280	Impact	Nampa
	Pedestrian Improvements, Stoddard Pathway/Greenhurst Road	FY2016	\$265	TAP	Nampa
13033	SH-55 & Caldwell Boulevard Intersection Upgrades	FY2016	\$1,038	HSIP	ITD
12383	SH-55 & Lake Avenue Intersection Signalization	FY2016	\$3,715	HSIP	ITD
13025	SH-55 & Midway Road Intersection Signalization	FY2016	\$4,410	HSIP	ITD
13475	SH-55 and Indiana Avenue Intersection Signalization	FY2016	\$3,265	HSIP	ITD
	Stamm/Happy Valley/Flamingo/Garrity Configuration Evaluation	FY2016	\$15	Impact	Nampa

EXHIBIT B

Funded Projects In/Near City of Nampa, FY2017-FY2021

TIP Key #	Title/Description	Construction Year	Programmed (\$1,000s)	Source of Funds	Agency
12760	11 th Ave Underpass Bike/Pedestrian Facilities Upgrade	FY2016-17	\$193	FTA	Nampa
12760	Amity Ave Pedestrian Signal (HAWK) at Chestnut St	FY2016-17	\$146	FTA	Nampa
12760	Downtown Bike/Pedestrian Network—Front Street Pathway	FY2016-17	\$177	FTA	Nampa
	Nampa High School/Lake Lowell Ave Bike/Pedestrian Pathway & Crossings	FY2016-17	\$335	FTA	Nampa
	NNU Multimodal Improvements	FY2016-17	\$365	FTA	Nampa
	Railroad Pathway Crossing Between CWI & Ford Center	FY2016-17	\$130	FTA	Nampa
	Sky View High School/Greenhurst RRFB Bike/Pedestrian Crossing	FY2016-17	\$65	FTA	Nampa
19590	South Nampa Multimodal Improvements	FY2016-17	\$520	FTA	Nampa
14261	Stanford Culvert	FY2016-17	\$190	FTA	Nampa
13931	I-84B, Canyon Street to Grant Avenue	FY2017	\$3,820	Restore	ITD
19065	Pedestrian Improvements, Lake Lowell	FY2017	\$267	TAP	Nampa
14344	Pedestrian Improvements, South Midland	FY2017	\$181	TAP	Nampa
ORN19550	SH-45, 10th Street South to 12th Street	FY2017	\$291	HSIP	Nampa
ORN19552	SH-45, Sherman to Dewey Pedestrian Hybrid Beacon	FY2017	\$291	HSIP	Nampa
ORN19657	I-84, Karcher Interchange to Franklin Boulevard Interchange Pavement Rehabilitation (CRABS)	FY2019	\$7,000	Restore	ITD
13486	Colorado & Holly Streets Signal and Pedestrian Improvements	FY2020	\$774	Local & STP-U	Nampa

EXHIBIT B

Funded Projects In/Near City of Nampa, FY2017-FY2021

TIP Key #	Title/Description	Construction Year	Programmed (\$1,000s)	Source of Funds	Agency
ORN19613	SH-55, Pride Lane to Middleton Road Pavement Restoration (CRABS)	FY2020	\$4,300	Restore	ITD
13487	Middleton & Ustick Roads Roundabout	PD	\$998	STP-U	CHD4

Acronyms

- FTA Federal Transit Authority
- HSIP Highway Safety Improvement Program
- Impact City of Nampa Impact Fees
- Local City of Nampa General Fund
- Restore FHWA funds dedicated to restoration of existing assets
- State State Discretionary Funds
- STP-U Surface Transportation Program-Urban
- TAP Transportation Alternatives Program

FY17 FTA Project Application #1

Historic North Neighborhood Multimodal Estimated Schedule

11/13/2015

Phase	Estimated Start	Estimated Finish
Pre-design	Oct-16	Nov-16
Design	Dec-16	Mar-17
Bid	Apr-17	Jun-17
Construction	Jul-17	Sep-17

Hispanic Ethnicity

HispanicLa / TotalPop Type

0% - 7.6%

7.7% - 22.9%

23% - 44.2%

44.3% - 73.9%

74% - 100%



RFB Crossing



Bike Boulevard



Shared Lane Marking



ParkandRides

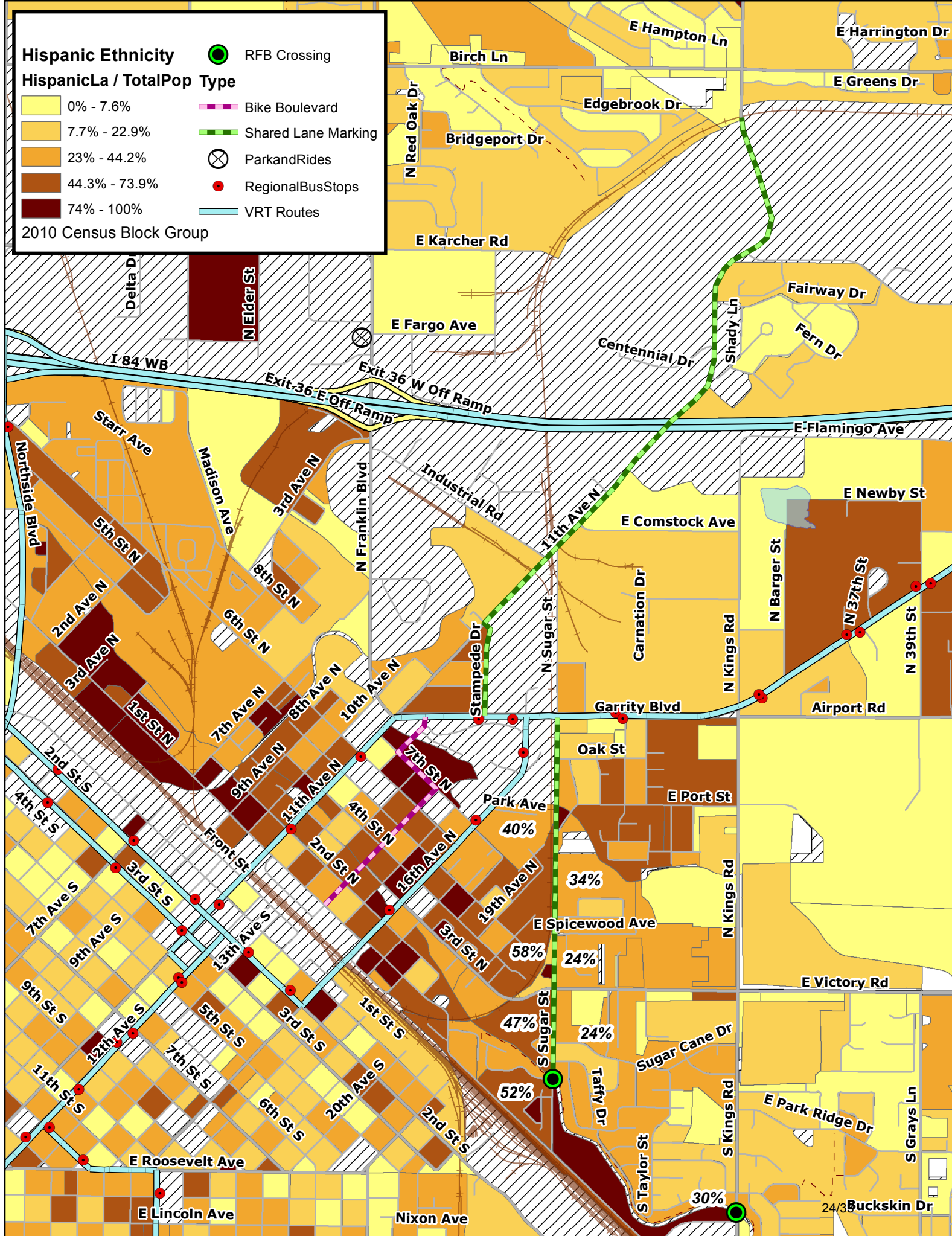


RegionalBusStops



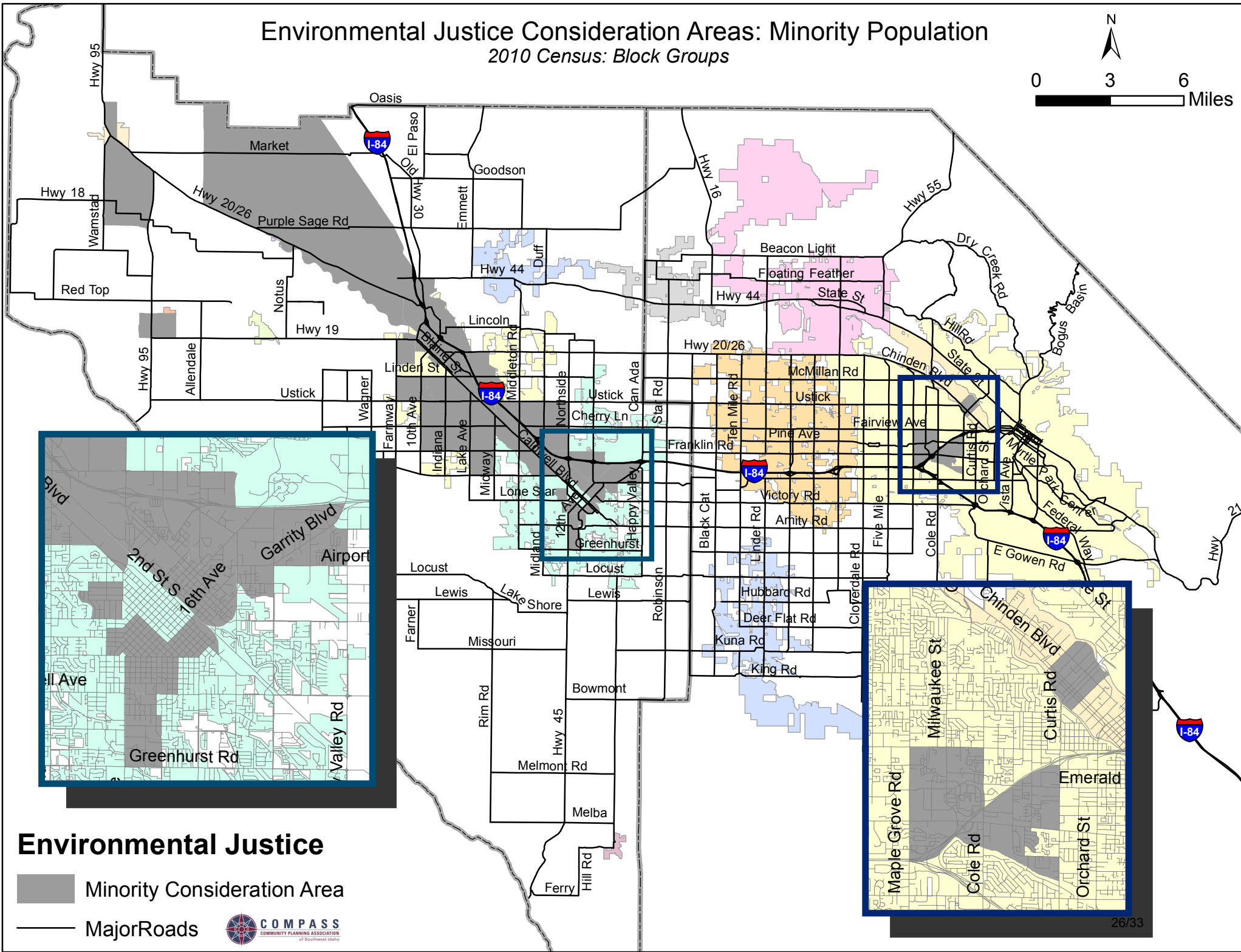
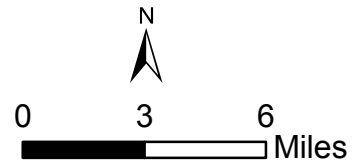
VRT Routes

2010 Census Block Group



Environmental Justice Consideration Areas: Minority Population

2010 Census: Block Groups



Environmental Justice

- Minority Consideration Area
- Major Roads



NAMPA IDAHO

North Nampa Revitalization Area Map

North Nampa Revitalization Area

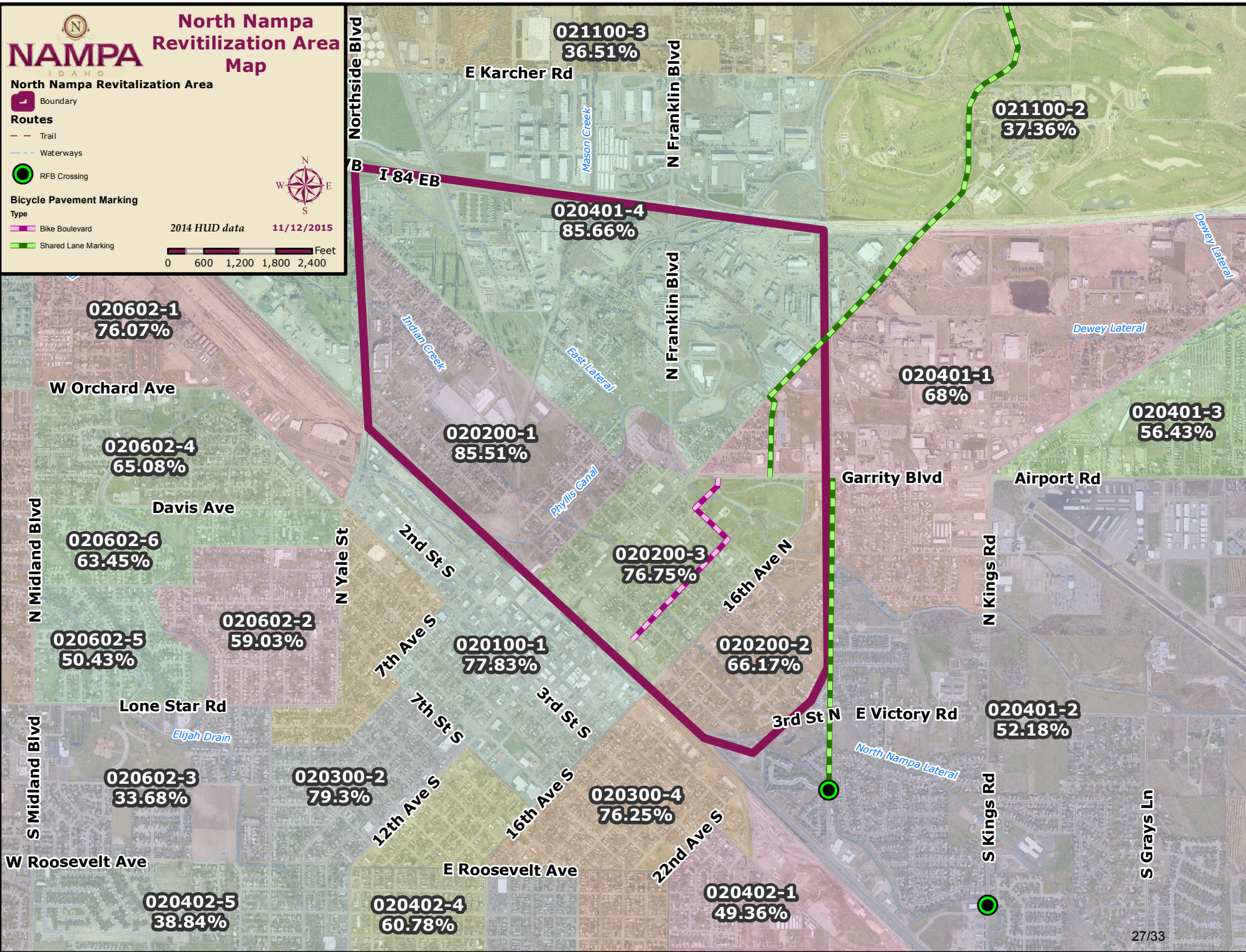
- Boundary
- Routes
 - Trail
 - Waterways
- RFB Crossing

Bicycle Pavement Marking

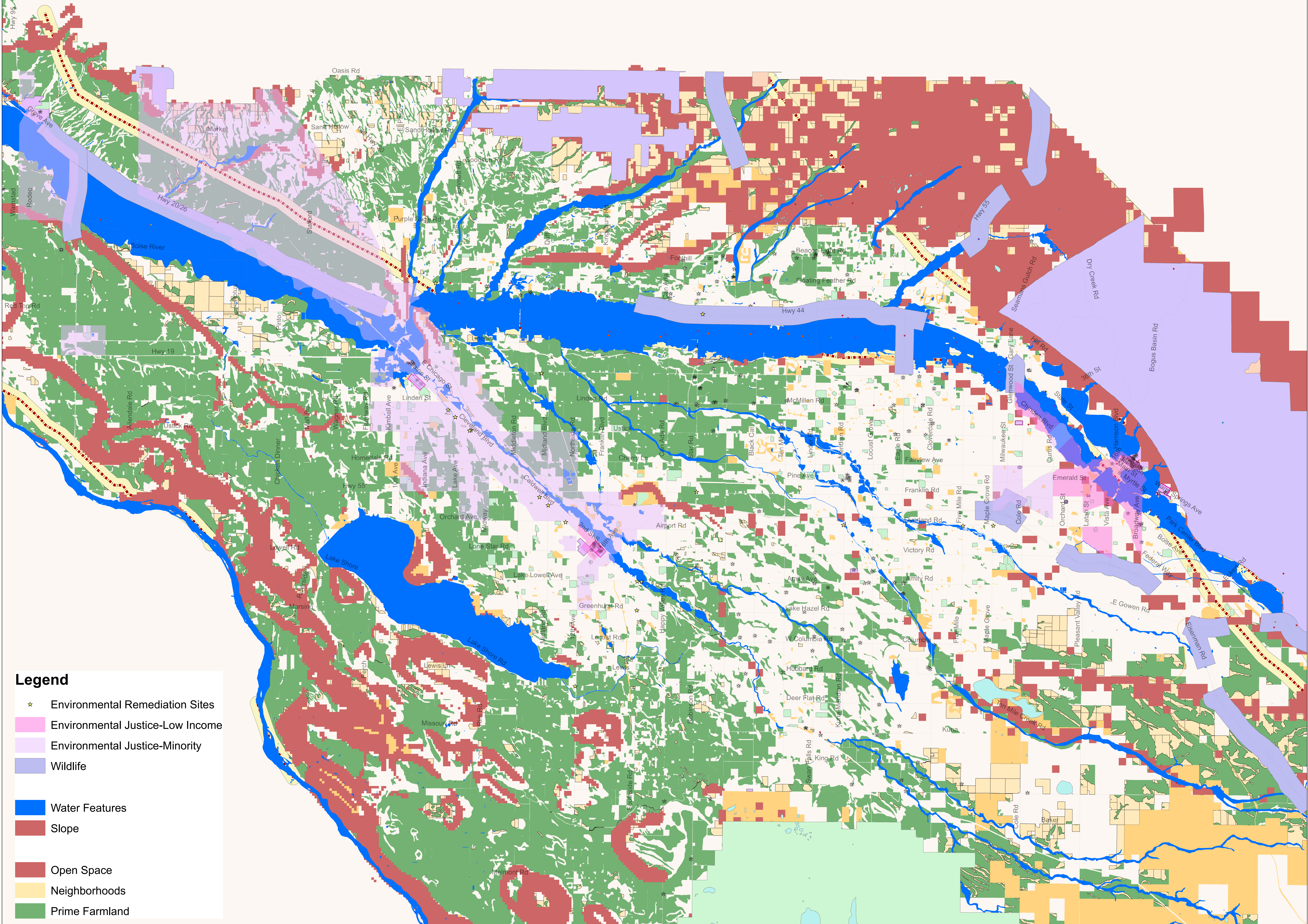
- Type
 - Bike Boulevard
 - Shared Lane Marking

2014 HUD data 11/12/2015

0 600 1,200 1,800 2,400 Feet

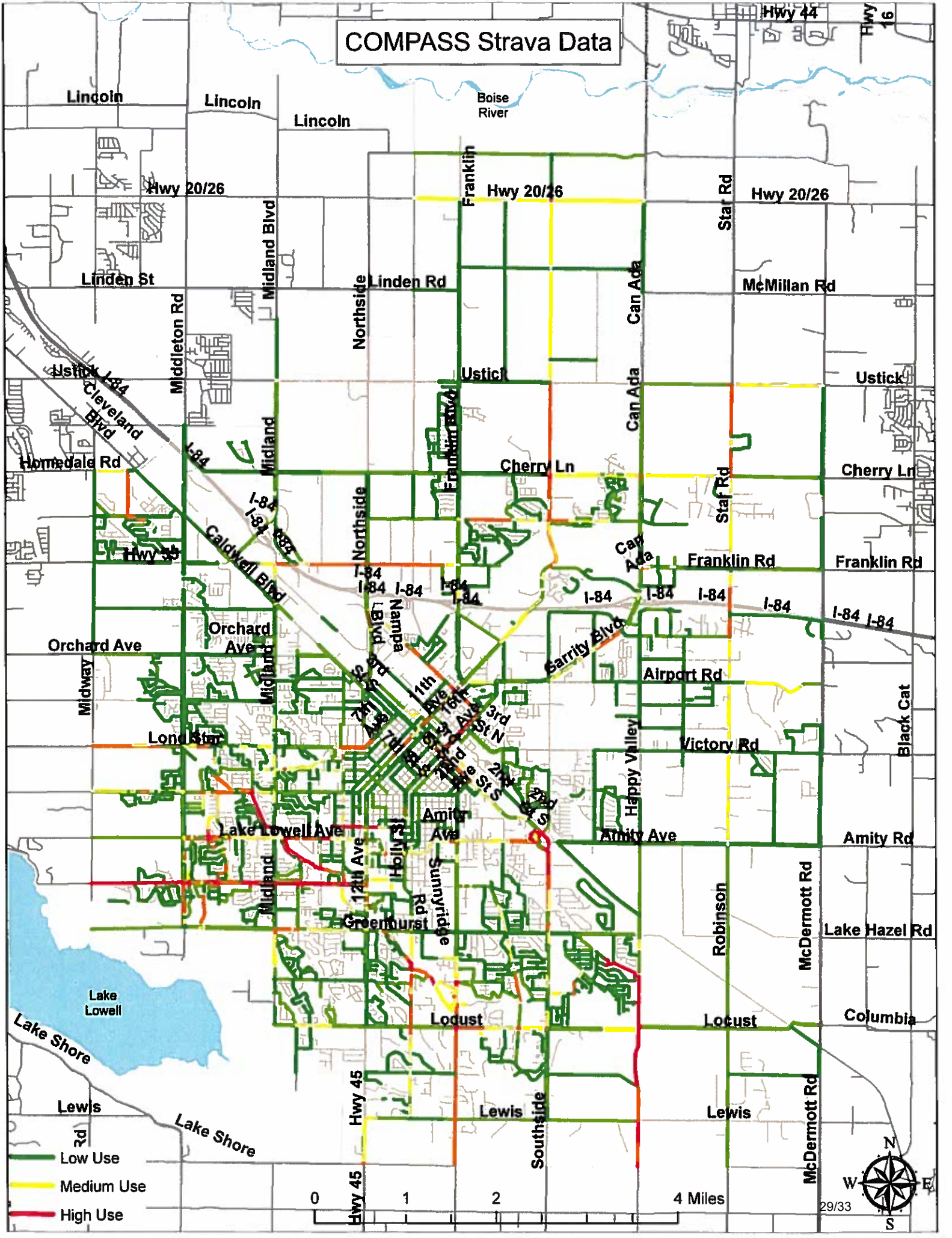


Communities in Motion 2040 Environmental Scan



- Legend**
- ★ Environmental Remediation Sites
 - Environmental Justice-Low Income
 - Environmental Justice-Minority
 - Wildlife
 - Water Features
 - Slope
 - Open Space
 - Neighborhoods
 - Prime Farmland

COMPASS Strava Data





NAMPA

School District No. 131

619 S. Canyon St. • Nampa, ID 83686
(208) 468-4600 • Fax (208) 468-4638
www.nsd131.org

November 9, 2015

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

Dear Ms. Tisdale,

I am writing in support of three grant projects being submitted by the City of Nampa for consideration for transit funding. These projects will enhance safety and increase options so that people in Nampa can more readily bike or walk to their nearest bus stop.

The Nampa School District has two reasons to be particularly interested in seeing these projects come to fruition. First, crosswalk and safety improvements near Snake River Elementary, Owyhee Elementary, West Middle School, and Sherman Elementary are highly needed. The pedestrian-activated signals and sidewalk improvements near these schools will increase safety for students, staff and others in those areas as well as make it easier to safely reach nearby bus stops. Once again, within the past year, we have had a tragic pedestrian accident near West Park when a student was hit trying to cross a roadway in that area. Crosswalk signals coupled with local education and awareness will help prevent this type of incident from happening again. Secondly, these projects will benefit the staff and employees of the Nampa School District by making it safer and easier for them to bike, walk or take the bus to work. In doing so, we potentially can reduce car traffic near our schools.

The Nampa School District is glad to work together with the City of Nampa to enlarge transportation options in our community. We have a history of working together. For example, currently the Nampa Safe Routes to Schools program is managed by the City of Nampa for the benefit of our schools and all of Nampa's students and families.

On behalf of the Nampa School District and our community on the whole, thank you for your careful consideration of these projects.

Sincerely,

David Peterson
Superintendent of Schools
Nampa School District



November 9, 2015

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

Dear Ms. Tisdale,

The City of Nampa's Bicycle and Pedestrian Advisory Committee (NBPAC) reviews projects impacting pedestrians and bicyclists in the City of Nampa and advocates for improvements in order to make our community more pedestrian and bicycle friendly. Consistent with this purpose, we strongly endorse the projects being submitted to COMPASS for consideration for FTA 5307 transit funding. We believe these projects will make significant multimodal improvements connecting bicyclists from west Nampa to the 12th Avenue transit corridor as well as enlarging our bicycle network and multimodal connections in north Nampa. The Committee reviewed and endorsed the two application packets at their meeting on November 12th, 2015.

The bicycle and pedestrian improvements presented in the city's applications will help people who use bicycling or walking as a primary form of transportation to gain additional access to bus stops. The NBPAC knows that bicycles are a significant form of transportation for many people in Nampa. Expansion of Nampa's multimodal network increases the potential for those without cars to reach important destinations, including work and school as well as retail, medical and other service providers. These projects are also needed for safety reasons, especially to improve crosswalk safety. We believe the projects presented in these applications will advance the community's multimodal transportation network including providing safer and easier access to transit stops.

All of Nampa's application packets are consistent with the Nampa Bicycle and Pedestrian Master Plan and Nampa Transportation Master Plan. In addition, they have been approved by the Nampa City Council as part of the Transportation Improvement Plan (TIP) Resolution passed on November 2nd, 2015.

I encourage your full support of these project applications. Please let me know if I can answer any questions or help in any way.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce Wiley", with a stylized flourish at the end.

Bruce Wiley, Secretary
Nampa Bicycle and Pedestrian Advisory Committee



Nampa Bicycle & Pedestrian Advisory

Advocates for bicycling and walking for fun, fitness, and transportation

LaRita Schandorff, Chair

208-412-6660

Bikewalknampa.org

1108 S Stanford, Nampa, ID 83686



November 9, 2015

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

Dear Toni,

I am writing on behalf of Bike Walk Nampa, a volunteer citizens' advisory group, to fully endorse the multimodal transportation projects being submitted to COMPASS by the City of Nampa for consideration for FTA 5307 funding. I understand that the City is submitting two application packets which include projects to expand access to the 12th Avenue transit corridor in south Nampa as well as to significantly enlarge the bike network in North Nampa in order to enhance multimodal transit connections in that area of town. Nampa's projects would make it easier to reach transit stops, in particular for those who bike and walk as a primary mode of transportation. In addition, these projects are needed for safety reasons.

Bike Walk Nampa has volunteered numerous hours in many ways to move Nampa forward in our goal of promoting bicycling and walking for fun, fitness and transportation. We regularly take user counts on the city's pathways, for example, as well as advocate for changes and monitor progress as issues are brought to the City Council. We assisted in the development and adoption of a Complete Streets policy for the city as part of Nampa's most recent Comprehensive Plan update. I have been directly involved in the development of Nampa's Bicycle and Pedestrian Master Plan and these projects are consistent with that plan. We are committed to continue to work with the City of Nampa on projects of this nature.

Many people, including community members and city staff, have worked particularly hard over the past few years to systematically develop multimodal transportation options for Nampa. Our community is making progress but there is particular need to continue to address on-road improvements as specified in these transit grant applications. Multimodal networks make sense in Nampa. By improving bicycle and pedestrian access to transit stops, we enlarge options for our community, especially those without cars.

We strongly encourage your support for these applications. Feel free to let me know if you have any questions.

Sincerely,

LaRita Schandorff
Chair, Bike Walk Nampa



Robert L Henry
Mayor

Nampa Parks & Forestry Department
312 1st Street South Nampa, ID 83651
(208) 468-5890 Fax (208) 465-2321
www.nampaparks.org

November 13, 2015

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

Dear Ms. Tisdale,

I am writing as Superintendent of Parks for the City of Nampa to fully endorse the grant applications being presented to COMPASS for consideration for funding. Since the Nampa Bicycle and Pedestrian Master Plan was adopted in August of 2011, we have worked hard to build bicycle and pedestrian facilities in Nampa. In particular, we have filled gaps and improved our off-road pathway system. More recently with the help of COMPASS and FTA funding, we have enlarged our on-road bicycle network in order to help those who bike or walk to reach transit stops. This multimodal network is especially important to Nampa. The demographics of our community show that we have a disproportionate number of low-income individuals and families. These folks especially are able to benefit from having transportation choices so that they can connect by bike or foot to transit stops in order to reach job sites and access other services.

The North Nampa/Indian Creek Pathway application packet we are submitting this year includes a Rapid Flashing Beacon (RFB) on Sugar Street where the pathway crosses the road as well as a connection from Sugar Street to Garrity Boulevard via shared use lanes. This is an important connection that should help integrate this pathway into the larger bicycle transportation network. With the addition of the safety RFB and the shared use markings on Sugar Street, it makes a logical and useable connection for bicyclists or pedestrians to reach bus service on Garrity Boulevard. I also wanted to let you know that we have a grant application pending with the Idaho Department of Parks and Recreation, Recreational Trails Program, to make some improvements to that segment of trail. Those improvements are of high importance to the Parks Department and, coupled with the Sugar Street shared lanes, will provide a good connection in support of active transportation.

Please let me know if I can answer any questions. I strongly endorse the application packets being presented by the City of Nampa.

Sincerely,

A handwritten signature in black ink that reads "Cody Swander". The signature is written in a cursive, flowing style.

Cody Swander
Superintendent, Nampa Parks



November 12, 2015

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

RE: Transit Oriented Development in the City of Nampa

Applicants Name: Valley Regional Transit
Mailing Address: 700 NE 2nd Street, Suite 100
Meridian, Idaho 83642
Email Address: Khiggs@valleyregionaltransit.org
Website: www.valleyregionaltransit.com
Name of authorized signer: Kelli Fairless, Executive Director

Statement of Acceptance of State and Federal Requirements:

Valley Regional transit (VRT) is in acceptance of and is willing to comply with all State and Federal transit administration (FTA) requirements pertaining to this application for the CIM Implementation Grant.

Executive Summary:

This application is for a CIM Implementation Grant for the City of Nampa

This project will place a Transit Oriented Development facility in an economically depressed are of Nampa and revitalize a neighborhood. This project will bring multiple stakeholders together who individually could not purchase a facility on their own and provide much needed services to the community.

These funds will also be used to improve mobility and stimulate economic development in the City of Nampa. The project will focus on increasing access and mobility for people in the community, enabling them to reach public transportation options and access employment opportunities.

Thank you for your consideration of this project. If you require any additional information, please do not hesitate to contact myself, Kelly Higgs and/or Rhonda Jalbert.

Sincerely,

A handwritten signature in black ink that reads "Kelli Fairless". The signature is fluid and cursive, written over a light blue horizontal line.

Kelli Fairless, Executive Director
Valley Regional Transit

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Transit Oriented Development - Priority ___ of ___ of the applicant	
Nampa	
<p>Brief Project Description: To create a Transit Oriented Development (TOD) in the City of Nampa to improve mobility and stimulate economic development. This project will try to increase the access and mobility of the area/community to jobs, thus enabling people to reach public transportation options and access employment opportunities. Some key objectives of this project are to:</p> <ul style="list-style-type: none"> • To consolidate local and regional transportation and social services in a single location or area and provide user-friendly transitions among public transportation modes, e.g. mobility, pedestrian, and traditional transit. • Increases access to employment opportunities for the market with the highest unemployment in region, consistent with the Department's ladders of opportunity initiative. • To serve as a gateway to the area for commuters, seniors and the community and be a catalyst for implementation of broader land-use and economic development goals. • Support ladders of opportunity and access to jobs and services in an economically disadvantaged community by planning for expanded access to public transportation and providing other transitional services to the community. • Improves capacity to meet public transportation demand in an area with one of the fastest growing level of public transportation ridership in the region. • Enhancing public transportation service options will reduce reliance on driving alone, reducing congestion and emissions. • Will focus on connecting disadvantaged populations in the area with employment centers, expanding public transportation, and promoting economic development. 	
Contact Information	<p>Requesting Agency: Valley Regional Transit Authority Contact Name: Kelli Fairless Address: 700 NE 2nd Street, Suite 100 City, State, Zip: Meridian, Idaho 83642 Phone Number: 208-258-2712 Email Address: kfairless@valleyregionaltransit.org</p> <p>Project Partner(s): City of Nampa, Department of Environmental Quality, Valley Regional Transit Authority, Northwest Real Estate Capital Corp., Life's Kitchen, Metro Meals on Wheels, Elderly Opportunity Agency and the Elder Abuse Task Force and other potential partners as the project develops. The owner of the property has provided a Letter of Intent for the project.</p>
Project Location / Information	<p>City and/or County: Nampa, Canyon County Street Name (if applicable): 1615 8th Street South Is the project located in an Economically Distressed area? (click for info) explain?</p> <p>An economically distressed area would be preferable. Canyon County unemployment rate is currently 5.9% in comparison to the national average of 5.1% and the Canyon County per capita income of \$18,366 in comparison to the national average of \$55,200. Idaho ranks 49 out of 50 for lowest per capita income in the nation.</p> <p>Is the project located in an Environmental Justice consideration area? (click for info) explain?</p> <p>A Minority Consideration Area will be part of the site selection process</p> <p>Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain?</p> <p>The identified consideration is the impact to Cultural and Historic Resources. The Mercy Medical facility is on the Historic Register. This has advantages in being able to use Historic tax credits as part of the funding to restore this Historic building.</p> <p>Explain how the project is consistent with CIM 2040? (click for info)</p> <p>This project recognizes the interdependent relationship with between transportation and land use, housing, community infrastructure, health, economic development and the project intends to include all these elements.</p> <p>How does the project meet CIM 2040 Vision, goals, or strategies? Explain.</p> <p>The CIM Vision provides new housing and jobs along transit corridors, supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: increasing transportation options, improving jobs-housing balance and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; ensure the reliability of travel by all modes considering social, economic and environmental elements.</p> <p>Will this project lessen safety hazards? If yes, explain?</p>

FY2017 COMPASS PROJECT APPLICATION - ALL

	<p>If a truly integrated facility was to be implemented it, this project could lesson safety hazards by providing services within the TOD. The cleanup and re-use of contaminated sites for transportation projects has several advantages: it provides economic and safety benefits to the community.</p> <p>Will the project add funds to or expand an existing project? If yes, provide key number N/A</p> <p>What other attempts have been used to secure funding on this project? Explain outcomes. The team has met with several partners including the City of Nampa (Nampa Urban Renewal), Northwest Real Estate Capital Corp. for the housing component and Life's Kitchen for the full service kitchen and on site services. Treasure Valley Transit (TVT) is willing to sell it's current Nampa facility to apply towards the local match for the public transportation component of this project.</p> <p>Proposed project schedule? (provide timeline showing how long to plan for each phase) Master Planning/Site Selection - Jan 2016 - June 2016, Environmental Document - July 2016 - July 2017, Real Estate Acquisition - May 2017 - Dec 2017</p>
<p>Cost Information</p>	<p>Federal/Grant amount requested: \$125,000</p> <p>Maximum local match amount*: \$ Percent % of total cost:</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?* The partners involved with this project will be committed to the ongoing sustainability of their component (i.e. public transportation, housing, kitchen and on site programs). Agreements will be put in place and it is anticipated that each partner/entity would own its own space.</p> <p>TOTAL cost of project: \$ A budget cannot fully determined and this funding would help with putting together a budget <i>*Attach commitment of local match and/or operating costs (letter/minutes/resolution)</i> <i>(Signed by elected official for agency or President/CEO of a company)</i></p>

CIM IMPLEMENTATION GRANT

PROJECT NAME: Transit Oriented Development - Nampa

Project Criteria

To what level does the project address the following:

Relation to CIM 2040 goals and performance measures. Explain.

This project will:

- Improve accessibility to jobs, schools and services
- Provide higher connectivity that preserves capacity of the regional system and will encourage walk and bike trips
- Coordinate local land use planning, transportation planning and development to maximize the use of existing infrastructure, increase the effectiveness of investment and retain or enhance the vitality of the local community
- Recognize and more clearly define and support the regional role of all communities, including small communities
- Encourage infill development and more compact growth near community identified activity centers
- Strive for more walkable, bikeable and livable communities with a strong sense of place and clear community identity and boundaries
- Encourage mixed-use neighborhoods, and other development types that include a variety of housing options to meet the transportation and housing needs of all socioeconomic groups
- Promote land use patterns that provide Treasure Valley residents with safe, reliable and cost-efficient infrastructure services
- Promote a transportation system and land use patterns that enhance public health, protect the environment and improve the quality of life
- Maintain the vitality of regional centers through continued public and private investments in new and existing businesses, housing and transportation options

Relation to CIM 2040 tasks list in relation to CIM 2040 Vision, major activity centers, or approved comprehensive plans/downtown area plans. Explain.

This project meets a large percentage of CIM 2040 performance measures and goals. This project will create a major activity center and would be a crucial step in the regions overall smart growth, revitalizations and sustainability efforts.

How does the project fit the goals/intent of the CIM Implementation Grant Program?

This project will:

- Provide better access to transit, bike and pedestrian facilities.
- Invest in Activity Center
- Develop specific area plans for activity centers consistent with CIM 2040 and with planned integration of alternative transportation.

How is the project clearly contributing to the goals and performance measures for CIM 2040?

This project meets a large percentage of CIM 2040 performance measures and goals. This project will create a major activity center and would be a crucial step in the regions overall smart growth, revitalizations and sustainability efforts.

CIM IMPLEMENTATION GRANT

How does the project clearly fit within a defined downtown area or major activity center?

This facility/site once served as a major activity center for Nampa. This project would bring this site back to become a major activity center.

Is there demonstrated support from the general public and other agencies or organizations?
(provide support letters/other)

Letters of support are attached from: Elderly Opportunity Agency, Inc. , Northwest Real Estate Capital Group, Treasure Valley Transit, owner/developer of the property, Department of Environmental Quality, and others

Is the project part of an identified local (COMPASS member agency) plan? *(provide supporting documentation)*

Not at this time, but the urban renewal agency and the City of Nampa support this project.

Does the project leverage other funds? *Explain.*

The project will leverage other funds from stakeholders and partners in the project. Partners would be responsible for their costs and would participate in the design and construction costs for Common Area and off-site infrastructure. Other funds could come from historical tax credits, but have not been applied for at this time.

PROJECT DEVELOPMENT PROGRAM

PROJECT NAME: Transit Oriented Development - Nampa

Project Criteria

The criteria for this program are project readiness and geographic distribution. COMPASS staff will select the project and the consultants. If there is a high demand and competition for the service, the COMPASS staff recommendations will go to RTAC and the COMPASS Board.

A project charter, proposed site plan, investigation into the environmental considerations, and other due diligence has been completed on this project. A more refined project budget, proposed master planning preliminary outline for NEPA document, historical requirements, stakeholder involvement and initial planning need to be completed to move this project forward. This project will place a TOD in an economically depressed area of Nampa and revitalize a neighborhood

This project will bring multiple stakeholders together, who individually could not purchase a facility on their own without great hardship, renovate a landmark in the community and provide much needed services to the community in a central location.

This project will improve mobility in Nampa and stimulate development of the downtown area. Reconstruction of Mercy Medical facility and street improvements to 16th Avenue South Street and upgraded bicycle and pedestrian facilities will increase the access and mobility of city residents to jobs inside and outside of the city, thus enabling thousands of people in predominantly minority and low-income neighborhoods to reach mass transit options and access employment opportunities.

These improvements will complement on-going City and State investments in downtown revitalization.

- Increases access to employment opportunities for the market with the highest unemployment in region, consistent with the Department’s ladders of opportunity initiative.
- Catalyzes transit-oriented redevelopment of an underutilized asset adjacent to the transit routes.
- Upgrades abandoned infrastructure to create transportation connections to jobs and services.
- Supports ladders of opportunity and access to jobs and services in an economically disadvantaged community by planning for expanded access to transit and providing transitional services to the community.
- Improves capacity to meet transit demand in an area with one of the fastest growing level of transit ridership in the region.
- Enhancing transit service will reduce reliance on driving alone, reducing congestion and emissions.
- Will focus on connecting disadvantaged populations in the corridor with employment centers, expanding transit, and promoting economic development.



Elderly Opportunity Agency, Inc.

Serving Southwest Idaho Seniors Since 1973

An Equal Opportunity Provider and Employer

Nutrition • Housing • Transportation • Health Promotion

Elderly Opportunity Agency, Inc.

134 N. Washington Avenue
Emmett ID 83617

PH: 208-365-4461
800-273-4462
FAX: 208-365-0892

Donna Waters, Executive Director
Pamela Garrison, Housing Manager

November 9, 2015

Ms. Terri Lindenberg
1136 W. Finch Drive
Nampa, Idaho 83651

Dear Ms. Lindenberg,

Elderly Opportunity Agency strongly supports Treasure Valley Transit's plan to take an abandoned historic building and create a central transportation and community services hub in an economically depressed area of Nampa. This project would entail renovating the Historic Mercy Hospital to house Treasure Valley Transit's administration and operations and include: low income housing, emergency housing, a commercial kitchen, community meeting rooms, youth and senior programs, community education opportunities and human service programs.

This project would be a crucial step in Canyon County's overall smart growth, revitalization and sustainability efforts and bring multiple stakeholders together, who individually could not purchase a facility on their own, renovate a landmark in the community and provide much needed services to the community in a central location.

The renovation of the Historic Mercy Hospital will include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and downtown center and drive the economic resurgence of the City and region.

These improvements will complement on-going City and State investments in downtown revitalization:

- This project recognizes the interdependent relationship between transportation and land use, housing, community infrastructure, health, economic development and includes all these elements.
- Increases access to employment opportunities for the market with the highest unemployment in region, consistent with the Ladders of Opportunity initiative.
- Catalyzes transit-oriented redevelopment of an underutilized asset adjacent to the transit routes.
- Supports access to jobs and services in an economically disadvantaged community by planning for expanded access to transit and providing transitional services to the community.

I strongly urge you to consider this project for grant applications for planning, project development and other funding opportunities that would bring this project to completion.

Sincerely,

Donna Waters

Elderly Opportunity Agency, Inc.
134 N Washington Ave
Emmett, ID 83617



**Executive Director
Criselda DeLaCruz-
Valdez**

November 12, 2015

PARTNER AGENCIES

- AAFV-Hope's Door
- Boise State University
- Canyon County Prosecuting Attorney's Office
- Canyon County Sheriff's Office
- Catholic Charities of Idaho
- City of Nampa
- Crime Victims Compensation Program
- Deseret Industries - Nampa
- Idaho Coalition Against Sexual & Domestic Violence
- Idaho Department of Health and Welfare-Child Protection Unit
- Idaho Legal Aid
- Love INC
- Mountain Home Air Force Base
- Nampa Police Department
- Northwest Nazarene University
- Peak Mental Wellness and Counseling
- Southwest Idaho Area Agency on Aging—Idaho Council of Governments
- St. Alphonsus Medical Center -Nampa
- St. Luke's CARES Program
- Strive Counseling
- Valley Women and Children's Shelter - Nampa
- WICAP

Ms. Terri Lindenberg
1136 W. Finch Drive
Nampa, Idaho 83651

Dear Ms. Lindenberg,

The Nampa Family Justice Center (NFJC) strongly supports Treasure Valley Transit's plan to take an abandoned historic building and create a central transportation and community services hub in an economically depressed area of Nampa. This project would entail renovating the Historic Mercy Hospital to house Treasure Valley Transit's administration and operations and include: low income housing, emergency housing, a commercial kitchen, community meeting rooms, youth and senior programs, community education opportunities and human service programs. NFJC goal is to support our community in addressing domestic violence and sexual assault working in collaboration of community partners to support increase community education and meet victim service needs. This project can support NFJC in reducing the barriers for individuals to address their safety and support individual to establish long-term healthy/safe choices.

This project would be a crucial step in Canyon County's overall smart growth, revitalization and sustainability efforts and bring multiple stakeholders together, who individually could not purchase a facility on their own, renovate a landmark in the community and provide much needed services to the community in a central location.

The renovation of the Historic Mercy Hospital will include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and downtown center and drive the economic resurgence of the City and region.

These improvements will complement on-going City and State investments in downtown revitalization:

- This project recognizes the interdependent relationship with between transportation and land use, housing, community infrastructure, health, economic development and includes all these elements.
- Increases access to employment opportunities for the market with the highest unemployment in region, consistent with the Ladders of Opportunity initiative.
- Catalyzes transit-oriented redevelopment of an underutilized asset adjacent to the transit routes.
- Supports access to jobs and services in an economically disadvantaged community by planning for expanded access to transit and providing transitional services to the community.

I strongly urge you to consider this project for grant applications for planning, project development and other funding opportunities that would bring this project to completion.

Sincerely,

Criselda De La Cruz-Valdez, LMSW

Executive Director



Where Families come First! And Professionals Come Together



Treasure Valley Transit

November 11, 2015

COMPASS

700 Northeast 2nd Street, Suite 200
Meridian, Idaho 83642

To Whom It May Concern,

Treasure Valley Transit, Inc. (TVT) is a partner in the transportation component of the plan to take an abandoned historic building and create a central transportation and community services hub in an economically depressed area of Nampa. This project would entail renovating the Historic Mercy Hospital to house Treasure Valley Transit's administration and operations and include: low income housing, emergency housing, a commercial kitchen, community meeting rooms, youth and senior programs, community education opportunities and human service programs.

This project would be a crucial step in Canyon County's overall smart growth, revitalization and sustainability efforts and bring multiple stakeholders together, who individually could not purchase a facility on their own, renovate a landmark in the community and provide much needed services to the community in a central location.

The renovation of the Historic Mercy Hospital will include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and downtown center and drive the economic resurgence of the City and region.

These improvements will complement on-going City and State investments in downtown revitalization:

- This project recognizes the interdependent relationship with between transportation and land use, housing, community infrastructure, health, economic development and includes all these elements.
- Increases access to employment opportunities for the market with the highest unemployment in region, consistent with the Ladders of Opportunity initiative.
- Catalyzes transit-oriented redevelopment of an underutilized asset adjacent to the transit routes.
- Supports access to jobs and services in an economically disadvantaged community by planning for expanded access to transit and providing transitional services to the community.

I strongly urge you to consider this project for grant applications for planning, project development and other funding opportunities that would bring this project to completion.

Sincerely,

Terri Lindenberg
Executive Director

Treasure Valley Transit, Inc.

terri@treasurevalleytransit.com



November 9, 2015

COMPASS
700 Northeast 2nd Street, Suite 200
Meridian, Idaho 83642

To Whom It May Concern;

I am writing this letter to express our support of the redevelopment of the historic Mercy Hospital into a central transportation hub and community service center. I am also confirming Northwest Real Estate Capital Corp. (NWRECC) will participate as a stake holder in the redevelopment to provide affordable housing for the project, subject to an award of Low Income Housing Tax Credits available from Idaho Housing and Finance Association. The renovation of the historic Mercy Hospital would not only house Treasure Valley Transit's administration and operations as well as provide space for low income housing, but it would also offer a commercial kitchen, community meeting rooms, youth and senior programs, community education and human service programs.

This project would be a critical step in Canyon County's overall smart growth, revitalization and sustainability efforts. NWRECC understands how difficult this proposal would be. By assembling multiple stakeholders dedicated to community service, none of which could purchase and renovate this facility on their own, we will be able to renovate a landmark in the community and provide much needed services to the community in a central location.

The renovation of the historic Mercy Hospital will include an integrated system of "active transportation" improvements to help revitalize the adjacent neighborhoods, drive the economic resurgence of the City of Nampa, and invigorate Nampa's downtown center. We are pleased the redevelopment plan includes affordable housing, knowing transportation is a crucial need to connect our residents with economic and educational opportunities in Nampa and throughout the Treasure Valley.

This project is more than a catalyst for the neighborhood. It is the redevelopment of an underutilized asset into a transit-oriented development, consistent with the Ladders of Opportunity initiative with the U.S. Department of Transportation. The redevelopment will provide housing and access to employment prospects for an area experiencing high unemployment; connect the local residents with educational and service providers that will be vital to help them realize and improve their potential; and provide a dramatic impact on the adjacent neighborhood as well as the City with the creation of a community asset in one of the most visible locations in Canyon County.

Moreover, this project recognizes the interdependent relationship between transportation, land use, housing, community infrastructure, health, and economic development. It also provides the means to develop an attentive workforce program; creating more employment potential in the

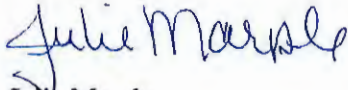


immediate area as well as providing training options for the various construction industries that will participate in the redevelopment efforts.

We are pleased to participate in the efforts to redevelop the historic Mercy Hospital. Providing affordable housing as a component of a larger, transit-oriented development is a top priority for NWRECC and a passion for many of its employees. We strongly support this project and believe it will be a strong candidate in grant applications for planning, project development and other funding possibilities that would bring this project to its completion.

Should you have any questions, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Julie Marple". The signature is fluid and cursive, with the first letter of each name being capitalized and prominent.

Julie Marple
Vice President
Northwest Real Estate Capital Corp.

CC: Terri Lindenberg, Treasure Valley Transit
Rhonda Jalbert, Development Director, Valley Regional Transit



STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

1445 North Orchard • Boise, ID 83706 • (208) 373-0550
www.deq.idaho.gov

C. L. "Butch" Otter, Governor
John H. Tippets, Director

November 9, 2015

Ms. Terri Lindenberg
Terri@treasurevalleytransit.com

Dear Ms. Lindenberg:

The Idaho Department of Environmental Quality (DEQ) Brownfields Program is a partner in the environmental assessment component of Treasure Valley Transit's plan to take an abandoned historic building and create a central transportation and community services hub in an economically depressed area of Nampa. This project would entail renovating the Historic Mercy Hospital to house Treasure Valley Transit's administration and operations which would include: low income housing, emergency housing, a commercial kitchen, community meeting rooms, youth and senior programs, community education opportunities and human service programs.

This project would be a crucial step in Canyon County's overall smart growth, revitalization and sustainability efforts, bring multiple stakeholders together, (who individually could not purchase a facility on their own), renovate a landmark in the community and provide much needed services to the community in a central location.

The renovation of the Historic Mercy Hospital will include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and downtown center, and drive the economic resurgence of the City and region.

These improvements will complement on-going City and State investments in downtown revitalization:

- This project recognizes the interdependent relationship between transportation, land use, housing, community infrastructure, health, economic development and includes all of these elements.
- Increases access to employment opportunities for the market with the highest unemployment in the region, consistent with the Ladders of Opportunity initiative.
- Catalyzes transit-oriented redevelopment of an underutilized asset adjacent to the transit routes.
- Supports access to jobs and services in an economically disadvantaged community by planning for expanded access to transit and providing transitional services to the community.

I strongly urge you to consider this project for grant applications for planning, project development and other funding opportunities that would bring this project to completion.

Sincerely,

A handwritten signature in black ink, appearing to read "Tina Elayer".

Tina Elayer
Department of Environmental Quality
Brownfields Program Specialist

ec: TRIM 2015BBD163

October 9, 2015

Ms. Terri Lindenberg
Treasure Valley Transit
1136 W. Finch Drive
Nampa, Idaho 83651

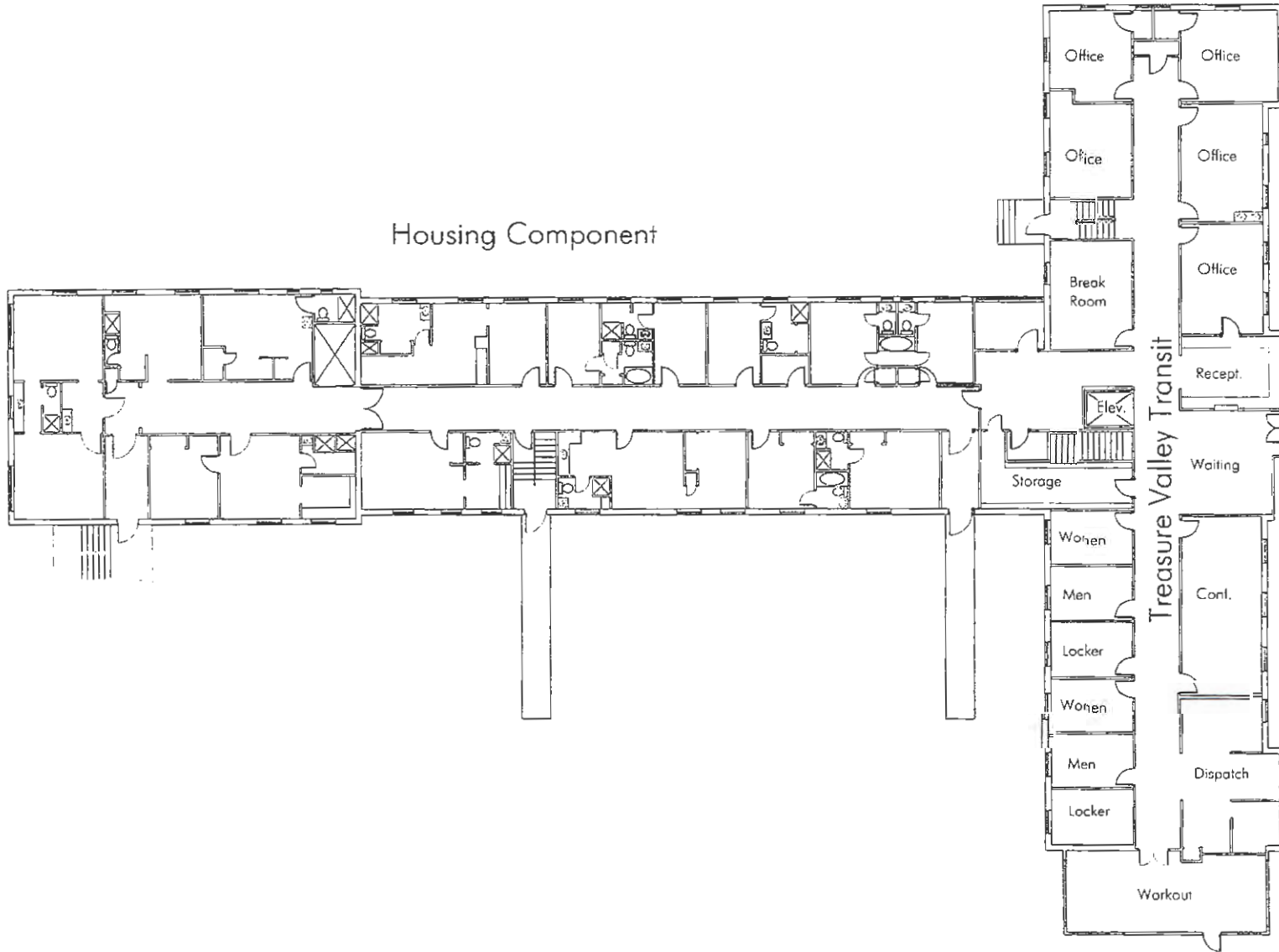
RE: Historic Mercy Hospital
Nampa, Idaho

Dear Ms. Lindenberg:

I am the current owner of the Historic Mercy Hospital and I am writing this letter in support of Treasure Valley Transit efforts to revitalize this historic structure. I purchased the property five years ago with the full intentions of rehabilitating the structure into senior housing. We are the owners and operators of the Grace Assisted Living facilities located in Nampa, Meridian and Boise. I am also an architect and sat on the City of Boise's Historic Preservation Commission for ten years. I believe in the rehabilitation of older structures to preserve our community's historic landmarks. I developed an assisted living prototype that accommodated our tenant's needs that would be difficult for us to achieve both financially and physically in the historic building. I have worked with several senior housing developers in the past to hopefully renovate the subject project into senior housing. Obtaining financing has become a road block for the rehabilitation of the structure. Treasure Valley Transit's vision of bringing a team of complimentary users for both the facility and the site is the perfect solution for finally seeing this historic structure saved. The opportunity of saving a Historic landmark, the creation of employment and providing a facility that can support the community, it feels like a perfect win, win.

If you need any additional information, please feel free to contact me.

Doug Tamura
Grace LLC



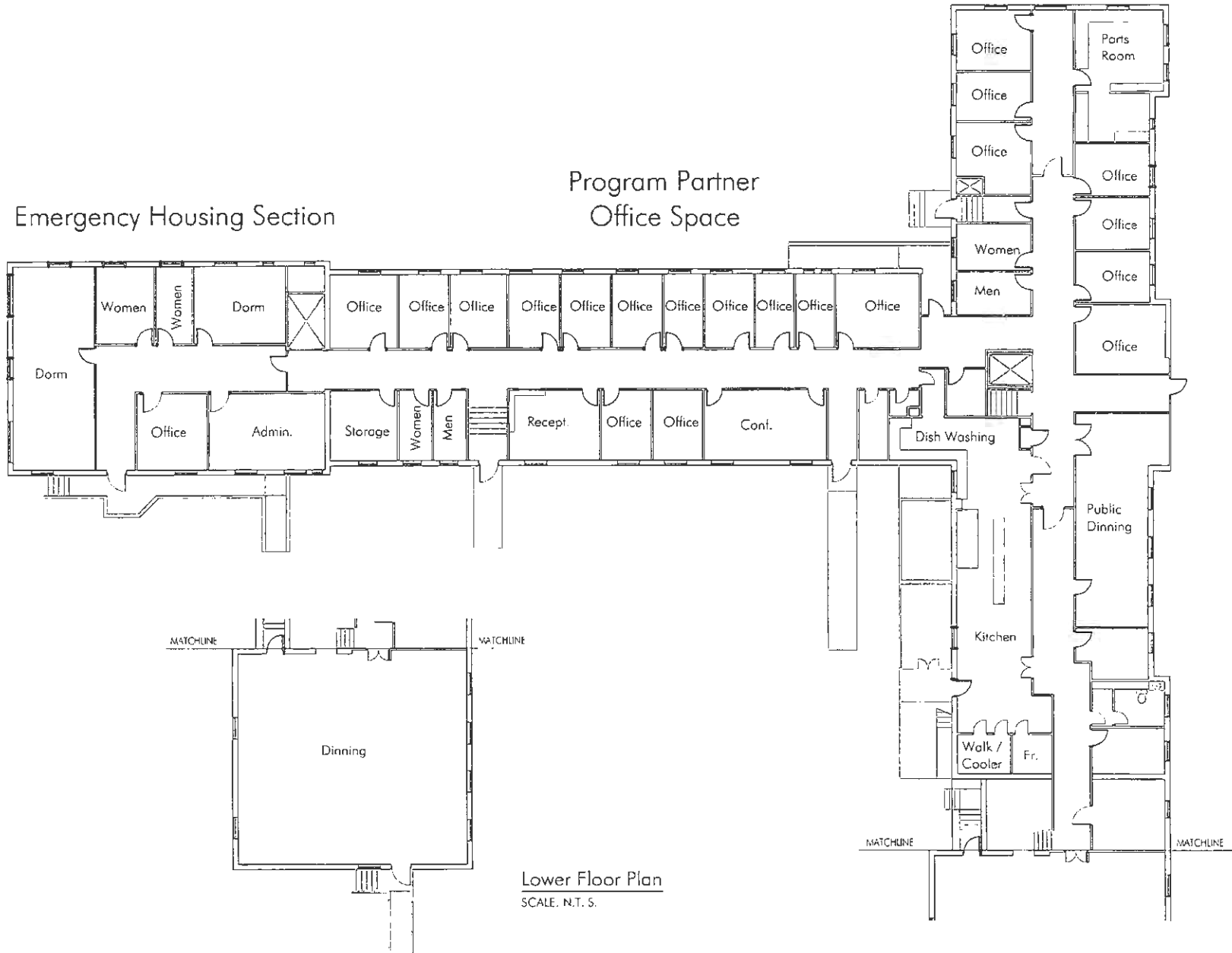
Housing Component

Treasure Valley Transit

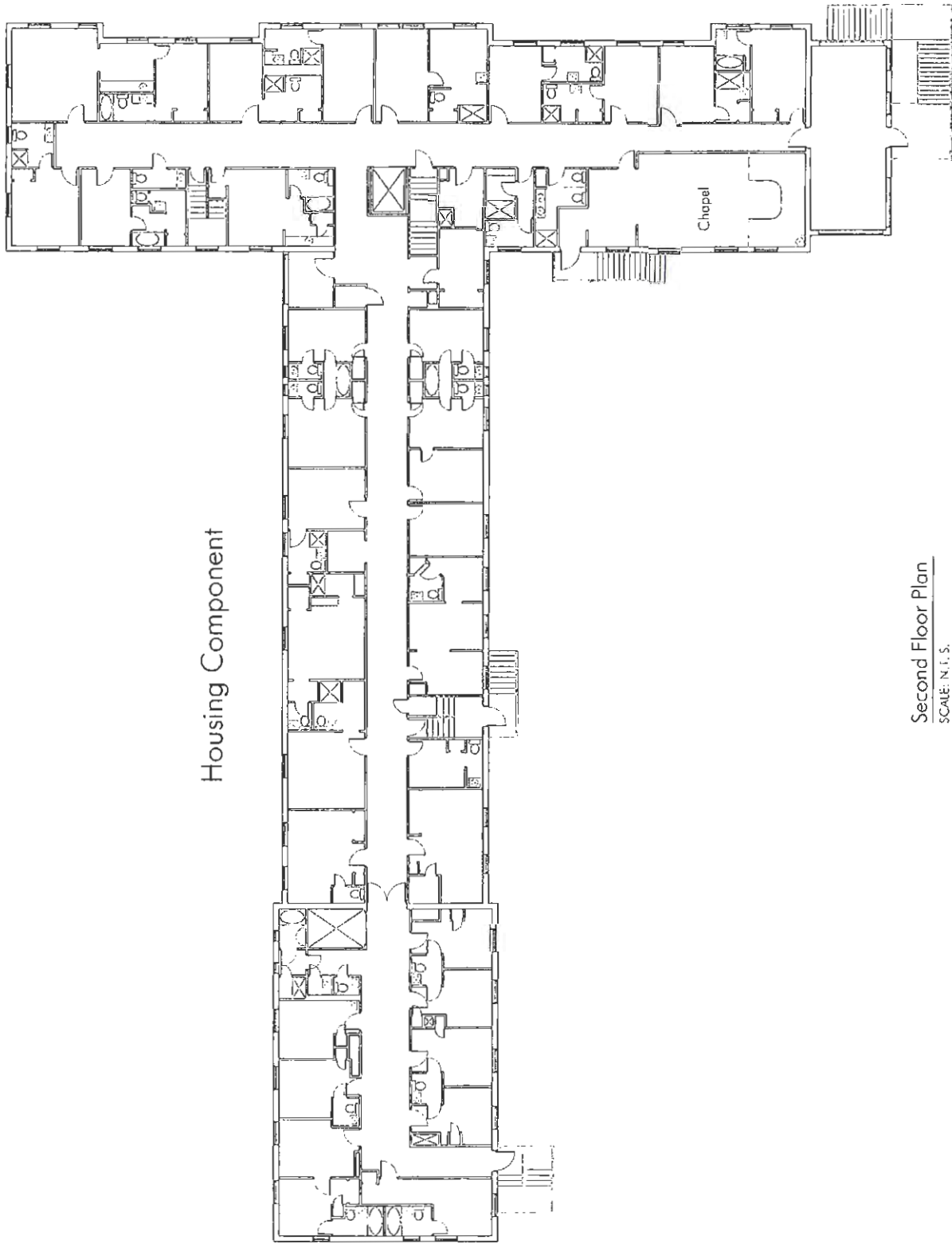
First Floor Plan
SCALE: N.T.S.

Emergency Housing Section

Program Partner
Office Space



Lower Floor Plan
SCALE: N.T.S.



Housing Component

Second Floor Plan
SCALE: N.T.S.



Treasure Valley Transit

LETTER OF INTENT

Treasure Valley Transit, Inc. (TVT) will seek funding through various grants and partnerships in order to purchase the property under the following terms and conditions.

Property Description: Historic Mercy Hospital
1615 8th Street South
Nampa, Idaho 83651

Buyer: Treasure Valley Transit, Inc.
1136 W. Finch Drive
Nampa, Idaho 83651

Seller: Doug Tamura
1124 Santa Maria Dr.
Boise, Idaho 83712

Listing Agent: Mark McFall
Silverhawk Realty
2805 Blaine St. Suite 200
Caldwell, Idaho 83605

Broker Fee: Seller shall pay all commissions. Buyer shall have no obligation for any commissions; commissions for both sides shall not exceed 6%.

Listing Price: \$695,000.00 (Appraisal and Appraisal Review will determine fair market value)

Project Summary: This project will take an abandoned historic building and create a central transportation and community services hub in an economically depressed area of Nampa. The renovation of the Mercy Medical Facility will include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and downtown center and drive the economic resurgence of the City and region. The project includes a reconstructed and expanded network of local complete streets and a comprehensive array of pedestrian/bicycle safety improvements and transit linkages.

More than 25 percent of the residents of the area have no vehicles available, making it necessary for those residents to walk, bike, or use public transit.

The project has high levels of partnership from public and community groups, and builds on previous planning efforts and the area's Economic Redevelopment plan. The project will take advantage of land use and transportation infrastructure to do so. The project will enhance modal connectivity options with improved bicycle/pedestrian facilities as well as complete streets, and improve transit connectivity by adding connections to the facility. The project also seeks to leverage and extend the economic strengths of the area into low income communities, thereby reducing economic disparities and enhancing competitiveness.

Business Need/Opportunity: The project would entail renovating the Old Mercy Hospital to house Treasure Valley Transit administration and operations and could include: daycare, commercial kitchen, community meeting rooms, youth and senior programs, community education opportunities, social and human services, transitional housing, etc. This project would be a crucial step in Canyon County region's overall smart growth, revitalization and sustainability efforts. This project would bring multiple stakeholders together, who individually could not purchase a facility on their own without great hardship, renovate a landmark in the community and provide much needed services to the community in a central location.

Objectives: This project will bring multiple stakeholders together, who individually could not purchase a facility on their own without great hardship, renovate a landmark in the community and provide much needed services to the community in a central location.

This project will improve mobility in Nampa and stimulate development of the downtown area. Reconstruction of Mercy Medical facility and street improvements to 16th Avenue South Street and upgraded bicycle and pedestrian facilities will increase the access and mobility of city residents to jobs inside and outside of the city, thus enabling thousands of people in predominantly minority and low-income neighborhoods to reach mass transit options and access employment opportunities.

These improvements will complement on-going City and State investments in downtown revitalization.

- Increases access to employment opportunities for the market with the highest unemployment in region, consistent with the Department's ladders of opportunity initiative.
- Catalyzes transit-oriented redevelopment of an underutilized asset adjacent to the transit routes.
- Upgrades abandoned infrastructure to create transportation connections to jobs and services.
- Supports ladders of opportunity and access to jobs and services in an economically disadvantaged community by planning for expanded access to transit and providing transitional services to the community.
- Improves capacity to meet transit demand in an area with one of the fastest growing level of transit ridership in the region.
- Enhancing transit service will reduce reliance on driving alone, reducing congestion and emissions.
- Will focus on connecting disadvantaged populations in the corridor with employment centers, expanding transit, and promoting economic development.

Role of Federal Transit Administration: FTA awards a substantial amount of Federal Assistance to support public transportation through its grant and cooperative agreements, Federal laws and regulations that require FTA to ensure that its recipients use that Federal assistance prudently and in compliance with all applicable Federal requirements.

Real Property is defined in 49 CFR 18.3 as "land, including land improvements, structures and appurtenances thereto, excluding movable machinery and equipment. FTA Circular 5010.C, Chapter II-2;

CFR Part 18.31; CFR Part 24 Subpart B and by the FTA Master Agreement, Section 19. This circular establishes procedures to be followed by grantees in the following areas:

- The conduct of Hazardous Waste Site Assessments before acquiring real property.
- The conduct of an independent appraisal by a certified appraiser.
- The requirement for a review appraisal by another independent appraiser.
- FTA review and concurrence requirements related to the grantee's offer to buy the property.
- Incidental use of acquired real property as a means to supplement transit revenues.
- Disposition of excess real estate property by sale, transfer to other programs, etc.
- The requirement to prepare and access property utilization plans for all real property no longer used for its original purpose.

Public-Private Partnerships. A Public-Private Partnership (PPP) is a formal contractual arrangement between a public recipient and one or more private partners establishing a mechanism for procuring property and services under which the private sector assumes some of the public sectors customary role in the planning, financing, design, construction, operation, and maintenance of a transportation facility compared to traditional procurement methods, many of which activities are generally controlled by the public sector partner.

Intent to Purchase Property: It is the intent of Treasure Valley Transit, Inc. to secure funding through The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program in 2016. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, quality of life and environmental sustainability. The Department of Transportation evaluates these projects on innovation, partnerships, project readiness, benefit cost analysis and cost share. In addition, TVT will explore various other funding options, including but not limited to, the 5339 Capital Grant program.

Intent to Sell Property: It is the intent of Doug Tamura, property owner, to work with Treasure Valley Transit, Inc. in the purchase of this property.

Acceptance: if the basic terms and concepts outlined above are an acceptable basis to proceed with respect to the proposed purchase of the property then the Seller and the Buyer will sign where indicated below.

This letter is not a binding contract but does establish an obligation of the parties to proceed in good faith. A contract will not exist unless and until the parties have executed and delivered a formal Purchase and Sale Agreement regarding the subject matter of this letter and containing all other terms as may be mutually acceptable to the parties sole discretion. Upon acceptance by the Seller, Purchaser shall draft a Purchase and Sale Agreement for Seller's Review.

Agreed to and Accepted:

Buyer: Treasure Valley Transit, Inc.

Seller: Doug Tamura

Print Name: Terri Lindenberg

Print Name: Doug Tamura

Buyer: Terri Lindenberg

Seller: Doug Tamura

Date: 9-21-2015

Date: 9-21-2015



**FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY**

November 12, 2015

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

RE: Commitment to Local Match Funding

Applicants Name: Treasure Valley Family YMCA
Mailing Address: 1177 W State Street
Boise, Idaho 83702
Contractual Contact: Tom O'Neil, CFO, tom.oneil@ymcatvidaho.org
Program Contact: Lisa Brady, Coordinator lisa.brady@ymcatvidaho.org
Websites: www.ymcatvidaho.org www.walkitbikeit.org

Statement of Acceptance of State and Federal Requirements:

Treasure Valley Family YMCA is in acceptance of and is willing to comply with all State and Federal Highway Administration (FHWA) requirements pertaining to this application for Safe Routes to School Program funding.

Statement of Project Acceptance:

This application is for continuance of an established Safe Routes to School Program that serves the Boise and West Ada School Districts. The Treasure Valley YMCA is committed to providing the 7.34% grant match funding required for this project.

Thank you for your consideration of this project. If you require any additional information, please do not hesitate to contact myself or Lisa Brady.

Sincerely,

Tom O'Neil
Chief Financial Officer
Treasure Valley Family YMCA

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Valley Regional Transit/Treasure Valley Family YMCA Safe Routes to School Program (YSR2S)	Priority ___ of ___ of the applicant
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Brief Project Description: The

Safe Routes to School Program, run through the Treasure Valley Family YMCA (YSR2S) will continue to utilize the 5 E's (education, encouragement, engineering, enforcement and evaluations) for successful programming, with a primary focus on education and encouragement. YSR2S will develop and implement pedestrian and bicycle education and encouragement activities in Boise and Joint No. 2 School Districts. We will utilize partnerships that have already been formed through YSR2S and the YMCA to build strong leadership coalitions at each of the school districts and to grow our volunteer base. We will also focus our energy building sustainable education efforts and impact engineering by working with our partners at ACHD and the cities. Our primary audience will be close to 50,000 students enrolled in the Boise and West Ada School Districts and the 1,700 children enrolled in YMCA Child Development programs into the Treasure Valley YMCA with the community at large as the secondary focus. The program will run under its own department with a Director and Coordinator(s) to ensure full coverage and implementation of plans at the highest percentage of schools. Thus far, we have educated over 27,500 students, distributed over 3,000 helmets and properly fitted over 7,600 helmets with a focus on smaller-ratio, age targeted education. Attention will also be focused on collaborating with other bike/walk organizations to maximize effectiveness and reach with the ultimate goal of incorporating Safe Routes to School topics in PE and health curriculum at elementary, middle and junior high schools in Boise and Joint No. 2 School Districts and creating community champions that can advocate and effect policy change. By having a regional approach it not only provides consistency for schools and communities, it also provides a cost benefit to the entire region. We are seeking funding for FY21 and PD. We anticipate that the program will continue for several following years as non-infrastructure programs are most successful with consistent advocates and educators and because student turnover brings new participants and opportunities annually. Funding for subsequent years would be needed for program continuation as well.

Contact Information	<p>Requesting Agency: Valley Regional Transit/Treasure Valley Family YMCA</p> <p>Contact Name: Kelly Higgs</p> <p>Address: 700 NE 20nd Street, Suite 100</p> <p>City, State, Zip: Meridian, ID 83642</p> <p>Phone Number: 208-258-2795</p> <p>Email Address: khiggs@valleyregionaltransit.org / lisa.brady@ymcatvidaho.org</p> <p>Project Partner(s):</p> <p>This project will be subcontracted to the Treasure Valley Family YMCA so they can continue to fund their Safe Routes To School program. Existing partners from that program will continue, including Boise School District, Joint School District No. 2, City of Boise, Ada County Highway District, Treasure Valley</p>
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Information	<p>City and/or County: Boise and Ada County</p> <p>Street Name (if applicable):</p>
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Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Project Location /	<p>Is the project located in an Economically Distressed area? <i>(click for info) explain?</i></p> <p>Is the project located in an Environmental Justice consideration area? <i>(click for info) explain?</i></p> <p>Did the environmental suitability analysis identify potential environmental considerations in the project area? <i>(click for info) If yes, explain?</i></p> <p>Explain how the project is consistent with CIM 2040? <i>(click for info)</i></p> <p>SR2S supports the aim of promoting livable communities and the four goals of safer connections, better coordination, minimal transportation impact on environment and better information. SR2S impacts are touched upon in more specifics in Chapters 6,7,8,9,10,13 of CIM2040</p> <p>How does the project meet CIM 2040 Vision, goals, or strategies? <i>Explain.</i></p> <p>The SR2S program meets the CIM2040 Vision and Goals by providing a service that represents active needs in our communities by encouraging healthier lifestyles. It reaches our underserved populations and offers an educational platform to those who may not otherwise have the opportunity to learn about or be exposed to. Encouragement of biking and walking will reduce vehicular traffic, improve air quality around schools, improve public health and quality of life. The program improves safety and security for all transportation modes and users.</p> <p>Will this project lessen safety hazards? <i>If yes, explain?</i></p> <p>The overall goal of the program is to increase lifelong safe walking and biking habits, offering individuals young and old, an alternative form of transportation. In turn, this will provide a reduction in traffic during peak hours, hence increasing road safety. The habits we instill in our youth now will impact their perception of mobility options as they grow and will transform their behavior as they become the next generation of road users, no matter their choice of mode</p> <p>Will the project add funds to or expand an existing project? <i>If yes, provide key number</i></p> <p>What other attempts have been used to secure funding on this project? <i>Explain outcomes.</i></p> <p>Proposed project schedule? <i>(provide timeline showing how long to plan for each phase)</i></p> <p>Please include maps, photos, and/or drawings of the project, if applicable.</p> <p style="text-align: right;"><i>Continued on next page</i></p>
Cost Information	<p>Federal/Grant amount requested: \$294,000 (\$147,000 per year)</p> <p>Maximum local match amount*: \$23,494 Percent % of total cost: 7.34%</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?*</p> <p>TOTAL cost of project: \$317,494</p> <p><i>* Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i></p>

Please Click the Excel Tab Related to your Project

ALTERNATIVE TRANSPORTATION

PROJECT NAME:

Project Criteria

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

N/A

How does the project support and/or maintain successful/critical service operations?

The primary audience will be close to 50,000 students enrolled in the Boise and West Ada School Districts and the 1,700 children enrolled in YMCA Child Development programs in the Treasure Valley YMCA with the community at large as the secondary focus. The program will run under its own department with a Director and Coordinator(s) to ensure full coverage and implementation of plans at the highest percentage of schools. Thus far, SR2S has educated over 27,500 students, distributed over 3,000 helmets and properly fitted over 7,600 helmets with a focus on smaller-ratio, age targeted education.

How does the project support the existing transportation system?

This project promotes, educates about and encourages walking and bicycling which utilizes existing infrastructure.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

The primary trip purpose for this project is health, recreation, and education of students on existing infrastructure.

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? *Provide supporting documentation.*

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

N/A

Does the project have a local or regional scope? *Explain.*

of transportation to users young and old and a reduction in traffic during peak hours. The habits we instill in our youth now will impact their perception of mobility options as they grow and will transform their behavior as they become the next generation of road users, no matter their choice of mode. The project scope is local, including Boise and West Ada School districts, and it will have a

Is the project identified in an adopted local plan specifically? *Provide supporting documentation.*

This program has been ongoing for several years and has been supported by the YMCA.

- Boise has Infra adopted: http://pds.cityofboise.org/media/114868/blueprint_boise-51414.pdf;

- Meridian has infra adopted:

http://www.meridiancity.org/uploadedFiles/Departments/Planning/Comprehensive_Plan/Meridian-CompPlan-web.pdf;

- Nampa has the best mention of a full-fledged plan which mentions all parts of an SRTS plan:

<http://www.cityofnampa.us/DocumentCenter/View/415>

http://www.idahosmartgrowth.org/app/uploads/2014/05/safe_routes_to_school_city_policy_review.pdf

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? *Provide supporting documentation.*

This project has been ongoing for several years. Budget and timeline have been discussed and reviewed in the past. Project will follow current timelines and budget based upon historical data.

Which CIM 2040 Performance Measures are relevant? (click for info)

How? (add statement)

SR2S supports the aim of promoting livable communities and the four (4) goals: 1) safer connections, 2) better coordination, 3) minimal transportation impact on environment and 4) better information. SR2S impacts are touched upon with more specifics in performance measures 1.1, 1.2, 1.3, 1.4, 2.4 & 5.1 in CIM 2040. Very specifically to 1.2, Improve safety and security for all transportation modes and users, the SR2S program provides in class education to students about safe active transportation modes, including walking, bikes, skates, scooters, etc. The measure of the success of this education is a reduction in the amount of ped/bike crashes, injuries and fatalities, with a goal matching that of the Idaho Transportation Department Policy, Toward Zero Death.



Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number New	Project Number	Date 10/15/2015	
Location Ada County SR2S - FY2021		District 3	
Segment Code N/A	Begin Mile Post N/A	End Mile Post N/A	Length in Miles N/A

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$317,494
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization % of Item 15		
17. Construction Engineer and Contingencies % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost (1 + 2 + 18)		\$317,000
20. Project Cost Per Mile		

Prepared By: _____



City of Kuna
763 W Avalon
Kuna Idaho 83634
(208) 922-5546
Kunacity.id.gov
W. Greg Nelson, Mayor

November 13, 2015

COMPASS
Don Matson
700 NE 2nd St, Suite 200
Meridian, ID 83642

RE: Kuna Downtown Revitalization Project

Dear Don Matson and Committee Members,

The City of Kuna appreciates the opportunity to submit our project for consideration. We strive to promote city wide economic development, retain existing businesses and attract new ones. A recurring problem that surfaces in economic development efforts such as recruiting a prospective business is the Downtown Core, the heart of the City, and activity center is in need of revitalization to match today's economic needs.

With mismatched sidewalks, lack of lighting, parking issues, and an unclear message of Kuna's identity, existing and prospective businesses cannot afford to locate downtown because of the insurmountable costs associated with having to bring infrastructure up to standards.

The substandard infrastructure in the downtown core is prevalent and impedes walkability and accessibility. To address these conditions, we have identified replacement and widening of sidewalks, installation of lighting and improve pavement condition. Additional streetscaping is needed to create the identity needed for a downtown.

There has been a good deal of participation from the downtown businesses and stakeholders for the revitalization of downtown Kuna.

- 2013 Kuna Downtown Corridor Plan
- October 2014 50+ participated in a visioning session
- 2015 Engaged the services of JUB Engineers for a Kuna Downtown Revitalization Plan
- September/October 2015 Stakeholder Assessment interviews
- September/October/November 2015 Steering Committee Meetings
- October 2015 50+ attended an open house to review the Kuna Downtown Corridor Plan
- October 2015 Agency meetings with ACHD COMPASS, VRT and ITD
- November 2015 met with representatives from Idaho Department of Commerce

City of Kuna
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W. Greg Nelson, Mayor

During this development of the plan and input, consistent areas of common concerns and goals came to the forefront that we agree should be addressed.

- Make Kuna a destination – keep Kuna residents in Kuna
- Community pride
- Create better connectivity/walkability
- Create a safer feel downtown
- More opportunities for events
- Improve parking and sidewalks
- Attract new business
- Incorporate art and history
- Improve/utilize underdeveloped areas
- Create better environment for biking
- Businesses willing to put skin in the game

With these common goals, specific ideas surfaced that are consistent with the project scope.

- Clean up storefronts/façade program
- Fix sidewalks
- New landscaping
- Better lighting
- Public art program (Birds of Prey theme)
- Murals and other history elements
- More/better signage
- Event venues (music, recreation, children, etc.)
- Outdoor seating/café areas/benches
- Flags/banners
- Parking
- More prominent crosswalks

Over the last 2 years, Kuna has been active in downtown and the adjacent greenbelt/park spaces. Bridge Avenue was upgraded with pedestrian crossings, protected asphalt pathways, sidewalks, faux bridge stone and pedestrian rail crossing. A greenbelt extension was installed and multiple park amenities have been added. Private investment has expanded in downtown with the redevelopment of the Sandstone Plaza, the upgrade of apartments on Main Street and the relocation of the Kuna Historical Museum.

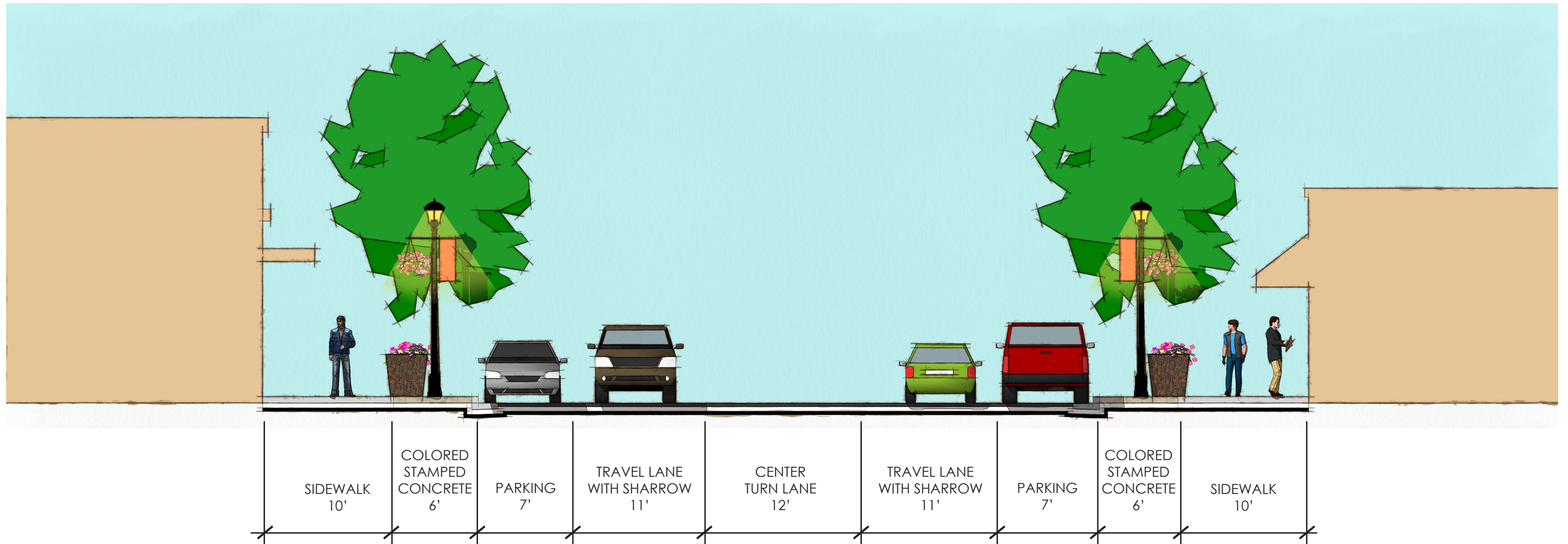
City of Kuna
763 W Avalon
Kuna Idaho 83634
(208) 922-5546
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W. Greg Nelson, Mayor

The electronic copy of the Kuna Downtown Revitalization Plan is too large to email. We would like to direct you to our website at <http://www.kunacity.id.gov/DocumentCenter/View/2158>. We are also happy to provide you with a printed copy if you would prefer. Attached you will find the Downtown renderings and our public support list. This project has Mayor and City Council support as well as that of Kuna Chamber of Commerce and the Economic Development Committee along with our partners and stakeholders.

We appreciate your consideration of our application and are happy to provide additional information or host a site walk through.

Sincerely,

W. Greg Nelson
Mayor



KUNA DOWNTOWN CORRIDOR PLAN

CITY OF KUNA

MAIN STREET TYPICAL SECTION



THE LANGDON GROUP
a J-U-B Company



GATEWAY MAPPING INC.
a J-U-B Company

OTHER J-U-B COMPANIES



KUNA DOWNTOWN CORRIDOR PLAN

CITY OF KUNA

MAIN STREET RENDERING

(AVENUE C LOOKING WEST)



THE LANGDON GROUP
a J-U-B Company



GATEWAY MAPPING INC.
a J-U-B Company

OTHER J-U-B COMPANIES



KUNA DOWNTOWN CORRIDOR PLAN

CITY OF KUNA

AVENUE E TYPICAL SECTION



**THE
LANGDON
GROUP**
a J-U-B Company



**GATEWAY
MAPPING
INC.**
a J-U-B Company

OTHER J-U-B COMPANIES



KUNA DOWNTOWN CORRIDOR PLAN
CITY OF KUNA
AVENUE E RENDERING
(MAIN STREET LOOKING NORTH)



OTHER J-U-B COMPANIES

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Kuna Main Street/Avenue E Project		Priority <u> 1 </u> of <u> </u> of the applicant
<p>Brief Project Description: The Main Street/Avenue E Project will address safety issues, enhance walkability, and expand and retain businesses with potential job creation. Phase I improvements include sidewalk widening, pedestrian-scale lighting, and street trees along the east side of Ave E from 4th Street to Main Street, and along Main Street from Avenue E to Ave C. Phase II will extend streetscape improvements from Ave C to Ave A along Main Street. Improved crosswalks, bulbouts at the intersections, landscaping, decorative and functional lighting, benches, bike racks, hardscape sections along sidewalks with roadway paving and striping, Downtown Kuna will be more walkable, safer, and bicycle and pedestrian-friendly.</p>		
Contact Information	<p>Requesting Agency: City of Kuna Contact Name: Chris Engels Address: 763 W Avalon City, State, Zip: Kuna ID 83634 Phone Number: 208.387.7727 Email Address: Cengels@cityofkuna.com</p> <p>Project Partner(s): Ada County Highway District, Valley Regional Transit, Community Planning Association of Southwest Idaho, Idaho Transportation Department, Downtown Kuna Businesses and Stakeholders</p>	
Project Location / Information	<p>City and/or County: Kuna, Ada County, Idaho Street Name (if applicable): Ave E and Main Street</p> <p>Is the project located in an Economically Distressed area? (click for info) explain? No. However, Kuna's downtown core is in desperate need of preserving and</p> <p>Is the project located in an Environmental Justice consideration area? (click for info) explain? No</p> <p>Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? No</p> <p>Explain how the project is consistent with CIM 2040? (click for info) The revitalization of downtown Kuna addresses many factors in the CIM 2040. The replacement of unsafe and substandard infrastructure will encourage healthier lifestyles and mobility by providing greater accessibility to alternate transportation methods. By increasing the walkability of downtown, there will be a natural connectivity to the surrounding Indian Creek greenbelt space and pathways. The natural inclination of being outside of a vehicle will promote economic development and job expansion within Kuna's downtown activity center.</p>	

Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Project Location / Information	<p>How does the project meet CIM 2040 Vision, goals, or strategies? Explain. The Kuna Main Street/Avenue E Project closely aligns with many CIM transportation, land use, housing, community infrastructure, health, economic development and open space goals. This project meets the goal of enhanced transportation for accessibility to jobs, schools and services for non-motorized modes by addressing pavement conditions. Land use goals are met by maximizing the use of existing infrastructure to increase the effectiveness of new investment. Bicycle and pedestrian access will be significantly enhanced throughout downtown and the Indian Creek greenbelt by expanding connectivity for users. Safer infrastructure for walking and other non-motorized use will create greater access to local businesses, thereby increasing the economic impact of the downtown core.</p> <p>Will this project lessen safety hazards? If yes, explain? Yes. The Existing Conditions Assessment in the 2015 Kuna Downtown Revitalization Plan(see attached) identifies safety issues and deficiencies in pavement, crosswalks, ADA accessibility and lighting. Cracked, broken and uneven sidewalks impede pedestrian and ADA mobility devices from moving within the project area safely. New bulbouts will decrease the walking distances at intersections and slow vehicular traffic, providing a safer means to walk across the street to and from parking areas and various businesses. With all of the growth and increasing traffic in Kuna, coupled with the increase in children utilizing the Indian Creek greenbelt and riding bikes and walking downtown, it is critical to repair these hazardous safety conditions.</p> <p>Will the project add funds to or expand an existing project? If yes, provide key number This project will be leveraged with Idaho Community Development Block Grant funds, local funds, and private donations. The Kuna Main Street/Avenue E Project will be the final link that will connect the new roundabout at Linder Road/Main Street project (2017 construction) and the Bridge Avenue Gateway project (2014 construction).</p> <p>What other attempts have been used to secure funding on this project? Explain outcomes. This project has been in the planning stages for a number of years, but lack of funding has been a barrier to addressing these critical infrastructure issues. As previously mentioned, Kuna is applying for Idaho Community Development Block Grant funds (application due 11/20/15) and will continue fundraising to increase private investment (to date, \$4,300 in cash donations has already been provided from private citizens and local businesses).</p> <p>Proposed project schedule? (provide timeline showing how long to plan for each phase) Phase I: 2016-2017; Phase II: 2017-2018/19</p> <p>Please include maps, photos, and/or drawings of the project, if applicable. See attached.</p> <p>Continued on next page</p>
Cost Information	<p>Federal/Grant amount requested: \$500,000 total - The amount could be reduced to \$200,000 for Phase I.</p> <p>Maximum local match amount*: \$ 183,346 Percent % of total cost: 7.5%</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?* Yes, Ada County Highway District (ACHD) owns and maintains the right-of-way in downtown Kuna. The City of Kuna will coordinate with ACHD and develop agreements, as appropriate, for the maintenance of green space areas and street furniture along Main Street.</p> <p>TOTAL cost of project: \$2,413,032</p> <p><i>* Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company) - This will be forthcoming after the official adoption of the Kuna Downtown Revitalization Plan</i></p>

Please Click the Excel Tab Related to your Project

ALTERNATIVE TRANSPORTATION

PROJECT NAME: Kuna Main Street/Avenue E Project

Project Criteria

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info)

N/A

How does the project support and/or maintain successful/critical service operations?

N/A

How does the project support the existing transportation system?

system by widening sidewalks along Main Street and Avenue E, providing safer and ADA access within Kuna's downtown core.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

Farmer's Market along Main Street at the Bernie Fisher Park, the Indian Creek Greenbelt, Post Office, History Center, Library, and local restaurants.

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? *Provide supporting documentation.*

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

Yes, there is adequate right-of-way to accommodate project improvements.

Does the project have a local or regional scope? Explain.

This project has a local scope but as the phases are completed, the impact will have a

Is the project identified in an adopted local plan specifically? Provide supporting

Yes, see attached Kuna Downtown Revitalization Plan attached to this application.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP for suggestions about budget and timeline?

The City met with several agencies, including Mark Wasdahl from ITD District III.

Which CIM 2040 Performance Measures are relevant? (click for info)

How? (add statement)

The positive and multi-faceted nature of the Kuna Downtown Revitalization project is that it contributes to several of the CIM 2040 performance measures. These performance measures are in the attached Tab in this spreadsheet. The downtown revitalization project will implement efficiency by mode (1.1.A) and miles of sidewalks, bikeways and trails (1.4.C, D & E, 2.4.B,) by prioritizing sidewalk, bike lane and trail improvements and connections from households (1.4.A, 2.4.A, 5.1.A, B, C & D, 7.1.A & B), parks and the Indian Creek Greenbelt to downtown (2.2.C, 2.3.A, 6.2.A). Pavement and utility conditions will also be evaluated (1.2.C, 1.3.B & C, 4.2.B & C). Improved mobility and safety for bicyclists and pedestrians will provide improved access to jobs downtown and will increase affordable and healthy transportation options (3.1.A, 6.1.A) in Kuna.

CIM IMPLEMENTATION GRANT

PROJECT NAME: Kuna Main Street/Avenue E Project

Project Criteria

To what level does the project address the following:

Relation to CIM 2040 goals and performance measures. Explain.

This project aligns with CIM Goals and Performance measures to the core. Kuna is able to demonstrate that the project achieves several CIM Performance Measures. See "Kuna Goals with Performance Measures" tab in this excel spreadsheet.

Relation to CIM 2040 tasks list in relation to CIM 2040 Vision, major activity centers, or approved comprehensive plans/downtown area plans. Explain.

Located in the historic downtown district in Kuna as identified in the 2013 Kuna Comprehensive Plan and the 2015 Kuna Downtown Revitalization Plan, the Kuna Main Street/Avenue E Project implements CIM 2040 tasks and the CIM 2040 Vision. See "Kuna Goals with Performance Measures" tab in this excel spreadsheet.

How does the project fit the goals/intent of the CIM Implementation Grant Program?

This project aligns with CIM Goals and Performance measures to the core, with significant economic, social, and sustainability benefits. Kuna is able to demonstrate that the project achieves several CIM Performance Measures. See "Kuna Goals with Performance Measures" tab in this excel spreadsheet.

How is the project clearly contributing to the goals and performance measures for CIM 2040?

This project clearly contributes to CIM Goals and Performance measures, with significant economic, social, and sustainability benefits. Kuna is able to demonstrate that the project achieves several CIM Goals Performance Measures. See "Kuna Goals with Performance Measures" tab in this excel spreadsheet.

How does the project clearly fit within a defined downtown area or major activity center?

This project is in the historic downtown district in Kuna, as identified in the 2013 Kuna Comprehensive Plan and the 2015 Kuna Downtown Revitalization Plan.

Is there demonstrated support from the general public and other agencies or organizations?
(provide support letters/other)

Yes. As part of the Idaho Community Development Block Grant application, due November 20, 2015, support letters are continuing to flood in. See support letters attached to this application.

Is the project part of an identified local (COMPASS member agency) plan? (provide supporting documentation)

Yes. This project is the no. 1 priority in the 2015 Kuna Downtown Revitalization Plan. This project is the result of careful consideration of stakeholders, downtown business owners, and the Kuna Downtown Revitalization Steering Committee. See Kuna Downtown Revitalization Plan attached to this application.

Does the project leverage other funds? Explain.

This project will be leveraged with Idaho Community Development Block Grant funds, local funds, and private donations. The Kuna Main Street/Avenue E Project will be the final link that will connect the new roundabout at Linder Road/Main Street project (2017 construction) and the Bridge Avenue Gateway project (2014 construction).

Kuna Main Street/Avenue E Project - Downtown Revitalization

- Item 22 (CIM Goals) – Yellow Highlighted
- Item 23 (CIM Performance Measures) – Grey Highlighted

CIM 2040 Goals with Performance

Measures

Transportation

Goal 1.1. Enhance the transportation system to improve accessibility to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.

Performance Measures

A: Efficiency by mode: on-time performance (transit); reliability of travel time (auto); connectivity (bike and pedestrian)

B: Freight movement (travel time reliability in freight-significant corridors)

C: On-road mobile source emissions

D: Peak hour travel time

E: Vehicle miles traveled

Goal 1.2. Improve safety and security for all transportation modes and users.

Performance Measures

A: Bridge conditions

B: Fatal/major injury crashes by mode

C: Pavement conditions, including sidewalk and bike lane conditions where available

D: Transportation system maintained by mode

Goal 1.3. Protect and preserve existing transportation systems and opportunities.

Performance Measures

A: Bridge conditions

B: Pavement conditions, including sidewalk and bike lane conditions where available

C: Transportation system maintained by mode

Goal 1.4. Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.

Performance Measures

A: Access (within walking distance) to parks

B: Annual ridership/share of alternative modes

C: Household connectivity (access to parks, schools, and grocery stores)

D: Miles of sidewalks and bikeways

E: Miles of trails and pathways

Land Use

Goal 2.1. Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

Performance Measure

A: Composite population (population and jobs) in major activity centers

Goal 2.2. Recognize and more clearly define and support the regional role of all communities, including small communities.

Performance Measures

A: Agencies adopting CIM 2040

B: Areas conflicting with CIM 2040 Vision

C: Composite population (population and jobs) in downtowns

Goal 2.3. Encourage infill development and more compact growth near community-identified activity centers.

Performance Measures

A: Composite population (population and jobs) in downtowns

B: Composite population (population and jobs) in major activity centers

C: Infill development (percent of new development within city limits and near schools, parks, and transit)

Goal 2.4. Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.

Performance Measures

A: Access (within walking distance) to parks

B: Household connectivity (access to parks, schools, and grocery stores)

C: Ratio of parks (acreage) to population in cities

D: Ratio of regional preserved open space to population

Housing

Goal 3.1. Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socioeconomic groups.

Performance Measure

A: Affordability of housing and transportation

Community Infrastructure

Goal 4.1. Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.

Performance Measures

A: Affordability of housing and transportation

B: Areas conflicting with CIM 2040 Vision

C: Composite population (population and jobs) in major activity centers

D: Infill development (percent of new development within city limits and near schools, parks, and transit)

Goal 4.2. Promote maintenance and preservation of existing infrastructure.

Performance Measures

A: Areas conflicting with CIM 2040 Vision

B: Infrastructure (water, sewer) maintained; infrastructure capital expenditures by jurisdiction

C: Transportation system maintained by mode

Health

Goal 5.1. Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.

Performance Measures

A: Access (within walking distance) to parks

B: Household connectivity (access to parks, schools, and grocery stores)

C: Miles of sidewalks and bikeways

D: Miles of trails and pathways

E: On-road mobile source emissions

F: Ratio of parks (acreage) to population in cities

G: Ratio of regional preserved open space to population in cities

Economic Development

Goal 6.1. Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley.

Performance Measures

A: Affordability of housing and transportation

B: Freight movement (travel time reliability in freight-significant corridors)

Goal 6.2. Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.

Performance Measures

A: Composite population (population and jobs) in downtowns

B: Composite population (population and jobs) in major activity centers

C: Employment clusters (employment dissimilarity index)
Affordability of housing and transportation

Open Space

Goal 7.1. Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.

Performance Measures

A: Access (within walking distance) to parks

B: Miles of trails and pathways

C: Ratio of parks (acreage) to population in cities

D: Ratio of regional preserved open space to population

PROJECT DEVELOPMENT PROGRAM

PROJECT NAME: Kuna Main Street/Avenue E Project

Project Criteria

The criteria for this program are project readiness and geographic distribution. COMPASS staff will select the project and the consultants. If there is a high demand and competition for the service, the COMPASS staff recommendations will go to RTAC and the COMPASS Board.

Kuna has been working with J-U-B Engineers on the public involvement, planning and conceptual design of this project. If eligible and able to continue working with J-U-B, Kuna requests Project Development resources to be used towards preliminary design costs of \$25,000 to carry the project from the concept phase into the preliminary design phase. In discussions with ACHD staff, the believe this would be the appropriate to continue moving this prjoect forward and collaborating with the multiple agencies effected.

ROADWAY / BRIDGE MAINTENANCE

PROJECT NAME: Kuna Main Street/Avenue E Project

<p>Project Criteria</p>	<p>What is the functional classification of the roadway on the 2010 federal functional classification map? <i>(click for map)</i></p> <p>Main Street is classified as a Minor Arterial based on the federal functional classification map.</p> <p>What is the life cycle cost? <i>Explain method.</i></p> <p>The economic, social, and environmental benefits of this project are immeasurable, far outweighing the life cycle costs. The initial capital outlay cost is a critical portion of the life cycle cost. This project will reduce maintenance costs by repaving the roadway and repairing storm drainage facilities. ACHD, in cooperation with the City of Kuna, will continue to do routine maintenance aimed at preserving the structural and surface roadway condition. Currently, Kuna staff spends approximately four (4) hours per day manually watering landscaped areas downtown because there is no automatic watering system available. The proposed project will install an automatic watering system which will significantly reduce maintenance costs. As residential and commercial growth continues, Kuna's downtown core needs to be revived in order to retain and attract business.</p> <p>What is the pavement condition index or bridge sufficiency rating? <i>(provide source)</i></p> <p>According to ACHD pavement condition data, Main Street has a Pavement Condition Index (PCI) rating of 70-79, which means the pavement condition is "fair". This rating does not take into account the number of pavement overlays that continue to compound roadway crowning and further base weakening. The Kuna Main Street/Avenue E Project will bring the pavement condition to a "good" rating by rehabilitating the roadway.</p> <p>What is the current roadway volume? <i>(average annual daily traffic or a sample traffic count for weekday [Tuesday, Wednesday, or Thursday])(Click for more info)</i></p> <p>According to ACHD traffic counts (taken 02/05/14), the 24-hour vehicle count was 5,361 on Main Street, east of Avenue D. With all of the growth and increasing traffic in Kuna, Main Street needs to be repaired. Given its important role at the local and regional level, Main Street is Kuna's number one priority.</p> <p>Is the project on a freight corridor identified in CIM 2040? <i>(Click for more info)</i> Yes or No?</p> <p>Although Main Street is not technically listed as an official "freight corridor", it supports freight mobility to a high degree. Figuratively, Kuna is located at the terminus of the Treasure Valley cul-de-sac. Freight traffic uses Meridian Road (an important freight corridor), continues along Avalon Road to the west, through downtown Kuna along Main Street, and west into southern Canyon County. With the railroad tracks running parallel to Main Street, downtown Kuna serves as a critical freight route in the Treasure Valley, particularly for agriculture purposes in south Kuna and Canyon County.</p> <p>Are there land use issues that indicate a need to consider alternative modes of transportation? <i>Explain.</i></p> <p>Yes. Lined with several small businesses, improved safety and walkability along Main Street is critical to integrating transportation and land use. A lack of safe and accessible sidewalks is simply not conducive to providing alternative transportation choices for the community.</p> <p>Does the project include Intelligent Transportation System (ITS) improvements or modifications, as prioritized in the Treasure Valley Transportation System: Operations, Management, and ITS Plan ? <i>(click for more info)</i> <i>Explain.</i></p>
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ROADWAY / BRIDGE MAINTENANCE

No. The project does not include ITS improvements or modifications because they are not necessary to accomplish the project. However, Kuna is open to incorporating ITS measures or modifications if it makes financial and practical sense in the future.

Does the project include elements that mitigate congestion, as specified in the Congestion Management process and travel time data? *(click for more info)* Explain.

This project will mitigate congestion by increasing the pedestrian space/realm and installing bulbouts at intersections, which in turn will encourage truck traffic to utilize Shortline Road instead of Main Street.

Which CIM Performance Measures are relevant? *(click for more info)* **How?** *(performance measures will be tracked throughout the life of a project)*

This project aligns with CIM Goals and Performance measures to the core. Kuna is able to demonstrate that the project achieves several CIM Performance Measures. See "Kuna Goals with Performance Measures" tab in this excel spreadsheet.

1/15/2016

Kuna Main Street Project: DRAFT Funding Breakdown

Phase 1: Avenue E from 4th St to Main St & Main St from Avenue E to Avenue C	
Funding Source	Amount
CDBG	\$450,000
COMPASS	\$200,000
ACHD Request (Community funds, asphalt - from maint. Budget, etc.)	\$174,000
Private Donations & In-kind	\$40,000
City Cash	\$140,000
Total (Design & Construction)	\$1,004,000
CDBG Grant Administration	\$50,000
Total Project Cost	\$1,054,000

Phase 2: Main Street from Avenue C to Avenue A	
Funding Source	Amount
TAP Request	\$500,000
COMPASS	\$300,000
ACHD Request (Community funds, asphalt - from maint. budget, etc.)	\$250,000
Private Donations & In-kind	\$60,000
City Cash	\$200,000
Total Project Cost	\$1,310,000



DOWNTOWN REVITALIZATION

We fully support the City of Kuna adding these amenities for the revitalization of the City's downtown area.

NAME

ADDRESS

COOCHIN FAMILY	1189 E. YANKEE BASIN DR KUNA
Gordon Conley	2120 N FIREBRICK DR KUNA
Marlene Yates	4775 Whitehorse Ave.
Shirley Platt	4924 E Sable Ridge Dr
Elaine Rayonic	391 E. Harris Hawk Dr.
Sally Roberts - BOTC	840 E Avalon, Kuna.
Bob Salinas	333 Ave C
Austin Ferguson	998 East Fulgato
Cory Tanner	2069 W. Soldotna St.
Michael Turner	701 N. Orchard Ave Kuna
(Name)	1982 W. Ardell Rd, Kuna.
Michelle Platter	1922 W Ardell Rd. Kuna.
Cheryl Matthews	1281 W 4th St Kuna, ID 83634
Ben Matthews	512 East Wild Lilac Kuna
(Name)	P.O. Box Kuna, ID 83634
DAVID GORNBELL	1400 E KUNAWOOD LN, KUNA, ID
Justin Clark	2129 N Rivine Ln, Kuna
MARIO GONZALEZ	1401 W 4TH ST KUNA ID 83634
Pat	560 WACANA AVE KUNA
(Name)	1677 N. Calaveras Kuna

54654

NAME

ADDRESS

Bobby Witarua

535 W. Katsura Kung Fi 83657

PROJECT NAME: Boise State Bus Service Extension and REPLACEMENT		Priority ___ of ___ of the applicant
<p>Brief Project Description: To purchase and/or lease replacement rolling stock vehicles for transportation in Ada county focusing on the connectivity from Boise State University to all of Downtown; Ada County public to maintain and enhance existing services; "The Downtown Circulator". Our goal is to be able to replace two aging 14 passenger shuttles with 32 passenger buses to assist in the travel to and around campus, including that of a downtown circulator for the public. Boise State currently provides free shuttles downtown for the public and Boise State Community. We are requesting to replace two of the ageing shuttles, and purchase additional shuttles to provide the best service in and around downtown for the public. Stage 1) Replace two shuttles for larger buses, Stage 2) Purchase new buses to complete a full circulator for the downtown area as based on the findings of the alternatives analysis by the City of Boise, Valley Regional Transit, CCDC and other stakeholders.</p>		
Contact Information	<p>Requesting Agency: Boise State University Contact Name: Nicole Nimmons Address Line 1: 1910 University Dr. Address Line 2: Boise, ID 83616 Phone Number: 208-426-4327 Email Address: nicolenimmons@boisestate.edu Project Partner(s): City of Boise, Ada County, and Valley Regional Transit</p>	
Project Location / Information	<p>City and/or County: Boise, Ada County Street Name (if applicable): 1910 University Drive Is the project located in an Economically Distressed area? (click for info) explain? This project will provide rolling stock equipment for public transportation which serves all types of populations and areas including economically distressed areas. Is the project located in an Environmental Justice consideration area? (click for info) explain? Not at this time. Services may include Environmental Justice areas in the future, when awarded in FY19-21, Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? An environmental suitability analysis was not completed. However, this project will support and enhance the transportation system to improve accessibility to jobs, schools and services; allow the efficient movement of people; and ensure the reliability of travel by all modes considering social, economic and environmental elements. Boise State maintains an active Title VI report, and VRT also maintains a Title VI report for Ada County to meet FTA requirements. Explain how the project is consistent with CIM 2040? (click for info) This project will maintain public transportation, and CIM 2040 Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types. This scenario supports local comprehensive plan goals and densities and includes entitled developments as of July 2012. This scenario would support transit for the Boise Downtown area. How does the project meet CIM 2040 Vision, goals, or strategies? Explain. The CIM Vision provides new housing and jobs along transit corridors and supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service, and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic and environmental elements. Will this project lessen safety hazards? If yes, explain? It will maintain our current public transportation service, which has reduced the amount of congestion on our current infrastructure and therefore has reduced safety hazards. Will the project add funds to or expand an existing project? If yes, provide key number N/A What other attempts have been used to secure funding on this project? Explain outcomes. Boise State has been a sub-recipient for FTA funding through VRT. However, the need for replacement and new purchase to extend our services to the community outweighs the amount of funding that has been allocated. Proposed project schedule? (provide timeline showing how long to plan for each phase) Large rolling stock replacement has a 2 year lead time. See Capital Improvement Plan (CIP) (attached) and the Transportation Demand Management report for Computer Sciences Department in the downtown area.</p>	
Cost Information	<p>Federal/Grant amount requested: \$1.5 Million = \$500/year FY19, 20, 21 Maximum local match amount*: \$110,100 Percent % of total cost: up to 20% Is applicant committed to paying operating and/or maintenance costs for this project after completion?*</p> <p>Boise State has and will continue to include in its budget the operational, preventative maintenance, housing/facility, and administration costs for the service that these vehicles provide.</p> <hr/> <p>TOTAL cost of project: \$1,610,100</p> <p><i>*Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i></p>	

Boise State Downtown Bus Service Extension

Project Criteria

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for

This project/purchase is core strategy of alternative transportation and will maintain the existing service that is being provided to the community. Public Transportation provides mobility of persons with disabilities, older adults, and low income individuals.

How does the project support and/or maintain successful/critical service

This project will allow for the maintenance of the existing service that is being provided to the community. Not replacing these vehicles will impede the ability of Boise State to enhance its services to the community. The replacement and purchase of new vehicles will enhance system reliability, which is a goal of MAP-21. Trying to maintain and operate older vehicles would be more costly.

How does the project support the existing transportation system?

This project provides alternative transportation, a goal of CIM 2040, by reducing congestion; retains a multimodal system; and retains a regional transportation system that connects communities, provides access to employment, and provides efficient movement throughout the Treasure Valley.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.

The primary trip purposes are: access to employment, education, recreation, shopping, health/medical and sustainability of our community

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? Provide supporting documentation.

Boise State has a Capital Replacement Plan that is attached as a tab in this application. Boise State is currently implementing an Asset Management System that tracks the life cycle status and cost of all vehicles owned by Boise State, "State of Good Repair".

Does the project have dedicated right-of-way, or will it need to be purchased?

N/A

Does the project have a local or regional scope? Explain.

The primary trip purposes are: shopping, health/medical, employment, education, shopping, health/medical, recreation and sustainability of our community.

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

The attached Capital Improvement Plan (CIP) is currently under review by the Vice President of Finance and Administration for approval in FY16.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

Boise State and all of the public transportation providers are currently updating the Regional Transportation Development Plan (RTDP) for all public transportation in Ada and Canyon Counties.

Which CIM 2040 Performance Measures are relevant? (click for info) How? (add

The CIM Vision provides new housing and jobs along transit corridors and supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; ensure the reliability of travel by all modes considering social, economic and environmental elements.

PROJECT NAME: Boise State Bus Service Extension	
Project Criteria	<p>Support and Maintain Successful / Critical Service Operation: How does the project support the existing transportation services? The request for replacement and the purchase of new vehicles supports the existing circulatory system around the campus and to downtown Boise. What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.</p> <p>The primary trip purposes are: access to employment, education, recreation, shopping, health/medical, and sustainability of our community If you are seeking vehicle replacement, do you have a capital replacement plan that supports your application for a new vehicle? (Capital equipment and vehicles well beyond their useful life and requiring significant maintenance to keep operating will take priority over other capital equipment requests.) Provide documentation.</p> <p>Yes. Please see attached CIP .</p> <p>Maximize the Use of Available Resources: Modes: Is the project the most effective transportation mode(s) for the situation? Explain. This is one of many modes we are seeking to transport people to and from: employment, education, recreation, shopping, and health/medical. Cost Efficiency: Is the proposed project the most cost efficient way to meet the need? Explain. Yes. Public transit costs significantly lower than parking a SOV and has environmental savings, as well. Ridership: Are the proposed services structured to accommodate multiple passengers? Explain. Yes, we intend to carry up to 34 passengers, dependant upon the vehicle size. Sustainability: Is it a one-time project? If not, what is the plan for ongoing funding and operations?</p> <p>The purchase is a one time purchase with Boise State funds to operate and maintain; however as vehicles meet their life expectancy, they will need to be replaced.</p> <p>Support Affordable Transportation Options: Affordability (if applicable): Will the anticipated costs (fares) to the targeted customers be the most affordable option compared to other optional transportation modes? Explain.</p> <p>Yes, the cost has been vetted with SOVs and impact to wear and tear on our roads system, environmental impacts, parking needs, and access. Continued on Next Page</p>
Project Criteria	<p>Support Accessible Transportation Options: Does the project improve accessible transportation options for persons with disabilities and does the project meet American with Disabilities Act (ADA) standards? Explain.</p> <p>Yes, buses will be purchase with lifts and will fit ADA standards. Does the project provide mode choice? Explain. The project will have the ability to purchase the right-sized vehicle for the need.</p> <p>Expand Service Operations: Is the project supported through an existing planning document such as valleyconnect or CIM 2040? Provide references (page numbers).</p> <p>Yes. The CIM Vision provides new housing and jobs along transit corridors, supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public Does the project enhance or provide connections to existing services? Explain. Yes, the project will enhance connectivity to the Boise State community and the public to access the campus from various locations -- Elder St Park and Ride, Vista St, Downtown Boise. We anticipate that, with additional vehicles, we Is the project supported by one or more strategies in the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) Explain.</p> <p>Yes, this meets a majority of the needs stated in 1-7.</p> <p>Improve Safety and Security: How does the project improve or maintain safety and security of the transportation system? It will maintain current public transportation service, which has reduced the amount of congestion on our current infrastructure and therefore reduced safety hazards.</p> <p>Improve Customer Service: How will the project improve customer service and mobility support? This project will provide more transportation access around Ada County. Will the bus, equipment, or facility be owned or leased? It will be decided upon the time of the award. The funding award will be used in the best possible practices for stretching each dollar. Are other funding sources available to fill this need? Explain. There are not currently additional funding resources established for the purchase of buses outside of FY17. Which CIM 2040 Performance Measures are relevant? (click for more info) How? (performance measures will be tracked throughout the life of a project)</p> <p>Yes. Sections 1.3, 1.4, 2.1, and 2.3.</p>

Transportation Department

Class I - Vehicles

Name/Description	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22
Event/Maintenance	\$0	\$0			\$35,000			
Maintenance Vehicle2			\$30,000					
Enforcement (LPR) Vehicle1 (electric)				\$40,000.00				
Enforcement (LPR) Vehicle2						\$30,000		
Shuttle Bus 2 (replacement with Grant Funds)	\$0							
Shuttle Bus 3			\$50,000					
Shuttle Bus 4			\$50,000					
Shuttle Bus 5			80,00					
Shuttle Bus 6			\$80,000					
Shuttle Bus Replacement					\$250,000			
Shuttle Bus New Bus Purchase					\$250,000			
Shuttle Bus New Bus Purchase						#####		
Shuttle Bus New Bus Purchase						#####		
Fleet Management- University Vehicle Replacement Plan		\$150,000	\$50,000	\$50,000.00	\$50,000	\$50,000	\$50,000	\$50,000
Laser Line Driver	\$0	\$15,000						
Infrared Asphalt Recycler	\$0							
Totals Class I - Vehicles	\$0	\$165,000	\$730,000	\$9,000.00	\$585,000	#####	\$50,000	\$50,000

Guidelines/Definitions:

Minimum is \$5,000 per item.

This class includes planned expense for replacement vehicles and new vehicles.

Shuttle Bus Replacements have a grant of \$330K; our match is 20%

PROJECT NAME: Covered and Secured Bike Facilites		Priority ___ of ___ of the applicant
Brief Project Description:Project Title: Boise State University (BSU) Construction of a Bike Barn/secured bike parking areas (Descriptive title of this project)		
Contact Information	Requesting Agency: Boise State University Contact Name: Nicole Nimmons Address: 1910 Universtiy Dr. City, State, Zip: Boise, ID 83625 Phone Number: 208-426-4327 Email Address: nicolenimmons@boisestate.edu Project Partner(s): Valley Regional Transit, ACHD, City of Boise	
Project Location / Information	City and/or County: Boise, Ada County Street Name (if applicable): Is the project located in an Economically Distressed area? (click for info) explain? This project will provide secured bike parking which serves all types of populations. Is the project located in an Environmental Justice consideration area? (click for info) It can be used by those living in the Enviromental Justice areas to access campus. Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? No, however if it is needed, Boise State will comple all environmental impact surveys to meet the needs of the grant. Explain how the project is consistent with CIM 2040? (click for info) The project supports alternative transportation: Develop a transportation system with How does the project meet CIM 2040 Vision, goals, or strategies? Explain. The project supports alternative transportation, CIM2040 Goals, section 1.4 http://www.compassidaho.org/documents/prodserv/CIM2040/final/CIM2040_Goals_O Will this project lessen safety hazards? If yes, explain? It will provide a safer place for bicycles to secure thier bikes. Maintaining alternative Will the project add funds to or expand an existing project? If yes, provide key number N/A What other attempts have been used to secure funding on this project? Explain Ladders of Opportunity Grant application was submitted with several other projects, but Proposed project schedule? (provide timeline showing how long to plan for each Timeline dependancy will be drafted upon being awarded. The project from design to Please include maps, photos, and/or drawings of the project, if applicable. Boise State University Bicycle/Pedestrian Master Plan Please visit: http://transportation.boisestate.edu/docs/BicyclePedestrianMasterPlan2010.pdf Boise State University Master Plan 2015- Awaiting adoption from the City of Boise, and Ada County Highway District	
Cost Information	Federal/Grant amount requested: \$60,000- over 2 years Maximum local match amount*: \$12000- \$6,000 per Percent of total cost: up to Is applicant committed to paying operating and/or maintenance costs for this project after completion?* Yes. Maintenance funds will be established for all operating and maintenance for this TOTAL cost of project: \$72,000 <i>*Attach commitment of local match and/or operating costs (letter/minutes/resolution)</i> <i>(Signed by elected official for agency or President/CEO of a company)</i>	

PROJECT NAME: Covered and Secured Bike Facilities

Project Criteria

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) Explain.

Our request for funds for covered bicycle facilities on campus complements the Transportation Services coordination plan. This project is a core strategy of alternative transportation and will maintain the existing service that is being provided to the community.

How does the project support and/or maintain successful/critical service operations?

The project provides the bicycle parking which is critical to the Boise State Transportation Plan.

How does the project support the existing transportation system?

Additional bike facilities enhance the transportation system by providing access to the "last mile" around the Boise State campus and in downtown Boise. Between biking and the Valley's regional transit system, SOVs are not needed in order to access services.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.

The primary trip purposes are: access to employment, education, recreation, shopping, health/medical, and sustainability of our community

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? Provide supporting documentation.

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

Yes, we have the the dedicated right of way.

Does the project have a local or regional scope? Explain.

This project helps with the goals of the regional scope for CIM2040- section 1.4. The Campus Pedestrian and Bicycle Plans include the increased demand for bike parking.

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

Yes, reference to this project is made in both the University Master Plan and the Pedestrian and Bicycle Plan.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

No, as the project is on the campus of Boise State.

Which CIM 2040 Performance Measures are relevant? (click for info) How? (add statement)

Section 1.2 Improve safety and security for all transportation modes and users - number of bike facilities (section 19). The CIM Vision provides new housing and jobs along transit corridors, supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service, and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; ensure the reliability of travel by all modes considering social, economic and environmental elements.

Capitol Improvement Plan

Transportation Department

Class B - Construction/FF&E

Name/Description	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Bicycle Infrastructure Improvements (Potential Match	\$30,000	\$50,000	\$50,000	\$50,000	\$50,000	\$25,000	\$25,000	\$25,000		
Park N Ride Construction (Match Portion)		\$10,000								
Parking Structure 3						\$13,000,000				
Parking Structure 3.5 (2nd phase of #3?)										13,000,000
Payment Stations: 4 new units	\$ -		\$50,000			\$50,000				
Plaza Lot Construction/booth		\$50,000								
Fleet Management Building Shop Hoist (Not an			\$16,000							
Fleet Management tire balance and mounting			\$12,000							
Temp Lot		\$50,000	\$40,000					\$50,000		
Clycle Learning Center new Sqft - @\$250 sqft				\$125,000			\$340,000			300,000
Fleet Management Building*** (\$350 sqft) Not						\$2,000,000				
University Dr- Transit Priority Zone				\$600,000						
Hawk Light- University and Theater Ln				\$250,000						
Royal Blvd connection to Cesar Chavez					\$700,000					
Public Safey Building					\$6,000,000					
Totals Class B - Construction/FF&E	\$30,000	\$160,000	\$168,000	\$1,025,000	\$6,750,000	\$15,075,000	\$365,000	\$75,000	\$ -	\$13,300,000

Descriptions:

Bicycle Infrastructure Improvements
 Park N Ride Construction (Match Portion)
 Parking Structure 3
 Parking Structure 3.5 (2nd phase of #3?)
 Payment Stations: 4 new units
 Plaza Lot Construction/booth
 Fleet Management Building Shop Hoist
 Fleet Management tire balance and mounting
 Temp Lot
 Clycle Learning Center new Sqft - @\$250 sqft
 Fleet Management Building*** (\$350 sqft) Not
 University Dr- Transit Priority Zone
 Hawk Light- University and Theater Ln
 Royal Blvd connection to Cesar Chavez
 Public Safey Building

Replace old bike racks with new racks to make a campus standard, new facilities for covered bike
 \$330872 in Budgeted FY14 . Added additional \$24000 for potential commitment that was not in original funds
 A new parking structure is needed to replace the loss of parking projected on campus, as well as the University's Master Plan for student and facility growth
 If there is a possibility of building a larger garage during phase 1, phase 2 may not be needed, but we need to plan for additional spaces to meet the 2016 Master Plan
 Replacement of multi-space meters in the garages and lots on campus, due to technology and end of life sycle, we will phase in
 Replacement of the shack in the Administration lot with a guest and visitor drive up building
 \$16,000 - one is 35 yrs and one is 25 years
 replacement for safety and age.
 If and when land is aquired and parking is needed due to construction, temporary lots will be added to the south end of campus
 The Cycle Learning Center is growing our of the current space. We are using additional storage areas
 Understanding the area that currently houses Fleet
 Identified in the Master Plan a transit mall with restricted vehicle access during peak times.
 Improvements are needed to the cross walk on Unviersity Dr to ensure safety of our students crossing
 Royal Blvd to connect to Cesar Chavez for effcent shuttle, bike and pedestrian access, also an enhancement to the
 With the creation of Public Safety additional space will be needed to house TPS/Security/Police

PROJECT NAME: Downtown Boise Bicycle Facilities		Priority ___ of ___ of the
Brief Project Description: Project Title: Boise State University (BSU) Construction of a Bike Barn at City Center Plaza (Descriptive title of this project)		
Contact Information	Requesting Agency: Boise State University Contact Name: Nicole Nimmons Address: 1910 University Dr. City, State, Zip: Boise, ID 83625 Phone Number: 208-426-4327 Email Address: nicolenimmons@boisestate.edu Project Partner(s): Valley Regional Transit, ACHD, City of Boise, Downtown Business	
Project Location / Information	City and/or County: Boise, Ada County Street Name (if applicable): 101 S Capitol Blvd #1200, Boise, ID 83702 Is the project located in an Economically Distressed area? (click for info) explain? <p>Bike parking will serve all types of populations and areas including economically distressed areas.</p> Is the project located in an Environmental Justice consideration area? (click for info) explain? <p>This project will provide bike parking/safe storage for the Boise State community which serves all types of populations and areas including economically distressed areas.</p> Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? <p>No. If environmental impact statements are needed for this project, they can be obtained through the multimodal project and or City Center Plaza project.</p> Explain how the project is consistent with CIM 2040? (click for info) <p>The project supports alternative transportation: Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.</p> How does the project meet CIM 2040 Vision, goals, or strategies? Explain. <p>The project supports alternative transportation, CIM2040 Goals, section 1.4 http://www.compassidahoe.org/documents/prodserv/CIM2040/final/CIM2040_Goals_Obj_Tasks_Policies_July2014.pdf</p> Will this project lessen safety hazards? If yes, explain? <p>It will provide a safer place for bicycles to secure their bikes. It will maintain our alternative transportation services, which have reduced the amount of congestion on our current infrastructure and therefore reduced safety hazards.</p> Will the project add funds to or expand an existing project? If yes, provide key number <p>N/A</p> What other attempts have been used to secure funding on this project? Explain outcomes. <p>Ladders of Opportunity Grant application was submitted with several other projects, but was not granted funded.</p> Proposed project schedule? (provide timeline showing how long to plan for each phase) <p>The proposed schedule is dependant upon allocation of funding. Ideally, we need bike parking for FY17, but if funding cannot be allocated to this project at that time, our timeline can be increased to meet the needs of the available funds.</p> Please include maps, photos, and/or drawings of the project, if applicable. <p>Boise State University Bicycle/Pedestrian Master Plan Please visit: http://transportation.boisestate.edu/docs/BicyclePedestrianMasterPlan2010.pdf Boise State University Master Plan 2015- Awaiting adoption from the City of Boise. Ada County Highway District has approved.</p>	
Cost Information	Federal/Grant amount requested: \$85,000- can be divided over several years Maximum local match amount*: \$17,000 Percent of total cost: 20% Boise State appreciates any financial contribution to assist in the transportation need of the citizens of the community to access education and jobs. Is applicant committed to paying operating and/or maintenance costs for this project after completion?* <p>Yes. Maintenance funds will be established for all operating and maintenance for this project on behalf of the University.</p> TOTAL cost of project: \$102,000 <i>*Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i>	

PROJECT NAME: Boise Downtown Bicycle Facilities

**Project
Criteria**

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) Explain.

Our request for funds for covered bicycle facilities on campus complements the Transportation Services coordination plan. This project is a core strategy of alternative transportation and will maintain the existing service that is being provided to the community.

How does the project support and/or maintain successful/critical service operations?

The project provides the bicycle parking which is critical to the Boise State Transportation Plan.

How does the project support the existing transportation system?

Additional bike facilities enhance the transportation system by providing access to the "last mile" around the Boise State campus and in downtown Boise.

Between biking and the Valley's regional transit system, SOVs are not needed in order to access services.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.

The primary trip purposes are: access to employment, education, recreation, shopping, health/medical, and sustainability of our community

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? Provide supporting documentation.

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

Yes, we have the dedicated right of way.

Does the project have a local or regional scope? Explain.

This project helps with the goals of the regional scope for CIM2040- section 1.4

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

Yes, the project has been identified in the construction of the City Center Plaza as a shelled space with no current funding for the racks and systems needed.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

No, as the project is on the campus of Boise State.

Which CIM 2040 Performance Measures are relevant? (click for info) How? (add statement)

Section 1.2 Improve safety and security for all transportation modes and users - number of bike facilities (section 19). The CIM Vision provides new housing and jobs along transit corridors, supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service, and maintaining environmental resources.

Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; ensure the reliability of travel by all modes considering social, economic and environmental elements.

Transportation Department

Class B - Construction/FF&E

Name/Description	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24
Bicycle Infrastructure Improvements (Potential Match	\$30,000	\$50,000	\$50,000	\$50,000	\$50,000	\$25,000	\$25,000	\$25,000		
Park N Ride Construction (Match Portion)		\$10,000								
Parking Structure 3						\$13,000,000				
Parking Structure 3.5 (2nd phase of #3?)										13,000,000
Payment Stations: 4 new units	\$ -		\$50,000			\$50,000				
Plaza Lot Construction/booth		\$50,000								
Fleet Management Building Shop Hoist (Not an			\$16,000							
Fleet Management tire balance and mounting			\$12,000							
Temp Lot		\$50,000	\$40,000					\$50,000		
Cycle Learning Center new Sqft - @\$250 sqft				\$125,000			\$340,000			300,000
Fleet Management Building*** (\$350 sqft) Not						\$2,000,000				
University Dr- Transit Priority Zone				\$600,000						
Hawk Light- University and Theater Ln				\$250,000						
Royal Blvd connection to Cesar Chavez					\$700,000					
Public Safety Building					\$6,000,000					
Totals Class B - Construction/FF&E	\$30,000	\$160,000	\$168,000	\$1,025,000	\$6,750,000	\$15,075,000	\$365,000	\$75,000	\$ -	\$13,300,000

Descriptions:

Bicycle Infrastructure Improvements	Replace old bike racks with new racks to make a campus standard, new facilities for covered bike
Park N Ride Construction (Match Portion)	\$330,872 in Budgeted FY14 . Added additional \$24,000 for potential commitment that was not in original funds
Parking Structure 3	A new parking structure is needed to replace the loss of parking projected on campus, as well as the University's Master Plan for student and facility growth
Parking Structure 3.5 (2nd phase of #3?)	If there is a possibility of building a larger garage during phase 1, phase 2 may not be needed, but we need to plan for additional spaces to meet the 2016 Master Plan
Payment Stations: 4 new units	Replacement of multi-space meters in the garages and lots on campus, due to technology and end of life cycle, we will phase in
Plaza Lot Construction/booth	Replacement of the shack in the Administration lot with a guest and visitor drive up building
Fleet Management Building Shop Hoist	\$16,000 - one is 35 yrs and one is 25 years
Fleet Management tire balance and mounting	replacement for safety and age.
Temp Lot	If and when land is acquired and parking is needed due to construction, temporary lots will be added to the south end of campus
Cycle Learning Center new Sqft - @\$250 sqft	The Cycle Learning Center is growing out of the current space. We are using additional storage areas
Fleet Management Building*** (\$350 sqft) Not	Understanding the area that currently houses Fleet
University Dr- Transit Priority Zone	Identified in the Master Plan, a transit mall with restricted vehicle access during peak times.
Hawk Light- University and Theater Ln	Improvements are needed to the cross walk on University Dr to ensure safety of our
Royal Blvd connection to Cesar Chavez	Royal Blvd to connect to Cesar Chavez for efficient shuttle, bike and pedestrian access - also an enhancement to the
Public Safety Building	With the creation of Public Safety, additional space will be needed to house TPS/Security/Police.

PROJECT NAME: Bike, Pedestrian and Vehicular Circulation Improvements around Boise State

Priority ___ of ___
of the applicant

Brief Project Description: Circulation vehicle, pedestrian, bicycles in and around campus.

Contact Information

Requesting Agency: Boise State University
Contact Name: Nicole Nimmons
Address Line 1: 1910 University Dr.
Address Line 2: Boise, ID 83616
Phone Number: 208-426-4327
Email Address: nicolenimmons@boisestate.edu
Project Partner(s): City of Boise, Ada County, and Valley Regional Transit

City and/or County: Boise, Ada County
Street Name (if applicable): 1910 University Drive

Project Location / Information

Is the project located in an Economically Distressed area? (click for info)
This project will provide rolling stock equipment for public transportation which serves all types of populations and areas including economically distressed areas.

Is the project located in an Environmental Justice consideration area? (click for info)
Not sure at this time

Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain?

An environmental suitability analysis was not completed. However, this project will support and enhance the transportation system to improve accessibility to jobs, schools and services; allow the efficient movement of people; and ensure the reliability of travel by all modes considering social, economic and environmental elements. Boise State maintains an active Title VI report, and VRT also maintains a Title VI report for Ada County to meet FTA requirements.

Explain how the project is consistent with CIM 2040? (click for info)

This project(s) will maintain public transportation, and CIM 2040 Vision provides new housing and jobs along transit corridors and in major activity centers with a strong focus on maintaining the region's recreation and open space areas. New growth would be comprised of a variety of housing types, served by nearby infrastructure services. This scenario supports local comprehensive plan goals and densities and includes entitled developments as of July 2012. This scenario would support transit for the Boise Downtown area.

How does the project meet CIM 2040 Vision, goals, or strategies? Explain.

The CIM Vision provides new housing and jobs along transit corridors and supports local comprehensive plan goals and densities as well as multimodal infrastructure. Key goals of the project include: maintaining current public transportation service, and maintaining environmental resources. Transportation System Goal 1.1: Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic and environmental elements.

Will this project lessen safety hazards? If yes, explain?

It will maintain and enhance our alternative SOV transportation service (buses, bikes, walking), which has reduced the amount of congestion on our current infrastructure and therefore reduced safety hazards.

Will the project add funds to or expand an existing project? If yes, provide key N/A

What other attempts have been used to secure funding on this project? Explain
Boise State has been a sub-recipient for FTA funding through VRT. However, the need for new pedestrian and bike travel to extend our services to the community outweighs the amount of funding that has been allocated.

Proposed project schedule? (provide timeline showing how long to plan for 1-10 years. See Capital Improvement Plan (CIP) (attached) and the Transportation Demand Management report for Computer Sciences Department in the downtown area.

Will the project add funds to or expand an existing project? If yes, provide key number

There is an existing project for the Honors College, however Boise State is requesting funding for widening the sidewalks, including a hawk light or additional safety crossings

What other attempts have been used to secure funding on this project? Explain
None at this time.

Proposed project schedule? (provide timeline showing how long to plan for each phase)

Boise State University Bicycle/Pedestrian Master Plan Please visit:
<http://transportation.boisestate.edu/docs/BicyclePedestrianMasterPlan2010.pdf>

Boise State University Master Plan 2015- Awaiting adoption from the City of Boise, and Ada County Highway District

Please include maps, photos, and/or drawings of the project, if applicable.

Continued on next page

Cost Information

Federal/Grant amount requested: - This should be a part of the Project Development
Maximum local match amount*: \$ Unk - to be Percent % of total cost:

Due to the potential needs of the project, it will be discussed upon the project development.

Is applicant committed to paying operating and/or maintenance costs for this project after completion?*

Yes.

TOTAL cost of project: unknown

**Attach commitment of local match and/or operating costs (letter/minutes/resolution)*

(Signed by elected official for agency or President/CEO of a company)

PROJECT NAME

**Project
Criteria**



1E: Bike, Pedestrian and Vehicular Circulation Improvements around Boise

The criteria for this program are project readiness and geographic distribution. COMPASS staff will select the project and the consultants. If there is a high demand and competition for the service, the COMPASS staff recommendations will go to RTAC and the COMPASS Board.

Boise State University has established the newest Campus Master Plan.

<http://operations.boisestate.edu/campus-masterplan/>

Boise State wishes to explore the opportunity for federal funding to transform portions of University Drive into a safe Transit Mall for the community.

For decades, University Drive defined the campus perimeter, with the academic buildings and major university infrastructure located between University Drive and the Boise River. But with significant campus growth, University Drive is becoming the center of campus, presenting significant challenges to campus connectivity and pedestrian safety. Vehicles primarily enter the Boise State University campus using University Drive at Capitol Boulevard, or at Broadway if coming from the east. Studies show that traffic on University Drive is primarily internal campus traffic, with fewer than 5% 'drive-through' trips. The 2012 Boise State University Campus Circulation Plan, based on the 2008 campus master plan, provided an implementation plan balancing pedestrian and vehicular access needs. Some of the plan's recommendations for making University Drive more pedestrian and bicycle friendly include: • Reducing street width (to three lanes) between Brady and Beacon Streets • Adding bike lanes (completed in 2013) and transit pull-outs • Implementing safety enhancements, including pedestrian crossing improvements (crossing signal at Chrisway was installed, and a new crossing on Beacon Street is scheduled for implementation). • Transitioning the portion of University Drive between the Student Union Building and the Lincoln Garage and Student Recreation Center (Lincoln Avenue to Euclid Avenue) into a multi-modal plaza where pedestrians and cyclists are prioritized, and vehicular traffic is encouraged to use alternate routes (redesign is in planning phase)

Some Projects Include:

1) Widening of sidewalks on University Dr across from the Student Union for better pedestrian access.

2) Hawk Light Placement for Safety crossing the street

3) Shuttle/Pedestrian/Bicyclist access only during peak times of operation-- need to include design elements route vehicles around the area.

4) Boise Ave to be redesigned to assist with the ingress and egress to the campus at Capitol Blvd.





December 3, 2015

Toni Tisdale
700 NE 2nd Street – Ste 200
Meridian, ID 83642

RE: Application for additional project funding – TAP Funding – Boise GreenBike (bike share) system enhancements

Dear Toni,

Valley Regional Transit (VRT) respectfully submits the attached application for enhancements to the Boise GreenBike (bike share) system. The attached application includes project details and rationale for these related funds. The project is requesting the following funding:

- 36 new bike share bicycles - \$45,000
- 225 square rack and baseplate units - \$90,000
- 45 compact Map/Sign panels - \$54,000
- 2000 member RFID cards - \$4,000
- Shipping and handling for above - \$13,410
- Installation expenses - \$33,590

VRT is prepared to provide the additional required match funding of 7.34% (\$17,616) for a total project cost of \$240,000.

Project Details and Rationale: Boise GreenBike (bike share) Enhancement Project

Boise GreenBike launched on April 15, 2015 with just 10 bikes. As bikes were made ready they were deployed in the field for a total of 114 bikes at 15 stations, mostly in downtown Boise, with two stations at Boise State University. Since launch the system has attracted over 3,400 members. Those members have taken 10,650 rides and covered 27,815 miles.

Membership in the system is set up in tiers with the basic entry level being a Pay As You Go option based on a rate of \$4/hour. Longer term memberships, monthly and annual, come with an hour of free ride time each day. The system offers discounted memberships for students of Boise State University, University of Idaho and to employers enrolled in the system. More than 90% of members are Pay As You Go. Those riders tend to take longer rides, averaging about 53 minutes, compared to monthly and annual members whose rides average about 25 minutes.

The system has 15 official station hubs, which is all the initial grant establishing the bike share system would cover, we had plans for 30 stations. The locations were based on residential and occupational densities, transit routes, bike lanes and paths, attractors like entertainment venues, restaurants and stores, and Boise State University itself. Based on the best available data, we chose to create station hubs of 10 to 15 racks, depending on location.

Members can lock the bikes to any bike rack, but if they lock the bikes outside one of the designated station hubs there is a \$2 locking out of hub fee. That fee is enough to return 99% of all bikes to station hubs. This may be good for system operations because we don't have to move bikes around, but it is also the biggest limitation of the system. Customers almost universally have told us they want more station hub locations, closer to their departure and destination points. This is especially problematic at Boise State University where the two station hubs are both fairly close to the center of campus.

We have attempted to mitigate this limitation at Boise State by creating Flex Hubs, which are existing racks, disbursed more widely across campus, and branded as being available for GreenBike parking. Currently there are five Flex Hubs on campus. This is a marginal improvement of system utility. In downtown Boise we have designated three bike corrals as station hubs, attempting to do the same thing. These efforts were made because the program doesn't have capital resources to purchase additional station racks.

Our experience from the first year of operations provides strong indications that providing additional locking options for Boise GreenBikes would lead to more frequent use of the bikes. Even at the height of the ride season our bike utilization rate (rides/bike/day) was only 0.5, which indicates considerable room for growth. We intend to address this capacity issue in two ways, by increasing membership numbers and by improving system utility, especially in the core area of operations.

By analyzing the ride data a few other trends have emerged that influence our desire to improve system utility. Primary among these is the fact that the Greenbelt and the parks along it are extremely popular routes for GreenBike riders. We feel that placing additional racks along the Greenbelt and in Boise parks would add another level of utility to the system. We are currently in discussions with Boise Parks and Recreation to define specific locations for bike share stations.

Finally, we are constantly being approached with requests for station hubs in areas outside the primary service area of downtown Boise and Boise State. We have said from the beginning that we intend to grow the system organically into the areas that make most sense. High on our list of priorities would be additional stations at Boise State, in the north end, east end, Lusk District, along Park Center Boulevard and the Boise Bench.

Our proposal would more than triple the number of stations in the system. Currently there are 178 racks, deployed in groups of 10 to 15 across 15 locations. Our plan would create 45 new station hubs of only 5 racks each, allowing us to have a presence in more places over a wider area. Because the system would be geographically larger we feel we will need to add bikes just to provide a minimum number of bikes at each station. The rack to bike ratio would 2.5 to 1 (150 bikes/60 stations) The combination of more station hubs and more bikes to travel between them would address some of the primary

complaints we've had about the system and increase ridership because there would be stations where people want to ride the bikes.

For a map of the proposed new station hub locations go to:

<https://www.google.com/maps/d/edit?mid=z0RMIfGyso0s.kFrUupJscrY&usp=sharing>

Please consider this application for full funding to allow the Boise GreenBike system to better serve the community of Boise.

If you require additional information please contact me directly.

Sincerely,

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

Dave Fotsch
Director, Boise GreenBike
208-331-9266
dfotsch@valleyregionaltransit.org

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Boise GreenBike (Bike Share) Enhancement Priority <u> 1 </u> of <u> 1 </u> of the applicant	
Brief Project Description: Boise GreenBike seeks additional funding to purchase racks, sign/map panels and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods.	
Contact Information	Requesting Agency: Valley Regional Transit Contact Name: Dave Fotsch Address: 700 NE 2nd Street, Suite 100 City, State, Zip: Meridian, ID 83642 Phone Number: 208-331-9266 Email Address: dfotsch@valleyregionaltransit.org Project Partner(s): Capital City Development Corporation
Project Location / Information	City and/or County: Boise, Ada County Street Name (if applicable): Is the project located in an Economically Distressed area? (click for info) explain? No Is the project located in an Environmental Justice consideration area? (click for info) explain? No Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? No Explain how the project is consistent with CIM 2040? (click for info) The project meets multiple goals of CIM 2040, including Transportation, Community Infrastructure, Health, and Economic Development. How does the project meet CIM 2040 Vision, goals, or strategies? Explain. Bike share provides on-demand transportation to all those living, working or visiting downtown Boise. As such it meets CIM goals 1.1, by improving accessibility to jobs, schools, and services. 1.2 by improving safety on downtown streets. More bikes make for safer streets. 1.3 by protecting the existing transportation systems. By replacing car trips with bikes trips there will be less wear on roadways. 1.4 by improving connectivity between modes of transportation, providing the first-last mile of a commute, for example. It meets Land Use goals 2.1 by reducing the need to widen and replace existing roadways. 2.3 by encouraging and supporting infill development. Close-in developments supported by bike share don't require automobiles for most trips. 2.4 by enhancing the ability of everyone to ride, instead of drive, thereby making the community more walkable and bikeable. It meets Community Infrastructure goals 4.1 with a safe, reliable, and cost-effective infrastructure service. 4.2 by reducing the need for maintenance of existing infrastructure.

Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Project	<p>It meets Health goals by providing a transportation system that promotes physical activity and reduces tailpipe emissions in a way that helps enhance the quality of life in downtown Boise by reducing the need for car trips. The project also meets goal 6.2 under Economic Development by maintaining the vitality of downtown Boise by providing a viable, reliable and cost-effective transportation alternative.</p> <p>Will the project add funds to or expand an existing project? <i>If yes, provide key number</i> No</p> <p>What other attempts have been used to secure funding on this project? <i>Explain outcomes.</i> Boise GreenBike has been pursuing private investments for additional system assets. To date, none of those attempts has proven successful. Any such attempts would be a piece meal approach to addressing the need to expand the size and scope of the bike share system.</p> <p>Proposed project schedule? <i>(provide timeline showing how long to plan for each phase)</i> Equipment would be ordered in early 2017 and installed in the summer/fall 2017.</p> <p>Please include maps, photos, and/or drawings of the project, if applicable.</p>
Cost Information	<p>Federal/Grant amount requested: \$222,384</p> <p>Maximum local match amount*: \$17,616 Percent % of total cost: 7.34%</p> <p>Is applicant committed to paying operating and/or maintenance costs for this project after completion?* Operating and Maintenance Costs will be covered in the yearly budget for the program</p> <p>TOTAL cost of project: \$240,000</p>

Please Click the Excel Tab Related to your Project

ALTERNATIVE TRANSPORTATION

PROJECT NAME:

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) Explain.

The project to expand the Boise GreenBike system meets several of the needs identified in the Transportation Service Coordination Plan in Ada County. Specifically, N3D.2 - Need for improved urban mobility and transportation options, facilities and services. N3D.5 - Need for mobility options for commuter trips. N3D.6 - Need for transportation and mobility options for people who don't drive. N3D.7 - Need for improved multimodal circulation, accessibility, connectivity, and coordinated mobility.

How does the project support and/or maintain successful/critical service operations?

Boise GreenBike is an additional mode of transportation for the downtown core of Boise. With this service people traveling into downtown by any means of transportation can use the bikes to get around for short trips that otherwise might be taken by individual automobiles. It is especially advantageous for those coming into town by bus, van pool, car pool or other ride-sharing options. They now have a form of on-demand mobility for short trips in downtown Boise. This grant is designed to expand the footprint of the bike share program to serve an even larger number of people.

How does the project support the existing transportation system?

Boise GreenBike offers an additional method for people to get around downtown Boise. Riders can use the existing transportation system to get downtown, and then choose bike share to make short trips within the urban core. It can provide the first or last mile of a commute for those choosing to come into the city by bus or other shared-use forms of transportation.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.

Members use bike share in a variety of ways, everything from riding a bike from the office to a meeting, to simple recreational rides. A review of data from the first year of operations seems to indicate the majority of rides have been for recreational purposes. The program hopes to expand opportunities for people living in, working in or visiting downtown Boise to use the bikes for more utilitarian purposes, such as running errands, going to lunch or coffee, shopping, etc. By making the racks and bikes more ubiquitous the program is striving to make bike share the easy choice and the primary alternative to driving for these same short distance trips.

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? Provide supporting documentation.

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

The project does not require right-of-way, though most of the station hubs will probably be placed in the public right of way on sidewalks. VRT has an agreement with ACHD to place infrastructure within the ACHD ROW.

ALTERNATIVE TRANSPORTATION

Project Criteria

Does the project have a local or regional scope? Explain.

The scope of the project is local to the downtown area of Boise and the neighborhoods surrounding the downtown. If it has a regional scope it would be to provide the community coming into the downtown with another option for mobility in and around downtown Boise.

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

No, this project expansion is not identified specifically in any local plan. However, VRT is currently updating the Regional Public Transportation Development (RTDP) which has a corresponding Capital Improvement Plan (CIP). The CIP is a ten (10) year plan which will include these improvements along with other capital projects to enhancement the system.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

dealing with federal funding and has estimated the required items and timeline into the project. VRT meets with ITD on a regular basis and understands the requirements needed for installation within

Which CIM 2040 Performance Measures are relevant? (click for info)

How? (add statement)

Expansion of the Boise GreenBike system will enhance several of the CIM 2040 Performance Measures. Specifically, 1.2 Improve safety and security for all transportation modes and users. The experience in other cities where the number of cyclists has increased, often through bike share, shows that the more bikes there are on the streets, the more all road users become accustomed to seeing them. This leads to slower automobile traffic, which makes the roads safer for all users, drivers, bikers and pedestrians. 1.3, Protect and preserve existing transportation systems and opportunities. Bike share is an emission-free form of transportation. In it's first year of operations riders reduced carbon by more than 24,000 pounds, or 15 tons by choosing to ride bikes instead of drive. With more places to lock the bikes and more bikes available those numbers will only go up. 1.4, Develop a transportation system with high connectivity that perserves capacity of the regional system and encourages walk and bike trips. By its very nature bike share encourages bike trips by making good, reliable bikes easily available in the downtown core. It improves the connectivity of the regional system by allowing those who come into downtown the opportunity to make short trips on bike instead of car. The choice of a bike trip vs. a car trip in downtown Boise reduces wear and tear on the roads of downtown. Those roads, because of the constraint of buildings ,cannot be widened to accommodate more vehicular traffic. Bike share can move people without adding to traffic congestion. 2.4, Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries. The experience in other cities with bike share clearly shows that those cities become more bikeable because it makes biking an easy choice for getting around. A futher benefit of bike share is that it brings people who may not have biked in some time back into the community of cyclists, often driving the sale of bicycles, which in turn creates more bike trips. Bike share is a part of making communities more liveable. More bikes make drivers more aware of cyclists, which in turn helps calm traffic and make the streets safer for all users.

ALTERNATIVE TRANSPORTATION

5.1, Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life. The bike share program we have today grew out of a public health initiative. The thinking was that if you could get people to push bike pedals instead of gas pedals, they would get some exercise, burn a few calories and improve their health. Side benefits of the initiative would be improved air quality and a reduction in traffic congestion. Bike share improves connectivity in the downtown area it serves. By expanding the system, more people will be served and the footprint of the system will be increased. This, in turn, will improve the quality of life for a larger number of people as it is our goal to serve not just downtown, but the surrounding neighborhoods. Our experience in the first year has also shown that people are already using the bikes to access parks, especially those along the Greenbelt. If we can start dotting the Greenbelt with more bike share stations it will only encourage more rides. Another goal of expansion is to increase the utility of the system, so taking a bike for a trip to the grocery store will become the easy choice. Currently only one grocery store is directly linked in the bike share system.

6.2, Maintain the vitality of regional centers, and main streets through continued public and private investments in new and existing businesses, housing and transportation options as appropriate. There is no doubt downtown Boise is growing, with new office buildings, condominiums and hotels being built. All of the people occupying those buildings need transportation. While not all will choose bike share, the easier it is for them to choose this option, the more likely they are to use it. Bike share reduces car trips, which helps maintain and build on the vitality of the downtown area. In planning the system we strive to connect bike share with transit, so that those using fixed line routes can complete the first/last mile of their commute with bikes.

Quantity	Description	Each price	Total Price
Priority 1			
EQUIPMENT			
36	Bicycles	\$1,250	\$45,000
225	Square rack & baseplate	\$400	\$90,000
45	Compact Map/Sign panel	\$1,200	\$54,000
	Large Map/Sign panel	\$2,700	\$0
2000	Member RFID cards	\$2	\$4,000
SHIPPING AND HANDLING			
	Bike Shipping	\$60	\$2,160
	Compact Map/Sign panel shipping	\$50	\$2,250
	Large Map/Sign module		\$0
	Dock shipping	\$40	\$9,000
	Installation		\$33,590

Priority 1 Total **\$240,000**

Priority 2			
EQUIPMENT			
30	Bicycles	\$1,500	\$45,000
210	Square rack & baseplate	\$400	\$84,000
42	Compact Map/Sign panel	\$1,200	\$50,400
	Large Map/Sign panel	\$2,700	\$0
2000	Member RFID cards	\$2	\$4,000
SHIPPING AND HANDLING			
	Bike Shipping	\$60	\$1,800
	Compact Map/Sign panel shipping	\$50	\$2,100
	Large Map/Sign module		\$0
	Dock shipping	\$40	\$8,400
	Installation		\$195,700
			\$30,120

Priority 2 Total **\$225,820**

Priority 3			
EQUIPMENT			
28	Bicycles	\$1,500	\$42,000
180	Square rack & baseplate	\$400	\$72,000
36	Compact Map/Sign panel	\$1,200	\$43,200
	Large Map/Sign panel	\$2,700	\$0
2000	Member RFID cards	\$2	\$4,000
SHIPPING AND HANDLING			
	Bike Shipping	\$60	\$1,680

Compact Map/Sign panel shipping	\$50	\$1,800
Large Map/Sign module		\$0
Dock shipping	\$40	\$7,200
Installation		\$25,000






















Priority 3 Total **\$196,880**

Boise GreenBike Enhancement Map

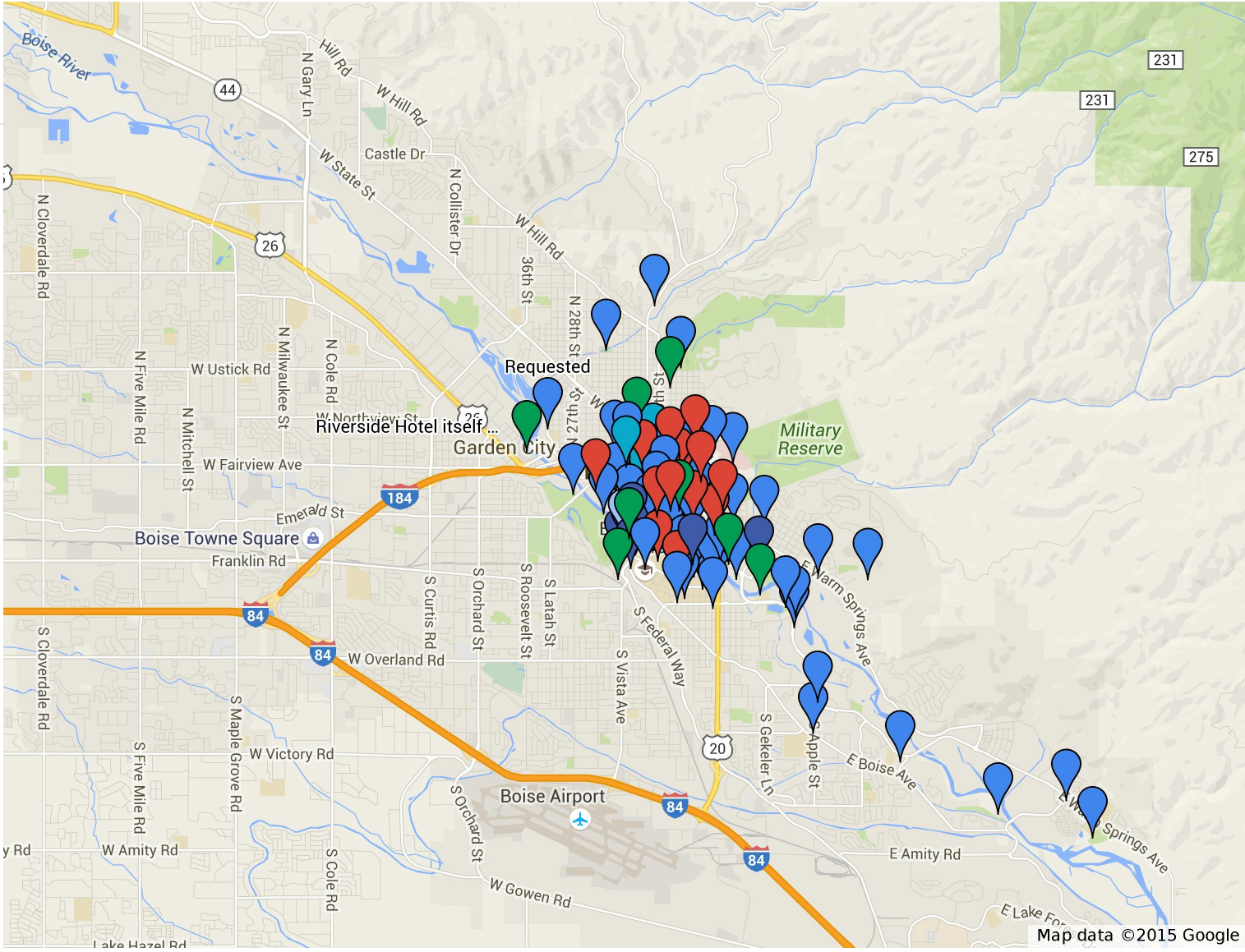
Phase 1 - 2015

-  All items































Expansion - 2016










-  Linen District
-  JUMP
-  Record Exchange
-  13th & Jefferson
-  9th & Main
-  Zoo Boise
-  Discovery Center
-  Friendship Bridge
-  Driscoll Hall
-  Chaffee Hall
-  Broadway & University
-  Ann Morrison Park
-  Whitewater Park Apartments
-  Banner Bank
-  State office complex
-  VA Medical Center
-  Roosevelt market
-  Municipal Park
-  Lincoln and Beacon
-  Boise State Apartments
- 

Business and Economics Bldg











Map of existing and system enhancement station hub locations

-  Lusk & Royal
-  LaPointe & Island
-  Sherwood & Lusk
-  Residence Inn
-  Boise Ave
-  Towers
-  Environmental Research
-  Bronco Gym
-  Morrison Center
-  Albertsons Stadium
-  The Ram
-  Ha' Penny
-  Library!
-  13th & River
-  Red Lion
-  Camels Back Park
-  5th & Idaho
-  Bogus Basin Road
-  Kathryn Albertson Park
-  Albertsons on Beacon
-  Nursing Bldg
-  Falcon Bldg
-  Botanical Gardens
-  Federal Building
-  M&W Market
-  Donna Larsen Park
-  Corporate Park
-  Dept of Labor
-  16th & Idaho
-  Elm Grove Park

-  Park Center Park
 -  Retail Center
 -  Springhill Suites
 -  Shakespeare Festival
 -  Harris Ranch
 -  Bown Crossing
 -  Barber Park
 -  Boise & Apple
 -  Apple & Parkcenter
-

Expansion - 2017

-  5th and Front
 -  Lusk District
 -  Albertsons Marketplace
 -  Hyde Park
 -  Riverside Hotel Area
 -  Washington Group Plaza
 - 
 - Yanke Family Research Center
 -  Boise Depot
-



December 2, 2015

Mr. Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Dear Matt:

I am writing to express Capital City Development Corporation's (CCDC) support and endorsement of Boise GreenBike's application for a Transportation Alternatives Program (TAP) grant to expand the Boise GreenBike network in and around downtown Boise in the coming years. CCDC is Boise's urban renewal agency charged with improving public infrastructure, promoting development, and growing the economy downtown.

Since its introduction this past April, Boise GreenBike has been a welcome addition in promoting vitality downtown. By providing short term, convenient bike rental in and around downtown, Boise GreenBike has made travel more convenient not only between destinations within downtown, but also to and from Boise State University and nearby neighborhoods such as the North End. It makes downtown businesses and other attractions more convenient to residents, workers, and visitors. Many visitors to downtown Boise who are attending an event at the Boise Centre have used GreenBikes to explore the greater downtown area during their visits. Boise GreenBike also complements the local transit system, ValleyRide, and improves traffic and air quality by reducing short car trips downtown.

An expanded Boise GreenBike system would further complement CCDC efforts in downtown Boise by continuing to extend the convenience of travel to and from downtown business and attractions by current and future visitors, as well as those who live or work downtown or in the surrounding neighborhoods.

CCDC supports this grant request and looks forward to working with Boise GreenBike on its future expansion in downtown Boise.

Regards,


John Brunelle
Executive Director

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Ustick Road, Montana to Indiana	Priority <u> 1 </u> of <u> 1 </u> of the applicant
Brief Project Description: The proposed improvements consist of widening Ustick Road from a two-lane roadway without curb, gutter and sidewalk to a four-lane roadway with raised median lanes or a five-lane roadway with curb, gutter sidewalk and bike lanes. Two improvement options are considered at the Montana Avenue intersection – a conventional signalized intersection and a roundabout. At the Indiana Avenue intersection, improvements considered consist of widening the single-lane roundabout to a modified dual-lane roundabout or a dual-lane roundabout.	
Contact Information	Requesting Agency: City of Caldwell Contact Name: Robb MacDonald Address: 621 Cleveland Boulevard City, State, Zip: Caldwell, ID 83605 Phone Number: 208-455-3006 Email Address: Rmacdonald@cityofcaldwell.org Project Partner(s):
Project Location / Information	City and/or County: Caldwell, Canyon County Street Name (if applicable): Ustick Road Is the project located in an Economically Distressed area? (click for info) explain? Refer to page 159 of 196 of attached PDF Is the project located in an Environmental Justice consideration area? (click for info) explain? Refer to page 159 of 196 of attached PDF Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? Refer to page 153 of 196 of attached PDF Explain how the project is consistent with CIM 2040? (click for info) Refer to page 12 of 196 of attached PDF How does the project meet CIM 2040 Vision, goals, or strategies? Explain. Refer to page 12 of 196 of attached PDF Will this project lessen safety hazards? If yes, explain? Refer to page 12 of 196 of attached PDF Will the project add funds to or expand an existing project? If yes, provide key number <p style="text-align: center;">No</p> What other attempts have been used to secure funding on this project? Explain outcomes. <p style="text-align: center;">None</p> Proposed project schedule? (provide timeline showing how long to plan for each phase) Refer to page 13 of 196 of attached PDF Please include maps, photos, and/or drawings of the project, if applicable. See attached PDF.

Continued on next page

Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	Federal/Grant amount requested: \$ 5.4 million	
	Maximum local match amount*: \$ 396,400	Percent % of total cost: 7.34
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?*	
	Yes	
	TOTAL cost of project: \$ 5.4 million	
	<i>* Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)</i>	

Please Click the Excel Tab Related to your Project



December 03, 2015

Toni Tisdale

700 N.E. 2nd Street
Suite 200
Meridian, ID 83642

RE: Application for additional project funding – TAP Funding – Main Street Station Bicycle Parking Room and Amenities

Dear Toni,

Valley Regional Transit (VRT) respectfully submits the attached application for the Downtown Boise *Main Street Station project Bicycle Parking Room and Related Amenities*. The attached application includes project details and rationale for these related funds. Details and a brief explanation are also included in this letter. The project is requesting the following funding:

- Bicycle storage and repair equipment for the lower level - \$13,350.00
- Furnishings and tenant improvements for the lower level bicycle storage room - \$26,565.00
- Bicycle storage and repair equipment for the upper level - \$5,310.00
- Contingency for cost changes from estimation to implementation - \$2,261.25

VRT is prepared to provide the additional required match funding of 7.34% (\$3,762.00) for a total project cost of **\$51,248.00**

Project Details:

In the late 80's, the local bus company (now called VRT) was given four blocks of public on-street space for bus transfers and staging in the downtown core of Boise. As bus service and transit needs grew, this on-street facility was shown to have several drawbacks. Transfers required riders to traverse up to three blocks of space to get to a connecting bus. Elderly or disabled riders had limited time to do this based on bus scheduling. There were no restrooms for riders or drivers in the area, causing conflict with existing businesses. Limited shelter in the area caused riders to often wait out the weather in business doorways and entries, causing additional conflict. The buses staged on the street in front of businesses blocking storefront views and signage. There were no customer service facilities available for pass sales or rider assistance. It was clear that a bus transfer facility was needed in the area. Planning and a search for funding began in the early 2000's.

The initial project funds were provided between 2006 and 2008. Following the initial project funding VRT staff searched for a convenient location until mid-2013, but was never able to provide a suitable location within the available budget for a site that met the agencies current needs. In late 2013 the Gardner Company approached VRT with the proposal to include a bus transfer facility into a project they proposed to build at 8th and Main in Downtown Boise. This area had been considered as a prime bus transfer location during the search for a suitable site, but



the real estate costs for the area had always prohibited VRT from building a facility on their own in this vicinity.

The project is being constructed now, but due to the high cost of construction in downtown and the limited amount of funding VRT has available, bicycle amenities are lacking in the facility. VRT has allocated space for a bike storage room within the downstairs transfer hub but does not currently have funding to provide any amenities to the space. Without this funding the space will very likely remain an unused concrete walled room.

In the past Valley Regional Transit has programmed into the cost of all fixed route buses a three place bike rack – the largest available, and will place these types of bike racks on all vehicles purchased into the future. VRT has also provided this size of bike rack for all existing transit vehicles running fixed route service in the valley.

The Main Street Station project will be completed in the fall of 2016 and will include amenities for bus transferring of passengers inside of a sheltered space, restrooms for drivers and passengers as well as customer service and pass sales. It will be a vital amenity to the downtown area and provide numerous benefits to the traveling and commercial public in the area.

This funding request will provide tenant improvements to the existing space, bike racks for transit riders and the general public, secure storage of the bikes and repair amenities and tools.

Please consider this application for full funding to allow us to increase bicycle-transit usage, complete the first-mile / last-mile gap in transit convenience and provide a much needed amenity to a quality facility.

If you require any additional information please do not hesitate to contact me. Additional project photos and details included below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jacob Hassard", is written over the word "Sincerely,".

Jacob Hassard
Regional Capital Projects Manager

- Rendering of the proposed facility entryway (lower level)



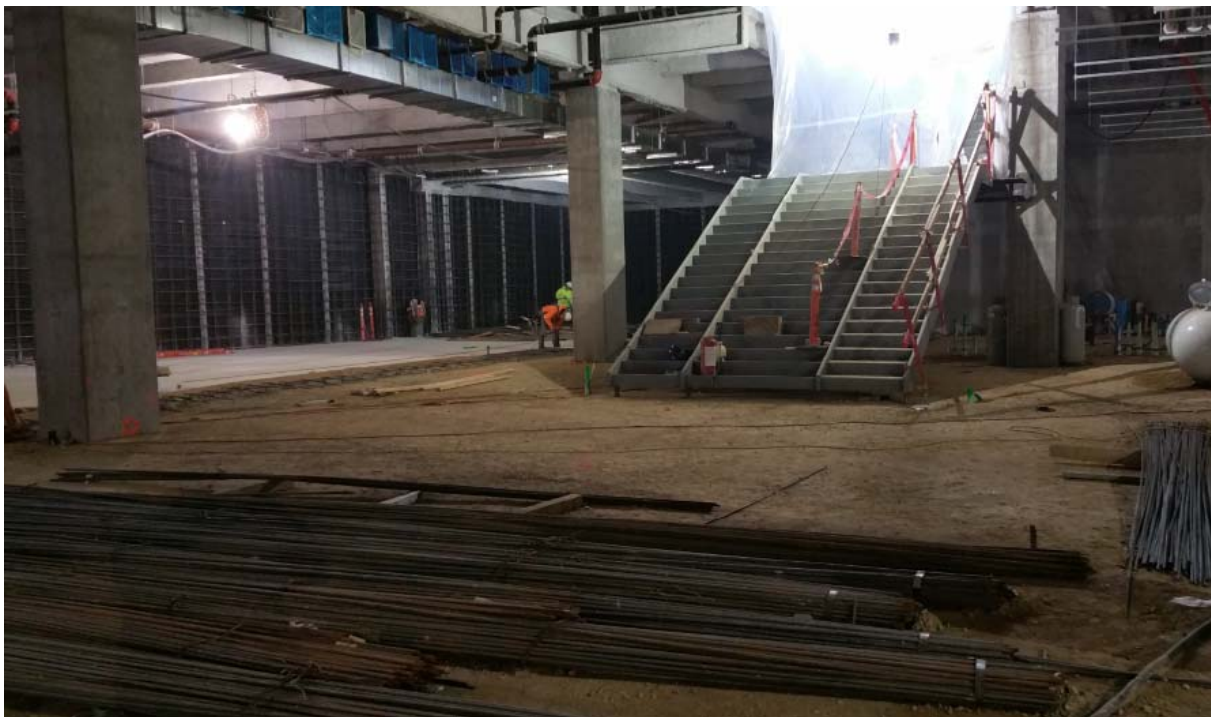
- Rendering of entryway off of Main Street



- Construction Progress Photos to date (Main Street entrance)



- Construction Progress Photos to date (lower level customer service area and stairs)



FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Main Street Station project Bicycle Parking Room and Related Amenities		Priority <u> 1 </u> of <u> 1 </u> of the applicant
Brief Project Description: Valley Regional Transit seeks additional funding to purchase bike racks, bike repair equipment, security infrastructure and tenant improvement furnishings for a secure bike storage room inside of a planned transit hub.		
Contact Information	Requesting Agency: Valley Regional Transit Contact Name: Jacob Hassard Address: 700 NE 2nd Street, Suite 100 City, State, Zip: Meridian, ID 83642 Phone Number: 208-258-2705 Email Address: jhassard@valleyregionaltransit.org Project Partner(s): Capital City Development Corporation	
Project Location / Information	City and/or County: Boise, Ada County Street Name <i>(if applicable)</i> : Main Street and 8th Street in Downtown Boise Idaho Is the project located in an Economically Distressed area? <i>(click for info) explain?</i> No Is the project located in an Environmental Justice consideration area? <i>(click for info) explain?</i> No Did the environmental suitability analysis identify potential environmental considerations in the project area? <i>(click for info) If yes, explain?</i> No Explain how the project is consistent with CIM 2040? <i>(click for info)</i> The project meets multiple goals of CIM 2040, including Transportation, Community Infrastructure, Health, and Economic Development.	

Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Project Location / Information	<p>How does the project meet CIM 2040 Vision, goals, or strategies? <i>Explain.</i></p> <p>This facility and the related amenities will provide space for alternative transportation choices made by persons living, working or visiting downtown Boise. As such it meets CIM goals 1.1, by improving accessibility to jobs, schools, and services. 1.2 by improving safety on downtown streets. More bike usage in the downtown area will make for safer streets. 1.3 by protecting the existing transportation systems. By replacing car trips with bikes ridership there will be less wear on roadways. 1.4 by improving connectivity between modes of transportation, providing the first-last mile of a commute, for example.</p> <p>It meets Land Use goals 2.1 by helping to reduce the need to widen and replace existing roadways. 2.4 by enhancing the ability of everyone to ride, instead of drive, thereby making the community more walkable and bikeable.</p> <p>It meets Community Infrastructure goals 4.1 by helping with safe, reliable, and cost-effective infrastructure elements. 4.2 by reducing the need for maintenance of existing infrastructure.</p> <p>It meets Health goals by providing amenities for a transportation system that promotes physical activity and reduces tailpipe emissions in a way that helps enhance the quality of life in downtown Boise by reducing the need for car trips. The project also meets goal 6.2 under Economic Development by maintaining the vitality of downtown Boise by providing viable, reliable and cost-effective transportation alternatives.</p> <p>Will the project add funds to or expand an existing project? <i>If yes, provide key number</i></p> <p>Yes - The entire transit hub project is funded in part from key nos. 10807, 10808, 10809, 18788, 18884, 19081, 19122 & 19131. However, limitations on current project funding will not provide for the bicycle related amenities that are requested here.</p> <p>What other attempts have been used to secure funding on this project? <i>Explain outcomes.</i></p> <p>In addition to the key numbers listed above Valley Regional Transit has secured funding for the facility environmental evaluation from the City of Boise, federal grant matching funds have been provided by the Capital City Development Corporation and land match value was provided by the Ada County Highway District and the Capital City Development Corporation. Valley Regional Transit has also applied for funds for similar types of amenities from the People for Bikes philanthropic grant department. That grant could provide up to \$5,000 for bicycle related amenities, but will not be awarded until mid December of 2015.</p> <p>Proposed project schedule? <i>(provide timeline showing how long to plan for each phase)</i></p> <p>Equipment would need to be ordered in early to mid 2016 and installed by mid to late summer of 2016. The facility and related amenities will open to the public in early fall 2016.</p> <p>Please include maps, photos, and/or drawings of the project, if applicable.</p> <p>See appendix 1 for attached location and vicinity details.</p>
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FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	Federal/Grant amount requested: \$47,486	
	Maximum local match amount*: \$3,762	Percent % of total cost: 7.34%
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?*	
	Operating and Maintenance Costs will be covered in the yearly budget for the facility maintenance program.	
	TOTAL cost of project: \$51,248	

** Attach commitment of local match and/or operating costs (letter/minutes/resolution)
(Signed by elected official for agency or President/CEO of a company)*

See appendix 2 for attached resolution from Capital City Development Corporation of local match provisions.

Please Click the Excel Tab Related to your Project

ALTERNATIVE TRANSPORTATION

PROJECT NAME: Main Street Station project Bicycle Parking Room and Related Amenities

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) *Explain.*

The project and the related amenities and services it will provide meet several of the needs identified in the TSCP in Ada County. Specifically, N3D.2 - Need for improved urban mobility and transportation options, facilities and services. N3D.5 - Need for mobility options for commuter trips. N3D.6 - Need for transportation and mobility options for people who don't drive. N3D.7 - Need for improved multimodal circulation, accessibility, connectivity, and coordinated mobility.

How does the project support and/or maintain successful/critical service operations?

The Main Street Station is an additional infrastructure element that will be vital for the growth and future development of the downtown core in Boise. With this facility and the related amenities people traveling into downtown by any means of transportation can use their bikes to get around for short trips that otherwise might be taken by individual automobiles. It is especially advantageous for those coming into town by bus, van pool, car pool or other ride-sharing options. They now have an option for storage of their bikes for short trips to work, shopping, or longer term storage in downtown Boise. This grant request is designed to provide the necessary amenities to what would otherwise be unused space and provide these mobility options to an even larger number of people.

How does the project support the existing transportation system?

These amenities are designed to provide an additional method or mode for people to travel around downtown Boise, as well as helping to increase the range of mobility for the average transit user. Riders can use the existing transportation system to get downtown, and then choose to store or use their own bike to make short trips within the urban core. It can assist in providing the first or last mile of a commute for those choosing to come into the city by bus or other shared-use forms of transportation.

ALTERNATIVE TRANSPORTATION

Project Criteria

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? *If relevant.*

Transit riders enter the downtown core for a variety of destinations, everything from riding the bus or a bike to the office, to simple recreational rides. The grant request hopes to expand opportunities for people living in, working in or visiting downtown Boise to use bikes for more regular or utilitarian purposes, such as running errands, going to lunch or coffee, shopping, etc. By making the racks and amenities more available the request would seek to make bike usage the easy choice and the primarily alternative to driving in addition to transit use.

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? *Provide supporting documentation.*

N/A

Does the project have dedicated right-of-way, or will it need to be purchased?

The project does not require right-of-way, as the amenities will be placed inside of an existing facility owned and operated by Valley Regional Transit.

Does the project have a local or regional scope? Explain.

The scope of the project is local to the downtown area of Boise and the neighborhoods surrounding the downtown. If it has a regional scope it would be to provide the community coming into the downtown with another option for mobility in and around downtown Boise.

Is the project identified in an adopted local plan specifically? *Provide supporting documentation.*

No, this project expansion is not identified specifically in any local plan. However, VRT is currently updating the Regional Public Transportation Development Plan (RTDP) which has a corresponding Capital Improvement Plan (CIP). The CIP is a ten (10) year plan which will include these improvements along with other capital projects to enhance the system.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

No, this project has not been discussed with the ITD D3 TAP Coordinator. Valley Regional Transit has extensive experience dealing with federal funding and has estimated the required items and timeline into the project.

ALTERNATIVE TRANSPORTATION

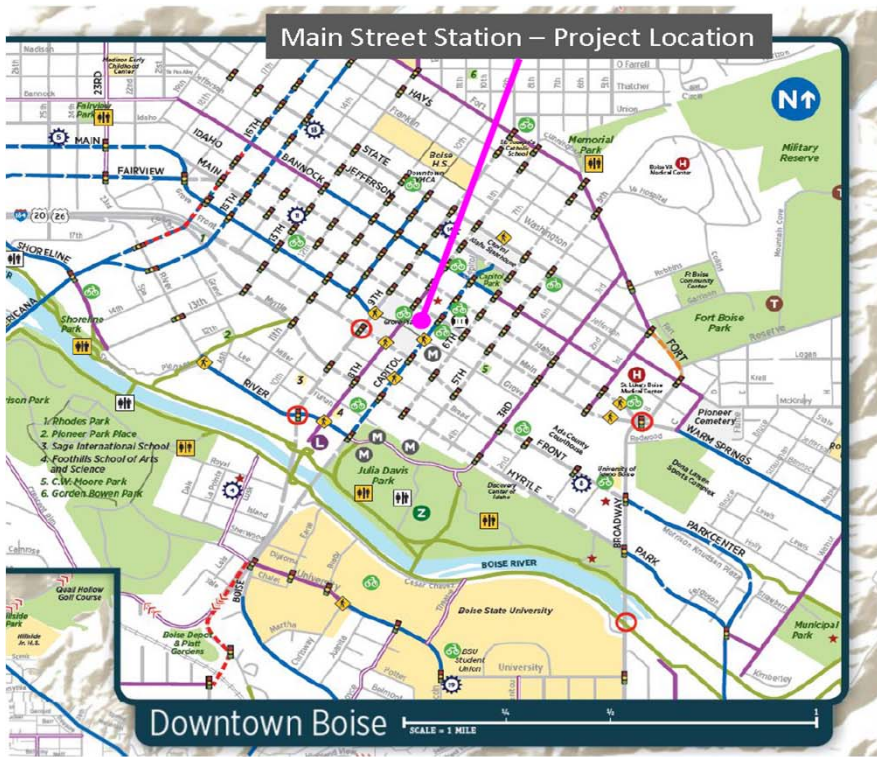
Which CIM 2040 Performance Measures are relevant? *(click for info)*

How? *(add statement)*

Providing these amenities to the Main Street Station will enhance several of the CIM 2040 Performance Measures. Specifically, 1.2 Improve safety and security for all transportation modes and users. The experience in other cities where the number of cyclists has increased, shows that the more bikes there are on the streets, the more all road users become accustomed to seeing them. This leads to slower automobile traffic, which makes the roads safer for all users, drivers, cyclists and pedestrians. 1.3, Protect and preserve existing transportation systems and opportunities. Cycling is an emission-free form of transportation. With more places for transit users and riders to lock bikes safely and securely these improvements in emissions will increase. 1.4, Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips. Cycling and transit usage encourages these types of trips by making good, reliable modes of transportation easily available in the downtown core and throughout the valley. These amenities will improve the connectivity of the regional system by allowing those who come into downtown the opportunity to make short trips on a bike instead of car. The choice of a bike trip vs. a car trip in downtown Boise reduces wear and tear on the roads of downtown. Those roads, because of the constraint of private property and buildings, cannot be widened to accommodate more vehicular traffic. Cycling and transit use can move people without adding to traffic congestion. 2.4, Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries. The experience in other cities with cycling and transit clearly shows that those cities become more bikeable because of the connections made, providing for an easy choice and greater mobility. A further benefit of these amenities is that they will help to bring people who may not have biked back into the community of cyclists, often driving up the sale of bicycles, which in turn creates more bike trips. Cycling is a part of making communities more liveable. More bikes make drivers more aware of cyclists, which in turn helps calm traffic and make the streets safer for all users. Valley Regional Transit has already invested in providing three-place bike racks on all of its transit vehicles (the largest size possible). We now need to provide additional infrastructure to assist the transit riding and cycling communities.

Main Street Station project Bicycle Parking Room and Related Amenities
Proposed Budget

Quantity	Description	Each price	Total Price
Lower Level Equipment - First Priority			
60	Bike Racks	\$90	\$5,400
1	Bike Repair Station (incl tools)	\$1,675	\$1,675
1	Rack and Repair Station Installation	\$3,750	\$3,750
1	Low Decibel Compressor	\$850	\$850
1	Locking Compressor Cabinet and Assoc. Hardware	\$1,675	\$1,675
Lower Level Equipment Total			\$13,350
Lower Level Furnishings - Second Priority			
2	Security Cameras	\$2,150	\$4,300
1	Security Access Panel and/or Card Reader	\$1,875	\$1,875
1	Std (30/70) hollow metal door w/frame & access window	\$8,250	\$8,250
1	Drop Ceiling and LED lighting for Bike Storage Room	\$4,975	\$4,975
1	Door, Ceiling and Lighting installation	\$5,475	\$5,475
1	Wiring for compressor electrical feed	\$845	\$1,690
Lower Level Furnishings Total			\$26,565
Upper Level Equipment - Third Priority			
1	Bike Repair Station (incl tools)	\$1,675	\$1,675
1	Air line from lower level compressor	\$495	\$495
1	Repair Station installation	\$475	\$1,180
1	Wiring of air line from lower level compressor	\$1,960	\$1,960
Upper Level Equipment Total			\$5,310
Project Totals			
	Project Contingency	5% of above	\$2,261.25
	Federal Subtotal	92.7% of total, sum of all above	\$47,486
	Local Match	7.3% of total	\$3,762
Project Total			\$51,248

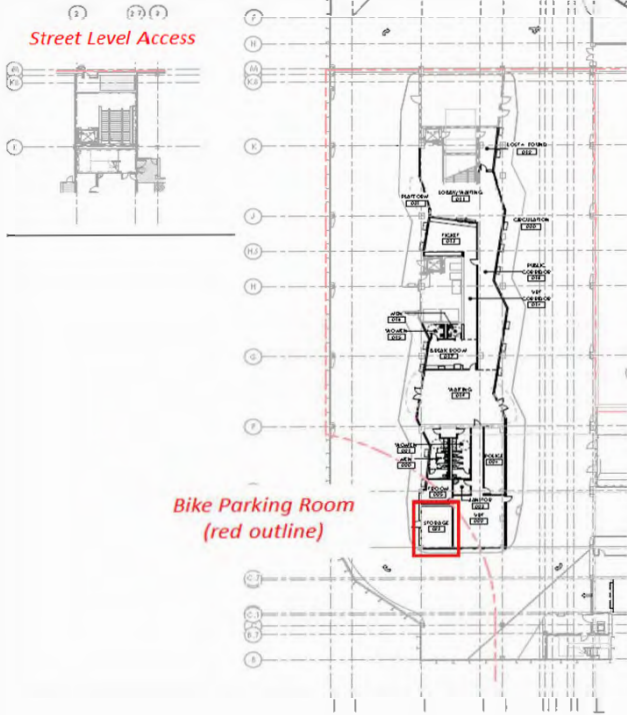


Map from *Ada County Bike Map 2015*, Ada County Highway District

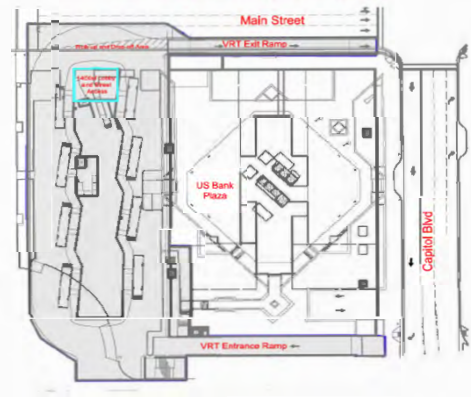
Legend

- PUBLIC AMENITIES AND FEATURES**
- Bike Repair Station
 - Bike Shop
 - Boise GreenBike
 - Cemetery
 - City Hall
 - Hospital
 - Library
 - Museum
 - Park and Ride Lot
 - Public Swimming Pool
 - Ridge to Rivers Trailhead
 - Zoo
 - Restroom Year-round (down to dusk)
 - Restroom Seasonal (Spring through Fall, down to dusk)
 - Traffic Signal
 - All Way Stop
 - Pedestrian Signal
 - Hills, direction of climb
 - One Way Street
 - Water
 - Park
 - Retail Area
 - Schools
- BICYCLE NETWORK**
- Bike Lane**
Striped bike lane and signage.
 - Bike Friendly Route**
Bike route on streets with speed limits of 30 mph or lower and modest traffic volumes. Most Bike Friendly Routes have bike pavement markings or wayfinding signs.
 - Neighborhood Route (low traffic)**
Residential street with low traffic volumes and good connectivity off the main roads.
 - Highway Bike Route**
Roadway with moderate to high traffic volumes, and speed limits of 35 mph or higher, but with a shoulder or wide outside lane. Cyclists using these roads should be comfortable riding in traffic.
 - Shared Roadway (low traffic)**
Rural routes that have speed limits higher than 40 mph, but very low traffic volume.
 - Dashed Shared Routes**
Connections like above Shared Routes, but have narrow lanes or no shoulder.
 - Difficult Connection**
Higher traffic volume, speed, narrow lane, and/or no shoulder. Use caution or seek alternate route.
 - Multi-Use Path**
Greenbelt or separated bicycle and pedestrian paved pathway. No motor vehicles allowed.
 - Walking Trail**
Bicyclists must dismount, foot traffic only.
 - Connections**
Shortcuts and sidewalks.

Main Street Station – Site Details



Station Site Map (showing bus ramps to street)



RESOLUTION NO. 1225

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, APPROVING THE MEMORANDUM OF UNDERSTANDING BY AND BETWEEN VALLEY REGIONAL TRANSIT AND THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO; AUTHORIZING THE CHAIR, VICE-CHAIR, OR EXECUTIVE DIRECTOR, AND SECRETARY, RESPECTIVELY, TO EXECUTE AND ATTEST SAID MEMORANDUM OF UNDERSTANDING SUBJECT TO CERTAIN CONDITIONS; AUTHORIZING THE EXECUTIVE DIRECTOR AND SECRETARY TO EXECUTE ALL NECESSARY DOCUMENTS REQUIRED TO IMPLEMENT THE MEMORANDUM OF UNDERSTANDING AND TO MAKE ANY NECESSARY TECHNICAL CHANGES TO THE MEMORANDUM OF UNDERSTANDING SUBJECT TO CERTAIN CONDITIONS; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code (the "Law"), a duly created and functioning urban renewal agency for Boise City, Idaho (hereinafter referred to as the "Agency").

WHEREAS, the Agency is authorized to conduct proceedings and to use revenue allocation proceeds pursuant to the terms and provisions of the Local Economic Development Act, being Idaho Code, Title 50, Chapter 29, as amended and supplemented (the "Act"), for the purpose of financing the undertaking of any urban renewal project;

WHEREAS, the City Council of the City of Boise, Idaho (the "City"), after notice duly published, conducted a public hearing on the Amended and Restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4 and Project II, Idaho R-5 (the "Central District Plan");

WHEREAS, following said public hearing, the City adopted its Ordinance No. 5597 on December 6, 1994, approving the Central District Plan and making certain findings;

WHEREAS, the City, after notice duly published, conducted a public hearing on the River Street-Myrtle Street Urban Renewal Plan (the "River Street Plan");

RESOLUTION NO. 1225 - 1

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WHEREAS, following said public hearing, the City adopted its Ordinance No. 5596 on December 6, 1994, approving the River Street Plan and making certain findings;

WHEREAS, the City, after notice duly published, conducted a public hearing on the Westside Downtown Urban Renewal Plan (the "Westside Plan");

WHEREAS, following said public hearing, the City adopted its Ordinance No. 6108 on December 4, 2001, approving the Westside Plan and making certain findings;

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amended and Restated Urban Renewal Plan River Street-Myrtle Street Urban Renewal Project (annexation of the Old Boise Eastside Study Area and Several Minor Parcels) and Renamed River-Myrtle/Old Boise Urban Renewal Plan Project (The "River Myrtle-Old Boise Plan");

WHEREAS, following said public hearing, the City adopted its Ordinance No. 6362 on November 30, 2004, approving the River Myrtle-Old Boise Plan and making certain findings;

WHEREAS, the Agency has embarked on redevelopment projects to revitalize the Project Area, the Westside Project Area, and the River Myrtle-Old Boise Project Area (collectively "the Downtown Urban Renewal Areas") in compliance with the Amended Urban Renewal Plan, the Westside Plan, and the River Myrtle-Old Boise Plan (collectively "the Downtown Urban Renewal Plans");

WHEREAS, the Agency has long recognized the importance and significance of the development of transportation services including alternative transportation modes within the Downtown Urban Renewal Areas as a critical component of revitalization;

WHEREAS, the Agency is responsible for the implementation of the Downtown Urban Renewal Plans, which plans identify certain transportation goals and objectives and the establishment of transit, pedestrian and bicycle facilities to encourage use of alternative means of transportation;

WHEREAS, under the provisions of the Downtown Plans and as authorized by Idaho Code §50-2015, Agency may enter into cooperative agreements with public bodies to achieve the objectives of an urban renewal plan;

WHEREAS, Agency has assisted in securing approximately \$10 million of federal appropriations to the regional public transit authority of Valley Regional Transit ("VRT"), for the acquisition of a suitable location for a downtown multi-modal center, which has been identified as a joint initiative of both the Agency and the City;

WHEREAS, advancement of transit alternatives and use of the federal grant funds will require local matching funds;

RESOLUTION NO. 1225 - 2

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WHEREAS, VRT has no ability to provide local matching funds to advance transit alternatives pursuant to its mission;

WHEREAS, Agency has agreed to cooperate in the provision of local matching funds for the downtown multi-modal center;

WHEREAS, Agency staff and VRT staff have drafted a proposed Memorandum of Understanding (MOU) that sets forth the terms of the agreement between the Agency and VRT concerning the selection of a site and design for the proposed multi-modal center and the respective obligations of the parties, including the provision of the local matching funds;

WHEREAS, VRT has procured a grant from the Federal Transit Administration (FTA) in the amount of \$9,570,030. The required local match for the grant is a maximum of \$2,392,508;

WHEREAS, as of August 23, 2010, \$250,000 in local match funds have been provided, leaving a maximum remaining match of \$2,142,508;

WHEREAS, pursuant to the proposed MOU, upon authorization of the MOU, the Agency's Executive Director would be authorized to provide the maximum remaining match of funds, as set forth above, conditioned on approval by the Agency's Executive Director of the specific requisitions or invoices submitted by VRT;

WHEREAS, Agency staff recommends approval of the MOU;

WHEREAS, the Agency Board finds it in the best interests of the Agency and public to approve the MOU.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That the MOU, a copy of which is attached hereto as Exhibit A and incorporated herein as if set out in full, is hereby approved and adopted.

Section 3: That the Chair, Vice-Chair, or Executive Director and Secretary of the Board of Directors of the Agency are hereby authorized to sign and enter into the MOU and, further, are hereby authorized to execute all necessary documents required to implement the actions contemplated by the MOU, subject to representations by the Executive Director and Agency legal counsel that there is no default under the MOU and that all conditions precedent to actions and any necessary technical changes to the MOU or other documents are acceptable upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the MOU and the comments and discussions received at the August 23, 2010, Agency Board meeting.

RESOLUTION NO. 1225 - 3

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Section 4: That the Executive Director is authorized to provide the maximum remaining match of funds, as set forth in the MOU, conditioned on approval by the Agency's Executive Director of the specific requisitions or invoices submitted by VRT.

Section 5: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED By the Urban Renewal Agency of Boise City, Idaho, on August 23, 2010.
Signed by the Chair of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners, on August 23, 2010.

APPROVED:

By: 
Chair

ATTEST:
By: 
Secretary

RESOLUTION NO. 1225 - 4

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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) Valley Regional Transit	Date 12/3/15
---	-----------------

Project Title (Name of Street or Road) MSS project Bicycle Parking Room and Rel. Amenit.	F.A. Route Number N/A	Project Length N/A	Bridge Length N/A
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Project Limits (Local Landmarks at Each End of the Project)
Project will provide bicycle related amenities and infrastructure to a transit facility that is currently under construction. Facility is located at the intersection of Main Street and 8th Street in Downtown Boise.

Character of Proposed Work (Mark Appropriate Items)

<input type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input type="checkbox"/> Sidewalk
<input type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____
<input type="checkbox"/> Bit. Surface	<input type="checkbox"/> Curb & Gutter	<input type="checkbox"/> Lighting	

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 3,762
Right-of-Way (ITD 1150, Line 2)	\$ _____
Construction (ITD 1150, Line 18)	\$ 47,486

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	
Within 2 miles of an Airport	
Parks (City, County, State or Federal)	
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	Cycling and transit related facilities and amenities.

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

Will any Person or Business be Displaced: Yes No Possibly

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

Sponsor's Signature 	Title PROJECT MANAGER
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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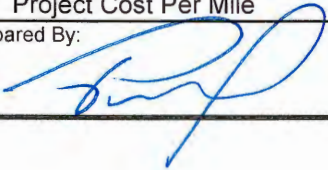


Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number N/A	Project Number N/A	Date 12/1/2015	
Location Main Street and 8th Street in Downtown Boise		District 3	
Segment Code N/A	Begin Mile Post N/A	End Mile Post N/A	Length in Miles N/A

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$4,000
1b. Preliminary Engineering by Consultant (PEC)		
2. Right-of-Way: Number of Parcels _____ Number of Relocations _____		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
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)		
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$44,000
15. Cost of Constructions (Items 3 through 14)		\$44,000
16. Mobilization % of Item 15		\$1,000
17. Construction Engineer and Contingencies 5 % of Items 15 and 16		\$2,000
18. Total Construction Cost (15 + 16 + 17)		\$47,000
19. Total Project Cost (1 + 2 + 18)		\$51,000
20. Project Cost Per Mile		
Prepared By: 		

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Five Mile Creek Pathway - Segment D		Priority ___ of ___ of the applicant
Brief Project Description: Design and construct a mile-long segment of the City of Meridian's multi-use pathway connecting Black Cat Road to Ten Mile Road. The City's existing Five Mile Creek pathway connects Pine Avenue to Ten Mile Rd.		
Contact Information	Requesting Agency: City of Meridian Contact Name: Jay Gibbons, Parks and Pathways Project Manager Address: 33 East Broadway Ave., Suite 206 City, State, Zip: Meridian, ID 83642 Phone Number: (208) 489-0553 Email Address: jgibbons@meridiancity.org Project Partner(s): Nampa & Meridian Irrigation District	
	City and/or County: Meridian, Ada County Street Name (if applicable): Black Cat Rd. to Ten Mile Rd., north of Ustick Rd. Is the project located in an Economically Distressed area? (click for info) explain? No, it is undeveloped farmland with a commercial development and the City's Waste Water Treatment Plant at the east terminus on Ten Mile Road. Is the project located in an Environmental Justice consideration area? (click for info) explain? No. Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain? An environmental suitability analysis has not been done. However, the pathway follows the north bank of Five Mile Creek, historically an irrigation drainage. Explain how the project is consistent with CIM 2040? (click for info) The multi-use pathway project provides an alternative transportation route connecting the northwest area of the City to downtown via existing pathway connections. How does the project meet CIM 2040 Vision, goals, or strategies? Explain. The City's Master Pathways Plan, adopted in 2007 illustrates the City's goals of providing alternative transportation opportunities via a series of connected multi-use pathways. Will this project lessen safety hazards? If yes, explain? Yes. Current pathway/trail users trespass on irrigation ditch banks and dash across arterial roads to Will the project add funds to or expand an existing project? If yes, provide key number No What other attempts have been used to secure funding on this project? Explain outcomes. Meridian's City Council approved funds to secure easements/agreements for this in FY2016 Proposed project schedule? (provide timeline showing how long to plan for each phase) Design documents and license agreement complete in FY2016, construction to follow. Please include maps, photos, and/or drawings of the project, if applicable.	
Project Location / Information	Federal/Grant amount requested: \$359,324 Maximum local match amount*: \$28,464 Percent % of total cost: 7.34%	
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?* Yes. The City Parks & Recreation Department maintains approximately 30 miles of multi-use pathways throughout the City and its parks. TOTAL cost of project: \$387,788 * Attach commitment of local match and/or operating costs (letter/minutes/resolution) (Signed by elected official for agency or President/CEO of a company)	
Cost Information	Continued on next page	

ALTERNATIVE TRANSPORTATION

PROJECT NAME: Five Mile Creek Pathway - Segment D

Project Criteria

How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) Explain.

The multi-use pathway will provide an accessible route for alternative transportation off-road system. Maintenance will be accomplished utilizing existing City resources.

How does the project support and/or maintain successful/critical service operations?

The multi-use pathway will support alternative transportation needs across the City of Meridian off system.

How does the project support the existing transportation system?

The multi-use pathway will support alternative transportation needs across the City of Meridian.

What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? If relevant.

Alternative transportation modes and recreation.

If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? Provide supporting documentation.

No vehicles required.

Does the project have dedicated right-of-way, or will it need to be purchased?

No

Does the project have a local or regional scope? Explain.

The Five Mile Creek Pathway will connect to the City of Nampa's Five Mile Creek Pathway providing a regional pathway connection.

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

Yes, the City of Meridian's Pathways Master Plan, adopted in 2007.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

No

Which CIM 2040 Performance Measures are relevant? (click for info) CIM 1.4

How? (add statement)

The project adds another connected linear mile pedestrian and bicycle facility to the City of Meridian's multi-use pathway network.

PROJECT DEVELOPMENT PROGRAM

PROJECT NAME:

The criteria for this program are project readiness and geographic distribution. COMPASS staff will select the project and the consultants. If there is a high demand and competition for the service, the COMPASS staff recommendations will go to RTAC and the COMPASS Board.

Consider this project for project development as well, in get to the concept design and a good federal cost estimate. Per Jay Gibbons 12/8/15.

Project Criteria

New budget provided 12/8/15 from Jay Gibbons
I updated the "All" tab with this new information (Toni Tisdale)

Five Mile Creek Pathway – Segment D

The City of Meridian's Pathways Master Plan, adopted in 2007, created a multi-use pathway network throughout the City's area of city impact. The Five Mile Creek Pathway is the spine of this network as it bisects the city. The City has prioritized its implementation of the plan to connect several undeveloped miles on Five Mile Creek. Currently, the Five Mile Creek Pathway consists of just under 3 miles of asphalt pathway.

The proposed pathway segment follows Five Mile Creek on its north bank from the creek's intersection with Black Cat Road south of McMillan to a point along the creek adjacent to the City's waste water treatment plant. At that point, the pathway will cross the creek via a proposed pedestrian bridge to connect to an existing multi-use pathway constructed around the McNellis Subdivision, a commercial development on the northwest corner of Ten Mile Road and Ustick Road. Segment D will provide a direct connection to the east of Ten Mile Road, where the existing multi-use pathway connects along Five Mile Creek to Linder Road at the intersection with Ustick. Completing Segment D would provide a direct pathway link to downtown Meridian from as far west as Black Cat Road.

There are no right-of-way costs as the pathway will reside entirely within Nampa & Meridian Irrigation District owned property. The City's Master Pathway Agreement with Nampa & Meridian Irrigation District, recorded in 2001, defines a process for the City to work with the irrigation district toward pathway development which culminates in the City and District entering into a recorded license agreement covering the pathway and its construction/maintenance specifics.

Cost Estimate

10' wide asphalt pathway including excavation, structural fill/base material 4563 linear feet @ \$36 per LF (per 2014 pathway construction project)	\$164,268
10' wide pre-manufactured pedestrian bridge 100 linear feet @ \$1200 per LF delivered & installed	\$120,000
Federal Aid Project Development Costs – 30% Design, agreements, Davis-Bacon, project administration	\$52,880
Project Contingency – 15%	\$50,572
Total Construction Cost	\$387,788



City of Nampa

ENGINEERING DIVISION

OFFICE (208) 468-5458

CITY HALL 411 THIRD STREET SO. NAMPA, IDAHO 83651

FAX (208) 465-2261

December 3, 2015

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

Dear Toni,

The City of Nampa is pleased to present to COMPASS an application packet for consideration for TAP funding. The project enlarges Nampa's multimodal transportation network by filling a short gap in what will be a continuous 1.5 mile pathway along Indian Creek serving a high Hispanic/Latino population and Low-Moderate Income area of northeast Nampa. This trail will connect to a proposed shared use lane on Sugar Street which, in turn, leads to transit stops on Garrity Boulevard. The project truly increases alternative transportation options for those who bike or walk as a primary means of transportation. It is a substantial project that will include stabilizing the north bank of Indian Creek and constructing 600' of pathway. In addition, it includes safety and ADA improvements at the trail crossing at Kings Road. The project is consistent with the North Nampa Indian Creek Trail Master Plan prepared by the U.S. Army Corps of Engineers in conjunction with the City of Nampa and adopted in August 2009. It addresses all improvements needed to complete the trail to Nampa Bicycle and Pedestrian Master Plan standards. Implementation can be completed in phases.

Funding for this project has been desired for some time going back to 2009 when the Army Corps of Engineers completed the Indian Creek Trail Master Plan. The project is also consistent with the Nampa Citywide Transportation Plan, the Bicycle and Pedestrian Master Plan and the Nampa Comprehensive Plan.

Further, it will encourage those who bike or walk to use the bus system to reach destinations throughout the Treasure Valley. Goals, objectives and tasks from CIM 2040 are addressed, supporting improved connectivity between transit and bike/walk networks.

The following application package components are attached for your consideration:

1. Construction of a trail gap on the Indian Creek Pathway in northeast Nampa, including
 - (a) bank stabilization;
 - (b) construction of approximately 633 feet of 8-foot-wide, multi-use asphalt pathway
2. Safety and ADA improvements to the crosswalk where Indian Creek Pathway crosses South Kings Road, including:
 - (a) Rapid Flashing Beacons (RFB);
 - (c) a street light;
 - (d) ADA pedestrian ramps;
 - (e) sidewalk/storm water system repair;
 - (f) thermoplastic striping; and
 - (g) signage.

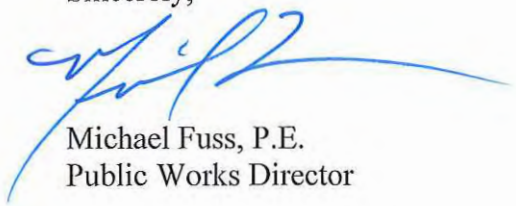
Toni Tisdale
COMPASS
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Page 2 of 2

The application components are identified in priority order. The City understands grant funding is limited. Phasing the project allows the selection committee to break apart the application elements to fit within available funding.

Thank you for the opportunity to submit this application for funding. Please let me know if you have questions or need additional information. The City looks forward to your decision.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael Fuss", is written over a light blue rectangular background.

Michael Fuss, P.E.
Public Works Director

MF/jb

FY2017 COMPASS PROJECT APPLICATION - ALL

PROJECT NAME: Indian Creek Pathway Extension (Taffy Dr - Peppermint Dr)	Priority <u> 1 </u> of <u> 1 </u> of the applicant
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Brief Project Description: This project will construct approximately 633 feet of 8-foot-wide, multi-use, asphalt pathway to fill a critical gap in Nampa’s trail system and enlarge Nampa’s multimodal transportation network by connecting to a future shared use lane planned for Sugar Street that would, in turn, lead to transit stops on Garrity Boulevard (a project that is pending under the FY17 FTA applications). It would also provide for safety and ADA improvements to the crosswalk where Indian Creek Pathway crosses South Kings Road. This project is particularly significant because it expands alternative transportation options in an area with both a high Hispanic/Latino population and a high Low Moderate Income (LMI) population. With completion of this trail gap, Indian Creek Pathway will provide 1.5 miles of continuous trail on the northeast side of Nampa serving over 750 homes in four subdivisions in the immediate area beside Indian Creek as well as residents in surrounding areas. The project is consistent with the goals and objectives of the North Nampa Indian Creek Trail Master Plan prepared by the U.S. Army Corps of Engineers in partnership with the City of Nampa. This plan supports development of a comprehensive bike and pedestrian trail along Indian Creek as well as restoration of the creek. The project can be completed in phases.

Improvements include:

- (1) Pathway construction to fill the trail gap will be completed consistent with standards identified in the Nampa Bicycle and Pedestrian Master Plan (NBPMP); and bank stabilization on the northeast side of Indian Creek between the two existing pathways will be done in such a way to prevent future erosion;
- (2) Safety improvements for pedestrians and bicyclists including Rapid Flashing Beacons (RFB), street lighting, ADA pedestrian ramps, sidewalk/stormwater system repair, thermoplastic striping and signs will be installed where Indian Creek Pathway crosses South Kings Road.

Contact Information	<p>Requesting Agency: City of Nampa Contact Name: Jeff Barnes, P.E., City of Nampa Engineering Address: 411 3rd St. So. City, State, Zip: Nampa, ID 83651 Phone Number: (208) 468-5521 Email Address: barnesj@cityofnampa.us Project Partner(s): Nampa Bicycle and Pedestrian Advisory Committee Bike Walk Nampa Nampa School District</p>
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	<p>City and/or County: Nampa, Canyon County</p> <p>Street Name (if applicable): The pathway gap exists between the north end of the Indian Creek Pathway next to South Taffy Drive (located just south of South Peppermint Drive) and the south end of the northern pathway section located between Indian Creek and a home at 63 South Peppermint Drive. The crosswalk improvements are located on South Kings Road between South Queens Drive and East Badger Drive where the Indian Creek Trail crosses Kings Road.</p> <p>Is the project located in an Economically Distressed area? (click for info) explain? Yes. Nampa per capita income (\$16,813) is less than 80% of the national average (\$22,155). U.S. Census Bureau, 2009-2013 5-Year American Community Survey</p> <p>Is the project located in an Environmental Justice consideration area? (click for info) explain?</p>
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Please Click the Excel Tab Related to your Project

FY2017 COMPASS PROJECT APPLICATION - ALL

Although the Indian Creek Pathway between Sugar Street and South Kings Road and the safety crossing improvements on Kings Road are not in the COMPASS Environmental Justice Consideration Area for Minority Population, the designated minority consideration area starts near where the existing Indian Creek Pathway terminates and is to the north of the pathway on the west side of Sugar Street. The project area is in an area of high Hispanic/Latino population according to 2010 Census Block Group data. Indian Creek Trail to the west of Sugar Street runs through areas that are 47%, 23% and 52% Hispanic/Latino. The block group immediately beside the trail to the north of the proposed trail gap closure is 30% Hispanic/Latino. The area of the proposed safety crossing improvements on Kings Road is 29% Hispanic/Latino on the east side and 30% Hispanic/Latino on the west side. (see attached map) This is by comparison to a 22.9% Hispanic/Latino population for the City of Nampa and 11.2% Hispanic/Latino population for Idaho. (U.S. Census QuickFacts, 2010, 10-14-15) Regarding Environmental Justice Consideration for low income, Indian Creek Trail terminates at its western edge near a COMPASS identified low income consideration area. According to 2014 Housing and Urban Development data, the proposed improvements, including the South Kings Road safety improvements, are in a 52.18% Low to Moderate Income (LMI) neighborhood. (see attached map) Indian Creek Trail multimodal improvements will connect with a proposed shared use lane on Sugar Street and will link low income minority neighborhoods with bus routes on Garrity Boulevard. The west side of the planned Sugar Street shared use lane is in a COMPASS low income consideration area in part and borders areas that are 66.17%, 52.18% and 68% LMI, according to 2014 HUD data. The expanded bicycle network will provide transportation options to some of Nampa's most vulnerable population.

Did the environmental suitability analysis identify potential environmental considerations in the project area? (click for info) If yes, explain?

The proposed improvements are in an area designated as a water feature in the environmental suitability analysis. The bank of Indian Creek at the site of the proposed pathway connection has eroded. Pathway construction in this location will include bank stabilization which will help prevent further erosion and will decrease the amount of sediment entering the creek. The environmental impact of this stabilization effort should be positive. A continuous pathway along Indian Creek is supported by the U.S. Army Corps of Engineers, Walla Walla Division as detailed in the North Nampa Indian Creek Trail Master Plan, a plan prepared by the Army Corps of Engineers in conjunction with the City of Nampa. (www.cityofnampa.us/index.aspx?NID=435) The Kings Road safety crossing improvements would be on the roadway and would not affect Indian Creek.

Explain how the project is consistent with CIM 2040? (click for info)

This project is consistent with CIM 2040. It clearly meets the theme of "connections" by providing additional alternative transportation choices and improved safety for all users in a cost-effective manner. The project serves those without cars, encouraging walk and bike trips that lead to transit stops in order to access and connect to jobs, schools and services, including College of Western Idaho, Saint Alphonsus Medical Center on Garrity Boulevard and other destinations. The project is particularly significant because it expands Nampa's bicycle and pedestrian network for an area of town with significant LMI and minority populations. It also encourages healthier lifestyles.

How does the project meet CIM 2040 Vision, goals, or strategies? Explain.

FY2017 COMPASS PROJECT APPLICATION - ALL

In particular, this project meets the vision, goals and strategies of CIM 2040 by promoting multimodal transportation and encouraging bike and walk trips. It addresses the goals of CIM 2040, including the following:

- 1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services;
- 1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips;
- 2.4 Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries;
- 5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.

Will this project lessen safety hazards? *If yes, explain?*

Yes, this project will lessen safety hazards by providing a Rapid Flashing Beacon and other crosswalk improvements where the Indian Creek Pathway crosses South Kings Road. The project will also increase safety by providing off-road pathway connections for bicyclists and pedestrians.

Will the project add funds to or expand an existing project? *If yes, provide key number*

This project connects directly with and expands the impact of the planned Sugar Street shared lane project which has been submitted for funding through the FY17 FTA applications. In addition, funding for improvements on the current Indian Creek pathway is approved through the Recreational Trails Program of the Idaho Department of Parks and Recreation contingent upon final environmental review. This project would significantly expand the potential for use of the Indian Creek Trail for bicyclists and pedestrians who desire alternative transportation options and build the bicycle and pedestrian network in this area of town.

What other attempts have been used to secure funding on this project? *Explain outcomes.*

We applied to the Recreational Trails Program, Idaho Department of Parks and Recreation in January 2014 for funding for this project but we were not funded.

Proposed project schedule? *(provide timeline showing how long to plan for each phase)*

See Attached

Please include maps, photos, and/or drawings of the project, if applicable. See Attached

Continued on next page

FY2017 COMPASS PROJECT APPLICATION - ALL

Cost Information	Federal/Grant amount requested: \$454,000
	Maximum local match amount*: \$36,000 (+ CE&I if necessary) Percent % of total cost: 7.34%
	Is applicant committed to paying operating and/or maintenance costs for this project after completion?*
	Yes. See attached Resolution passed by the Nampa City Council on 11-2-15.
	TOTAL cost of project: \$490,000

** Attach commitment of local match and/or operating costs (letter/minutes/resolution) This project is scheduled for consideration at Nampa City Council on December 21, 2015.
(Signed by elected official for agency or President/CEO of a company)*

ALTERNATIVE TRANSPORTATION

**PROJECT NAME: Indian Creek Pathway Extension
(Taffy Dr - Peppermint Dr)**

Criteria	<p>How is the project for bus, equipment, or facility replacement consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties? (click for info) <i>Explain.</i></p> <p>This project is consistent with the Transportation Service Coordination Plan for Ada and Canyon Counties, in particular, Strategy 3DL010 - Implement Infrastructure Improvements in Ada and Canyon counties to Support Biking and/or Pedestrian Access and Strategy 3DL011 - Develop, preserve, and improve off-street pathways and trails. Specifically, this project meets the following listed components of these two strategies: (1) Improve bike lanes, provide bike/pedestrian crossings on major roads (safety islands, lights, signal timing, signage, etc.), and fill in gaps in bike corridors; (2) Provide infrastructure to improve accessibility for people with disabilities, including sidewalks, curb cuts, and bike paths; (3) Provide access to off-street trails and pathways and provide connectivity between off- and on-street networks.</p> <p>How does the project support and/or maintain successful/critical service operations?</p> <p>This project supports a continued effort to successfully enlarge Nampa's bicycle and pedestrian network including making connections to transit services. By emphasizing multimodal transportation options, we are able to support critical bus service in order to provide transportation for those who bike or walk as a primary means of transportation. By filling the trail gap in the current Indian Creek Pathway, the pathway will support residents and neighborhoods in a larger area of northeast Nampa.</p> <p>How does the project support the existing transportation system?</p> <p>As part of a multimodal transportation network, this project supports transit operations on Garrity Boulevard through a planned shared use lane on Sugar Street which would directly connect the Indian Creek Trail to transit stops on Garrity. The existing VRT bus route 53 runs from downtown Nampa along 11th Avenue North and Garrity Boulevard to Saint Alphonsus Medical Center Garrity site and College of Western Idaho as well as servicing other destinations. Connections can be made to access jobs and services into the Boise area. Nampa buses have bike racks.</p> <p>What are the primary trip purposes (nutrition, shopping, health, employment, civic engagement, recreation, all other) for the project? <i>If relevant.</i></p> <p>By connecting to Garrity bus stops, this project supports those who need to reach schools, jobs, retail, services and recreation destinations. Transit stops in the project area serve retail, Saint Alphonsus Medical Center's Garrity location, medical offices, Lakeview Park, the Hispanic Cultural Center and other services located along 11th Avenue North and Garrity Boulevard. Transit provides service from this area to CWI. In addition, residents can access jobs, schools and services throughout the Valley by transferring to other transit routes.</p> <p>If seeking vehicle replacement, does agency have a capital replacement plan that supports the application for a new vehicle? <i>Provide supporting documentation.</i></p> <p>N/A</p>
-----------------	---

ALTERNATIVE TRANSPORTATION

Project

Does the project have dedicated right-of-way, or will it need to be purchased?

The City of Nampa currently owns the land where the trail gap would be constructed and has right-of-way at the Kings Road and Indian Creek pathway crossing.

Does the project have a local or regional scope? Explain.

This project has a local scope but expands off-road transportation alternatives for a larger segment of population in northeast Nampa.

Is the project identified in an adopted local plan specifically? Provide supporting documentation.

This project is consistent with the North Nampa Indian Creek Trail Master Plan which was a joint project of the City of Nampa and the Army Corps of Engineers, Walla Walla District and adopted by the City in August 2009. Consistent with the purpose of the TAP proposed project, the vision for the Indian Creek Master Plan is “to create an exceptional linear park and trail, and to provide significant ecosystem restoration for Indian Creek within Nampa, Idaho. This trail will serve all forms of non-motorized movement, linking points of interest throughout the City, and provide healthy and diverse, transportation and outdoor recreational opportunities.” (page 3, North Nampa Indian Creek Trail master Plan, <http://www.cityofnampa.us/index.aspx?NID=435>) This project was also identified as a priority in Nampa's Bicycle and Pedestrian Master Plan adopted in August 2011 (Nampa Bicycle and Pedestrian Master Plan, page 87) and is consistent with Nampa's Transportation Master Plan and the Nampa Comprehensive Plan.

If seeking federal funds, has agency discussed this project with ITD District 3 TAP Coordinator for suggestions about budget and timeline?

Because of the short timeline for preparing this particular grant application, we have not discussed this project with the ITD District 3 TAP Coordinator but would be willing to do so.

Which CIM 2040 Performance Measures are relevant? (click for info)

How? (add statement)

The following CIM 2040 Performance Measures are relevant because this project aims to enlarge Nampa's bicycle and pedestrian network and provide additional connectivity to transit:

1.4. Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.

Performance Measure: Pedestrian Level of Service completion %

Performance Measure: Bicycle Level of Service completion %

Performance Measure: Bikeways per Roadway Mile

City of Nampa
Indian Creek Pathway Extension (Taffy Drive – Peppermint Drive)
Transportation Alternative Program

Attachments

1. Project Vicinity Map
2. Project Detail Illustrations
 - a) Figure 1: Indian Creek Pathway Extension
 - b) Figure 2: Kings Road/Indian Creek Trail Crossing
 - c) Figure 3: Concept Cross Section
 - d) Figure 4: Typical Path Section
 - e) Figures 5,6: Photos of Existing Conditions
3. Engineers Estimate of Costs
4. Project Cost Summary Sheet, ITD 1150
5. Federal-Aid Project Request, ITD 2435
6. Project Schedule
7. Environmental Suitability Analysis and Support Documents
 - a) Environmental Suitability Analysis Narrative
 - b) Hispanic Ethnicity Map for Project Area
 - c) Low Moderate Income (LMI) Map for Project Area
 - d) Environmental Justice Consideration Areas: Minority Population
 - e) Environmental Justice Consideration Areas: Low Income Population
 - f) CIM 2040 Environmental Scan
8. Letters of Support
 - a) Nampa School District
 - b) Nampa Bicycle and Pedestrian Advisory Committee
 - c) Bike Walk Nampa
 - d) Nampa Parks Department

Note: Due to the short timeframe for preparing this application, Nampa City Council is scheduled to consider this application, including taking action regarding commitment of match and maintenance, at their regularly scheduled meeting on December 21, 2015.

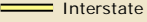
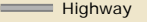
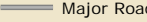
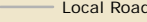
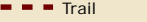
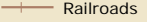
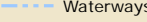
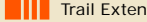
Vicinity Map Application No. 1

Routes	Landuse
Interstate	Airport
Highway	Cemetery
Major Road	Golf Course
Local Road	Government
Trail	Medical
Railroads	Park
Waterways	School
Project Location	

12/1/2015
For illustrative purposes only.



Indian Creek Pathway Extension

- Routes
-  Interstate
 -  Highway
 -  Major Road
 -  Local Road
 -  Trail
 -  Railroads
 -  Waterways
 -  Trail Extension

12/1/2015

For illustrative purposes only.



Figure 1
Application No. 1



Kings Rd/Indian Creek Trail Crossing

- Routes
- Interstate
 - Highway
 - Major Road
 - Local Road
 - Trail
 - Railroads
 - Waterways
 - Street Light
 - Rapid Flashing Beacon (RFB)
 - Sidewalk/Ramps
 - Crossings
- 12/1/2015
For illustrative purposes only.

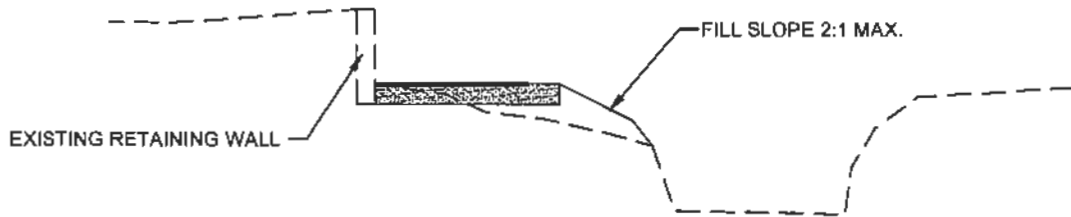
Figure 2
Application No. 1



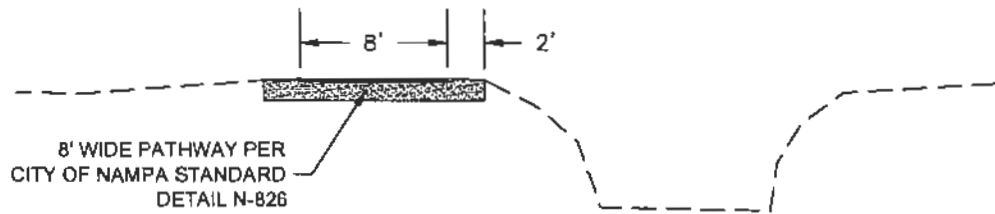
FIGURE 3

CONCEPT CROSS SECTION VIEW

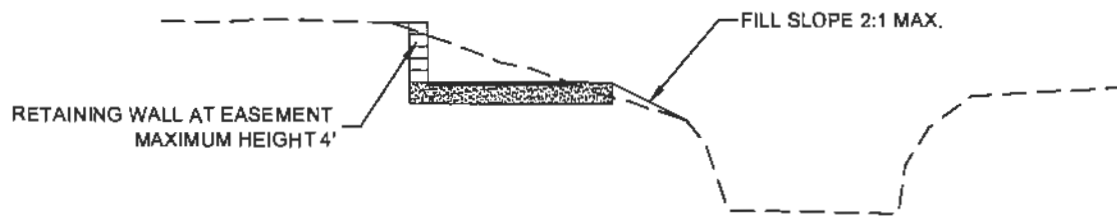
INDIAN CREEK PATHWAY PROJECT



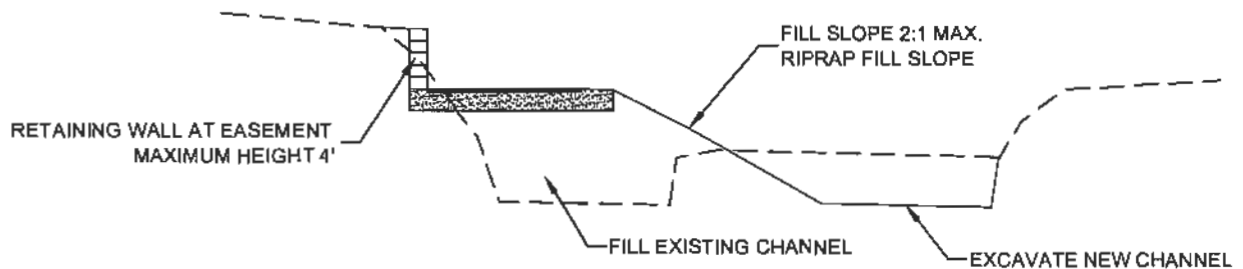
A-A CROSS SECTION



B-B CROSS SECTION



C-C CROSS SECTION



D-D CROSS SECTION

NOTE:

*ACTUAL CROSS SECTIONS TO BE DETERMINED DURING FINAL DESIGN.



T-O ENGINEERS

9777 CHINDEN BOULEVARD
BOISE, IDAHO 83714-2008

PHONE: (208) 323-2288

FAX: (208) 323-2399

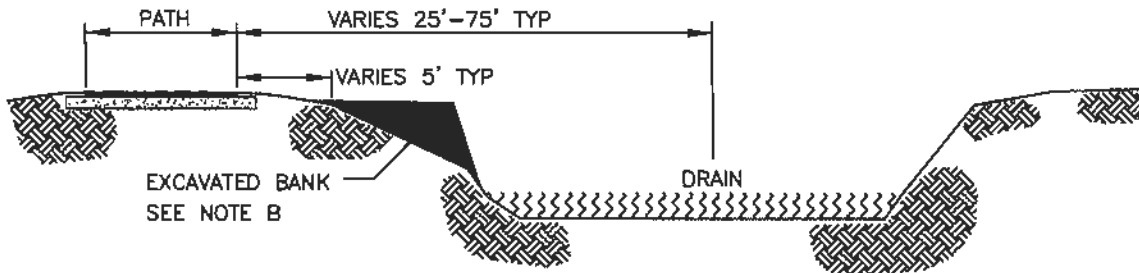
E-FILE: Figure 3

DATE: January 2014 JOB: 130222

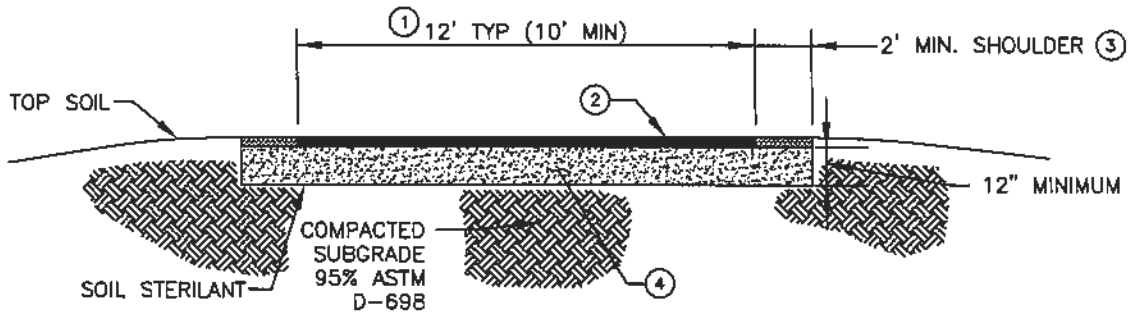
FIGURE 4

NOTES:

- (A) PATH TO BE CONSTRUCTED IN A CURVILINEAR FASHION WHICH BEST FITS EXISTING TOPOGRAPHY, EXISTING VEGETATION AND CREATES A MEANDERING ALIGNMENT.
- (B) SOME AREAS WHERE THE BANK IS HIGH AND STEEP A PORTION OF THE BANK WILL BE EXCAVATED TO PROVIDE A MORE GENTLE SLOPE TO WATER SURFACE. (SLOPE NOT TO EXCEED 5:1).
- (C) PATH TO BE CONSTRUCTED ON THE SIDE OF DRAIN ON WHICH CITY/DEVELOPER HAS AN EASEMENT, DEDICATION OR OWNERSHIP.
- (D) PAVEMENT CROSS SLOPE IS VARIABLE TO MATCH EXISTING GROUND WITH A MINIMUM SLOPE OF 1% AND A MAXIMUM SLOPE OF 2%.
- (E) PAVEMENT CENTERLINE GRADE IS VARIABLE, NOT TO EXCEED THE MAXIMUM SLOPE FOR ADA COMPLIANCE.
- (F) AREA ADJACENT PAVING SHALL BE GRADED AND PLANTED WITH A SEED MIXTURE RECOMMENDED BY CITY OF NAMPA PARKS DEPARTMENT.
- (G) PATH CROSS SECTION MAY BE REQUIRED TO MEET HIGHER STANDARDS, AS DETERMINED BY THE CITY, IF PATH IS USED FOR/ BY MAINTENANCE EQUIPMENT OR FOR UTILITY ACCESS.



TYPICAL PATH LOCATION
-NTS-



TYPICAL PATH CROSS SECTION
-NTS-

LEGEND

- ① WIDTH OF PATHWAY TO BE DETERMINED BY THE CITY.
- ② 2" CLASS III PLANT MIX.
- ③ 4" OF TYPE I CRUSHED AGGREGATE BASE COMPACTED TO 95% MIN. ASTM D-698.
- ④ 12" OF TYPE I CRUSHED AGGREGATE BASE COMPACTED TO 95% MIN. ASTM D-698.

2012 REVISION

CITY OF NAMPA

TYPICAL PATH SECTION
AND LOCATION

STANDARD DRAWING
NO. N-826

Photos of Current Conditions Showing Future Pathway Connections

Indian Creek New Pathway Project



Point of west connection to existing pathway.



Point of east connection to existing pathway.



Bing! Image of location of new pathway.

FY17 TAP Project Application #1

Indian Creek Pathway Extension

12/3/2015

#	Item Description	Estimated Cost
Indian Creek Pathway Extension & Bank Stabilization		
1	Earthwork/Retaining Walls	\$ 110,000.00
2	Drainage and Minor Structures	\$ 20,000.00
3	Pavement and Base	\$ 20,000.00
4	Construction Traffic Control	\$ 5,000.00
5	Landscaping/Erosion Control	\$ 10,000.00
6	Other Items: Fencing/concrete curb/gutter	\$ 30,000.00
<i>Total</i>		\$ 195,000.00

#	Item Description	Estimated Cost
Kings Road/Indian Creek Pathway RFB Pathway Crossing		
1	Drainage and Minor Structures	\$ 12,000.00
2	Pavement and Base: Shoulder Work and Patching	\$ 15,000.00
3	Traffic Items: Rapid Flashing Beacons (RFB), lighting, striping, signage and electrical	\$ 60,000.00
4	Construction Traffic Control	\$ 5,000.00
5	Other Items: Concrete curb/gutter/sidewalk	\$ 25,000.00
<i>Total</i>		\$ 117,000.00

Total Application 1		Total Estimated Cost
	Total Construction	\$ 312,000.00
	Mobilization	\$ 31,000.00
	Preliminary/Consulting Design	\$ 78,000.00
	Contingency/CE&I/Admin	\$ 69,000.00
	Total	\$ 490,000.00



Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
	Indian Creek Pathway Extension (Taffy Drive - Peppermint Drive)	12/3/2015
Location		District
Indian Creek Pathway in the vicinity of Taffy Drive to Peppermint Drive		D3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles
		2

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)	\$5,000	
1b. Preliminary Engineering by Consultant (PEC)	\$73,000	
2. Right-of-Way: Number of Parcels _____ Number of Relocations _____		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork	\$110,000	
5. Drainage and Minor Structures	\$32,000	
6. Pavement and Base	\$35,000	
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)	\$60,000	
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)	\$10,000	
11. Detours		
12. Landscaping	\$10,000	
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)	\$55,000	
15. Cost of Constructions (Items 3 through 14)	\$312,000	
16. Mobilization 10 % of Item 15	\$31,000	
17. Construction Engineer and Contingencies 20 % of Items 15 and 16	\$69,000	
18. Total Construction Cost (15 + 16 + 17)	\$412,000	
19. Total Project Cost (1 + 2 + 18)	\$490,000	
20. Project Cost Per Mile	\$245,000	\$1,000

Prepared By:

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) City of Nampa	Date 11/12/15
---	------------------

Project Title (Name of Street or Road) Indian Crk Pathway Extension (Taffy Dr-Peppermint Dr)	F.A. Route Number	Project Length .3	Bridge Length
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Project Limits (Local Landmarks at Each End of the Project)
Indian Creek Pathway (Taffy Drive to Peppermint Drive) and the intersection of Kings Road and the Indian Creek Pathway

Character of Proposed Work (Mark Appropriate Items)

<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk
<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting	

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 5000, PC 73,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 18)	\$ 412,000

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	
Within 2 miles of an Airport	Yes
Parks (City, County, State or Federal)	Kings Rd Park, Dog Park,
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	N/A
Historical Sites	N/A
Schools	Lake Ridge Elementary, Endeavor Elementary
Other	

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	2	Roadway Width (Shoulder to Shoulder)	36-42 ft	36-42 ft
Pavement Type	ACP	ACP	Right-of-Way Width	50 ft	50 ft

Sponsor's Signature 	Title Project MGR
-------------------------	----------------------

Additional Information to be Furnished by the District

Functional Classification	Minor Arterial	Terrain Type	< 2-5% Grade	20 08	ADT/DHV	5,200
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Project Schedule

Indian Creek Pathway Extension (Taffy Dr. - Peppermint Dr)

12/3/2015

Phase	Estimated Start	Estimated Finish
Pre-design	Oct-16	Nov-16
Design	Dec-16	Mar-17
Bid	Apr-17	Jun-17
Construction	Jul-17	Sep-17

**City of Nampa Application
Transportation Alternative Program
December 3, 2015
Environmental Suitability Analysis**

Indian Creek Trail Multimodal Improvements (Kings Road RFB and Pathway Gap Closure):

Environmental Suitability Analysis:

Environmental Justice Consideration Areas: Minority Population

The COMPASS environmental suitability analysis does not identify the proposed pathway gap closure or safety crossing on Kings Road as being in a minority consideration area. The designated minority consideration area starts where the existing Indian Creek Pathway terminates and is just to the north of the pathway on the west side of Sugar Street.

According to 2010 Census Block Group data the proposed crossing on Kings Road is 29% Hispanic or Latino on the east side and 30% Hispanic or Latino on the west side. The block group just north of the proposed pathway gap closure is 30% Hispanic or Latino (map attached). Providing bicycle and pedestrian facility connections through minority population neighborhoods offers transportation alternatives to a diverse segment of the community.

Environmental Justice Consideration Areas: Low Income Population

Indian Creek Trail terminates at its western edge near a COMPASS identified low income consideration area. According to 2014 Housing and Urban Development data the proposed improvements are in a 52.18% Low to Moderate income neighborhood (Low to Moderate Income map attached). Indian Creek Trail multimodal improvements will connect with a proposed shared use lane on Sugar Street and will link low income minority neighborhoods with bus routes on Garrity Boulevard. According to a 2014 report by AAA¹ the average cost to own and drive a typical sedan is \$8,876 per year. For families with limited incomes this transportation cost burden can push people into needing public assistance or doing without. This proposed bicycle connection will provide transportation options to some of Nampa's most vulnerable population.







Water Feature

The proposed improvements are in an area designated as a water feature in the environmental suitability analysis. The bank of Indian Creek at the site of the proposed pathway connection has eroded. Pathway construction in this location will include bank stabilization which will help prevent further erosion and will decrease the amount of sediment entering the creek. The environmental impact of this stabilization effort should be positive. A continuous pathway along Indian Creek is supported by the U.S. Army Corps of Engineers, Walla Walla Division as detailed in the North Nampa Indian Creek Trail Master Plan, www.cityofnampa.us/index.aspx?NID=435

The Kings Road Rapid Flashing Beacon would be on the roadway and would not affect Indian Creek.

¹ <http://www.cbsnews.com/news/how-much-does-it-cost-to-own-a-car-in-2014/>

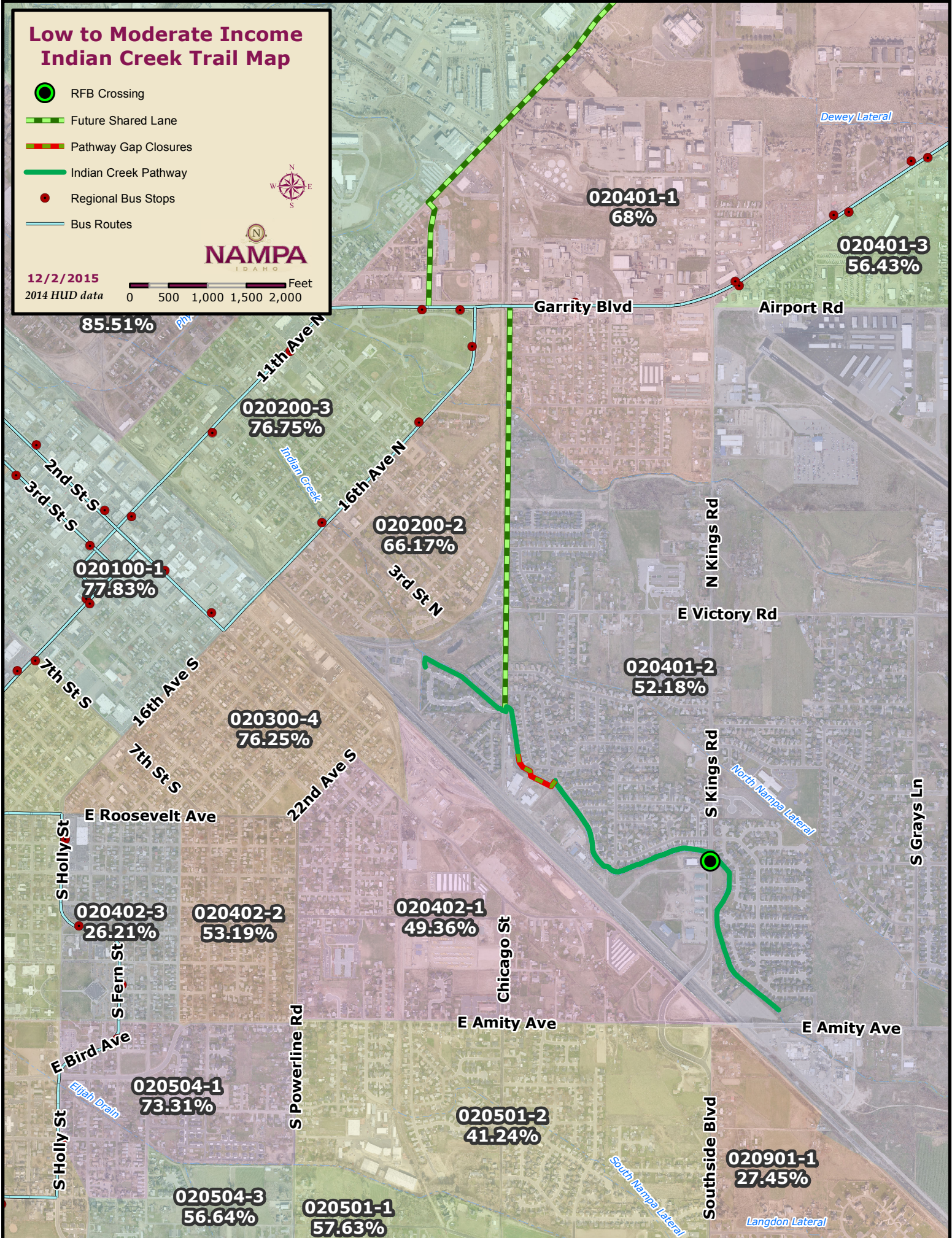
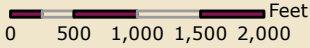
Low to Moderate Income Indian Creek Trail Map

-  RFB Crossing
-  Future Shared Lane
-  Pathway Gap Closures
-  Indian Creek Pathway
-  Regional Bus Stops
-  Bus Routes



12/2/2015

2014 HUD data



85.51%

020401-1
68%

020401-3
56.43%

020200-3
76.75%

020200-2
66.17%

020100-1
77.83%

020401-2
52.18%

020300-4
76.25%

020402-3
26.21%

020402-2
53.19%

020402-1
49.36%

020504-1
73.31%

020501-2
41.24%

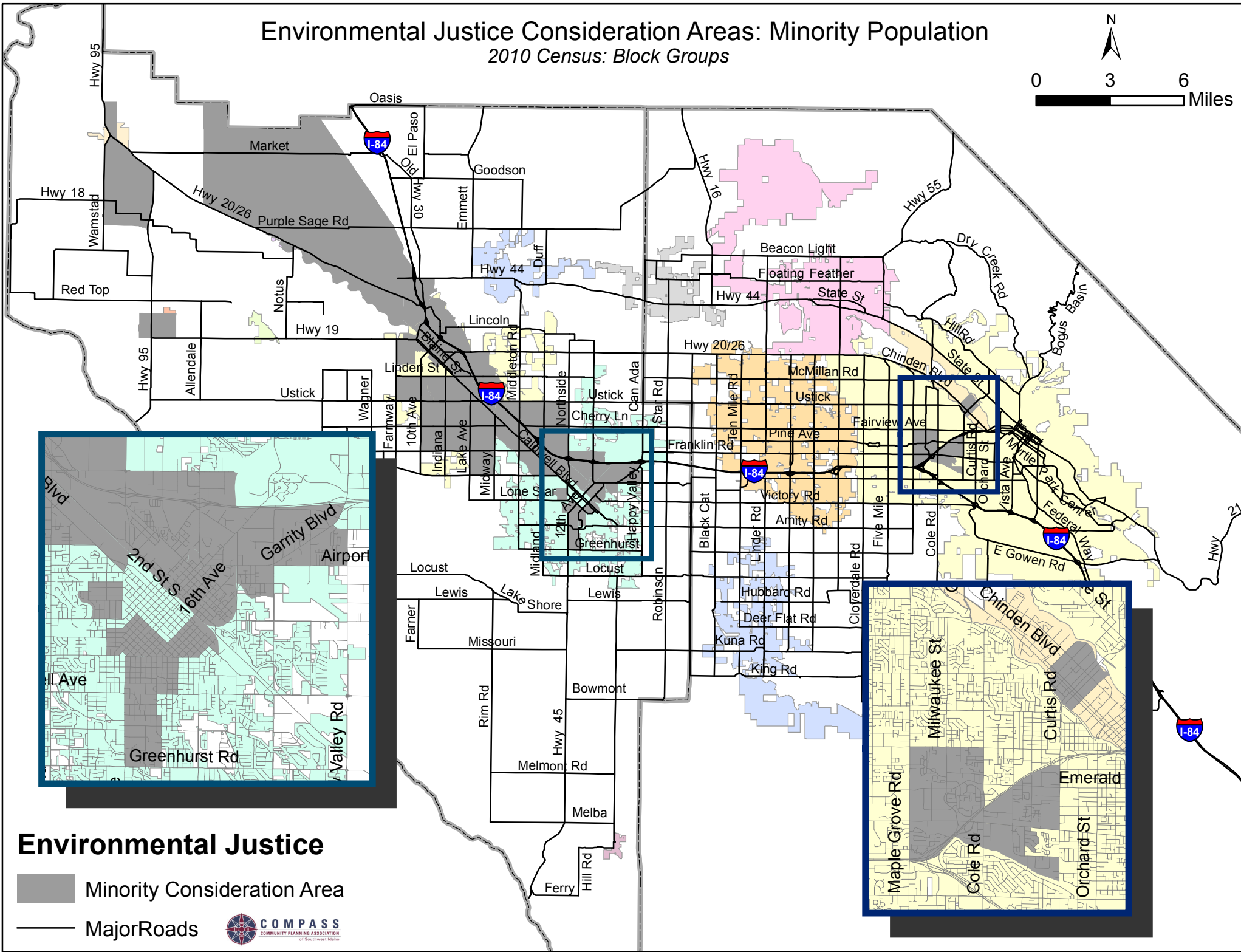
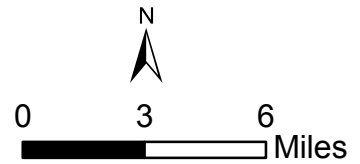
020901-1
27.45%

020504-3
56.64%

020501-1
57.63%


Environmental Justice Consideration Areas: Minority Population

2010 Census: Block Groups

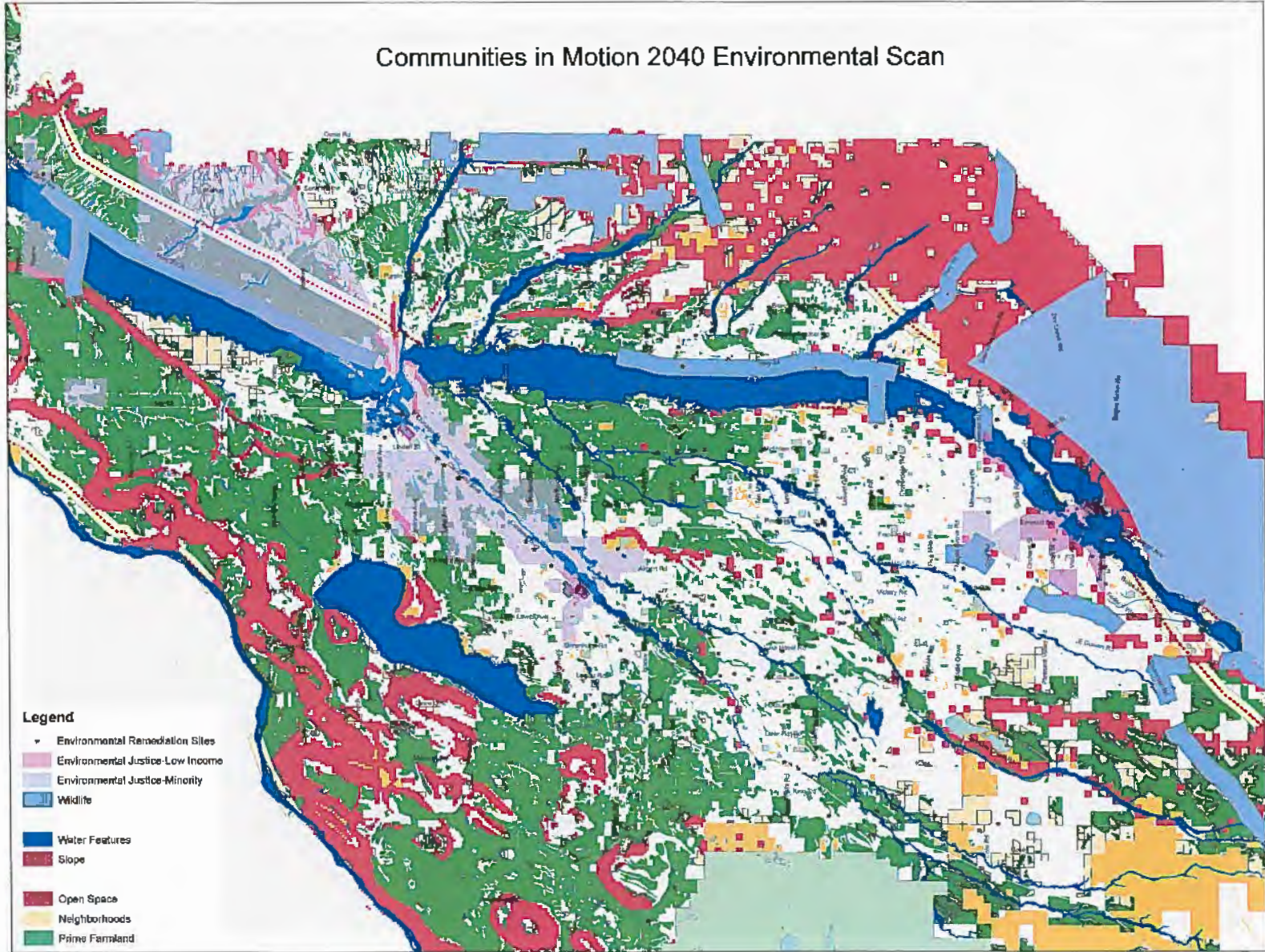


Environmental Justice

- Minority Consideration Area
- Major Roads



Communities in Motion 2040 Environmental Scan





NAMPA

School District No. 131

619 S. Canyon St. • Nampa, ID 83686
(208) 468-4600 • Fax (208) 468-4638
www.nsd131.org

November 30, 2015

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

Dear Ms. Tisdale,

I understand that the City of Nampa is submitting an additional grant application to COMPASS for the Transportation Alternative Program. I am writing to endorse that application. This project will continue the efforts being made in Nampa to enhance safety and increase transportation options by filling a critical gap in the Indian Creek Trail in northeast Nampa. It will provide additional options to safely bike or walk for transportation purposes in Nampa, including in the area of Park Ridge Elementary School.

This project is consistent with a history of the Nampa School District working together with the City of Nampa. For example, currently the Nampa Safe Routes to Schools program is managed by the City of Nampa for the benefit of our schools and all of Nampa's students and families.

The Nampa School District fully supports the City of Nampa in this effort. Projects such as this benefit students, staff and employees of the Nampa School District, making it safer and easier to walk or bike in our community. Thank you for your careful consideration of this project.

Sincerely,

David Peterson
Superintendent of Schools
Nampa School District



Nampa Bicycle & Pedestrian Advisory

Advocates for active living



1108 S Stanford, Nampa

83642

Bikewalknampa.org

1108 S Stanford, Nampa, ID 83686



November 30, 2015

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

Dear Ms. Tisdale,

As Chair of the City of Nampa's Bicycle and Pedestrian Advisory Committee (NBPAAC), I am writing to endorse Nampa's application to the Transportation Alternative Program for the Indian Creek Pathway project. This project has the potential to significantly increase active transportation alternatives in Nampa by filling a trail gap on the Indian Creek Pathway and providing crosswalk safety improvements where the pathway crosses Kings Road.

This project extends Nampa's bicycle and pedestrian network. With the completion of this pathway gap, Indian Creek pathway in this area will provide 1.5 miles of continuous pathway on the northeast side of Nampa and will connect to a shared use lane for bicyclists on Sugar Street which, in turn, provides a connection to transit stops on Garrity Boulevard. Overall, this project helps build a useable multimodal network in a low income area of Nampa where there is a high Hispanic population. Completion of this trail gap and the crosswalk safety improvements will help, in particular, those who use bicycling and walking as a primary form of transportation. Expansion of Nampa's multimodal network increases the potential for those without cars to reach important destinations, including work and school as well as retail, medical and other service providers.

The Nampa Bicycle and Pedestrian Advisory Committee (NBPAAC) reviews projects impacting pedestrians and bicyclists in the City of Nampa and advocates for improvements in order to make our community more pedestrian and bicycle friendly. This project came to our attention some time back and was endorsed in January 2014. As a Committee, we have endorsed the TAP application to COMPASS through an email vote completed on December 2, 2015.

This project is listed as a priority in the Nampa Bicycle and Pedestrian Master Plan and is consistent with the Nampa Transportation Master Plan.

I encourage your full support of this project application. Please let me know if I can answer any questions or help in any way.

Sincerely,

LaRita Schandorff, Chair
Nampa Bicycle and Pedestrian Advisory Committee



Bike Walk Nampa

Bikewalknampa.org

Bikewalknampa@gmail.com

November 30, 2015

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

Dear Toni,

I understand that COMPASS has extended the time for submitting applications for the Transportation Alternative Program. Nampa has an important project that meets the TAP requirements. I am writing as Vice Chair of Bike Walk Nampa, a volunteer citizens' advisory group, to endorse the Indian Creek Pathway project being submitted by the City of Nampa.

This project would construct pathway to fill a major gap in the Indian Creek pathway as well as provide Rapid Flashing Beacons (RFBs) and other crosswalk improvements to increase safety where the pathway crosses Kings Road. It is an important priority for the City and the people of Nampa because it addresses a significant gap in Nampa's pathway system in a location that would provide a connection via a shared use lane on Sugar Street to connect bicyclists to transit stops on Garrity Boulevard. In addition, this project serves a lower income area of Nampa where people are more apt to bike or walk for transportation purposes.

Bike Walk Nampa has worked diligently with the City of Nampa for many years to support our goal of promoting bicycling and walking for transportation and recreation. We regularly take user counts on the city's pathways, for example, as well as advocate for changes and monitor progress as issues are brought to the City Council. We assisted in the development and adoption of a Complete Streets policy for the city as part of Nampa's most recent Comprehensive Plan update. We also were directly involved in the development of Nampa's Bicycle and Pedestrian Master Plan. This project is listed as a priority in that plan. We are committed to continue to work with the City of Nampa on projects of this nature.

We strongly encourage your support for this application.

Sincerely,

Bruce Wiley
Vice Chair, Bike Walk Nampa

Advocates for Active Living



Robert L Henry
Mayor

Nampa Parks & Forestry Department
312 1st Street South Nampa, ID 83651
(208) 468-5890 Fax (208) 465-2321
www.nampaparks.org

December 1, 2015

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

Dear Ms. Tisdale,

I am writing as Superintendent of Parks for the City of Nampa to fully endorse the grant applications being presented to COMPASS for consideration for funding. Since the Nampa Bicycle and Pedestrian Master Plan was adopted in August of 2011, we have worked hard to build bicycle and pedestrian facilities in Nampa. Our multimodal network is especially important to Nampa. The demographics of our community show that we have a disproportionate number of low-income individuals and families. These folks especially are able to benefit from having transportation choices so that they can connect by bike or foot to transit stops in order to reach job sites and access other services.

The Indian Creek Pathway application packet we are submitting for TAP funds includes a Rapid Flashing Beacon (RFB) on Kings Road where the pathway crosses as well as a connection from one dead end of the pathway to another. This is an important connection that will tie the two halves of Indian Creek Pathway together making it more useable as an alternative transportation route. With the addition of the safety RFB on Kings Road, it makes a useable connection for bicyclists or pedestrians to feel safe while commuting off of traffic busy streets. I also wanted to let you know that we have a grant application pending with the Idaho Department of Parks and Recreation, Recreational Trails Program, to make some improvements to that pathway. Those improvements are of high importance to the Parks Department and, coupled with the RFB and gap connection, Indian Creek Pathway will provide a good resource in active transportation in Nampa.

Please let me know if I can answer any questions. I strongly endorse the application packets being presented by the City of Nampa.

Sincerely,

A handwritten signature in cursive script that reads "Cody Swander".

Cody Swander
Superintendent, Nampa Parks