

COMPASS Resource Development Plan 2018

The intent of COMPASS resource development efforts is to increase the amount of outside resources being invested in the Treasure Valley to implement the regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040). The Resource Development Plan is generated annually to provide transparency and obtain COMPASS Board of Directors approval of funding pursuits for the year.

The plan includes projects submitted through ZoomGrants software in response to COMPASS' annual "Call for Projects," as well as general funding focus areas specified by each COMPASS member. Members who request resource development assistance for a project that was not submitted through ZoomGrants, or is outside of its specified focus areas, will be required to submit a written request to the Executive Director for approval.



To further the implementation of CIM 2040, COMPASS staff will conduct grant research, maintain a project needs database, refer funding sources to member agencies, provide technical assistance to secure grants, and write or administer grants directly for projects referenced in the plan.

COMPASS resource development staff efforts will be dedicated to projects in the following order:

- the prioritized unfunded needs included in CIM 2040
- projects that have gone through the COMPASS Project Development Program
- projects that fall within each member's focus areas, including those submitted through the COMPASS application process via ZoomGrants.

Also included in the plan are COMPASS projects needing supplementary funding. Any matching funds required during the current year for funding awarded for COMPASS projects must be approved by the COMPASS Board of Directors prior to acceptance of the award. Match for future years will be addressed through the annual budget process or through Board of Directors approval, depending on the timing of acceptance.

The Resource Development Plan is organized into three sections: (1) Member Agency Projects, (2) COMPASS Projects, and (3) Funding Sources.

Member Agency Projects

COMPASS staff meets at least annually with members to discuss project needs and COMPASS services. From those and subsequent discussions, as well as COMPASS funding applications received, the following needs were identified. Please note that the "Requested" column shows only the dollar amount requested, not the total project cost.

❖ ADA COUNTY

Focus areas related to COMPASS funding assistance: greenbelt connectivity and improvements, and planning for roadways, trails, and transit. Projects submitted include:

Project Title	Description	Requested
Plantation Island Bridge/ Path Replacement	Complete the preliminary scoping to replace the washed-out Plantation Island Bridge and pathway.	Project Development


❖ ADA COUNTY HIGHWAY DISTRICT

Focus areas related to COMPASS funding assistance: maintenance, safety, Americans with Disabilities Act compliance, air quality, stormwater, staff training, road enhancements to improve capacity, and congestion management and relief. Projects submitted include:

Project Title	Description	Requested
Commuteride Van Replacement	Replace up to 11 existing vans that have met or exceeded their useful life.	\$267,000 to \$2,900,000

❖ BOISE STATE UNIVERSITY

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, multi-modal corridors, and rolling stock and facilities for the Bronco Shuttle. Projects submitted include:

Project Title	Description	Requested
Pedestrian Crossing – University Drive/Theater Lane	Install signalized pedestrian crossing in hazardous/high use area near new residence hall.	\$162,000
Covered Bike Parking Facilities 	Construct up to four bike parking shelters across campus following the prototype completed with COMPASS CIM Implementation Grant funding.	\$28,000 to \$111,000


Project Title	Description	Requested
Solar Crosswalk on Theater Lane	Install innovative crosswalk on Theater Lane at highest used crosswalk on campus.	\$131,000

❖ **CITY OF BOISE**

Focus areas related to COMPASS funding assistance: Canal Trail Development Plan, smart corridors, economic impact of bicycle/pedestrian infrastructure, bicycle/pedestrian counters, modeling (specific area growth projections), and Rail with Trails support. No projects submitted.

❖ **CITY OF CALDWELL**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements to roadways and pathways, intersection improvements, and alternative fuel infrastructure. Projects submitted include:

Project Title	Description	Requested
Montana Avenue Widening and Pedestrian Improvements	Placement of sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue. Add Rectangular Rapid Flashing Beacon crossing protection at the Alder Street (the primary pedestrian route to Washington Grade School) and Spruce Street crossings of Montana Avenue.	\$487,000
Indian Creek Multimodal Pathway	Connect downtown Caldwell with the College of Idaho along Arthur Street from South Kimball Avenue to 21 st Street.	\$605,000
Pedestrian Pathway – Ustick Road to Homedale Road	Construction of an asphalt pedestrian pathway between Indiana and Montana Avenue to provide connectivity to schools, YMCA, and businesses.	\$278,000
Pedestrian Pathway – Plymouth Street to Boise River	Construction of an asphalt pedestrian pathway from East Plymouth Street north to the Boise River to open the area to pedestrian traffic to access recreation and park areas.	\$250,000
Charging Stations – Downtown Caldwell 	Construction of electric car charging stations in downtown Caldwell. For environmental, planning, design, procurement, and construction.	\$15,000 to \$30,000

❖ **CANYON COUNTY**

Focus areas related to COMPASS funding assistance: planning (with an emphasis on agricultural lands) and public involvement. No projects submitted.


❖ **CANYON HIGHWAY DISTRICT #4**

Focus areas related to COMPASS funding assistance: planning, maintenance, safety, and capacity improvements. Projects submitted include:

Project Title	Description	Requested
Midway Road Rehabilitation	This is a joint project between the City of Caldwell and Canyon Highway District #4, and supported by Nampa Highway District #1 and the City of Nampa. Consists of rehabilitating pavement and constructing shared-use shoulders on Midway Road between Karcher Road (SH-55) and Caldwell Blvd (I-84B).	\$1,158,000

❖ **CITY OF EAGLE**


Focus areas related to COMPASS funding assistance: bicycle/pedestrian access across state highways, downtown circulation and redevelopment, and greenbelt/park connectivity. Projects submitted include:

Project Title	Description	Requested
Bicycle and Pedestrian Bridge over North Channel of Boise River 	The City of Eagle; Walk and Ride Eagle, LLC; Two Rivers Community; and ITD have collaborated for a proposed bicycle pedestrian bridge over the north channel of the Boise River to provide north/south connectivity of existing bicycle/pedestrian paths in the surrounding communities. Completed Project Development Program.	\$984,000
Grade Separated Bicycle/Pedestrian Crossing of SH-44 Bypass between Palmetto Avenue Extension and Eagle Road	Grade separated pedestrian and bicycle crossing of SH-44 Bypass connecting Downtown Eagle to the Eagle River Development.	Project Development

Project Title	Description	Requested
Bicycle/Pedestrian Crossing Plan for ½ CFI at SH-44 and SH-55 Intersection	Review and formalize a bicycle/pedestrian access/crossing plan for ITD's proposed Continuous Flow Intersection at SH-55 and SH-44 in downtown Eagle to determine how users will cross the intersection safely.	\$8,000 or Project Development

❖ **CITY OF GARDEN CITY**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements and Focus areas: bicycle/pedestrian infrastructure, parks, open space preservation for flood capacity, greenbelt or roads as levees. Projects submitted include:

Project Title	Description	Requested
Bike Work Stations 	Install bicycle repair stations along bicycling corridors to decrease the likelihood a bicyclist will be stranded and promote bicycle use as a travel mode.	\$1,950 to \$5,850

❖ **GOLDEN GATE HIGHWAY DISTRICT #3**

Focus areas related to COMPASS funding assistance: intersection safety, freight mobility, small structure maintenance and improvements, warning signs, and safety/roadway improvement design. Projects submitted include:

Project Title	Description	Requested
Drain Ditch Large Diameter Culverts Replacement or Rehabilitation	Replace or rehabilitate ten corrugated metal pipes at various rural road crossings near the City of Wilder beyond what the Golden Gate Highway District crew and budget can provide.	\$442,000 to \$1,325,000
Peckham Road Rehabilitation (Key#13964)	Additional funding to rehabilitate 5.5 miles of Peckham Road and provide curb, gutter, sidewalk, and storm drains for portions of the Cities of Wilder and Greenleaf along that roadway.	\$638,000
Intersection Safety and Freight Improvements	Ten intersection reconstructions to increase sight distance and provide truck turning radius.	\$139,000 to \$1,853,000
Advisory Speed Study for Hills	Study to determine safe speed for 21 hills on rural roadways in western Canyon County.	\$8,500

❖ **CITY OF GREENLEAF**

Focus areas related to COMPASS funding assistance: road surface, signs, safety improvements, and planning. No projects submitted.


❖ **IDAHO TRANSPORTATION DEPARTMENT**

Focus areas related to COMPASS funding assistance: capacity, congestion mitigation, safety (HSIP), and pavement preservation/restoration. Projects submitted include:

Project Title	Description	Requested
Roundabout at SH-19 and Farmway Road in Caldwell Study	Study to analyze the feasibility of a roundabout to increase safety because of the railroad tracks.	Grant Assistance
US 20/26 and SH-44	Assistance with accessing funding for these two corridors.	Grant Assistance
Environmental Evaluation for SH-55 from Pride Lane to Karcher Interchange	Environmental Assessment anticipated.	Grant Assistance
I-84 Corridor	Requesting environmental/planning funds and grant assistance.	Grant Assistance
SH-55 and SH-44 Intersection Study	Study in anticipation of expected growth from development in the Boise foothills adjacent to SH-55, such as Dry Creek.	Grant Assistance
Fairview and Eagle Intersection Concept	Explore alternatives for a high capacity intersection design.	Grant Assistance


❖ **CITY OF KUNA**

Focus areas related to COMPASS funding assistance: downtown revitalization, parking, and greenbelt pathways. Projects submitted include:

Project Title	Description	Requested
Phase II-A Downtown Kuna Revitalization Project	Roadway, sidewalks, and drainage improvements along Main Street from Avenue C to Avenue B.	\$500,000
Phase II-B Downtown Kuna Revitalization Project 	Roadway, sidewalks, and drainage improvements along Main Street from Avenue B to Avenue A.	\$500,000
4 th Street Planning Project	Revitalization of 4 th Street in downtown by providing critical lighting, curb, gutter, and streetscape improvements.	\$19,000 or Project Development

❖ CITY OF MELBA

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, road and park signs, downtown vitalization. Projects submitted include:

Project Title	Description	Requested
Safe Routes to School Sidewalks and Lighting	Improvements on west side of Carrie Rex Avenue between 1 st Street and 4 th Street to include widening of existing street and installation of curb, gutter, and sidewalks.	\$497,000
Wayfinding Sign Design and Construction 	Design and construction of information kiosks and signage at the intersection of Southside Boulevard and 4 th Street/Murphy Road, a gateway to byways and nearby sights. Sample at left.	\$4,000

❖ CITY OF MERIDIAN

Focus areas related to COMPASS funding assistance: bicycle and pedestrian infrastructure and safety improvements. Projects submitted include:

Project Title	Description	Requested
SH-55/Eagle Road Pedestrian and Bicycle Improvements	Construction of continuous sidewalk/pathway detached from vehicular travel with (optional) historic lighting and ADA compliant ramps between Franklin Road and Ustick Road. Completed Project Development Program.	\$509,000 to \$2,655,000
Roadway Lighting – SH-55/Eagle Road	Design and construction of continuous roadway lighting between Overland Road and the northern city limits.	\$85,000 to \$850,000

❖ CITY OF MIDDLETON

Focus areas related to COMPASS funding assistance: improve pedestrian access from neighborhoods to elementary schools, SH44 - alternate route and congestion mitigation, and Boise River bridge crossings. Projects submitted include:


Project Title	Description	Requested
Sidewalk Connection between The Estates/Pines subdivisions and Meadow Park Elementary School	Design a sidewalk for future Meadow Park Boulevard to connect The Estates and The Pines subdivisions to Meadow Park Elementary School, in anticipation of a Child Pedestrian Safety application for construction funding.	\$16,700


Project Title	Description	Requested
Sidewalk Connection between West Highlands Subdivision and Heights Elementary	Design a sidewalk for the south side of future 9 th Street to increase access and safety, and to prepare for an LHTAC Child Pedestrian Safety grant application for construction.	\$8,000
Middleton Connects End-to-End Pedestrian/Bike Trail	Trail from east to west city limits to connect three elementary schools, the high school, parks, and neighborhoods.	Project Development

❖ **CITY OF NAMPA**

Focus areas related to COMPASS funding assistance: safety, system maintenance, and connectivity of off-street pathways, sidewalks, and on-street bicycle access.

Projects submitted include:


Project Title	Description	Requested
Cherry Lane Rebuild, Franklin Boulevard to 11 th Avenue North	Rebuild failed roadway surface with new base material and asphalt surfacing, adding shoulders for bike lanes.	\$1,204,000
Garrity and Stamm Intersection Safety Improvements	Improve Flamingo Avenue, Stamm Lane, Happy Valley Road, and Garrity Boulevard operations, safety, and mobility. Includes widening, concrete medians, and intersection reconstruction to accommodate all modes of travel. Completed Project Development Program.	\$2,253,000
Stoddard City Pathway, Iowa to Amity 	Extend Stoddard City Pathway, part of the Rails to Trails pathway, to increase pedestrian safety and mobility.	\$490,300
Stoddard City Pathway, Amity to Sherman	Extend Rails to Trails Stoddard City Pathway allowing students to commute safely to Sherman Elementary School.	\$518,900
Grimes City Pathway, McDonagh Park to Sunset Oaks Park	Build an asphalt path through Sunset Oaks Park connecting Grimes Pathway to Birch Lane where a pedestrian crossing will also be added.	\$294,300

Project Title	Description	Requested
Grimes City Pathway, McDonagh Park to Birch Elementary	Create a new asphalt multi-use pathway connection between Grimes Pathway and Birch Elementary, including a culvert that allows the path to cross Grimes Creek.	\$514,900
Midland and Marketplace Intersection Safety Improvements	Improve a high-accident, congested intersection through signal upgrades, road widening, and channelization improvements.	\$1,325,000
Franklin Boulevard and Karcher Road Roundabout	Construct a roundabout to increase vehicle capacity, including sidewalks to improve pedestrian safety.	\$1,336,500
Downtown Nampa Wall Street Alley Pedestrian Connectivity, Phase 1A and Phase 2 	Extends existing Wall Street alleyway pedestrian improvements for two additional blocks from 1 st Street to 3 rd Street between 12 th Avenue and 13 th Avenue, including adding a new crosswalk and a Rectangular Rapid Flashing Beacon.	\$917,000 to \$1,692,000
Downtown Nampa Wall Street Alley Pedestrian Connectivity, Phase 1B	Planning to create a final pedestrian link from existing Wall Street alleyway to Nampa Train Depot Historical Museum, working with UPRR and Historical Society.	Project Development
Holly Street/NNU Roadway Reconfiguration	Reconfigure Holly Street between Hawaii Avenue and Roosevelt Avenue to improve bicycle/pedestrian safety. Completed Project Development Program.	\$370,200
Indian Creek City Pathway, Shortline Drive to 14 th Street South	Determine the feasibility of a pathway near Indian Creek Park that would require a railroad underpass and the willingness of property owners to allow a pathway easement.	Project Development
Wilson and Stoddard Pathway Safe Crossings at Sunnyridge Road and Locust Lane	Install Rapid Flashing Beacon for Wilson Pathway users to cross Sunnyridge Road near Wilson ponds, and a Rapid Flashing Beacon on Stoddard Pathway at Locust Lane crossing. Includes signage to pathway connections and paving and striping the gravel Stoddard Pathway parking lot.	\$254,600 to \$509,200

Project Title	Description	Requested
Lone Star Middle School Student Safety	Pedestrian improvements on Lone Star Road, including sidewalks, widened shoulders, extruded curbs, Americans with Disabilities Act pedestrian ramps, signage, and striping.	\$453,200
Public Transportation Improvements in North Central Nampa	As part of the Invest Health Initiative, gather information from neighborhood residents in the highest poverty census tract area in the Treasure Valley to determine the best way to meet their transportation needs.	Study

❖ **CITY OF NOTUS**

Focus areas related to COMPASS funding assistance: preserve/extend life of city streets - chip seal or overlay, patching, crack seal, and street signs. Projects submitted include:

Project Title	Description	Requested
Road Signs Within City Limits 	Purchase of 28 signs to replace 11 missing and 17 signs in poor condition throughout the city. This is a safety concern as some are directional and needed for emergency response.	\$4,200

❖ **CITY OF PARMA**


Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements and roadway improvements including culvert replacement. No projects submitted.

❖ **CITY OF STAR**

Focus areas related to COMPASS funding assistance: Bike Master Plan update and connecting and updating sidewalks. No projects submitted.

❖ **VALLEY REGIONAL TRANSIT**

Focus areas related to COMPASS funding assistance: transit maintenance, facilities, and vehicles; integrated marketing; technology enhancements; and implementing ValleyConnect 2.0 including Bus Rapid Transit, Transit Oriented Development, services, and facilities. Projects submitted include:

Project Title	Description	Requested
Treasure Valley YMCA Safe Routes to School, Ada County	Provide pedestrian and bicycle education and encouragement activities to almost 50,000 youth in Boise and West Ada School Districts and YMCA to promote safety and security.	\$159,000
Public Transportation Rolling Stock	Purchase six vehicles (three buses and three cutaways) for ValleyRide routes and Boise State Shuttle routes to provide safe and secure public transportation to the region.	\$447,000 to \$2,067,000
Boise Green Bike - Bicycles and Bike Racks	Replace older bikes and/or refurbish them, adding new bikes and bike racks to meet the continued ridership growth and popularity of the system.	\$430,600 to \$968,700
Boise Green Bike - Bike Trucks 	Purchase bike trucks to facilitate equal distribution of bikes between hubs. Would replace a 2009 Diesel Bluebird bus which has significantly higher upfront and maintenance costs.	\$11,600 to \$23,200

❖ **CITY OF WILDER**

Focus areas related to COMPASS funding assistance: road repair, drainage, and safety. Projects submitted include:

Project Title	Description	Requested
Guard Rail Project	Install guard rails within the City of Wilder along Huff Road and D Avenue, adjacent to the deep irrigation canals that run parallel to the Wilder Schools.	\$19,370 to \$53,600
Irrigation Upgrade Project	Replace an aging irrigation system to prevent further flooding into roadways, broken pipes under roadways, and sink holes. Encompasses 40% of roads within city limits, including downtown core.	\$25,000 to \$100,000

COMPASS Projects

Pavement Management Inventory and Plan, Canyon County

Conduct an inventory of arterials and collectors to develop a pavement condition index for jurisdictions not currently conducting such inspections in Canyon County. Establish baseline data for pavement information and reporting protocols to enable reporting consistency between the jurisdictions, and procure and support software purchase and training to enable jurisdictions to perform predictive budgeting for their pavement management programs. Set up an inspection interval and decision matrix for treatments individualized to the jurisdictions that can also be rolled up to county-level reporting of asset and financial information. **Estimated Project Cost:** \$150,000; additional funding needed in subsequent years for continued, rotational inspection

Census 2020 Outreach

The decennial census determines how \$4 trillion dollars in federal programs are distributed to state and local governments based on census participation; approximately \$12,000 per person counted in the census. This project would augment COMPASS-led regional outreach efforts to raise awareness of the Census 2020 and encourage participation by funding a competitive mini-grant program for COMPASS member agencies to support their local Census outreach efforts. COMPASS member agencies would be invited to submit outreach proposals for funding; it is anticipated that two to five local outreach proposals would be funded. **Estimated Project Cost:** \$15,000.

FHWA T2 Bicycle/Pedestrian Technology Funding

Examine new technologies related to bicycle and pedestrian safety. Previous purchases include automated counters and solar-powered lighting. This effort will focus on pilot projects to determine the feasibility of new equipment or practices. The project will be coordinated with Federal Highway Administration's Surface Transportation Environment and Planning Cooperative Research Program (**STEP**). **Estimated Project Cost:** \$15,000

Project Name: Smart Corridors

Project Description: Evaluate intelligent transportation systems, traffic signal system upgrades, and access management improvements that allow for the adaptability of signals to change to traffic patterns and provide for transit signal prioritization. The goal of this project is to devise strategies to enhance safety and operations of roadways, improve vehicle travel times, relieve congestion, reduce incidents, improve emergency access, and improve freight and transit travel times using intelligent transportation system technologies, rather than expanding roadway capacity. Two corridors will be selected to evaluate expansion versus non-expansion "smart corridor" solutions on both corridors, and assess project performance of both sets of solutions against pre-determined project outcomes. The corridors will be compared and contrasted to evaluate under what conditions the different sets of solutions are appropriate and successful. This

project will be coordinated with the *Transportation System Management and Operations Plan* update. **Estimated Project Cost:** \$140,000.

Fiscal Impact Analysis with Calculator

To better implement the goals of *Communities in Motion 2040*, this project will provide information on the fiscal impact of various growth patterns. Using stakeholder input, the project will develop a fiscal impact analysis calculator to analyze the public costs and revenues of various land use patterns. The results will be used in the COMPASS development checklist for highlighting the costs of development. COMPASS will also conduct outreach and training for local decision-makers so that fiscal analysis is used in local land use decision-making. **Estimated Project Cost:** \$54,000

Bicycle/Pedestrian Safe Routes to School (SR2S) Challenge

Safe Routes to School programs promote safety for children as they journey to school. This project provides additional resources to SR2S coordinators to market and promote walking school buses, bicycle rodeos, and national walk and bike days. This could include swag to participating students, stipends or incentives to get more school and parental participation, or resources to collect and analyze data. Additional resources such as mobile counters can be deployed by staff in the data collection efforts. **Estimated Project Cost:** \$20,000

Bicycle/Pedestrian Permanent Automated Counter Purchase

Purchase up to nine additional permanent bicycle/pedestrian counters to further expand the regional count effort. Final locations to be determined pending Active Transportation Workgroup input, but may include 11th Avenue Bridge, City of Nampa; Boise River Greenbelt Plymouth Bridge, City of Caldwell; Luby Park, City of Caldwell; Main Street Bridge, City of Middleton; Greenbelt, City of Star; Five Mile Canal, City of Meridian; and Boise Foothills, City of Boise. **Estimated Project Cost:** \$70,000

Project Name: Bicycle/Pedestrian Big Data

Project Description: Strava data are becoming widely used by state departments of transportation and metropolitan planning organizations for active transportation planning. This funding would be used to purchase a subscription to Strava data for planning purposes. COMPASS previously purchased Strava data in 2014 and 2017. The Strava data will be used to identify origin/destination, validated by permanent counts, and identify gaps in the system. This information will feed into prioritization of bicycle/pedestrian infrastructure projects. **Estimated Project Cost:** \$20,000.

Analysis and Feasibility Study of Regional Pathways along Waterways

Conduct a feasibility study to expand pathways along waterways that connect the region. These could include the Boise River from the City of Eagle to Snake River; Indian Creek Canal through Kuna, Nampa, and Caldwell; Garden City West Canal from W 30th Street to Ustick/Five Mile Road; and the New York Canal from Kuna to South Boise. Scope includes an analysis of potential routes, property and right-of-way ownership, connections to nearby cities, implementation strategies, cost estimates, and funding options. Data from the permanent and portable bike

counters and STRAVA are necessary components to this study. **Estimated Project Cost:** \$150,000

Transit Oriented Development (TOD) and Infill Analysis

This project provides quantifiable data to assess the impacts of infill and TODs on existing neighborhoods. The end product will be a catalog of existing infill and TODs in the region with statistical analysis conveyed in data and graphics on the impact (traffic, property values, crime, school crowding) of the TODs, as well as outreach to land use decision-makers (planning and zoning, city councils) and the public on the results. This project will incorporate findings from the State Street TOD study.

Estimated Project Cost: \$26,000

Economic Impact of Bicycle/Pedestrian Infrastructure

Perform before-and-after analysis of the economic influence of bike lanes, pathways, and other bicycle/pedestrian infrastructure to local businesses and communities, including effects on housing prices. Create a report and a quick guide, along with a distribution plan to reach decision-makers and elected officials.

Estimated Project Cost: \$45,000

Funding Sources

Funds Distributed through COMPASS

Funding Type	Typical Uses of Funds	Who can use this funding in Ada/Canyon Counties
Surface Transportation Program – Urban	Populations between 5,000 and 200,000, funding a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Jurisdictions in the Nampa Urbanized Area
Surface Transportation Program – Transportation Management Area	Projects in urbanized areas of 200,000 or greater population. Funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Generally, jurisdictions in the Boise Urbanized Area
Transportation Alternatives Program – Transportation Management Area	<p>Projects that support “alternative” (non-auto) transportation options in urbanized areas of 200,000 or greater population.</p> <p>Note that while these funds are programmed as a priority for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds through ITD.</p>	Generally, jurisdictions in the Boise Urbanized Area
Communities in Motion (CIM) Implementation Grant	COMPASS program for locally important projects that reinforce the regional goals established in <i>Communities in Motion</i> (CIM), such as 1) better access to public transportation, bike, and pedestrian facilities to offset congestion, 2) investment in town centers, main streets, and existing infrastructure as identified in CIM, and 3) developing specific area plans for activity centers consistent with CIM and planned integration of alternative transportation systems.	COMPASS Members
Project Development Program	Transforms member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement plans to ensure readiness for funding applications.	COMPASS Members
Unified Planning Work Program	COMPASS budget detailing projects and tasks to support members and fulfill federal requirements. Members can request staff assistance days.	COMPASS Members

Funds Distributed by Other Agencies

Agency/Source	Types and Typical Uses of Funds	Who can use this funding in Ada/Canyon Counties
<p>Local Highway Technical Assistance Council</p>	<p><u>Federal-Aid:</u></p> <ul style="list-style-type: none"> • Bridge – projects to replace or rehabilitate bridge structures over 20 feet in any local jurisdiction • Rural – projects on arterial or collector roadways in areas of population under 5,000 • Urban – projects on arterial or collector roadways in areas of population 5,000 to 50,000. <p><u>Local Strategic Initiatives</u> – local roadway maintenance, safety, and mobility projects</p> <p><u>Children Pedestrian Safety</u> – local pedestrian projects on state and local system that improve safety for children</p> <p><u>Local Rural Highway Investment Program (LRHIP)</u> – projects in areas of populations under 5,000 for the following programs (non-federal funding):</p> <ul style="list-style-type: none"> • Construction – for roadway improvements • Federal-Aid Match – to assist local agencies with required local match to federal-aid projects • Transportation Plans – for agency transportation plans and plan updates; eligible for funds every ten years • Signs – for traffic sign replacements to bring to national standards. <p><u>Local Highway Safety Improvement Program (LHSIP)</u> – projects in local areas to improve safety and eliminate crashes</p>	<p style="text-align: center;">Varies</p>
<p>Idaho Transportation Department</p>	<p><u>Freight</u> – freight-related projects on the designated National Freight System</p> <p><u>Transportation Alternatives Program-State (TAP-STATE)</u> – projects for alternative, non-auto, transportation projects</p>	<p style="text-align: center;">Varies</p>
<p>Idaho Transportation Department or Valley Regional Transit</p>	<p><u>5307</u> – Planning, developing, improving, and operating public transportation services in urbanized areas</p> <p><u>5310</u> – Public transportation services and equipment that directly benefit the elderly and people with disabilities</p> <p><u>5311</u> – Planning, developing, improving, and operating public transportation services in areas with a population less than 50,000 (continued)</p>	<p style="text-align: center;">Public transportation providers</p>

Agency/Source	Types and Typical Uses of Funds	Who can use this funding in Ada/Canyon Counties
(continued)	5339 - Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities	
Technical Assistance	Expertise provided from outside sources; not a financial contribution	Varies
Foundations and Other Miscellaneous Sources*	Focus areas and eligibility vary depending on funder. Some available to nonprofit 501(c)(3) organizations only, requiring partnership. Large grant amounts are rare.	Varies

*COMPASS resource development staff maintain a database of potential funding sources and frequently add additional sources as they are identified. Regular "Funding News" is sent out to members to keep them abreast of current funding opportunities.