

COMPASS Resource Development Plan FY2021

Approved by COMPASS Board of Directors 10-19-20



The intent of COMPASS' resource development efforts is to increase the amount of outside funding being invested in the Treasure Valley to implement the regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0). The Resource Development Plan describes member agency and COMPASS needs that will be the focus of COMPASS' efforts to obtain additional funding. It is generated annually to provide transparency and obtain COMPASS Board of Directors' approval of funding pursuits for the year.

This plan includes projects submitted for FY2021-2027 through Apply 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 projects not included or referenced in this plan will be required to submit a written request to the COMPASS Executive Director for approval prior to receiving resource development assistance from COMPASS staff.

To further the implementation of CIM 2040 2.0, 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 or project areas referenced in the plan.

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

1. Programmed projects that need additional funding due to partial funding in previous years or increased costs based on new estimates
2. Prioritized unfunded needs included in CIM 2040 2.0
3. Projects that have gone through the COMPASS Project Development Program
4. Projects that fall within each member's focus areas, including those submitted through the COMPASS application process via Apply

Also included in this 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 two sections:

- (A) Projects (Page 2)
- (B) Funding Sources (Page 9)

A. Projects



COMPASS staff meets at least annually with members to discuss project needs and COMPASS services. From those and subsequent discussions, resulting in COMPASS funding applications received, the following unfunded needs were identified. Please note that in the tables below, the “Requested” column shows only the dollar amount requested, not the total project cost. Definitions and explanations regarding the funding sources/abbreviations listed in the “Requested” column can be found in Part (B) of this document: Funding Sources.

❖ ADA COUNTY

Focus areas related to COMPASS funding assistance: greenbelt connectivity and improvements; planning for roadways, trails, and transit; fiscal impacts; and new facility locations. No projects submitted.

❖ ADA COUNTY HIGHWAY DISTRICT

Focus areas related to COMPASS funding assistance: roadway improvements, pavement management, congestion management and relief, safety, Americans with Disabilities Act compliance, air quality, stormwater, Commuteride vehicles and staff training. Projects submitted:

Project Title	Description	Requested
Ada County Regional Low-stress Bike Route Signs and Pavement Markings	In Ada County and its six cities, create low-stress bicycle routes that maximize safety, provide connectivity, and support the bicycle as a viable transportation option for the residents.	\$90,000 <i>Recommended for Partial TAP-TMA Funding</i>

❖ 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. No projects submitted.

❖ 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, pavement management, safety, and capacity improvements. No projects submitted.

❖ CITY OF BOISE

Focus areas related to COMPASS funding assistance: trail development plans, smart corridors, economic impact of bicycle/pedestrian infrastructure, bicycle/ pedestrian improvements, driver/rider education campaigns, modeling (specific area growth projections), transit improvements, Rail with Trails support, and airport improvements. Projects submitted:

Project Title	Description	Requested
I-184 Bike/Ped Bridge	Conduct a concept study for bike/ped bridge connection over I-184 on or near the existing Liberty Street alignment, adjacent to St. Alphonsus Regional Medical Center.	\$25,000
I-184 Connector, 23 rd Street On-Ramp	Study the feasibility of a westbound I-184 on-ramp between 17 th Street and 25 th Street, aligned with eastbound River Street off-ramp.	\$25,000
Bike Counter with Digital Display 	Procure and install permanent bike counter with highly visible, digital display of real-time bike counts on Capitol Boulevard's parking-protected bike lane between Front Street and Bannock Street.	\$25,000
Eagle Road Multi-Use Pathway, Segments 14B and 16	Complete final design and construction for a separated pathway on the west side of Eagle Road between the Meridian/Boise city limits and McMillan Road.	\$1,044,279
Eagle Road Bike/Ped Pathway Connection, McMillan to Chinden	Construct a safe, comfortable, detached, 10-ft wide bike/ped path on the west side of Eagle Road (Chinden to McMillan).	\$923,449 <i>Recommended for Partial TAP-TMA Funding</i>

❖ CITY OF CALDWELL

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements to roadways and pathways, intersection improvements, and alternative fuel infrastructure. No projects submitted.

❖ 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:

Project Title	Description	Requested
Connecting the Greenbelt to Eagle Island State Park	Study relocation of a flood-damaged pathway to a location that will finally allow a safe bike/ped greenbelt connection to Eagle Island State Park, and restore riverside habitat.	\$25,000 <i>Recommended for CIMI Funding</i>
Grade Separated Bicycle and Pedestrian Crossing of SH-44 - Phase 2	Phase 2 of grade separated ped/bike crossing of SH-44 west of Eagle Road (SH-55) including selecting a preferred alternative, formalizing location, and a cost estimate for engineering and design.	\$25,000


❖ CITY OF GARDEN CITY

Focus areas: bicycle/pedestrian infrastructure, parks, open space preservation for flood capacity, greenbelt or roads as levees. Projects submitted:

Project Title	Description	Requested
Chinden South Side Sidewalk: Maple Grove to Glenwood	Project Development for the installation of a detached sidewalk multi-use pathway on the south side of Chinden Boulevard from Maple Grove to Glenwood.	\$25,000 <i>Recommended for PDP Funding</i>
Chinden Drainage and Design Plan: Branstetter to Fairview Avenue	Chinden Redevelopment Plan, Branstetter to Fairview Avenue: Drainage Plan, Cross Sections, and Public Involvement	\$185,000

❖ CITY OF GREENLEAF

Focus areas related to COMPASS funding assistance: road surface, signs, safety improvements, bicycle/pedestrian improvements, and planning/map assistance. Projects submitted:

Project Title	Description	Requested
Friends Road Project Development 	Plan to address safety and traffic needs with emphasis on residential area on Friends Road from Peckham Road (Major Collector) to State Highway 19 (Major Arterial).	\$25,000 <i>Recommended for PDP Funding</i>

❖ CITY OF KUNA

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


Project Title	Description	Requested
Kuna Public Transportation - CIP [Capital Improvement Plan] & Operation Plan	Public and stakeholder input, and develop a public transportation plan for Kuna with funding levels needed for capital investment and operations, and identify local and regional partners.	\$125,000
ADA Accessible Sidewalk Connector Between Kuna Senior Center and Main Street	Construction of 180 ft. of curb, gutter, and sidewalk with an Ada County Highway District (ACHD) approved contractor. This will connect the Senior Center and Kuna's Downtown Main Street.	\$20,550
Kuna's 4th Street Concept Planning & Development - Phase 2	Phase 2 planning and concept development for Kuna's 4th Street; developing detailed concept layout plans, 3-D renderings, and expanded coordination with stakeholders/community to prep for engineering.	\$16,000
ADA Accessible Pathways in Downtown Kuna for the Kuna Market Village	Contracted asphalt pathway installation, 600 ft. long and 6 ft. wide, connecting the upcoming Kuna Market Village at the corner of Ave E and Main Street to the adjoining parking lot and downtown Kuna.	\$15,700

❖ **CITY OF MELBA**

Focus areas related to COMPASS funding assistance: bicycle/pedestrian improvements, road and park signs, downtown vitalization. No projects submitted.

❖ **CITY OF MERIDIAN**

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

Project Title	Description	Requested
Roadway Lighting - SH-55/Eagle Road	Develop design and construction of roadway lighting on Eagle Road between Overland Road and the northern city limits.	\$85,000
Nine Mile Creek Pathway at Meridian High School 	Construction of a 10 ft. pathway along Nine Mile Creek to Meridian High School.	\$270,000
Linder Road Overpass	Linder Road overpass preliminary design.	\$25,000


❖ **CITY OF MIDDLETON**

Focus areas related to COMPASS funding assistance: improve pedestrian access from neighborhoods to elementary schools, State Highway 44 - alternate route and congestion mitigation, and Boise River bridge crossings. No projects submitted.

❖ **CITY OF NAMPA**


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

Project Title	Description	Requested
Intelligent Traffic System	I-84 Business Loop Intelligent Transportation System.	\$1,852,583
Victory Road and Pedestrian Improvements	Rebuild 1.2 miles of Victory Road from Sugar Street to Happy Valley Road, adding 5 ft. shoulders for student and pedestrian safety.	\$1,292,996
Garrity Traffic and Safety, Flamingo - Stamm	Garrity Blvd and connected area roadway and signal improvements, optimizing traffic flow and safety for motorists, cyclists, and pedestrians near the Gateway Center and St. Alphonsus medical center.	\$2,217,000

Project Title	Description	Requested
Stoddard City Pathway Extension, Sherman - 2nd Street	Stoddard City Pathway extension from Sherman Avenue to 2nd Street S to include 1/4 mile of 12 ft. asphalt pathway, and parking and lighting improvements on the recently purchased UPRR right-of-way.	\$413,000
Grimes City Pathway Extension	Grimes City Pathway extension from McDonagh Park to Birch Elementary to include 1/2 mile of 12 ft. asphalt pathway, lighting and crosswalk improvements.	\$422,500 <i>Recommended for STBG-Urban Funding</i>
Midland and Marketplace Boulevard Traffic and Safety Improvements	Intersection upgrade at Midland Boulevard and Marketplace Boulevard to improve capacity, efficiency, and safety at the congested retail/commercial and medical hub.	\$1,325,000
Nampa's Historic Downtown Master Plan 	Strategic plan to revitalize downtown into a vibrant regional destination place. The plan will consolidate prior planning efforts, engage stakeholders, refine the vision, and develop keystone projects.	\$25,000
Northside Boulevard and Karcher Road Roundabout	Northside/Karcher intersection improvements and road widening (adjacent to the Amalgamated Sugar Plant). Critical capacity and safety improvements on the critical freight corridor.	\$3,705,760
Airport Perimeter Pathway	Multi-use trail around the Nampa Airport supporting access to major activity center locations (Warhawk Museum, Gateway Mall, St. Al's Hospital, CWI) and Environmental Justice Area community.	\$25,000

❖ **CITY OF NOTUS**

Focus areas related to COMPASS funding assistance: preserve, extend, and improve city streets. Projects submitted:

Project Title	Description	Requested
EW Street Rebuilds with Stormwater Improvements	Assistance determining the best way to improve four east-west streets within the city for all users.	\$25,000
NS Street Rebuilds with Stormwater Improvements - Phase II 	Complete the preparation of a concept to improve three, north-south streets in Notus for grant applications, particularly focused on stormwater issues.	\$25,000 <i>Recommended for PDP Funding</i>

❖ **CITY OF PARMA**

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


❖ **CITY OF STAR**

Focus areas related to COMPASS funding assistance: Bike master plan update and connecting and updating sidewalks. Projects submitted:

Project Title	Description	Requested
Star Greenbelt Planning	Initial planning study to determine the location, cost, land availability and environmental issues associated with a greenbelt pathway on the north side of the Boise River between SH-16 and Star Road.	\$20,000
Star Downtown Parking Study	Due to a highway project that will eliminate the existing on-street parking on SH-44, this project will fund a contract with a traffic consultant to plan for a shared parking facility for the older existing users.	\$20,000
Star Revitalization Study	Update the 2011 Downtown Revitalization Plan due to the new land use and transportation forecasts derived from the 2019 Comprehensive Plan.	\$20,000

❖ **CITY OF WILDER**

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

Project Title	Description	Requested
2nd Street East Sidewalk Installation	Construction of a sidewalk along the east side of 2nd Street East for pedestrian safety.	\$25,000
Road Reconstruction following Irrigation Repairs	Re-construction of roadways after irrigation pipes have been repaired and replaced.	\$25,000
Sign Replacement Project	Replacement of approximately 332+ Warning, Regulatory, Decorative and Street Signs within the City of Wilder.	\$25,000
B Avenue Sidewalks Project #1 	B Avenue Project #1 - sidewalk extension on the south side of B Avenue from the east end of the alley heading west to connect with Highway 95 (5th Street) sidewalk.	\$25,000 <i>Recommended for CIMI Funding</i>
Golden Gate Avenue Sidewalk Project	Construction of a sidewalk, curb, gutter and pavement from the road to the sidewalk on the north side of Golden Gate Avenue between 5th Street (Highway 95) and 6th Street in Wilder.	\$25,000

❖ **COMPASS**

Projects submitted:

Project Title	Description	Requested
Bicycle/Pedestrian Permanent Automated Counter Purchase	Purchase permanent bicycle/pedestrian counters with data processing.	\$64,862 <i>Recommended for Partial STBG-Urban Funding</i>
Transit Oriented Development (TOD) and Infill Analysis/Fiscal Impact Guidebook	Assess the impacts of infill and TODs on existing neighborhoods.	\$46,330
Smart Corridors	Evaluate and devise corridor-specific strategies to enhance safety and operations of the transportation system.	\$129,724
Regional Waterway-Pathway Analysis and Feasibility Study	A feasibility study to expand the pathways and bikeways that connect the region to include waterways-pathways.	\$111,192

Project Title	Description	Requested
Economic Impact of Bicycle/Pedestrian Infrastructure	A before-and-after analysis of the economic influence of bike lanes, pathways, and other bicycle/pedestrian infrastructure on local businesses and communities.	\$41,697

❖ **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. No projects submitted.

❖ **IDAHO TRANSPORTATION DEPARTMENT**

Focus areas related to COMPASS funding assistance: capacity, congestion mitigation, safety (Highway Safety Improvement Program [HSIP]), and pavement preservation/restoration. 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:

Project Title	Description	Requested
Public Transportation Rolling Stock, Infrastructure, and Technology	Cutaway buses, passenger vehicles/ vans, fixed route transit buses, destination signs, hardware and software equipment, security systems, bus stop improvements, and equipment or enhancements for transit maintenance facilities.	\$3,099,477 <i>Recommended for Partial STBG-TMA Funding</i>
Treasure Valley Family YMCA Safe Routes to School (SRTS) Program-Ada County (project updated August 2020 to reflect current change)	With current and anticipated rapid growth in the Treasure Valley, SRTS provides tools to reduce car trips to school, employment, and services, directly addressing congestion and air quality issues.	\$198,292 <i>Recommended for TAP-TMA Funding</i>



B. Funding Sources


Funds Distributed through COMPASS



Funding Type	Typical Uses of Funds In Ada and Canyon Counties	Who can use this funding
Surface Transportation Block Grant – Urban (STBG–Urban)	Projects in urbanized areas between 5,000 and 200,000 population. Funding has flexibility to fund a broad range of projects, including studies, roadway improvements, sidewalks, bike lanes, and more.	Generally, jurisdictions in the Nampa Urbanized Area
Surface Transportation Block Grant – Transportation Management Area (STBG–TMA)	Projects in urbanized areas of 200,000 or greater population. Funding has flexibility to fund a broad range of projects, including studies, roadway improvements, sidewalks, bike lanes, and more.	Generally, jurisdictions in the Boise Urbanized Area
Transportation Alternatives Program – Transportation Management Area (TAP–TMA)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population. 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 the Idaho Transportation Department. (See “Funds Distributed by Other Agencies,” below)	Generally, jurisdictions in the Boise Urbanized Area
Communities in Motion Implementation Grants (CIMI)	Locally important projects that reinforce the regional goals established in <i>Communities in Motion</i> 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. This is a COMPASS-funded program.	COMPASS Members
Project Development Program (PDP)	Transforming member agency needs into well-defined projects with cost estimates, purpose and need statements, environmental scans, and public involvement information to ensure readiness for funding applications. This is a COMPASS-funded program.	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 in Ada and Canyon Counties	Who can use this funding
<p>Local Highway Technical Assistance Council (LHTAC)</p> 	<p>Federal-Aid:</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 • Federal Lands Access Program (FLAP) – projects to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands <p>Local Rural Highway Investment Program (LRHIP): projects in areas of population 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 for 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>Local Highway Safety Improvement Program (LHSIP): projects in local areas to improve safety and eliminate crashes</p>	<p>Varies</p>
<p>LHTAC and COMPASS</p>	<p>Federal Aid Urban (LHTAC and COMPASS): projects on arterial or collector roadways and transportation plans, both in areas of population 5,000 to 50,000.</p>	<p>Varies</p>
<p>Idaho Transportation Department</p> 	<p>Freight Program-Federal: freight-related projects on the designated National Freight System</p> <p>Transportation Alternatives Program (TAP-State): projects for alternative, non-motorized, transportation projects</p> <p>ADA Curb/Ramp Program-State: projects to bring sidewalk ramps up to standards under the Americans with Disabilities Act (ADA) along state highways</p>	<p>Varies</p>

Agency/Source	Types and Typical Uses of Funds in Ada and Canyon Counties	Who can use this funding
<p>Valley Regional Transit or Idaho Transportation Department</p> 	<p>5307: planning, developing, improving, and operating public transportation services in urbanized areas 5310: providing public transportation services and purchasing equipment that directly benefit the elderly and people with disabilities 5311: planning, developing, improving, and operating public transportation services in areas with a population less than 50,000 5339: replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, and constructing bus-related facilities</p>	<p>Public transportation providers</p>
<p>Technical Assistance</p>	<p>Expertise provided from outside sources; not a financial contribution</p>	<p>Varies</p>
<p>Foundations and Other Miscellaneous Sources</p>	<p>Focus areas and eligibility vary depending on funder. Some available to nonprofit 501(c)(3) organizations only, requiring partnership. Large grant amounts are rare.</p>	<p>Varies</p>

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 via email to keep them informed of current funding opportunities, including foundations and other sources.

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