

Public Works / Finance Committee



Regular Meeting ~Agenda~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

**Monday
May 23, 2022**

3:00 PM

**Council Chambers
206 E. Third St.**

The Moscow Mayor, City Council and Staff welcome you to today's meeting. We appreciate and encourage public participation. For regular agenda items, an opportunity for public comment is sometimes provided after the staff report. However, the formality of procedures varies with the purpose and subject of the agenda item and limitations may be placed on the time allowed for comments. If you plan to address the Committee, you will find a list of "Tips for Addressing the Council" in the door pocket outside the City Council Chambers. Please note that Committee meetings are televised, videotaped and/or recorded. Links to view the Committee meeting live can be found on the City website, YouTube, Facebook and Spectrum Cable 1301. Thank you for your interest in City government.

REGULAR AGENDA

1. Approval of Public Works/Finance Committee May 9, 2022 Minutes (ACTION ITEM) - Laurie M. Hopkins

2. Transportation Alternatives Program South Main Pedestrian Underpass UPDATED State/Local Agreement (ACTION ITEM) - Nate Suhr / Alisa Anderson

In 2018, the City and the Moscow Urban Renewal Agency (MURA) jointly funded a study to assess the feasibility of the construction of a pedestrian underpass on South Main/U.S. 95 just south of the US Hwy. 95/S.H. 8 intersection. In February of 2020, the City applied for a Transportation Alternatives Program (TAP) grant administered by the Idaho Transportation Department (ITD). On March 18, 2020, ITD announced the City received a notification of award to receive federal funding of \$499,644 for the project. On April 1, 2022, the City received communication from ITD to increase the federal funding up to \$994,612 for the project. On April 4, City Council approved Resolution 2022-08 accepting the grant award. The awarded project will construct a bike/pedestrian underpass on the existing stream banks of Paradise Creek at the US Hwy. 95 crossing. The underpass will allow pedestrians and bicyclists to cross under US Hwy. 95 on a new Paradise Path connection without needing to cross US Hwy. 95, disrupting traffic flow on a busy section of the highway. The underpass will significantly improve pedestrian connectivity and safety and be constructed similar to the recently completed Styner/White underpass on Hwy. 8. The new path extension will be 710 feet long and 10 feet wide connecting to an existing route on Paradise Path leading to the Intermodal Transit Center, the University of Idaho campus with adjacent connections to Gritman Medical Center, student housing and downtown Moscow. The project is scheduled to be designed in 2022 and construction during the summer of 2023. The original award has been amended to increase the grant from \$500,000 to \$1 million.

PROPOSED ACTIONS: Recommend approval to execute the updated State/Local Agreement (Design and Construction) Project No. A022(943) Key 22943 US-Highway 95 Pedestrian Underpass to accompany previously approved Resolution 2022-08; or provide staff further direction.

3. Leading Idaho Local Bridge Program Grant Application (ACTION ITEM) - Nate Suhr / Alisa Anderson

SB 1359 authorized \$200 million in one-time funding for the repair or replacement of bridges greater than 20' in length. Bridges must be in poor condition or be posted for load weight limits to qualify. The goal of the program is to replace 1/3 of local bridges in poor or posted conditions. The only qualifying bridge in the City of Moscow is the Sand Road Bridge over the South Fork of the Palouse River. This 51' long bridge is posted with a load restriction and recommended for replacement due to its decreased load capacity. The Leading Idaho Local Bridge Grant has no maximum request amount and no local match requirement. The Local Highway Technical Assistance Committee (LHTAC) will be managing the program with support from local staff and the design firms will be contracting directly with LHTAC, reducing the City of Moscow's required management time. Based on preliminary estimates and recently submitted prices, the bridge is estimated not to exceed the cost of \$1.8 million.

PROPOSED ACTIONS: Authorize City staff to submit a Leading Idaho Local Bridge Program Grant request with total project costs not to exceed \$1,800,000 and Approval for the Mayor to sign the attached Memorandum of Understanding; or provide staff further direction.

4. Andrew Becker Memorial Public Artwork (ACTION ITEM) - Megan Cherry

The family of Andrew Becker has donated funds to support the installation of a permanent public art piece at the Intermodal Transit Center Sculpture Garden. In January 2022, City Council voted to approve a contract with J. Casey Doyle to create two designs to be considered for the Becker Memorial at the ITC Sculpture Garden. Doyle's designs have been reviewed by the donor, whose recommendation was presented to the MAC during the Commission's regular meeting on Tuesday, May 10. The MAC echoes the donor's recommendation for the design with the working title of "Ribbon Clouds." If approved by City Council, staff will complete an artwork commission agreement approved by City Council in January 2022. The project timeline indicates installation of the artwork at the Intermodal Transit Center Sculpture Garden in October 2022.

PROPOSED ACTIONS: Recommend approval of the "Ribbon Clouds" design by J. Casey Doyle, or provide staff further direction.

5. Approval of Liquor License and Request for Waiver for Neat (ACTION ITEM) - Bill Belknap

On May 18, 2022, AA&T Moscow LLC, dba Neat applied for a new liquor license including beer, wine and restaurant certification. Moscow City Code Title 9, Section 7-3 requires approval from the City Council prior to the City Clerk issuing a license to sell liquor. Inspections, background checks, State license and County license are pending. Idaho Code 23-913 prohibits the retail sale of alcohol within 300 feet of a public school, church, or any other place of worship except with the approval of the governing body of the municipality. The proposed location for the liquor license is within 300 feet of NSA North Campus building (previously CJ's) which due to church services taking place every Sunday, is being considered a place of worship. Neat is asking the City Council to approve a waiver from the City to obtain a liquor, beer and wine license. Both New Saint Andrews and Kings Cross Church have been invited to attend the Committee meeting.

PROPOSED ACTIONS: 1. Recommend approval of a waiver allowing alcohol within 300 feet of a place of worship, or provide staff further direction;
2. Recommend approval of the alcohol license and restaurant certification for Neat conditioned upon the passing of inspections, background checks and approval of licenses from the State and County, or provide staff further direction.

REPORTS

Staff Report (if needed)

ADJOURN

NOTICE: Moscow City Council and committee meetings are televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

Public Works / Finance Committee



Regular Meeting ~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

**Monday
May 9, 2022**

3:00 PM

**Council Chambers
206 E. Third St.**

The meeting was called to order at 4:30 p.m.

PRESENT: Sandra Kelly, Hailey Lewis, Maureen Laflin

OTHERS: Mayor Art Bettge

STAFF: Bill Belknap, Mia Bautista, Cory Riddle, Tim Davis, Tyler Palmer, Bob Buvel, Demetre Makratzakis

REGULAR AGENDA

1. Approval of Public Works/Finance Committee April 25, 2022 Minutes (ACTION ITEM) - Laurie M. Hopkins

The minutes were approved as presented.

2. Disbursement Report for April 2022 (ACTION ITEM) - Sarah Banks

Staff will present the Accounts Payable Report for the month ending April 2022.

ACTION: Approve and authorize the use of digital signatures to sign the Disbursements Report for the month of April 2022.

Banks went over the disbursements with payroll being the largest expenditure. The Whitcom quarterly payment was another major expenditure for the month of April. Lewis asked for clarification regarding a payment to Jeff's Electric for bathrooms and a payment to Correct Equipment for meter replacement. The Committee approved and authorized the use of digital signatures to sign the Disbursements Report for the month of April 2022.

3. Bird Rides License Agreement for Shared Mobility (ACTION ITEM) - Cody Riddle

Staff will present a proposed one-year license agreement between the City and Bird Rides for the operation of shared-use scooters within the City. The agreement will allow deployment of up to 200 devices (scooters) for shared use under the provisions of Title 11, Chapter 2 of Moscow City Code, amended earlier in 2022.

PROPOSED ACTIONS: Recommend approval of the license agreement with Bird Rides, or provide staff further direction.

Riddle introduced the item as written above. The City Code references dismount areas and Friendship Square will be a no parking zone. There is a provision for impounding devices. The University is not part of this agreement but will be in the license agreement. Lewis expressed concern regarding the volume of scooters and perhaps a phased approach would be better since students are leaving for the summer. Kelly does have reservations but is happy with the amendments that have already taken place. She is concerned about speed limits and where they are allowed due to the possibility of running people off the sidewalks. She is not against them but worried the City is not ready due to safety concerns. She likes that the agreement would be for one year and thinks at this point it is a good thing. Laflin felt it was good to start now with no students so it is like breaking the in but wanted clarification on how the company will inform customers on traffic laws since according to the contract, they are responsible for doing so. Belknap said it is educational tutorial when a person sets up their account for renting a scooter. For those that do not have personal devices, Riddle said there will be signage for no-dismount areas and

the speed limits. In response to Lewis's questions, there is no parking in Friendship Square and it will be geofenced so that the scooters cannot go into the area. Bird is required to pick up the scooters every night for recharging and replacement. Belknap said the code and agreements were modeled on the program in Boise.

Kelly hopes this helps staff review and work on how to enforce and educate regarding personal scooters and hovercraft. In reference to Laflin's concern, the police department is aware and there will be a meeting regarding enforcement before deployment.

The Committee recommended approval and that it be placed on the Council regular agenda.

4. Sanitation Rate Study Executive Summary Report (ACTION ITEM) - Tim Davis

The Sanitation Department procured the consulting services of FCS Group to conduct a rate study update on July 12, 2021. Rate studies are conducted by utilities periodically to assure that the costs of services are in alignment with the revenue needs of the utility, and that those costs are allocated in as equitable of manner as possible among the utility customer classes. A critical component to this rate study process was the assembling of a Citizen Rate Committee (CRC). The CRC provided a diverse perspective that represents the Moscow Community in evaluating and advising on the City's Sanitation rate structure. The rate study used the methodology and policies established in the 2012 and 2016 rate studies to inform this update. Much like previous Sanitation rate studies, the collection system and solid waste processing facility (SWPF) were evaluated independent of each other. Much of the Sanitation Department costs are driven by contractual obligations for solid waste and recycling collection with Inland North Waste, SWPF operations with Inland North Waste and long-haul transport and disposal of municipal solid waste with Finley Buttes Landfill, a subsidiary of Waste Connections. The City of Moscow also has individual disposal contracts with Latah County and the cities of Bovill, Deary, Genesee, Juliaetta, Kendrick, Potlatch and Troy, which expire September 30, 2023. This rate study update establishes a disposal cost schedule for future years and will assist with negotiations and renewal of these disposal contracts.

PROPOSED ACTIONS: Recommend approval of the Sanitation Rate Study Update as presented, or provide staff further direction.

Palmer introduced the item as written above. Davis explained the rate study objectives are to achieve equitable rates among the utility customer classes and avoid significant rate changes to provide rate stability over time. Both objectives were achieved. The study evaluation has two different categories: the collection system and the solid waste processing. The collections system was found to need a 2.25% fee increase for 2026-2032. Discussions with the rate committee resulted with a phased approach for the increase. The increase was reduced to 1% for FY2023 through FY2025, then a 1.5% increase from FY2026 through FY2032. Also indicated by the study was the need to increase the waste system. Increases would be 1.5% from FY2024 through FY2031 and 1.75% through FY2032. The sanitation fund is healthy and based on findings, the rate payers will see stability in the sanitation services.

The cost of service analysis, which is the cost of solid waste to customer classes in proportion to demands, found that dumpster rates were over the cost of service, commercial cart rates were over cost of service, and residential rates were under the cost of service. To align customer class rates with actual costs to provide services, rate adjustments would begin FY2023 and phase in through a five-year period. The new programs implemented since the previous rate study include roll cart solid waste collection and single-stream recycling. Now that there is a history on these new programs, staff can see how the contractual obligations related to these services truly reflect the services.

Palmer said it has been a good and accurate process and provided good data. The Sanitation utility is in good shape and pointed out there has been no increase in fees over the last three years. The rate

committee did discuss the multi-family recycling program but is not tied to the rate study. The multi-family recycling program needs some updates as it is technically accessible but not practically accessible. Staff is working on putting together a work group to provide recommendations on the multi-family recycling program so that it is more accessible. The rate study recommended increases to the multi-family recycling program but staff is proposing no increases until the optimistic the program can be reviewed. Accumulation in sanitation capital is on hold because projects have not come to fruition and there needs to be clarity in the needs of the programs.

Lewis requested more detail in the executive summary of the report such as no rate increases for three years and what is driving the need for the collection increase. That will assist citizens that have not had any prior context.

The Committee recommended approval with the suggested change to the executive summary and that it be placed on the Council regular agenda.

5. Well House No. 6 Rebid Award (ACTION ITEM) - Bob Buvel

The City published an advertisement for bids on April 16, 2022 and April 23, 2022 for the Well House No. 6 Rebid project. The project included the reconstruction of Well House No. 6, electrical improvements, and the coordination of the installation of a new generator. The Engineer's Estimate for the project was \$462,000.00 for base bid and \$206,118.00 for Add Alternate No. 1. Bid opening for the project took place on May 3rd, 2022, at which two (2) bids were received. The bids received were in the amount of \$724,512 for the base bid and \$200,000.00 for Add Alternate Number 1 submitted by Razz Construction, Inc. A second bid of \$636,915 for the base bid and \$197,000.00 for Add Alternate Number 1 submitted by TML Construction Inc. The lowest responsive bid was TML Construction Inc. A bid analysis performed by Welch Comer is included in the Committee packet.

PROPOSED ACTIONS: Recommend acceptance of the low bid from TML Construction, Inc., award the contract for both the base bid and bid Alternate Number 1 in the amount of \$833,915.00, and authorize staff approval of construction change orders in an amount not to exceed 10% of the contract amount, or provide staff further direction.

Buvel introduced the item as written above. Belknap said the overage can be funded by the water fund capital and ARPA funds. The well structure is deteriorating so reconstruction of the well house is necessary. Kelly said she is pleased the city is in a position to be able to complete this project. The Committee recommended approval and that it be placed on the Council consent agenda.

REPORTS

Staff Report (if needed)

No report.

ADJOURN

The meeting closed at 3:42 p.m.

COMMITTEE STAFF REPORT

DATE: Monday, May 23, 2022



RESPONSIBLE STAFF

Alisa Anderson, Grants Manager, Nate Suhr, Senior Engineering Technician

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

Moscow Urban Renewal Agency

AGENDA ITEM TITLE

Transportation Alternatives Program South Main Pedestrian Underpass UPDATED State/Local Agreement (ACTION ITEM) - Nate Suhr / Alisa Anderson

DESCRIPTION

In 2018, the City and the Moscow Urban Renewal Agency (MURA) jointly funded a study to assess the feasibility of the construction of a pedestrian underpass on South Main/U.S. 95 just south of the US Hwy. 95/S.H. 8 intersection. In February of 2020, the City applied for a Transportation Alternatives Program (TAP) grant administered by the Idaho Transportation Department (ITD). On March 18, 2020, ITD announced the City received a notification of award to receive federal funding for the project. On April 1, 2022, the City received communication from ITD to increase the federal funding up to \$994,612 for the project. The awarded project will construct a bike/pedestrian underpass in the existing stream banks of Paradise Creek at the US Hwy. 95 crossing. The new underpass will allow pedestrian and bicyclists to travel underneath US Hwy. 95 without using the existing crosswalks where Hwy. 95 and S.H. 8 converge with Main Street near the south entrance of the University of Idaho campus. The large multi-lane intersection has crosswalks crossing 5 lanes of traffic including two merging turning lanes. The underpass will significantly improve pedestrian connectivity and safety and be constructed similar to the recently completed Styner/White underpass on Hwy. 8. The new path extension will be 710 feet long and 10 feet wide connecting to an existing route on Paradise Path leading to the Intermodal Transit Center, University of Idaho campus with adjacent connections to Gritman Medical Center, student housing and downtown Moscow.

The amended total project costs are \$1,073,400 and the City has been awarded federal aid in the amount of \$994,612, which is 92.66% of the project. The City's local match requirement is \$78,788 which is 7.34% of the project costs. The Moscow Urban Renewal Agency (MURA) has committed to contributing 50% of the City's match estimated at \$39,394. The attached State/Local Agreement is for project development and construction as outlined on Page 2 in the Agreement. The project is scheduled to be designed in the summer/fall of 2022 and construction to be completed in 2023. The updated State/Local Agreement and corresponding Resolution are attached to this report.

STAFF RECOMMENDATION

Recommend approval to execute the updated State/Local Agreement (Design and Construction) Project No. A022(943) Key 22943 US-Highway 95 Pedestrian Underpass to accompany previously approved Resolution 2022-08.

PROPOSED ACTIONS

PROPOSED ACTIONS: Recommend approval to execute the updated State/Local Agreement (Design and Construction) Project No. A022(943) Key 22943 US-Highway 95 Pedestrian Underpass to accompany previously approved Resolution 2022-08; or provide staff further direction.

FISCAL IMPACT

The estimated total project costs are \$1,073,400; ITD Grant \$994,612; City's local match \$39,394, MURA \$39,394. The City's match is included in the FY2022/23 Capital Projects Budgets.

PERSONNEL IMPACT

The project will be administered and managed by City of Moscow staff.

ATTACHMENTS

1. 22943 SLA TAP updated

**STATE/LOCAL AGREEMENT
(DESIGN AND CONSTRUCTION)
PROJECT NO. A022(943)
PEDESTRIAN UNDERPASS, MOSCOW
LATAH COUNTY
KEY NO. 22943**

PARTIES

THIS AGREEMENT is made and entered into this _____ day of _____, _____, by and between the **IDAHO TRANSPORTATION DEPARTMENT**, hereafter called the State and the **CITY OF MOSCOW**, acting by and through its Mayor and Council, hereafter called the Sponsor.

PURPOSE

The Sponsor has requested funding under the Transportation Alternatives (TAP) Program as detailed in the project Application, a copy of which is attached as Exhibit A. The purpose of this Agreement is to set out the terms and conditions necessary to obtain Federal-aid participation in the work.

The Sponsor acknowledges that this Agreement covers a project wherein federal aid funds will be allocated, and Sponsor will comply with the requirements of 23 U.S.C. §313, 23 CFR §635.410, and 28 CFR Part II.

NOTE: The Sponsor is responsible for complying with all project requirements and project administration procedures outlined in the Transportation Alternatives Program Manual available at <http://apps.itd.idaho.gov/apps/manuals/manualsonline.html> .

Since certain functions under this Agreement are to be performed by the State, involving the expenditure of funds, and since the State can only pay for work associated with the State Highway System, the Sponsor is fully responsible for all costs related to the project for work off the State Highway System.

Authority for this Agreement is established by Section 40-317 of the Idaho Code.

The Parties agree as follows:

SECTION I. GENERAL

1. This Agreement is entered into for the purpose of complying with certain provisions of the Federal-Aid Highway Act, in obtaining federal participation in the design and construction of the project.

2. Federal participation in the costs of the project will be governed by the applicable sections of Title 23 U.S. Code (Highways) and rules and regulations prescribed or promulgated by the Federal Highway Administration, including, but not limited to, the requirements of 23 U.S.C. §313, 23 CFR §635.410, and 28 CFR Part II.
3. Funds owed by the Sponsor shall be remitted to the State through the ITD payment portal at: <https://apps.itd.idaho.gov/PayITD>.
4. Federal participation in the project is at the rate of 92.66%; local participation is 7.34%. The maximum Federal-aid for this project is \$994,612.
5. Scheduled funding for this project is listed on the approved Idaho Transportation Investment Program, and subsequent revisions. Current estimated funding is as follows:
 - a. Project Development (State, Consultant, Local) - \$300,000
(PE - \$5,000; PC - \$250,000; PL - \$45,000)
 - b. Construction - \$773,400
(CE - \$100,000; CN - \$673,400)
 - c. Total Estimated Project Costs - \$1,073,400
6. The Sponsor's match for this project will be provided in cash in the amount of 7.34 percent of the entire project (currently \$78,788).
7. This project shall be designed to State Standards as defined in the current version of the Idaho Transportation Department's Roadway Design Manual, or as subsequently revised. The current version of the Roadway Design Manual can be viewed at the following web site: <http://itd.idaho.gov/manuals/ManualsOnline.htm>.

SECTION II. That the Sponsor shall:

1. Provide a funding match of 7.34% of the Total Estimated Project Costs of \$1,073,400, and assume responsibility for all costs of the project over and above the \$994,612 federal-aid limit.
2. Pay to the State the sum of **\$7,879**, estimated to be the total expense to the State for this project. This amount will be applied towards the Sponsor's match. Upon project completion, if the estimated expense does not reflect the true cost of the work performed by the State, the Sponsor shall remit to the State the additional sum needed to cover the actual costs incurred by the State.
3. Designate an authorized representative to act on the Sponsor's behalf. That authorized representative's name is _____, Phone No. _____.

4. With the assistance of the State, secure the services of a consultant to design the project, and provide a copy of the project plans, specifications and estimate to the State for review and approval.
5. Before advertisement for bids, provide to the State a certification that all rights-of-way, easements, permits, materials sources, and agreements necessary for the construction and maintenance of the project have been acquired. The Sponsor will also certify that the contract proposal includes FHWA Form 1273 (Federal-aid Contract Provisions), and will provide an environmental determination in accordance with 23CFR 771.117.
6. Before advertisement for bids, provide to the State for review and approval a copy of the Contract Proposal form, Notice to Contractors, and construction plans, specifications and estimate. After the project is advertised for bids, provide the State with a copy of the bidding documents.
7. Advertise for the construction of the project, open bids, prepare a contract estimate of cost based on the successful low bid in accordance with State laws on procurement procedures for local governments, and request State concurrence prior to award.
8. Award a contract for construction of the project based on the successful low bid, and provide the State a copy of the contract.
9. During construction of the project, Sponsor will provide a project manager and staff to administer and inspect the project, and to provide inspection diaries and support to the State's Engineer. The individuals who will be performing inspection or certifying the sampling and testing results of any materials must be qualified in the appropriate inspector/sampler/tester area as identified in Memo 17B in the Transportation Alternatives Program Manual.
10. The Sponsor shall prepare all monthly and final contract estimates and change orders, and submit all major change orders to the State for approval. During the life of the construction contract, prior approval of the State will be obtained if it is necessary to deviate from the plans and specifications to such a degree that the nature of the completed work is significantly changed.
11. In cooperation with the State, establish and cause to be maintained all construction traffic controls deemed necessary to best serve the public interests and to expedite the work in accordance with the MUTCD.
12. At no cost to the federal-share, cause to be replaced to original, equal or better condition any existing pavement, regulatory signs, and other similar items damaged as a result of the contractor's operation, except as hereafter stated as obligations of the State.

13. During design and construction of the project, be responsible for payment of all invoices for work performed on the project. The Sponsor will provide monthly invoices, and proof of payment of same, to the State for reimbursement of the federal-aid share, up to a maximum of \$994,612.
14. Maintain all project records, including source documentation for all expenditures for a period of three (3) years from the date of final acceptance. Provide the State an electronic copy of these documents and records upon completion of the project. If any litigation, claim, negotiation, or audit has been started before expiration of the three-year period, the records shall be retained until completion of the action and resolution of all issues that arise from it.
15. Maintain the project upon completion to the satisfaction of the State. Such maintenance includes, but is not limited to, preservation of the underpass as is necessary for its safe and efficient utilization. Failure to maintain the project in a satisfactory manner will jeopardize the future allotment of federal-aid highway funds for projects within the Sponsor's jurisdiction.
16. Comply with Exhibit B attached hereto and made a part hereof. By this agreement Sponsor agrees to comply with and be bound to the Civil Rights provisions of Title VI of the Federal Code and to generally insert those provisions in all contracts that it enters into that are federally funded on this project. If property acquired for this project with Federal financial assistance is transferred, the recipient of the property will be subject to Exhibit B if the property is used for the same purpose it was originally acquired or for another purpose involving similar services or benefits to the general public. Sponsor should contact the State prior to disposing of any property acquired under this agreement.
17. Comply with all other applicable State and Federal regulations.
18. To the extent permitted by Idaho law and as provided by the Idaho Tort Claims Act, indemnify, save harmless the State, regardless of outcome, from the expenses of and against suits, actions, claims or losses of every kind, nature and description, including costs, expenses and attorney fees that may be incurred by reason of any act or omission, neglect or misconduct of the Sponsor or its consultant in the design, construction and maintenance of the work which is the subject of this Agreement, or Sponsor's failure to comply with any state or federal statute, law, regulation or rule. Nothing contained herein shall be deemed to constitute a waiver of the State's sovereign immunity, which immunity is hereby expressly reserved.

SECTION III: That the State shall:

1. Enter into an Agreement with the Federal Highway Administration covering the federal government's pro rata share of design and construction costs, up to a maximum of \$994,612.

2. Assist in the selection of a Consultant, negotiate, and furnish the Agreement for Consultant Services and any supplements thereto, to be used between the Sponsor and Consultant on this project.
3. Review and approve the project plans and specifications.
4. Authorize the Sponsor to administer the project and make any necessary changes and decisions within the general scope of the plans and specifications.
5. Appoint the Local Highway Technical Assistance Council (LHTAC) as the contract administrator for the State.
6. Designate a resident engineer and other personnel, as the State deems necessary, to supervise construction in accordance with the plans, specifications and estimates in the manner required by applicable state and federal regulations. Review for approval all major change orders submitted by the Sponsor, and conduct a final inspection of the project when completed.
7. Upon receipt of monthly invoices from the Sponsor, submit same to the Federal Highway Administration for reimbursement at the federal-aid participation rate of 92.66%, up to a maximum of \$994,612.
8. Maintain complete accounts of all project funds received and disbursed, which accounting will determine the final project costs.
9. Cooperate with the Sponsor in selection and designation of suitable construction traffic control during project construction.
10. Designate an authorized representative to act on the State's behalf. That authorized representative's name is _____, Phone No. _____.

SECTION IV. Both Parties agree as follows:

1. Federal participation is contingent upon ultimate completion of the project. If for any reason the project is removed from the program without being completed, then the Sponsor shall be responsible for One Hundred Percent (100%) of all project costs, and shall pay back to the State all costs previously reimbursed. If the Sponsor's deposit exceeds project costs, then the State shall return the unspent balance to the Sponsor.
2. Sufficient Appropriation. It is understood and agreed that the State is a governmental agency, and this Agreement shall in no way be construed so as to bind or obligate the State beyond the term of any particular appropriation of funds

by the Federal Government or the State Legislature as may exist from time to time. The State reserves the right to terminate this Agreement if, in its sole judgment, the Federal Government or the legislature of the State of Idaho fails, neglects or refuses to appropriate sufficient funds as may be required for the State to continue payments. Any such termination shall take effect immediately upon notice and be otherwise effective as provided in this Agreement.

- 3. All information, regulatory and warning signs, pavement or other markings, traffic signals required, the cost of which is not provided for in the plans and estimates, must be erected at the sole expense of the Sponsor upon the completion of the project.
- 4. The location, form and character of all signs, markings and signals installed on the project, initially or in the future, shall be in conformity with the Manual of Uniform Traffic Control Devices as adopted by the State.
- 5. This Agreement shall become effective on the first day mentioned above, and shall remain in full force and effect until amended or replaced upon mutual consent of the State and the Sponsor.

EXECUTION

This Agreement is executed for the State by its Highways Construction & Operations Division Administrator, and executed for the Sponsor by the Mayor, attested to by the City Clerk, with the imprinted Corporate Seal of the City of Moscow

IDAHO TRANSPORTATION DEPARTMENT

Division Administrator
Highways Construction & Operations

ATTEST:

CITY OF MOSCOW

City Clerk

Mayor

(SEAL)

By regular/special meeting
on _____.
hm:22943 SLA

RESOLUTION NO. 2022 – 08

A RESOLUTION OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, TO ENTER INTO AN AGREEMENT FOR DEVELOPMENT AND CONSTRUCTION OF THE US HIGHWAY 95 PEDESTRIAN UNDERPASS PROJECT; PROVIDING THAT THIS RESOLUTION SHALL BE IN EFFECT UPON ITS PASSAGE AND APPROVAL.

WHEREAS, the Idaho Transportation Department (hereinafter “ITD”) has submitted State/Local Agreement (Project Development) Project No. A022 (943), Pedestrian Underpass, Moscow, Latah County, Key No. 22943 (hereinafter “Agreement”) stating obligations of ITD and the City of Moscow (hereinafter “City”) for the development and construction of Pedestrian Underpass; and

WHEREAS, ITD is responsible for obtaining compliance with laws, standards and procedural policies in the development, construction and maintenance of improvements made to the Federal-aid Highway System when there is federal participation in the costs; and

WHEREAS, certain functions to be performed by ITD involve the expenditure of funds as set forth in the Agreement; and

WHEREAS, ITD can only pay for work associated with the State Highway system; and

WHEREAS, City is fully responsible for its share of Project costs;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Moscow as follows:

That the Agreement for Federal Aid Highway Project A022 (943), to construct Pedestrian Underpass is hereby approved;

That the Mayor and City Clerk are hereby authorized to execute the Agreement on behalf of City; and

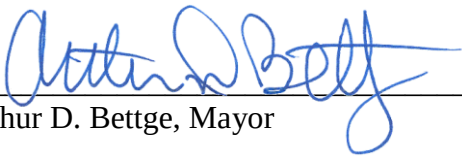
That duly certified copies of the Resolution shall be furnished to the Idaho Transportation Department.

That this Resolution shall become effective as of the 4th day of April, 2022.

PASSED on Motion by the Following Vote:

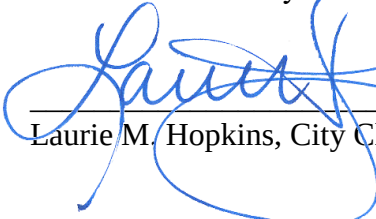
	Aye	Nay	Abstain	Absent
Hailey Lewis	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Gina Taruscio	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Sandra Kelly	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Maureen Laflin	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Anne Zabala	<u>X</u>	<u> </u>	<u> </u>	<u> </u>
Julia Parker	<u>X</u>	<u> </u>	<u> </u>	<u> </u>

ADOPTED by the City Council of the City of Moscow, Idaho and **APPROVED** by the Mayor of the City of Moscow, Idaho this 4th day of April, 2022.

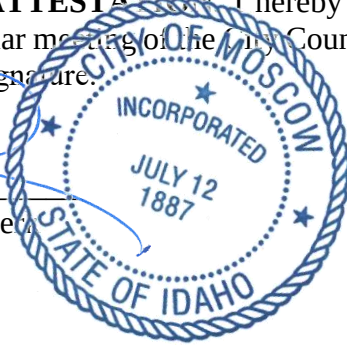


Arthur D. Bettge, Mayor

CERTIFICATION and ATTESTATION I hereby certify that the above is a true copy of a Resolution passed at a regular meeting of the City Council, City of Moscow, held on April 4, 2022 and attest to the Mayor's signature.



Laurie M. Hopkins, City Clerk



CITY OF MOSCOW – TAP 2020 FUNDING REQUEST U.S. HIGHWAY 95 PEDESTRIAN UNDERPASS PROJECT



City of Moscow, Idaho
206 E. Third Street
Moscow, Idaho 83843
Bill Lambert, Mayor
Alisa Anderson, Grants Manager/ADA Coordinator

Transportation Alternatives Program (TAP)

City of Moscow 2020 Funding Request

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¹ Alta Science & Engineering, Inc.

² Partnership for Economic Prosperity

FOREWORD TO THIS REQUEST FOR TAP FUNDING....

Urban Design Principles

The design and improvement of the downtown underpass requires a guiding vision. The following application provides the general framework for the guidelines that will be applied to the design and improvement of all structural and functional elements of the proposed project.

The framework includes these following considerations: Safety, Connectivity, Accessibility, Context, Vitality, Greenery, Beauty with special attention to Environmental Justice factors and the blend of Urban Fabrics connected to the project and the surrounding area:

Safety – Project elements encompass and provide an open and clean appearance to the underpass structure, accompanied by light, inviting materials, and safety retaining walls.

Connectivity – Provide seamless sidewalk and/or path surfaces and accessible connections to adjacent destinations for all users.

Context – Relate the design treatments of the underpass to the historical context, local character and strategic plans encompassing the development guidelines of the Legacy Crossing Urban Renewal District.

Vitality – Strongly encourages active uses within the project location such as living spaces, small shops, restaurants, medical services and connections for new development and redevelopment.

Greenery – Maximize Wiscape landscaping opportunities at retaining walls, median, corners, and transition areas between public and private properties.

Beauty – Incorporate artistic or historic elements into surfaces or entrance and existing areas.

Environmental Justice – Decrease environmental burdens, increase environmental benefits, and work collaboratively to build a healthy sustainable community for vulnerable populations.

Urban Fabric – Weaving aspects of humanism, emphasizing building types, thoroughfares, open space, frontages, and streetscapes with consideration to environmental, functional, economic and sociocultural elements of the project.

We, the staff of the City of Moscow, have envisioned this project in its base form, applied the research of the current environmental considerations, purpose, location, benefits, uses, connections, safety, foliage, attraction, and surrounding populations and have proposed an underpass project that provides culmination of the elements previously discussed. We believe this proposal addresses a collective need in our community and will provide benefit to all the citizens of Moscow.

Respectfully,

Community Planning and Design Staff
City of Moscow, Idaho

**Transportation Alternatives Program (TAP)
2020 Application – Funding Project Years:
FY 2021, 2022 & 2023**

Identification I.D. (Department use only)

Application deadline: Friday February 2, 2020 at 12:00 p.m., Mountain Standard Time

Kick-Off Call for Applications: September 23rd, 2019, noon.

Applicants **MUST participate in a Pre-Application coordination meeting** with the District or LHTAC Coordinator and complete a Pre-Application Checklist for the Mid Application Screening.

Applicants **MUST submit a draft application to TAP@itd.idaho.gov for a Mid-Application screening** with the District or LHTAC Coordinator on or PRIOR TO: November 8th, 2019

During the Mid-Application Screening, a panel of Subject Matter Experts will review the draft applications and provide feedback to applicants that helps strengthen the proposals, returning these to the applicant by December 13th 2019. The final draft applications will be scored by a different group.

Applicants **MUST submit their Application to TAP@itd.idaho.gov** with the District or LHTAC Coordinator on or PRIOR TO: February 2nd, 2020

The Idaho Transportation Department is now soliciting applications for the Transportation Alternatives Program (TAP) to add projects to our fiscal year 2021*, 2022 and 2023 program. FY2021 is limited to non-infrastructure and construction only projects. The purpose of TAP is to provide for a variety of alternative transportation projects and to advance the Idaho Transportation Department's (ITD) strategic goals of Mobility, Safety and Economic Opportunity while maximizing the use of federal funds. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and safe routes to school educational projects. Applicant award capped at one \$500,000 in federal aid per year per funding source, not to exceed \$750,000 federal (not counting TAP-TMA or TAP statewide balancing). There is a Partial Award category in preferred funding year to accommodate small scale projects up to \$50,000 allowing applicants to apply for scalable project awards.

Final applications must be submitted to ITD electronically. Applications including attachments must be submitted by e-mail to TAP@itd.idaho.gov. Additionally, all questions regarding this application are to be submitted to TAP@itd.idaho.gov. For all e-mail correspondence, please indicate "2020 TAP Application" in the subject line along with the sponsor's name. For example, Subject: 2020 TAP Application - City of Lava Hot Springs.

Format: Application form must be saved electronically and then transmitted to the Department. All supporting maps, letters and other documents must be saved as a pdf and transmitted to the Department with the application form. If the file size of any or all of the attachments exceeds e-mail transmittal capabilities (15MB), files may be saved to either a disc or thumb drive and submitted via postal mail. All postal mail is to be sent to the following address and must be received prior to the designated application deadline.

Idaho Transportation Department Headquarters
Attn: Ryan McDaniel CFM, PMP
Project Manager, Contracting Services
P.O. Box 7129
Boise, ID 83707-1129

If sponsor is submitting multiple applications, please prioritize them in order of importance from 1 to X, with 1 being the most important project.

Priority Number 1

Applicant Information

Applicant: City of Moscow, Idaho

Mailing Address:

206 East Third Street, PO Box 9203

City: Moscow

State: ID

Zip Code: 83843

Contact Person 1: Alisa Anderson

Title: Grants Manager

Phone: 208-883-7600

Email: aanderson@ci.moscow.id.us

Contact Person 2: Bill Belknap

Title: Deputy City Supervisor

Phone: 208-883-7011

Email: bbelknap@ci.moscow.id.us

Co-Applicant (if different from Applicant): Not Applicable

Mailing Address:

City: _____

State: _____

Zip Code: _____

Contact Person: _____

Title: _____

Phone: _____

Email: _____

Sponsor certifies the following conditions of application:

- We are familiar with Transportation Alternatives Program eligibility criteria & TAP manual.
- All right-of-way (ROW) is acquired and no environmental issues are known to exist.
- Our budget accurately reflects the anticipated cost of the proposed project.
- The information in the application accurately reflects available knowledge of our staff.
- We understand this is a reimbursement grant and must furnish cash local match upfront and will be reimbursed as work progresses and invoices submitted with accompanying documentation.
- We acknowledge that there is no contingency funding beyond the amount budgeted in this application and all overruns will be borne by the local sponsor.
- The project must be brought to completion to receive funding.
- We accept responsibility for future maintenance and operating costs of the completed project.



Sponsor Signature (Authorized Official)

Bill Lambert, Mayor

Sponsor Printed Name

City of Moscow, Idaho

01/31/2020

Date

Date

Project Information

Project Name South Main Pedestrian Underpass Project

Total Project Design Estimate	<u>128,000</u>
Total Project Construction Estimate	<u>879,000</u>
Total Non-Infrastructure Estimate	<u>-0-</u>
Define Partial Project Construction Estimate	<u>-0-</u>
Total Project Cost Estimate	<u>1,007,000</u>

Project location

(Please include street or trail name, city, county, and beginning/end points as applicable)
(Maximum 500 Characters)

The proposed project will be located in Moscow, Idaho, to the east and west of the existing bridge on US Hwy. 95, and between Sweet Avenue and the existing Paradise Path to the south and Hwy. 8 to the northeast. See Attachment F.

State Highway Route(s) if applicable US Hwy. 95 is adjacent to project and State Hwy. 8 is near the intersection to the east.

Beginning Mile Posts(s) if applicable _____

Ending Mile Posts(s) if applicable _____

Project Area

☐ Urbanized - Areas with population over 200,000

☒ Urban - Areas with population of 5,001 to 200,000

☐ Rural - Areas with population of 5,000 or less

Funding Year (for initial programming only, project may advance or delay at a later date)

Preference 1		Preference 2	
Non-Infrastructure		Non-Infrastructure	
2021	☐	2021	☐
2022	☐	2022	☐
2023	☐	2023	☐
Design		Design	
2021	☐	2021	☐
2022	X	2022	X
2023	☐	2023	☐
Construction		Construction	
2021*	☐	2021*	☐
2022	☐	2022	☐
2023	X	2023	2024 X

Partial Award			Partial Award	
2021	—		2021	—
2022	—		2022	—
2023	—		2023	—

*Design must be completed to federal requirements for FY21 and any 'construction only' project and see TAP manual for additional requirements

Project Cost Estimate

Instructions:

1. Project estimate must include all related project costs, including administrative.
2. For both infrastructure and non-infrastructure type projects, the sponsor match is 7.34% of the total project cost.
3. **Infrastructure is Cash match only:** Non-cash items such as in-kind contributions are not eligible to count towards the sponsor's match, in-kind is eligible on non-infrastructure only.
4. Use the ITD provided TAP Project Estimating Worksheet to indicate the total project estimate. A copy of the worksheet can be accessed at <https://itd.idaho.gov/wp-content/uploads/2019/09/TAP-Estimating-Worksheet-SUBJECT-TO-CHANGE.pdf>
5. Separate applications must be submitted for infrastructure *and* non-infrastructure projects.
 - (a) Infrastructure: Federal reimbursement requested for: (select all that apply)
 - ☒ Design activities
 - ☒ Construction activities
 - (b) Non-infrastructure: Federal reimbursement is being requested for:
 - ☐ Non-Infrastructure: Safe routes to school coordination and education.

If the sponsor is applying for federal funds to participate in construction activities only, there are still administrative costs that ITD will incur in order to review project documents, provide oversight, and authorize a project for competitive bidding. The sponsor will need to account for these costs within the project estimate. Federal funds for construction activities require compliance with federal processes and procedures. Prior design of the project must also comply with federal process and procurement requirements. So, if federal funds are sought for construction only, then the preceding tasks to that construction must also have been federally compliant (NEPA, Davis Bacon Act, procurement process, et cetera).

Eligible Project Activities

For a list of eligible project activities, please reference FHWA publication "Transportation Alternatives" at <http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

From the list below, select the main project activity that best describes proposed project.

- ☒ Infrastructure: Design and/or construction of infrastructure and systems that will provide safe routes for non-drivers.

- ☒ Infrastructure: Design and/or construction of infrastructure to improve the ability of students who live within two miles of the school building to walk or bicycle to school.
- ☐ Non-Infrastructure activities: Safe routes to school coordination and education.

Environmental requirements for infrastructure projects shall not exceed NEPA Categorical Exclusion level of review (i.e. a project expecting EA/ROD/FONSI are not eligible). The acquisition of right-of-way is not an eligible activity for TAP funding (all ROW acquisition activities must be completed prior to submitting an application). NEPA or ROW issues are cause for finding a project ineligible.

Eligible Project Sponsors

Only certain entities are eligible sponsors per 23U.S.C 133(h)(4)(b), select the description that best categorizes your organization as the project sponsor.

- ☒ Local government
- ☐ Regional transportation authority
- ☐ Transit agency
- ☐ Natural resource or public land agency
- ☐ School district, local education agency or school
- ☐ Tribal government
- ☐ Nonprofit entity responsible for the administration of local transportation safety programs
- ☐ Any other local or regional governmental entity with responsibility for oversight of transportation
- ☐ Recreational Trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

1. Project/Program Elements (20 Points)

(a1) For infrastructure type projects, this project includes the following facilities. (select all that apply)

Sidewalk: Surface _____ Width _____ Length _____

Crosswalk: Width _____ Qty.⁰ _____

Curb Ramps: #⁰ _____

On-Street Bicycle Facilities: ☐ bike lane, ☐ shared lane, ☐ cycle track: Length _____

Shared-Use Path: Surface Asp Width 10' Length 710'

Signalization/Traffic Control: Type nearby

Bicycle Parking/Racks/Amenities: Type _____ # Spaces _____

Pedestrian Amenities/Streetscape (lighting, landscaping, etc.): yes

Traffic Calming: _____

Transit Stops and Amenities: 23 Fixed Route Bus Stops to include Bus Shelters and/or Benches. Attachment U.

Other: It is proposed to repurpose pieces of the concrete railing from the Old Hwy. 95 bridge to create historical signage or kiosk's along Paradise Path in or near the project area.

(a2) For non-infrastructure type projects, this project includes the following activities. (select all that apply)

Education materials and activities: ☐ Travel Plan ☐ Safety Booklets ☐ Other _____

Encouragement materials and activities: ☐ Bike Rodeo ☐ Walk/Bike to School Day Activities ☐ Walking or Biking Technical Skills Training ☐ Pre-Drivers Education ☐ Rules of the Road

Project workplan needs approval from ITD within 30 days of executing the non-infrastructure SLA

(b2) Description of Project **15 pts.**

Describe existing conditions and provide a clear description of the purpose of the project and the scope of work. Supplemental materials such as pictures, maps, project plans, exhibits, diagrams, etc. may be provided as necessary to explain existing conditions and proposed improvements. Vague descriptions may result in lower evaluation scores and lower ranking. Information about the project scope should be consistent with the project budget. (Max 1200 Characters)

The proposed project is to construct a bike/pedestrian underpass in the existing stream banks of Paradise Creek at the US Hwy. 95 crossing. The underpass will allow pedestrians and bicyclists to cross under US Hwy. 95 on a new Paradise Path connection without needing to cross US Hwy. 95, disrupting traffic flow on a busy section of the highway. The underpass will significantly improve pedestrian connectivity and safety and be constructed similar to the recently completed Styner/White underpass on Hwy. 8. The new path extension will be 710 feet long and 10 feet wide connecting to an existing route on Paradise Path leading into the University of Idaho campus with adjacent connections to Gritman Medical Center, student housing and downtown Moscow. Attachment I includes the proposed Underpass Conceptual Design drawings from Alta Science and Engineering, Inc. It is anticipated the project will require the removal of the old Hwy. 95/Main Street bridge which has been rendered ineligible for the Nation Register of Historic Places as stated in a letter from ISHPO, Attachment M. In the Underpass Feasibility Memo from Alta (Attachment J), the proposed underpass will have negligible impacts upon flood elevations that are anticipated to be mitigated during design. The new path is anticipated to only be inundated a total of 4.1 days per year (Alta) and shall cause no new flooding impacts upstream or downstream of the project. The project will be designed to meet the FEMA requirements for construction in the floodway.

(c) This project implements or meets a Safe Routes to School (SRTS) non-infrastructure educational, encouragement or safety program project/need and is supported by the SRTS Coordinator. **3 pts.**

- ☒ Yes, a TAP funded SRTS Coordinator provided a letter of support See attached letter from Professor Helen Brown of the University Idaho in Attachment B.
- ☐ No
- ☐ Not Applicable

2. Property Ownership and Acquisition Information (Pass/Fail)

Applications that indicate a No response is cause for finding application ineligible.

(a) Has all of the property needed for the project construction been acquired? (select one)

- ☐ Yes On the west side of U.S. 95, the Gritman Medical Center Board of Directors has agreed to donate the land necessary for the construction of underpass and associated pathway in exchange for the removal of the prior U.S. 95 bridge structure that is currently located upon the prior vacated right-of-way which Gritman obtained through a land exchange, along with the construction of the sidewalks that are proposed within the project. The boundary of the Gritman donation parcel is conditioned upon the City securing the TAP Grant.
- ☒ No, Property must still be acquired for the project construction.
- ☐ Not Applicable

(b) Have all necessary easements or access agreements been acquired for the project? (select one)

- ☐ Yes On the east side of U.S. 95, an expansion to the existing pedestrian pathway easement will be required from Campus Moscow Property and will be located over the creek channel and extend approximately 200 feet to the east. The easement has been surveyed, legal description has been prepared and the easement document has been transmitted to the owner for execution.
- ☒ No
- ☐ Not Applicable

If no, describe how and when the easement or access agreement will be acquired. Note: the application must include a commitment letter by the current property owner indicating an easement or access agreement is under development and will be granted. Applications that indicate a No response and do not include a commitment letter by the current property owner will be deemed incomplete. (Maximum 500 Characters)

The University of Idaho has previously granted the City a pedestrian pathway easement across their campus for the portion of the Paradise Pathway that traverses the University of Idaho. That easement is described by a map that documents the approximate centerline of the pathway and will require a very minor exhibit update to include the new pathway connection at Sweet Avenue.

See Attachment N - A map showing locations of property and easements listed above.

See Attachment N - An email from the CEO of Gritman Medical Center confirming the property donation described above.

(c) Projects proposing to build facilities along or through railroad right-of-way must include evidence from the railroad granting a right of entry or an executed encroachment permit. Has the railroad granted a right of entry or executed an encroachment agreement? (select one)

- ☐ Yes
- ☐ No
- ☒ Not Applicable

If no, describe how and when the agreement will be executed. Note: the application must include a commitment letter by the railroad that a right of entry or an executed encroachment agreement is under development and will be granted. Applications that indicate a No response and do not include a commitment letter from the railroad will be deemed incomplete. (Maximum 500 Characters)

3. Financial Readiness (15 pts)

(a) Is the proposed project in a Transportation Plan? **2 pts.**

- ☒ Yes, by: Page 470
☐ No
☐ Not Applicable

(b) If project is in a Transportation Plan, is the plan current (updated and/or re-adopted within last 5 years)? **2 pts.**

- ☒ Yes, date of last update 2014 - Due to staffing changes this past year the City was not able to schedule an update to the "Moscow on the Move Transportation Plan". However, we are planning to submit an application in December 2021 to LHTAC to do a plan update.
☐ No
☐ Not Applicable

(c) Does your community have a written bicycle/pedestrian transportation plan, either as part of an overall transportation plan or a standalone? **2 pts.**

- ☒ Yes, this project implement this plan by: Yes it is included in the current Transportation Plan.
☐ No
☐ Not Applicable A new Bike Route and Facilities Plan was updated in 2016 and is shown in Attachment P.

(d) Do you have a written commitment to bring this project forward for approval of funds at a town meeting, through capital reserves funds, through inclusion in a capital improvement program/plan or any other available funds? **2 pts.** See Attachment Q - Daily News Article - Moscow to apply for a grant

- ☒ Yes Yes, see attached letter from the City Supervisor in Attachment C. The action was previously recommended for approval by the Public Works/Finance Committee January 27, 2020. The ratification of this recommendation will be confirmed by the City Council on February 3, 2020.
☐ No
☐ Not Applicable

(e) Are the funds appropriated or programmed to be appropriated in an adopted budget? **2 pts.**

- ☒ Yes Yes, this project is included in the Capital Improvement Plan for design in 2022 and construction in 2023.
☐ No
☐ Not Applicable

(f) Please provide the details for (a)-(f) and provide details on the available financial management practices and accounting software used for this project. **5 pts.**

The City of Moscow's budget is a very involved process that includes our community. The officials elected by citizens set goals, to the staff who take pride in protecting our community's investment. The budget process begins in January to prepare a new budget for the upcoming fiscal year on October 1. Budget research and background for the budgeting process include the biennial citizen survey, long-range planning documents, and the Council's annual goals. Departments develop a draft proposal of budgets based on all that information which are presented to the City Supervisor to refine until the budget is balanced. The Mayor then reviews the balanced draft budget and makes changes and after it is balanced and contains a solid attempt at achieving the mission, goals and long-range plans identified by the community. Next steps include the public hearing process which allows for the public to review and provide input on the budget document. Once the budget passes through the public hearing phase, the document is adopted for implementation in the upcoming year.

The City of Moscow has received the Government Finance Officers Certificate of Achievement for Excellence in Financial Reporting for a Comprehensive Annual Financial Report for the past 15+ years. The City also employs a full-time Grants Manager who writes and administers all of the city grants. She has 20+ years in this field and also manages the preparation of the Schedule of Expenditures of Federal Awards under Single Audit requirements of OMB A-133.

4. Mobility (20pts)

(a) Check the following connections that this project provides (within .25 miles of route): **1/2 pts ea**

- | | | |
|---|--|--|
| ☐ Residential to Retail/Dining | ☐ Residential to Recreation | ☐ Residential to Employment |
| ☐ Residential to Education | ☐ Employment to Recreation | ☐ Employment to Education |
| ☐ Employment to Retail/Dining | ☐ Recreation to Retail/Dining | |

(b) Does the project provide a new connection? **4 pts.**

- ☐ Yes
☐ No

See Attachment P - City of Moscow Bike Facilities Route Map showing connections throughout the City to and from the project location.

(c) Does the project fill a sidewalk or pathway gap? **4 pts.**

- ☐ Yes
☐ No

See Attachment R - City of Moscow Paradise Path System Conceptual Master Plan.

(d) Will the project increase walking and biking trips after project completed? **4 pts.**

- ☐ Yes
☐ No

(e) Briefly describe the improvements to mobility outlined in (a)-(g): **4 pts.**

This new underpass will provide a new connection and fill a gap in the existing Paradise Path system, a non-motorized linear park/path system which travels throughout Moscow from the city limits on the east side meeting Latah Trail and traversing throughout areas of residential, retail, parks/recreation areas, several schools including the University of Idaho, to the west side of the city limits connecting to the Chipman Trail to Pullman Washington. This underpass connection provides a safe motor vehicle free crossing at one of the busiest and most populated areas of Moscow where Hwy 95 & 8 converge with entrances to the University campus, medical and motor business areas and also connections to downtown Moscow. This new non-motorized connection in the pathway system will increase walking and biking trips as people will not need to merge with or cross highway traffic at congested intersections to travel to their destinations. It will create a safe route for pedestrian and bicyclists of all ages, from the east side to the west side of Moscow.

The proposed underpass will be centrally located adjacent to the entrance of the University of Idaho Campus and within a block from Gritman Medical Center where many medical classes are held for students. Downtown Moscow is located two blocks north of Gritman and less than a .25 mile from the project area. Downtown Moscow is comprised of residential apartments, coop grocery store, coffee shops, shopping, dining, movie theatre, gym, banks, a liberal arts college, post office, fire station, police station and other municipal offices.

See Attachments P & R showing the routes discussed above.

5. Safety (20 pts)

(a) Does the project provide a safety improvement? **3 pts.**

☒ Yes

☐ No

(b) The safety improvements apply to (check all that apply): **3 pts.**

- ☒ Bicyclists See Attachment T - City of Moscow Safe Routes to School Map showing the locations of the Moscow schools and the University of Idaho in relationship to the project area.
- ☒ Pedestrians See Attachment U - SMART Transit Fixed Route Public Transportation Bus Schedule and Routes Maps. SMART is located in the Intermodal Transit Center within a block of the project location providing a direct connect for transit riders who walk and/rise bike to then transfer to the bus.
- ☒ Children
- ☒ Elderly

☒ People with Disabilities

☒ Others Yes - Vehicular, in that the underpass connection provides a route that allows users to not have to travel across three busy intersection and will be able to go under the highway to continue on a non-motorized route.

(c) Will the project enhance awareness of cyclists and pedestrians outside the project limits? **3 pts.**

☒ Yes

☐ No

(d) Is the project within two miles of a school and provide a safe connection between a residential community, the school, library, park, after-school activities, et cetera? **3 pts.**

☒ Yes Yes, see Attachments P and T, Safe Routes to School and bike route maps.

☐ No

(e) If a traffic safety issue has been identified in direct connection with this proposed project and proposed project location, are the applicants and/or their community based law enforcement partners already working with the ITD Office of Highway Safety (OHS) traffic safety grant programs (5pt), planning to work with OHS (3pt) or No/Not applicable (0 pt)? Please identify the primary contact at OHS. **3-5 pts.**

- ☒ Yes, already working with OHS Contact Lisa Losness, Grant Contracts Officer, ITD-OHS See Attachment V, an email from Ms. Losness stating the Moscow Police Department has participated in motorist, pedestrian, and child.
- ☐ Yes, planning work with OHS Contact _____ safety programs sponsored by OHS on an annual basis for many years.
- ☐ No/Not Applicable

(f) Please describe the details of the safety improvements: **3 pts.**

The new underpass will allow pedestrian and bicyclists to travel underneath US Hwy. 95 without using the existing crosswalks where Hy 95 and 8 converge with Main Street near the south entrance of the UI campus. The large multi-lane intersection has crosswalks crossing 5 lanes of traffic including two merging turning lanes. These two highways are used by all statewide travelers which have to drive through the heart of downtown Moscow and begin to exit the city at the intersection of the proposed project. There is no commercial bypass to this route so all travelers including cars, trucks (semi, logging, chip, long-haul transport, etc.) going east to Troy, west to Pullman, south to Lewiston, north to Coeur d'Alene travel through the intersection adjacent to the proposed underpass project.

6. Economic Opportunity (10 pts)

- (a) The project improve economic opportunity by bringing more people to businesses. **2 pts.**

☒ Yes

☐ No (If no, the following answers are not needed to be completed)

- (b) The project provides a NEW connection to small businesses. **2pts.**

☒ Yes

☐ No

- (c) The project close a gap in existing walking and biking infrastructure to improve usability in a downtown, revitalization or business district. **3 pts.**

☒ Yes

☐ No

See Attachments Y - Demographic
Profile for the project area and excerpts
from the Moscow on the Move
Transportation Plan.

- (d) Please give details that substantiate answers (a)-(g): **3 pts.**

The "Visit Moscow, Idaho" map (see Attachment W) created by the Moscow Chamber of Commerce, is a list and number coded Map Key = See & Explore, East & Drink, Stay & Play, and Meet & Plan locations in Moscow. The map also shows Paradise Path in black with bicycles. The location where Jackson, Main and Washington converge at the Wren Welcome Garden is adjacent to the proposed underpass location which will provide a new direct connection and close a gap in the existing pathway system. This new connection provides direct access to downtown Moscow and other commercial areas throughout the City.

The Moscow Urban Renewal Agency (Agency) promotes and supports projects that achieve sustainable economic growth, vitality, and enhances the community. The proposed underpass project is located in Legacy Crossing Urban Renewal District created by the Agency in June 2009. Legacy Crossing is 163 acres and includes a majority of the blighted and underutilized properties located between Moscow's downtown and the University of Idaho. The goal of the Agency is to spur rapid land use transition of properties from the former agricultural and/or industrial uses to new uses with economic vibrancy adding to the quality of civic life and improving public safety of citizens and visitors. The Agency has committed to funding 50% of the matching funds in collaboration with the City of Moscow (see Attachments C).

The Agency participates financially in public infrastructure and environmental remediation to support development in Moscow. The continued utilization of public-private partnerships provides the resources necessary to redevelop the Legacy Crossing District into a vibrant, attractive, safe, mixed use neighborhood attracting local residents and those throughout the region in addition to tourists. The Agency's Strategic Plan is accompanied by a capital improvement plan which lists public infrastructure investments over the next five years and this proposed project is listed in the plan. The Agency is committed to also completing an existing sidewalk gap leading to the underpass during the construction as stated in Attachment M, Email from the CEO of Gritman Medical Center. As a point of reference, Legacy Crossing was established in 2008 at which time it was valued at \$47.8 million and in 2015 the value had increased to \$56.3 million which is an example of the growth in this renewal district highlighting a need for safe, non-motorized transportation connections such as this project.

This project is also supported by the downtown business district and other businesses throughout the City of Moscow as outlined in the support letter (Attachment X) from the Executive Director of the Moscow Chamber of Commerce. The Partnership for Economic Prosperity (PEP) whose intent is to bring business, government, education and community leadership together for the purpose of strengthening the Latah County economy has also provided a letter of support in Attachment X.

Project Schedule

Instructions: * Provide a project schedule showing critical project milestones and logical time lines for design and/or construction activities. A copy of the base schedule format can be found at <http://itd.idaho.gov/ContractingServices/TAP/default.htm>

TAP Coordinator Endorsement *(Infrastructure projects only)*

See list below for contact information. To find the district in which your project is located, use the ITD map located at <http://itd.idaho.gov/>. Select District or LHTAC TAP Coordinator:

- ☐ District 1 (North Idaho): Greg Brands, (208) 772-1274
- ☒ District 2 (North-Central Idaho): Ken Helm, (208) 799-4223
- ☐ District 3 (Southwest Idaho): Aaron Bauges, (208) 334-8964
- ☐ District 4 (South-Central Idaho): Adrienne Woods, (208) 886-7841
- ☐ District 5 (Southeast Idaho): Melodie Halstead, (208) 239-3370
- ☐ District 6 (East Idaho): Mark Layton, (208) 745-5626
- ☐ LHTAC (Statewide): Amanda LaMott, (208) 344-0565

Please include as an attachment the documentation of District Coordination provided by the applicable District or LHTAC TAP Coordinator.

Metropolitan Planning Organization (MPO) Coordination

If a proposed project is located within a Metropolitan Planning Organization (MPO) boundary, the project applicant should coordinate with the MPO to have the proposed project reviewed and approved by the MPO. The MPO will require that the proposed project within their boundary be identified through their planning process and be consistent with their long-range transportation plan. Contact the appropriate MPO prior to submitting the application for more information and specific requirements designated by the affected MPO. A list of our MPO partners can be found at <https://itd.idaho.gov/funding/?target=advisory-boards>. As part of the application, if the project falls within an MPO boundary, provide a letter of support from the MPO.

Is the proposed project within an MPO boundary?

- ☐ Yes
☐ No
☒ Not Applicable

If yes, has the proposed project been identified as part of the MPO planning process or is in any MPO planning document like a Long Range Transportation Plan or Bicycle and Pedestrian Transportation Plan?

- ☐ Yes ☐ No

Does the MPO support the proposed project?

If proposed project is not within an MPO boundary, mark Not Applicable.

- ☐ Yes ☐ No ☒ Not Applicable

Select MPO area:

If proposed project is not within an MPO boundary, mark Not Applicable.

- ☐ Bannock Planning Organization (BPO)
☐ Bonneville Metropolitan Planning Organization (BMPO)
☐ Community Planning Association of Southwest Idaho (COMPASS)
☐ Kootenai Metropolitan Planning Organization (KMPO)
☐ Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO)
☒ Not Applicable

Attachments

The following attachments are to be completed and submitted with the application:

- ☐ Detailed Project Cost Estimate (Infrastructure) Project Budget (Non-infrastructure)
- ☐ Letters of Support (Minimum Local Government or Facility Owner, additional encouraged)
- ☐ Match Commitment
- ☐ Project Delivery Schedule
- ☐ District Coordination Letter

Additional Attachments

Question 1 – Project/Program Elements

- ☐ Site Map – Project Location
- ☐ Project Site Photos
- ☐ Environmental Screening (ITD-1983)
- ☐ site checklist

Question 2 – Property Ownership

- ☐ Right-of-Way Certificate
- ☐ Other

Question 3 – Financial Readiness

- ☐ Other

Question 4 – Mobility

- ☐ Site Map of connections labeling Land Use Types
- ☐ Documentation on capacity/trip induction

Question 5 – Safety

- ☐ Documentation
- ☐ Other

Question 6 – Economic Opportunity

- ☐ Site Map showing location of small businesses in relation to the project
- ☐ Letters of Support from Local Businesses
- ☐ Other

Question 7 – Bicycle and/or Pedestrian Count Data

Site Map of area(s) where counts have been conducted

If data has been collected over time, please provide all data selected intersections and streets throughout Moscow to locations during peak hours of 7-9 am and 4-6 pm. The initial report completed in 2011 included in Attachment Z. Unfortunately, through the transition of staff changing and different volunteers we were unable to locate the files for more recent studies.

The City of Moscow's Active Living Task Force conducted an "I Count Survey" using volunteers to count

the number of pedestrian and bicyclists

the number of pedestrian and bicyclists



Project Cost Summary Sheet

Attachment A

ITD 1150 (Rev. 06-17)

itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
TBD	South Main Pedestrian Underpass Project, Moscow, Idaho	11/8/2019	
Location		District	
South Main		2	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$30,000
1b. Preliminary Engineering by Consultant (PEC)		\$98,000
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: ☐ Work ☐ Materials ☐ By State ☐ By Others		
4. Earthwork		\$143,000
5. Drainage and Minor Structures		\$8,000
6. Pavement and Base		\$38,000
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals ☐ Yes ☐ No		
8. Bridges/Grade Separation Structures:		
☐ New Structure Length/Width _____		
Location _____		
☐ Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$11,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$24,000
11. Detours		
12. Landscaping		
13. Mitigation Measures		\$43,000
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$327,000
15. Cost of Constructions (Items 3 through 14)		\$594,000
16. Mobilization % of Item 15		\$59,000
17. Construction Engineer and Contingencies % of Items 15 and 16		\$226,000
18. Total Construction Cost (15 + 16 + 17)		\$879,000
19. Total Project Cost (1 + 2 + 18)		\$1,007,000
20. Project Cost Per Mile		

Prepared By:

Nate Suhr & Bill Belknap

TAP: Project Estimating Worksheet (Infrastructure)

Project Name: Moscow US 95 Pedestrian Underpass Project

Instructions:

- * Only input information in grey shaded areas below only.
- * Enter 0 in the percentages column if not seeking federal participation.
- * For infrastructure projects, the maximum federal funding is \$500,000.00.
- * Only work performed after the execution of the State and Local agreement is eligible for federal reimbursement.
- * The minimum local match amount is 7.34% of total project cost.
- * Local match is limited to cash only. In-kind contributions are not eligible.
- * Initial sponsor cash match payment is due prior to execution of the State and Local Agreement and counts towards the local cash match. (See amount below)

Infrastructure Project		Proposed Funding Match Rates		Local Portion		Federal Portion	
		Total Project Cost Percentage	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Construction cost only)		\$653,199.60		\$328,886.00		\$324,313.60
CN	Construction Contingency 20% of PCE (Quantity overruns, change orders)		\$130,639.92		\$65,777.20		\$64,862.72
CE	Construction Engineering - Construction ITD construction admin. Expenses minimum \$4,500 (3% - 10% of PCE depending on the complexity of the project)		\$10,000.00		\$5,035.00		\$4,965.00
CL	Construction Engineering - Construction LHTAC construction admin. Expenses minimum \$10,000 depending on the complexity of the project		\$0.00	50.35%	\$0.00	49.65%	\$0.00
CC	Consultant Construction Inspection (Consultant) 5% - 20% of PCE or \$30,000 minimum (Consultants shall be selected through ITD established procedures)		\$65,319.96		\$32,888.60		\$32,431.36
PE	Preliminary Engineering - ITD Design ITD Expenses minimum \$4,500 (3% - 10% of PCE depending on the complexity of the project)		\$10,000.00		\$5,035.00		\$4,965.00
PL	Preliminary Engineering - LHTAC Design Expenses: \$10,000		\$0.00		\$0.00		\$0.00
PC	Preliminary Engineering - Consultant design Expenses: \$30,000 - \$90,000 (Approximately 5% - 30% of PCE based on complexity of project design)		\$137,171.92		\$69,066.06		\$68,105.86
Total Estimate (Infrastructure):			\$1,006,331.40		\$506,687.86		\$499,643.54
Total Project Estimate			\$1,006,331.90	Total Local Match	\$506,687.86	Total Federal Match	\$499,643.54
				<i>Meets maximum federal limit for infrastructure.</i>			

Initial cash match payment (10% of Total Local Match, \$3,500 minimum): \$50,668.79

Activity	Funding Year	
	Fiscal Year (Option 1)	Fiscal Year (Option 2)
Design	2022	2023
Construction	2023	2024

* In this section, indicate the fiscal years in which the project will be designed and constructed. Design activities should occur one year prior to construction. For scheduling flexibility, provide two options.

Fiscal Year - The fiscal year is the accounting period for the federal government which begins on October 1 and ends on September 30. The fiscal year is designated by the calendar year in which it ends; for example, fiscal year 2016 begins on October 1, 2015 and ends on September 30, 2016.



Moscow School District #281

650 N. Cleveland St. Moscow, ID 83843 (208) 882-1120 fax (208) 883-4440 www.msd281.org

Dr. Gregory J. Bailey, Superintendent

Carrie Brooks, Curriculum Director
Jennifer Johnson, Business Manager

Charlie Gerke, Operations Director
Shannon Richards, Special Services Director

Administration
650 N. Cleveland
Moscow, ID 83843
208.882.1120
FAX: 208.883.4440

Moscow High School
402 E. Fifth Street
Moscow, ID 83843
208.882.2591
FAX: 208.892.1136

Moscow Middle School
1410 East D Street
Moscow, ID 83843
208.882.3577
FAX: 208.892.1182

Lena Whitmore Elementary
110 S. Blaine
Moscow, ID 83843
208.882.2621
FAX: 208.892.1202

A.B. McDonald Elementary
2323 East D Street
Moscow, ID 83843
208.882.0228
FAX: 208.892.1216

J. Russell Elementary
119 N. Adams
Moscow, ID 83843
208.882.2715
FAX: 208.892.1241

West Park Elementary
510 Home Street
Moscow, ID 83843
208.882.2714
FAX: 208.892.1259

Paradise Creek Regional High School
1314 S. Main Moscow,
ID 83843
208.882.3687
FAX: 208.882.6815

Support Services Facility
FAX: 208.892.1265
Location:
2245 White Avenue
Facilities
208.892.1129
Food Service
208.892.1123
Transportation
208.882.3933

January 28, 2020

Brian Ness, Director
Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Dear Director Ness and Chairman Moad,

The Moscow School District strongly supports the City of Moscow's Transportation Alternatives Program (TAP) application for the proposed U.S. Highway 95 Pedestrian Underpass Project. The proposed underpass would provide a significantly safer and more convenient crossing of U.S. Highway 95 for all pedestrians and cyclists within the area, which includes students of the Moscow School District.

The Moscow School District strives to provide safe access to the District's facilities and to encourage walking and biking to school through our partnership with the Safe Routes to School Program, our local program coordinators at the University of Idaho, and numerous district-wide events that are conducted each year. The Moscow School District's Paradise Creek Regional High School is located approximately 1,200 feet from the proposed underpass location, and students of the School commonly use the Paradise Pathway as a safe and convenient means of access by foot or bike. The proposed pedestrian underpass would greatly enhance our students' safety by eliminating the need to cross the six lanes of U.S. Highway 95 currently present at the Sweet Avenue intersection crossing.

The Moscow School District strongly supports the approval and funding of this important community project and the enhanced safety it will provide to the students of the Moscow School District.

Sincerely,


Gregory J. Bailey, PhD
Superintendent
Moscow School District



**COLLEGE OF EDUCATION, HEALTH
AND HUMAN SCIENCES**

Department of Movement Sciences
875 Perimeter Drive MS 2401
Moscow ID 83844-2401

208.885.7921
movementsciences@uidaho.edu
uidaho.edu/ed/mvsc

January 21, 2020

Brian Ness, Director and Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Re: Transportation Alternatives Program (TAP) 2020 Funding Application
Letter of Support for City of Moscow

Dear Director Ness and Chairman Moad,

The University of Idaho (UI) Movement Sciences Department has collaborated with the City of Moscow since 2007 on multiple Safe Routes to School grants and projects. We are pleased to write this letter to continue our support for the City's proposed U.S. Hwy. 95 Pedestrian Underpass Project for the 2020 TAP funding request.

The proposed underpass project will offer a much safer crossing on U.S. Highway 95 for all Paradise Path users and pedestrians, including students of all ages. This intersection is one of the highest travel areas in Moscow because of the merging three-way intersection with double lanes of traffic. The project will greatly increase pedestrian and bicyclists safety by decreasing crossing conflicts at the current intersection near Sweet Avenue on US Hwy. 95 South. The combination of traffic, pedestrians, and bicyclists creates an unsafe congested area especially during high traffic volume times.

This proposed plan will also create an underpass using existing bridge infrastructure for a portion of the project to create a safe passage of travel for all users in addition to expanding the existing pathway system and provides alternate active travel routes that provide access to businesses, schools, recreation areas and other areas frequented by Moscow youth.

We strongly support the approval and funding of this new safe travel route to continue creating a safer non-motorized system in a highly traveled area. We look forward to promoting this project and continuing the collaboration with the City with the support of TAP assistance.

Sincerely,

A handwritten signature in black ink that reads "Helen Brown".

Helen Brown
Clinical Associate Professor, Movement Sciences
University of Idaho
helenb@uidaho.edu



FACILITIES

875 Perimeter Drive MS 2281
Moscow ID 83844-2281
208-885-6246
208-855-5748 [FAX]
facilities@uidaho.edu

January 30, 2020

Brian Ness, Director
Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Re: City of Moscow – Underpass Funding Request – Letter of Support

Dear Director Ness and Chairman Moad,

The University of Idaho strongly supports the City of Moscow's proposed U.S. Highway 95 Pedestrian Underpass Project funding request to the Transportation Alternatives Program (TAP) grant application. The proposed underpass would provide a significantly safer and more convenient crossing of U.S. Highway 95 for all pedestrians and cyclists within the area, which includes students and staff of the University of Idaho (UI).

The UI Campus is located adjacent to the proposed underpass, and our goal is to provide safe access to our facilities and encourage walking and biking to classes and living centers. The Paradise Pathway is commonly used by UI students and staff as a safe and convenient means of walking and cycling, and the proposed pedestrian underpass would greatly enhance safety by eliminating the need to cross the six-lanes of U.S. Highway 95 currently present at the Sweet Avenue intersection crossing.

We strongly support the approval and funding of this new safe travel route to continue creating a safer non-motorized system in a highly traveled area near campus. We look forward to promoting this project and continuing the collaboration with the City with the support of TAP assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Brian Johnson', with a long horizontal line extending to the right.

Brian Johnson
Assistant Vice President, Facilities



Heart of the Arts

Transportation Commission

A Volunteer Commission
of the City of Moscow

Bill Belknap
Staff Liaison

Gary J. Riedner
City Supervisor

Regular Meeting Time:
Second Thursdays
of the month
4:00 p.m.

Council Chambers
at City Hall

Please check with City Hall
to confirm meeting times or
to volunteer for this or
other City Commissions

Transportation Commission
c/o Bill Belknap
P.O. Box 9203
Moscow, ID 83843-1703
Website: www.ci.moscow.id.us

City Hall
206 East 3rd Street
Phone (208) 883-7000
Fax (208) 883-7018

Hearing Impaired (208) 883-7019

January 14, 2020

Brian Ness, Director
Bill Moad, Chairman
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

Dear Director Ness and Chairman Moad,

The City of Moscow Transportation Commission would like to take this opportunity to provide our strong support for the City of Moscow's proposed U.S. Highway 95 Pedestrian Underpass Project Transportation Alternatives Program (TAP) application. The proposed underpass would provide a significantly safer and more convenient crossing of U.S. Highway 95 for all Paradise Path users and pedestrians within the area. The proposed underpass would increase pedestrian safety by reducing pedestrian/cyclist conflicts at the current pathway crossing at Sweet Avenue and reduce vehicle delays on U.S. Highway 95 caused by pathway users.

The area surrounding this intersection includes a large number of multi-family dwellings, many of which are occupied by students attending the University of Idaho and who walk to campus on a daily basis, generating a high number of pedestrians in an intersection that also serves a major employee entrance point to University of Idaho campus. Currently, this combination of significant pedestrian and vehicular volumes during peak commuting hours creates an unsafe condition and contributes to significant intersection delays.

The proposed U.S. Highway 95 underpass would build upon the City's recently completed State Highway 8 pedestrian underpass project which also received TAP funding and has been well received by the community. Together, these underpass projects eliminate the two most significant roadway conflicts within the City's separated pathway system, enhancing pathway users' safety and experience and further promoting use of the pathway system as an alternative to motorized vehicle use in Moscow.

The Commission strongly encourages the approval and funding of this important project and looks forward to working with the Idaho Transportation Department and the Local Highway Technical Assistance Council on this and other future projects that enhance access and mobility for all users of the City's transportation system.

Sincerely,

Michael Kyte, Chairman
Moscow Transportation Commission

*City Commissions are advisory to the Mayor and City Council
and this communication does not represent the official position of the City of Moscow.*



January 28, 2020

Brian Ness, Director
Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Dear Director Ness and Chairman Moad,

Regional Public Transportation dba SMART Transit is writing this letter in support of the City of Moscow's proposed US Highway 95 Pedestrian Underpass Project being submitted for the Transportation Alternatives Program (TAP) grant funding. The proposed underpass would provide a significantly safer and more convenient crossing of U.S. Highway 95 for all pedestrians and cyclists within the area. This includes students of the Moscow School District and the University of Idaho, which make up a significant portion of our public transit ridership.

SMART is located two blocks from the proposed underpass on the University campus at Sweet Avenue and Railroad Street. The proposed underpass will provide greater connectivity for pedestrians and bicyclists alike who travel to the Transit Center to board a bus. Many Moscow School District students ride SMART transit buses, which have bike racks, to get to school and other sports and afterschool activities. UI college students and staff also ride our public transit system to work and home with many traveling partway on their bikes, then boarding the bus. The underpass would greatly enhance pedestrian and bicyclist safety by eliminating the need to cross the six-lanes of U.S. Highway 95 traffic at the Sweet Avenue intersection crossing.

SMART Transit strongly supports the approval and funding of this important community project and the enhanced safety it will provide to all Moscow residents who choose to use non-motorized routes and public transit to travel throughout the City.

Sincerely,

Gina Taruscio, Board President



Heart of the Arts

Moscow Pathways Commission

A Volunteer Commission
of the City of Moscow

David Schott

Asst. Parks & Rec. Director
Staff Liaison

Gary J. Riedner

City Supervisor

Regular Meeting Time:
Second Tuesday
of the month
5:00 p.m.Mayor's Conference Room
of City HallPlease check with City Hall
to confirm meeting times or
to volunteer for this or
other City CommissionsMoscow Pathways Commission
c/o David Schott
P.O. Box 9203
Moscow, ID 83843-1703
Website: www.ci.moscow.id.usCity Hall
206 East 3rd Street
Phone (208) 863-7000
Fax (208) 863-7018

Hearing Impaired (208) 863-7019

January 14, 2020

Brian Ness, Director
Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Dear Director Ness and Chairman Moad,

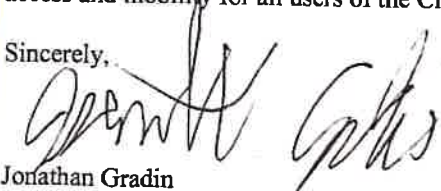
The City of Moscow Pathways Commission would like to take this opportunity to provide our strong support for the City of Moscow's proposed U.S. Highway 95 Pedestrian Underpass Project Transportation Alternatives Program (TAP) application. The proposed underpass would provide a significantly safer and more convenient crossing of U.S. Highway 95 for all Paradise Path users and pedestrians within the area. The proposed underpass would increase pedestrian safety by reducing pedestrian/cyclist conflicts at the current pathway crossing at Sweet Avenue and reduce vehicle delays on U.S. Highway 95 caused by pathway users.

The City of Moscow Pathways Commission is charged with the promotion and improvement of pathway systems in and around Moscow. Often one of the most challenging and intimidating aspects pathway users face is the interaction of pathways with significant roadways such as the U.S. Highway 95 six-lane roadway present at the current Sweet Avenue crossing. Elimination of these barriers will lead to expanded and enhanced use of the City's pathways system, especially by those concerned users who prefer the use of a separated pathway facility like the Paradise Path.

The proposed U.S. Highway 95 underpass would build upon the City's recently completed State Highway 8 pedestrian underpass project which also received TAP funding and has been well received by the community. Together, these two underpass projects will eliminate the two most significant roadway conflicts within the City's separated pathway system, enhancing pathway users' safety and experience and further promoting use of the pathway system as an alternative to motorized vehicle use in Moscow.

The Commission strongly encourages the approval and funding of this important project and looks forward to working with the Idaho Transportation Department and the Local Highway Technical Assistance Council on this and other future projects that enhance access and mobility for all users of the City's transportation system.

Sincerely,


Jonathan Gradin
Chair

*City Commissions are advisory to the Mayor and City Council
and this communication does not represent the official position of the City of Moscow.*



Heart of the Arts



Bill Lambert
Mayor

Brandy Sullivan
Council President

Art Bettge
Council Vice-President

Sandra Kelly
Council Member

Maureen Laflin
Council Member

Gina Taruscio
Council Member

Anne Zabala
Council Member



Gary J. Riedner
City Supervisor



City of Moscow, City Hall
c/o Gary J. Riedner, City Supervisor
206 East 3rd Street
P.O. Box 9203
Moscow ID 83843
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019



January 30, 2020

Brian Ness, Director and Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Re: Transportation Alternatives Program (TAP) 2020 Funding Application –
South Main Pedestrian Underpass – City Match Commitment Letter

Dear Director Ness and Chairman Moad,

The City of Moscow (City) has been working in conjunction with the Moscow Urban Renewal Agency (MURA) since 2017 to develop the South Main Pedestrian Underpass project on US Highway 95. The proposed project would build upon the City's recently completed State Highway 8 Pedestrian Underpass which also received TAP funding and has been well received by the Moscow community. The combined underpass projects will eliminate the two most significant roadway conflicts in the City's separated pathway system, Paradise Path, while enhancing user's safety and experience and providing an alternative to motorized vehicle use in Moscow.

The City is committed to providing connectivity and continuing infrastructure development which provides safe routes to pedestrians and bicyclist and eliminates conflict with vehicular traffic. Therefore, the City is now applying for the Transportation Alternatives Program (TAP) grant for funding to design and construct the underpass project with estimated total project costs of \$1,007,000 with the City requesting \$499,643 in grant funds. The City and the Moscow Urban Renewal Agency are both committed to providing the remaining funds of \$506,687 by each contributing 50% or \$253,343 in cash match. The City's match is included in the proposed Capital Improvement Plan for infrastructure development over the next five years.

I want to thank the Idaho Department of Transportation for this opportunity to apply for grant funds to continue constructing infrastructure that provides safe travel routes for the citizens of Moscow. The completion of this underpass project will significantly improve pedestrian safety in the project area and provide connectivity of non-motorized transportation routes throughout our City.

Sincerely,

Gary J. Riedner, JD, ICMA-CM
City Supervisor

griedner@ci.moscow.id.us



January 29, 2020

Brian Ness, Director and Bill Moad, Chairman
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

Re: Transportation Alternatives Program (TAP) 2020 Funding Application –
City of Moscow – South Main Pedestrian Underpass

Dear Director Ness and Chairman Moad,

The Moscow Urban Renewal Agency (MURA) has been working jointly with the City of Moscow (City) since 2017 in the preparation and development of the South Main Pedestrian Underpass. The project is located in the Legacy Crossing Urban Renewal District which was created in 2008 and covers 169 acres of blighted and underutilized properties between Moscow's downtown and the University of Idaho campus. The redevelopment of this area is a priority and therefore the MURA partnered with the City to solicit a proposal from Alta Science and Engineering to develop a concept design, hydraulic analysis, cost estimation, and wetland delineation to begin development of this project. This \$14,000 study was jointly funded by the City and the MURA.

The City is now applying for the Transportation Alternatives Program (TAP) grant for funding to design and construct this project with a total cost estimated at \$1,007,000 with the City requesting \$499,643 in TAP grant funds. The estimated local match is \$506,687 and the MURA is committed to providing 50% or \$253,343 as listed in Special Projects of the 2019-2023 Legacy Crossing District Capital Improvement Plan.

On behalf of the MURA, we want to thank the Idaho Transportation Department in advance for possible assistance in significantly improving the pedestrian connectivity and safety of Moscow residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve McGeehan", is written over a horizontal line.

Steve McGeehan, Chairman
Moscow Urban Renewal Agency

PO Box 9203
221 E Second Street
Moscow ID 83843
P: 208-883-7011
F: 208-883-7033
www.moscowura.com

CITY OF MOSCOW – 2020 TAP APPLICATION FOR THE US HWY. 95 UNDERPASS PROJECT

ADDITIONAL DATA – SUPPORTING INFORMATION

Benefits of a Pedestrian and Bicycle Underpasses – Non-Motorized Travel Route

Pedestrian underpasses allow for uninterrupted flow of pedestrian movement separate from traffic flow. A pedestrian underpass does not increase traffic congestion in either the near or the short term and have become preferable to lane reductions which have become increasingly problematic with population growth. Many pedestrians and bicyclists become part of the problem with using on-street crossings as they are not patient enough to wait until it is safe to cross. Completely removing pedestrians and bicycles from traffic flow removes these safety issues. An underpass provides a complete separation from motor vehicle traffic, provides a crossing where no other facility is available and is also a connection to trails and paths. Underpasses are significantly less expensive when built as part of a reconstruction project retrofitting and existing bridge system. Underpasses that are designed to feel open, well-lit, and safe are an attractive route to all users.

Excerpts from *Moscow on the Move* Transportation Plan – In Reference to the Underpass Project Area

Page 3-64 “A snapshot of Moscow’s Pedestrian environment” provided by using a Pedestrian Environment Quality Index (PEQI). The assessment was divided into two sections, street segment and intersection safety with indicators covering four broad pedestrian environmental categories to include Street Design, Land Use, and Intersection Safety for signalized and unsignalized locations. Scoring levels were defined as Excellent, Good, Adequate, Needs Improvement, and No Sidewalks/Uncomfortable. The last scoring level No Sidewalk/Uncomfortable is defined as the environment is not suitable for pedestrians or they may not feel comfortable using the particular street segment or intersection...pedestrian facilities are not designed for people with mobility impairments and may not be navigable by this user group. In the Key Findings shown in Figure 29 marks the Hwy. 95 and Hwy 8 intersection as “Uncomfortable.”

Page 4-37 Roadway & Traffic Operations Strategy future 2035 intersection performance and projects to improve below-standard intersections lists SH-8/US-95/Washington Street (South Couplet); US-95/Styner Avenue/Lauder Avenue; and SH-8/Styner Avenue/White Avenue. All three of these intersection locations are with .25 miles or less from the proposed underpass and traffic from these areas travel directly to the project location.

**Transportation Alternatives
Project Schedule**

Project Function	Year Quarter	2021				2022				2023			
		Jan- Mar	Apr- Jun	Jul- Sep	Oct- Dec	Jan- Mar	Apr- Jun	Jul- Sep	Oct- Dec	Jan- Mar	Apr- Jun	Jul- Sep	Oct- Dec
State/Local Agreement					X								
Obligate Design Funds					X								
Project Charter						X							
Environmental Evaluation						X							
Cultural Resources Evaluation						X							
Design Project							X						
Approval of plans, specifications & engineer's estimate								X					
Obligate Construction Funds									X				
Advertise & Award construction project										X			
Contract award										X			
Construct Project											X	X	
Project Completion													X



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Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 837 • Lewiston, ID 83501-0837
(208) 799-5090 • itd.idaho.gov

January 29, 2020

Ryan McDaniel
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Re: Transportation Alternatives Program (TAP) 2020 Funding Application – City of Moscow

Dear Mr. McDaniel;

The City began communicating with the ITD District 2 and Boise staff in November of 2018 about their proposed TAP project and provided concept design drawing for our review at that time. City staff has continued to update us as the project's development has continued.

The ITD District 2 staff has reviewed the City's draft grant application. Also, we conducted a site visit and inspection of the proposed project location. Therefore, we are providing our full support for their TAP funding request as stated in District TAP Coordinator Endorsement I executed on November 7, 2019.

Sincerely,

Kenneth G. Helm
Project Manager
ITD District Two

KGH:clz:\ADMIN\Paperless\Monthly Correspondence\2020\2020-01\01-29-20 TAP City of Moscow\01-29-20 TAP City of Moscow.docx

PRE-APPLICATION CHECKLIST

All questions contained in this checklist are for infrastructure projects only and are to be completed in collaboration with the District TAP Coordinator.

PART 1: QUESTIONS

Applicant: City of Moscow, Idaho

Project Name: South Main Pedestrian Underpass Project

Project Manager: Alisa Anderson, Grants Manager/ADA Coordinator or Bill Belknap, Deputy CS

Contact Information Email: aanderson@ci.moscow.id.us; Phone 208-883-7600 or bbelknap@ci.moscow.id.us 208-883-7011
for Project Manager:

Is the applicant an eligible sponsor? ☐ Yes ☐ No

Has the applicant previously completed a federal aid project? ☐ Yes ☐ No

Does the applicant acknowledge that receipt of funds requires compliance with several federal and state requirements, including but not limited to wage, equal opportunity, and environmental requirements? ☒ Yes ☐ No

BICYCLE FACILITIES (IF APPLICABLE)

Bicycle Facility description ☒ Shared use pathway ☐ Sharrow ☐ Striped bicycle lane ☐ Widened shoulder
☒ Other

Width of pathway, bicycle lane, shoulder, etc.: 10 feet Length:

Distance from curb (for pathways): Varies from 0 - 45 feet from curb depending on location

Materials used: ☒ Asphalt ☒ Concrete ☐ Other

Standards Used: ☐ AASHTO ☒ Idaho State Public Works Construction ☐ ITD ☒ Local

This project is: ☐ part of road widening ☐ part of an existing road

Are there any areas where the facility will narrow to accommodate trees, signs or other obstructions? ☐ Yes ☐ No
If yes, explain:

What is the plan for maintaining the facility after construction is complete?

The City of Moscow, Park and Recreation/Public Works Departments will maintain the project.

Does your community normally require sidewalks or other pedestrian/bicycle improvements as a condition of subdivision or site plan approval? Explain: ☒ Yes ☐ No

PEDESTRIAN FACILITIES (IF APPLICABLE)

Pedestrian Facility description ☐ Sidewalk ☐ Sidewalk with curb and gutter ☒ Pathway
☒ Other

Width of pathway, bicycle lane, shoulder, etc.: 10 Length: 710'

Distance from curb (for pathways): Varies from 0 - 45 feet depending on location.

Materials used: ☒ Asphalt ☒ Concrete ☐ Other

Number of curb ramps: 0

Standards Used: ☐ AASHTO ☒ Idaho State Public Works Construction ☐ ITD ☒ Local

This project is: ☐ part of road widening ☐ part of an existing road

Are there any areas where the facility will narrow to accommodate trees, signs or other obstructions? ☐ Yes ☐ No
If yes, explain:

What is the plan for maintaining the facility after construction is complete? City of Moscow will maintain.

Does your community normally require sidewalks or other pedestrian/bicycle improvements as a condition of subdivision or site plan approval? Explain:	☒ Yes	☐ No
RIGHT-OF-WAY		
Does the sponsor possess the necessary right-of-way to construct the project? If not, explain how right-of-way will be acquired.	☐ Yes	☐ No
The necessary easements will be obtained prior to the final grant due date.		
Does the sponsor hold necessary easements to construct the project? If not, explain how easements will be obtained.	☐ Yes	☐ No
The necessary easements will be obtained prior to the final grant due date.		
ENVIRONMENTAL		
Is it apparent that the project will meet the environmental criteria for Categorical Exclusion?	☒ Yes	☐ No
Is it apparent that the proposed project will require extensive cultural clearance?	☐ Yes	☐ No
Is it apparent that supplemental environmental documentation will be required to support a Categorical Exclusion determination?	☐ Yes	☐ No
For example: ☐ Wetlands ☐ Endangered Species ☒ Other		
Is it apparent that the project will cause an adverse effect to environmental resources? If yes, explain:	☐ Yes	☐ No
Are there any permitting requirements for the project? If yes, explain:		
Corp of Engineers 404 Permit and IDWR Stream Alteration Permit - Joint Application		
UTILITIES		
Is it apparent that the project will have utility conflicts? If yes, explain and identify affected utilities and how conflicts will be mitigated.	☐ Yes	☐ No
IRRIGATION		
Is it apparent that the project will have crossings or conflicts with irrigation facilities? If yes, explain and identify affected irrigation facilities and how conflicts will be mitigated.	☐ Yes	☐ No

PART 2: FORMS

- A. Environmental Screening Form
- B. Right-of-Way Certification
- C. TAP: Project Estimating Worksheet (used during application process to establish initial estimate)
- D. ITD-1150: Project Cost Summary Sheet (for infrastructure projects and used during development stage)

Instructions:

1. Line 16 of this form is for Mobilization, calculated as a percentage of the construction items listed on Lines 3 through 14. It is up to the Applicant to determine the appropriate percentage for the project, but 5 to 10% would be considered typical.
2. Line 17 of this form is for Construction Engineering and Contingencies, calculated as a percentage of the construction items listed on Lines 3 through 14 and the Mobilization cost listed on Line 16. Again, it is up to the Applicant to determine the appropriate percentage for the project, but 15%

would be considered typical, with 10% allocated to Construction Engineering and 5% allocated to Contingencies.

- E. Cost Estimate for Non-Infrastructure Projects: Safe Routes to School (for safe routes to school non-infrastructure projects)
- F. Has a traffic safety issue been identified in this project application? If so, knowing if the applicants and/or their community based law enforcement partners are already working with the ITD Office of Highway Safety (OHS) traffic safety grant programs. If so, please provide project Key Number and verify that the Scope of Work for that project is primarily connected with the area in the TAP application.
- G. Project Schedule (for infrastructure projects)

PART 3: SUMMARY OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

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

For the costs of a:	Use the principles in:
State, Local or Indian Tribal Government	2 CFR 225
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in 2 CFR 230 as not subject to that circular	2 CFR 230
Educational institution	2 CFR 220
For-profit organization other than a hospital and an organization named in 2 CFR 230 as not subject to that circular	48 CFR Part 31, Contract Cost Principles and Procedures, or uniform cost accounting standards that comply with cost principles acceptable to the Federal agency.
 8. Compliance with ITD Grant Administration Team reimbursement requirements. Recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
 9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

District TAP Coordinator Endorsement

According to the information provided by the sponsor and in this Site Checklist, the Idaho Transportation Department district office endorses this project as a potential TAP project candidate and would offer full support if project is selected.

Endorsement:

Shannon H. Baker
11/07/2019 2:27:31 PM

District TAP Coordinator

2

District

Date

Alisa J. Anderson

From: Bill Belknap
Sent: Monday, August 20, 2018 11:27 AM
To: Alisa J. Anderson
Subject: FW: [EXTERNAL] RE: South Main/US 95 pedestrian underpass

FYI

From: Jared Hopkins [mailto:Jared.Hopkins@itd.idaho.gov]
Sent: Monday, August 20, 2018 9:21 AM
To: Bill Belknap <bbelknap@ci.moscow.id.us>
Cc: Ken Helm <Ken.Helm@itd.idaho.gov>
Subject: RE: [EXTERNAL] RE: South Main/US 95 pedestrian underpass

Yes Bill. ITD is in support of this project

Jared

From: Bill Belknap [mailto:bbelknap@ci.moscow.id.us]
Sent: Thursday, August 16, 2018 10:22 AM
To: Jared Hopkins
Cc: Ken Helm
Subject: [EXTERNAL] RE: South Main/US 95 pedestrian underpass

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

Jared, I was wondering if the permits committee had a chance to review this to determine if ITD would support our potential grant request?

Thank you,
Bill

From: Bill Belknap
Sent: Thursday, August 2, 2018 1:33 PM
To: jared.hopkins@itd.idaho.gov
Cc: Ken Helm (ken.helm@itd.idaho.gov) <ken.helm@itd.idaho.gov>
Subject: South Main/US 95 pedestrian underpass

Jared, it was great visiting with you and Ken and today. Attached is the sketch of the potential underpass project, along with the hydraulic assessment and wetland reports.

I will forward you the concept design drawings when I receive them which is expected by the end of this month. The concept sketches were just something that I prepared.

It would be helpful for us to understand if District 2 would be supportive of the project before we take any further steps. If D2 and Ken as the District TAP Coordinator are supportive of the project, I expect that we would get an archeological assessment completed and submitted to SHPO to get their opinion, below is their initial take on what their opinion would likely be.

Thanks,
Bill

Bill J. Belknap

Community Development Director, City of Moscow
Executive Director, Moscow Urban Renewal Agency
221 E. Second Street
Moscow, ID 83843
208.883.7011

From: Tricia Canaday <Tricia.Canaday@ishs.idaho.gov>
Sent: Wednesday, July 18, 2018 1:41 PM
To: Jamee Fiore <Jamee.Fiore@ishs.idaho.gov>; Michael Ray <mray@ci.moscow.id.us>
Cc: Matt Halitsky <Matt.Halitsky@ishs.idaho.gov>
Subject: Re: Bridge Question

Hi Mike:

Just weighing in to add that, technically, it is the federal agency's responsibility to consult with our office - so whichever agency might be funding the project, or issuing a permit - and not you as the fund-receiver/permittee.

I'll further say that, while we would need more specific information about the bridge and the process would still need to be completed, given the fact that one of the bridge's sidewall's is missing, it has poor integrity and it's unlikely that we would have any concerns. But again, if there's federal involvement of any kind, you'll still need to go through the process and make sure all the ts are crossed, etc., etc.

tlc

Project Location Map

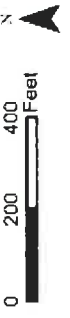
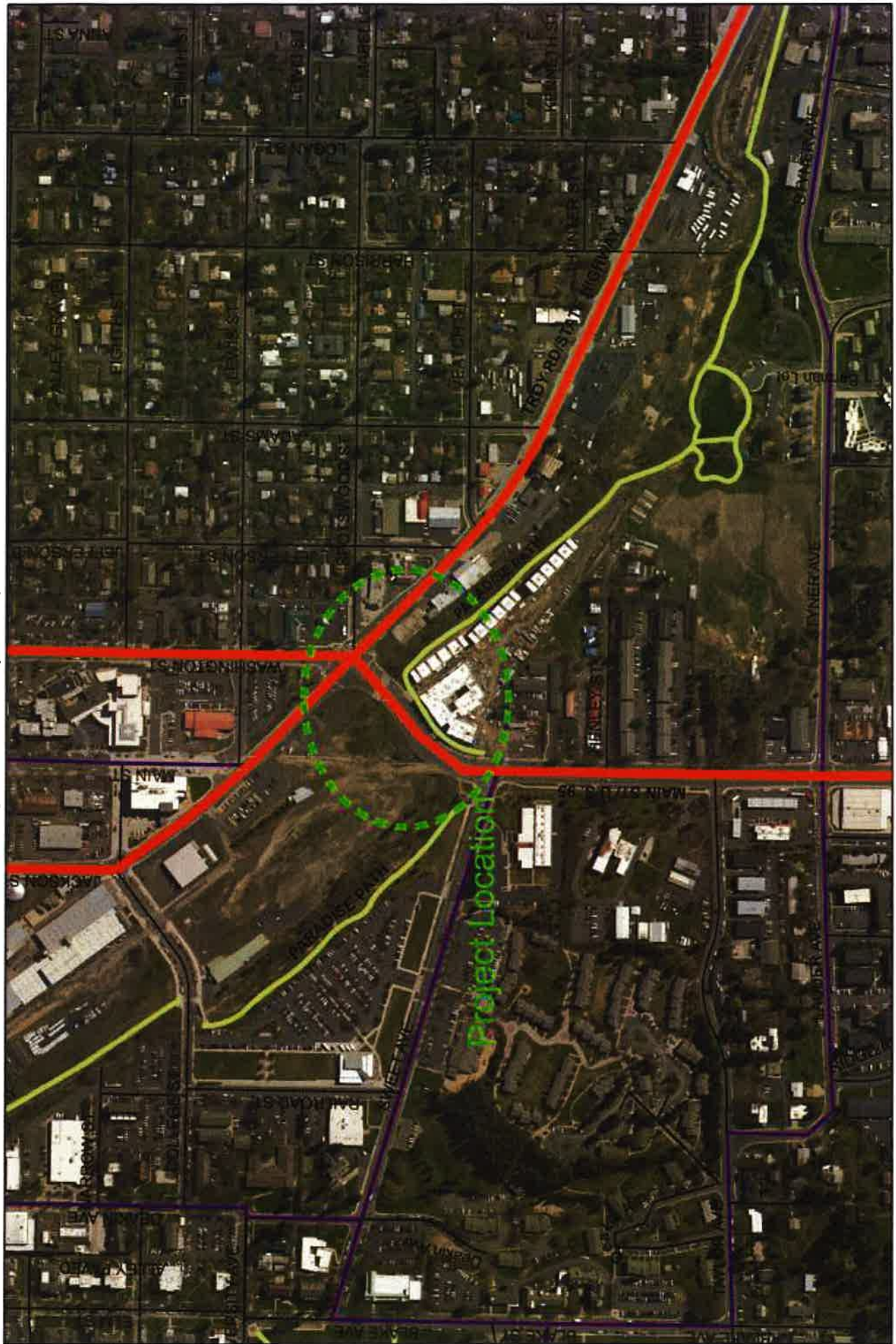




Project Length Map



Project Vicinity Map



2020 TAP Projects Maps Overview



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Disclaimer: The Idaho Transportation Department (ITD) provides this information, including geographic data and any associated metadata "as is" without warranty of any kind, including but not limited to its completeness, fitness for a particular use, or accuracy of content, positional or otherwise. It is the sole responsibility of the user to determine the accuracy or usability of any information, data or metadata for his or her own purposes. In no event shall ITD have any liability whatsoever for damages of any kind arising out of the use of or reliance on the information, geographic data or metadata. In providing this information, data, metadata, or access to such, ITD assumes no obligation to assist the user in the use of such or in the development, use, or maintenance of any applications applied to or associated with such. Maps generated on December 9, 2019.

MAP 1: Topography

MAP 2: Satellite Imagery

MAP 3: 2020-2023 OTIS Projects-shows future ITD projects

MAP 4: Crashes and Schools- School data was used to create a 2-mile network radius around schools. Crashes were aggregated to each of these zones and then normalized by population.

MAP 5: EJ Screen Percent Low Income-Shows Census information indicating percent of the population classified low income by the EPA's EJSCREEN Tool.

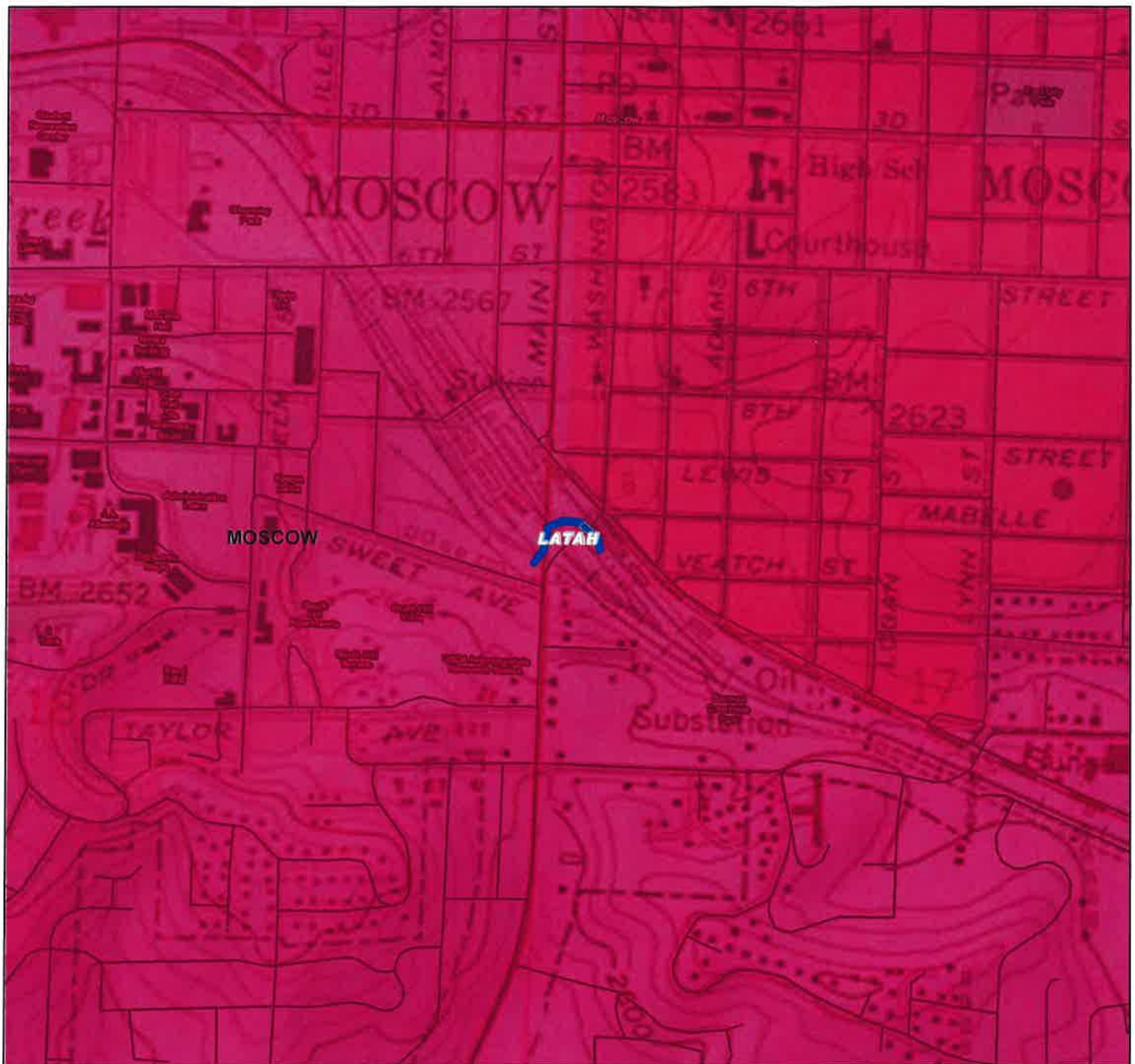
MAP 6: EJ Screen Percent Minority Population-Shows Census information indicating percent of the population classified as minority by the EPA's EJSCREEN Tool.

MAP 7: Flood Hazard Zones-Shows FEMA's Flood Hazard Zones

MAP 8: Environmental Factors- Shows Waste Sites from Idaho DEQ and Wetland Areas from the Nation Wetlands Inventory

2020 TAP Projects: USA Topography

City of Moscow - South Main Pedestrian Underpass



0 0.175 0.35 0.7 Miles

Legend



- TAP Area
- TAP Point
- TAP Lines



2020 TAP Projects: Aerial Imagery

City of Moscow - South Main Pedestrian Underpass



0 0.175 0.35 0.7 Miles

Legend

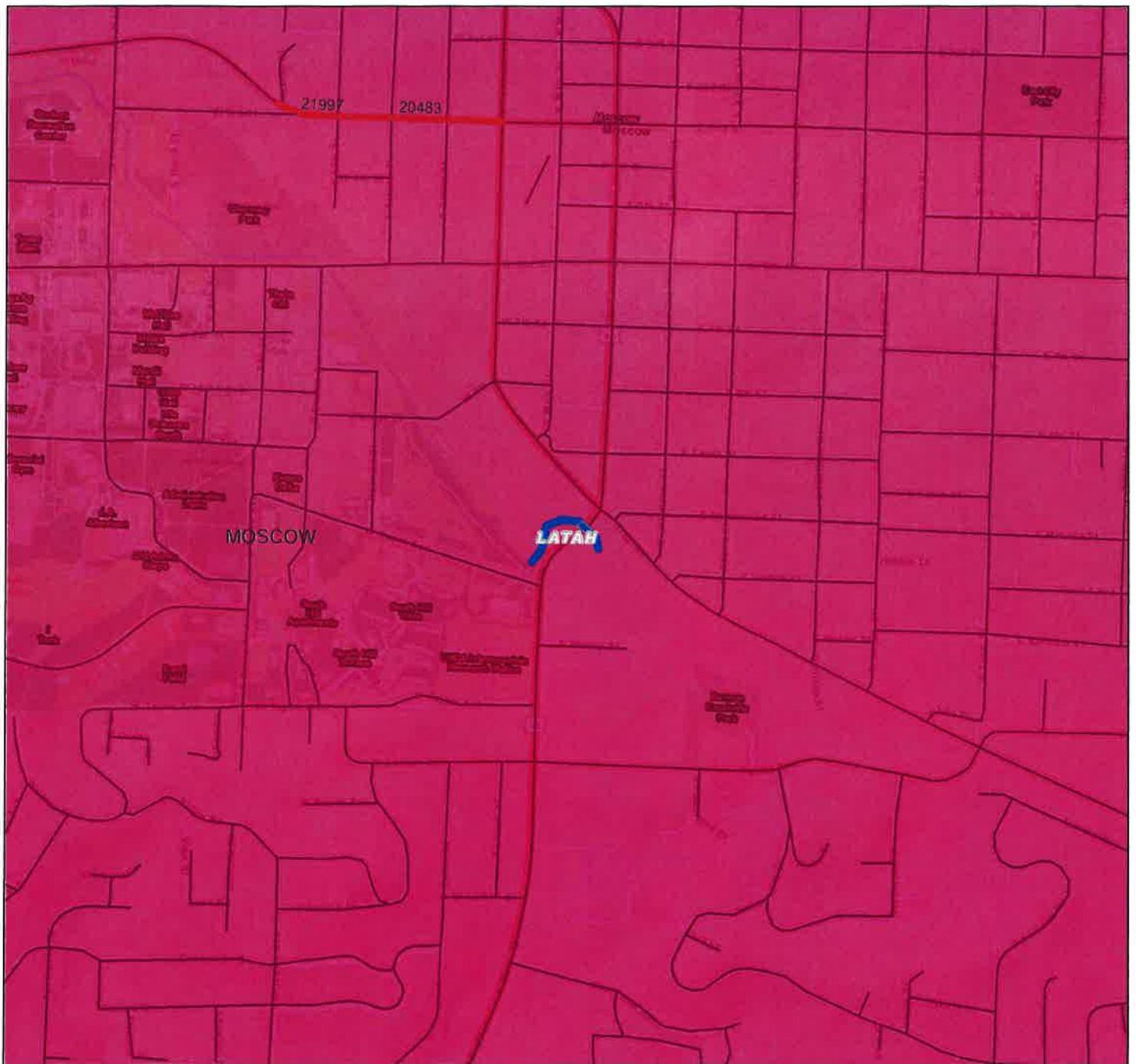


- TAP Area
- TAP Point
- TAP Lines



2020 TAP Projects: 2020-2023 OTIS Projects

City of Moscow - South Main Pedestrian Underpass



0 0.175 0.35 0.7 Miles

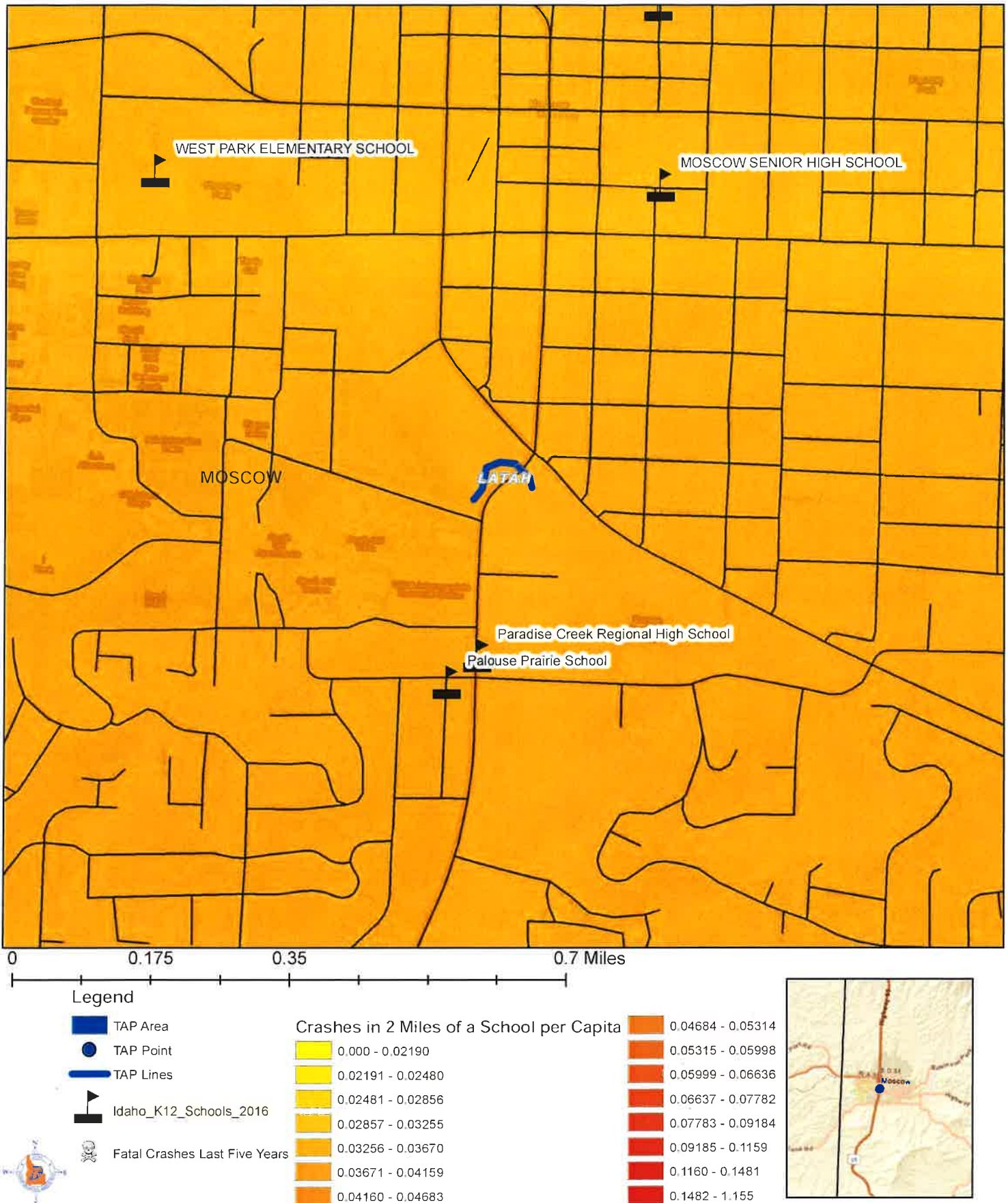
Legend

- | | | | |
|--|---|---|--|
| <ul style="list-style-type: none"> TAP Area TAP Point TAP Lines | <ul style="list-style-type: none"> OTIS Projects FY 2020-2023 BRIDGE CONSTRUCTION & APPROACHES ENVIRONMENTAL PRESERVATION MAJOR WIDENING RECONSTRUCTION/REALIGNMENT RESURFACE/RESTORE/REHABILITATE/WIDEN SAFETY/TRAFFIC OPERATIONS | <ul style="list-style-type: none"> OTIS Projects FY 2020-2023 ADDED LANES SEPARATE ROADWAY BRIDGE CONSTRUCTION & APPROACHES ENVIRONMENTAL PRESERVATION MAJOR WIDENING NEW ROUTE | <ul style="list-style-type: none"> PLANNING/STUDIES PREVENTIVE MAINTENANCE RECONSTRUCTION/REALIGNMENT RESURFACE/RESTORE/REHABILITATE/WIDEN SAFETY/TRAFFIC OPERATIONS SUPPORTING FACILITIES |
|--|---|---|--|



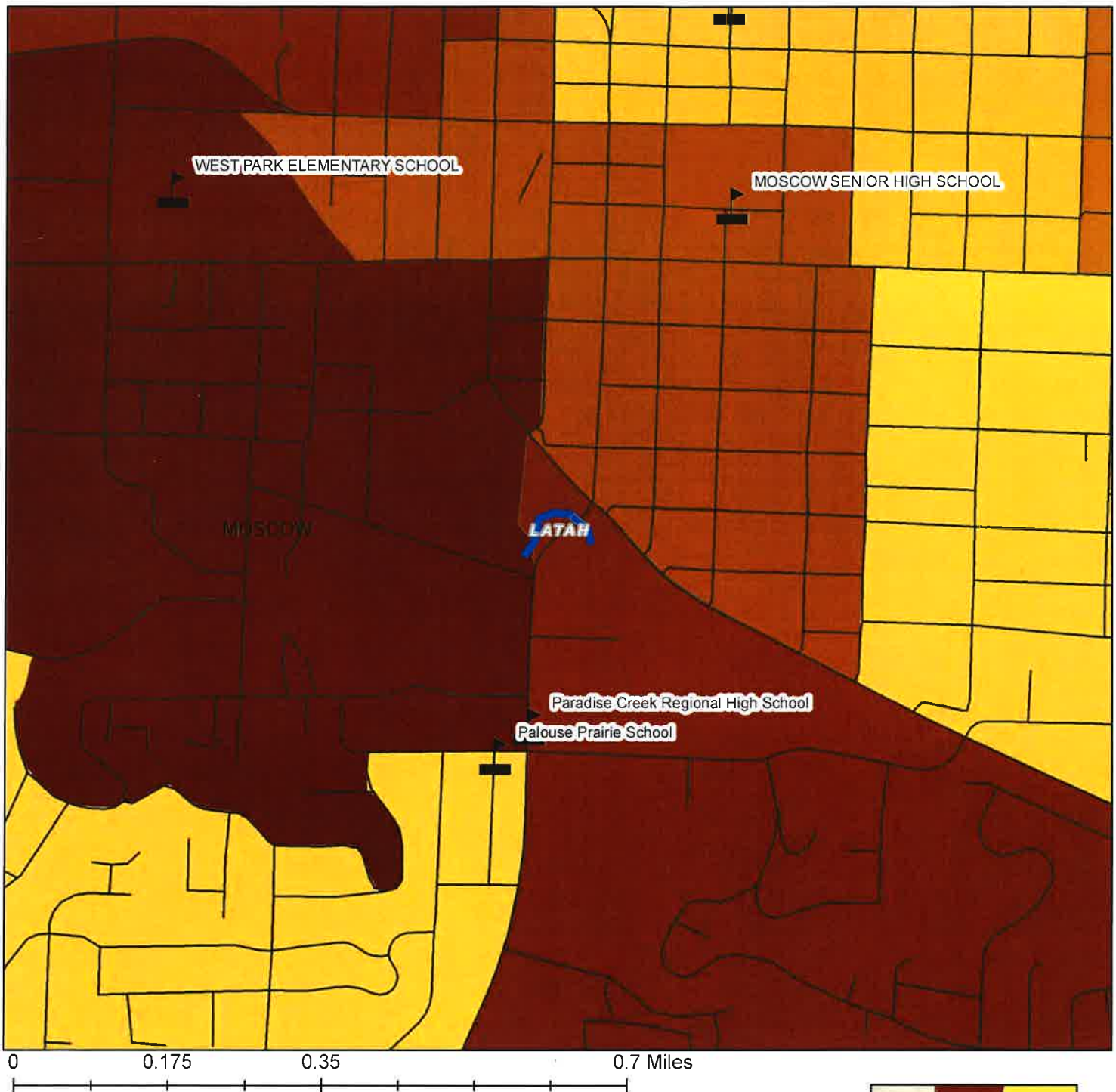
2020 TAP Projects: Crashes and Schools

City of Moscow - South Main Pedestrian Underpass



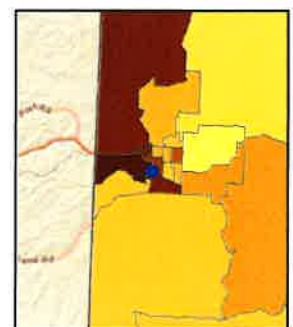
2020 TAP Projects: Percent Low Income

City of Moscow - South Main Pedestrian Underpass



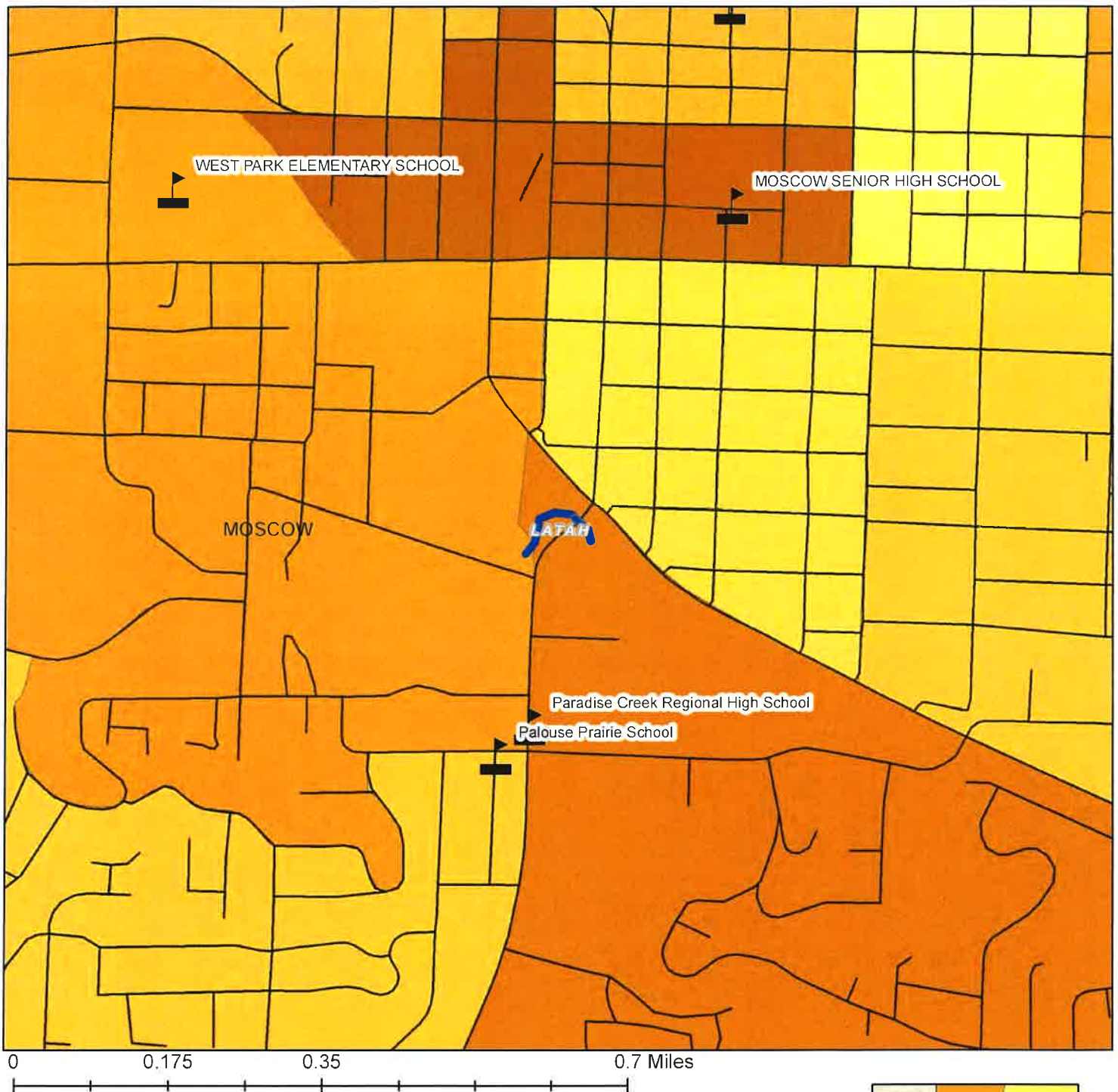
Legend

	TAP Area		EJSCREEN Percent Low Income		0.394031 - 0.452331
	TAP Point		0.000000 - 0.130644		0.452332 - 0.522080
	TAP Lines		0.130645 - 0.210711		0.522081 - 0.612987
			0.210712 - 0.281218		0.612988 - 0.738983
			0.281219 - 0.337416		0.738984 - 0.974291
			0.337417 - 0.394030		



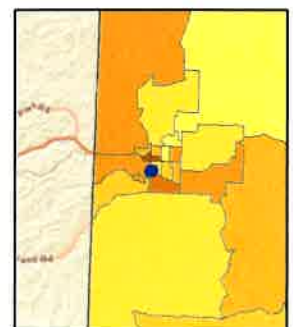
2020 TAP Projects: Percent Minority Population

City of Moscow - South Main Pedestrian Underpass



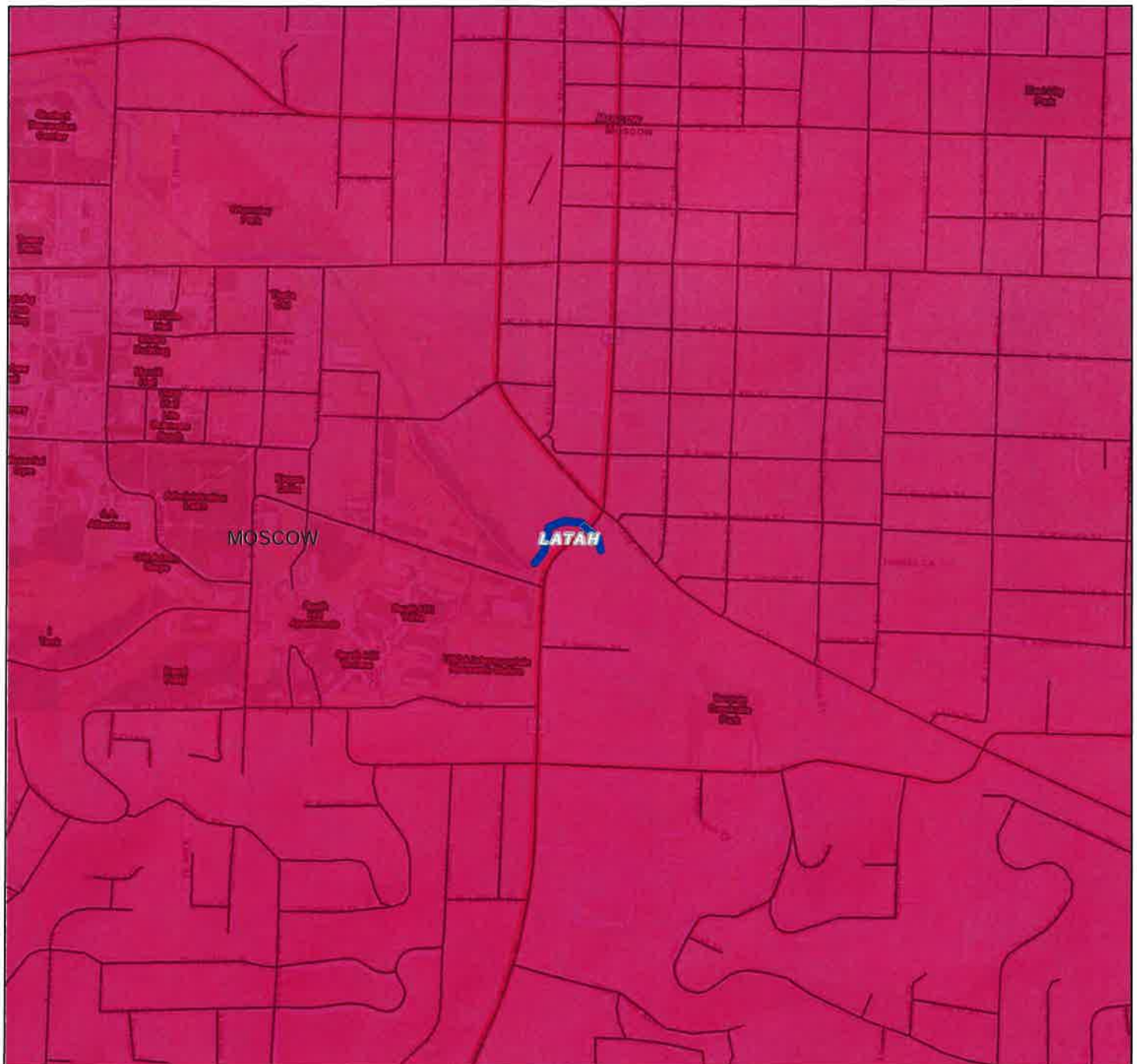
Legend

	TAP Area		EJSCREEN Percent Minority		19.380283 - 25.583982
	TAP Point		0.000000 - 3.167421		25.583983 - 34.203297
	TAP Lines		3.167422 - 6.359946		34.203298 - 46.680286
			6.359947 - 10.060514		46.680287 - 66.032350
			10.060515 - 14.609929		66.032351 - 100.000000
			14.609930 - 19.380282		



2020 TAP Projects: Flood Hazard Zones

City of Moscow - South Main Pedestrian Underpass



0 0.175 0.35 0.7 Miles

Legend

- | | | |
|---------------------|-------------------------------------|---|
| TAP Area | Flood Hazard Zones | Area of Undetermined Flood Hazard |
| TAP Point | Zone Type | 0.2% Annual Chance Flood Hazard |
| TAP Lines | 1% Annual Chance Flood Hazard | Future Conditions 1% Annual Chance Flood Hazard |
| Regulatory Floodway | Area with Reduced Risk Due to Levee | |
| Special Floodway | | |



2020 TAP Projects: Environmental Factors

City of Moscow - South Main Pedestrian Underpass



0 0.175 0.35 0.7 Miles

Legend



ITD 0211 (Rev. 9-10)
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Environmental Screening

For Community Transportation Enhancement (CTE),
Safe Routes to School (SR2S) and Scenic Byway Projects



Background - All project actions which involve a federal nexus (federal funds, federal permits or federal lands) must have an approved environmental document. ITD follows Federal Highway Administration guidelines for environmental documentation.

Responsibility - ITD will be responsible for the review and approval of the environmental document. The sponsor is responsible for the preparation of the environmental document. Pre-application coordination with the district office (environmental) is needed. In some cases the sponsor may arrange for ITD to complete all or part of the environmental documentation.

Purpose of Form - This form is not an environmental clearance. The questions screen for issues that could require additional analysis or work. If you answer yes to any of the following questions, the environmental requirements or impacts may be greater than expected. The impacts may not be compatible with your budget or schedule. You should seek further assistance from ITD regarding the viability of the project.

Contacts - For assistance with the environmental process please contact the ITD District Environmental Planner. An abbreviated environmental clearance is available for pavement marking projects.

Answer the following questions and explain in detail any response that is not clear from simply marking the box. When completed electronically, the form will expand to allow room for explanations.

Project Type/Scope of Work (i.e., landscaping, bike/pedestrian path, etc.)	Project Name/Location
Bike/Pedestrian Underpass	South Main Pedestrian Underpass Project/Moscow, ID

	Yes	No
Right of Way/Property Impacts - Will the project require acquisition of temporary or permanent easements, or right of way? Is the project on, or through, federal lands or tribal lands? Will the project cause a temporary or permanent disruption to a commercial property or residential neighborhood? Explain: The project will require the acquisition of permanent easements.	☒	☐
Traffic - Does the project add traffic lanes or traffic capacity? Explain:	☐	☒
Ground Disturbance - Does the project disturb more than one acre of land? Explain: The project is projected to disturb slightly less than two acres.	☒	☐
Stormwater - Where does the water (rain, snowmelt) from this project area drain? ☒ Sheet flows to surface waters (canal, stream, lake) ☐ Conveyed by ditch or pipe to surface waters ☐ Storm Sewer System (Municipal system) ☐ Infiltrate in Place (retention pond or topography with no drainage outlet [low area]) ☐ Other - if none of the above conditions Explain:		
Surface Waters - Does the project site contain any boggy, swampy, or wetland areas? Does the project impact (fill or temporarily impact) any wetland, stream, lake or other water body? Explain: The project will require the placement of fill material below the OHWM of Paradise Creek to facilitate the construction of the bike/pedestrian underpass.		
Cultural Resources - Are there historical structures (such as buildings, bridges, canals, etc) over 45 years old within or adjacent to (in some cases within view) of the proposed project site? Explain: The Idaho State Historical Preservation Office conducted an inspection of the bridge (constructed in 1934) and determined it to be ineligible for listing in the National Register of Historical Places.		

	Yes	No
Section 4f - Is the project site located next to or a part of a special designated land use (i.e., designated park, wildlife refuge, historic district, etc)? Check with local land use map for information. Explain:	☐	☒
Hazardous Waste - Is there any indication of waste spill or stain on the project site? Are there any gas stations, dry cleaner, or other industrial facilities adjacent to the project? Explain:	☐	☒
Public Involvement - Based on your public involvement, has any public controversy or issue been identified? Do you anticipate any temporary or permanent disruption to a commercial property or residential neighborhood (access changes or detours, construction noise etc?) Explain:	☐	☒
Irrigation - Does the project require irrigation? Describe whether the project will require watering and what source will be used for watering. Explain:	☐	☒
Right of Way Encroachment - Are there any signs, trees or other features you plan to locate within ITD right of way? Explain:	☐	☒
Offsite Work - Will the project require off-site grading, excavation or trenching for utilities, lighting, drainage or other work? Explain:	☐	☒
Describe any other known or suspected environmental issue that has not been covered		
Preparer's Printed Name Kyle Steele	Title Environmental Services Manager	Agency or Firm City of Moscow, ID
Signature <i>Kyle Steele</i>		Date 11/7/2019

- ITD Use Only -

Recommendation

- ☒ Based on the information in the project application and on this form, the project is likely to be eligible for a Categorical Exclusion.
- ☐ Based on the information in the project application and on this form, there were environmental areas of concern that should be further discussed prior to funding this project.
- ☐ There was not enough information in the project application and on this form to assess potential environmental issues.

Comment

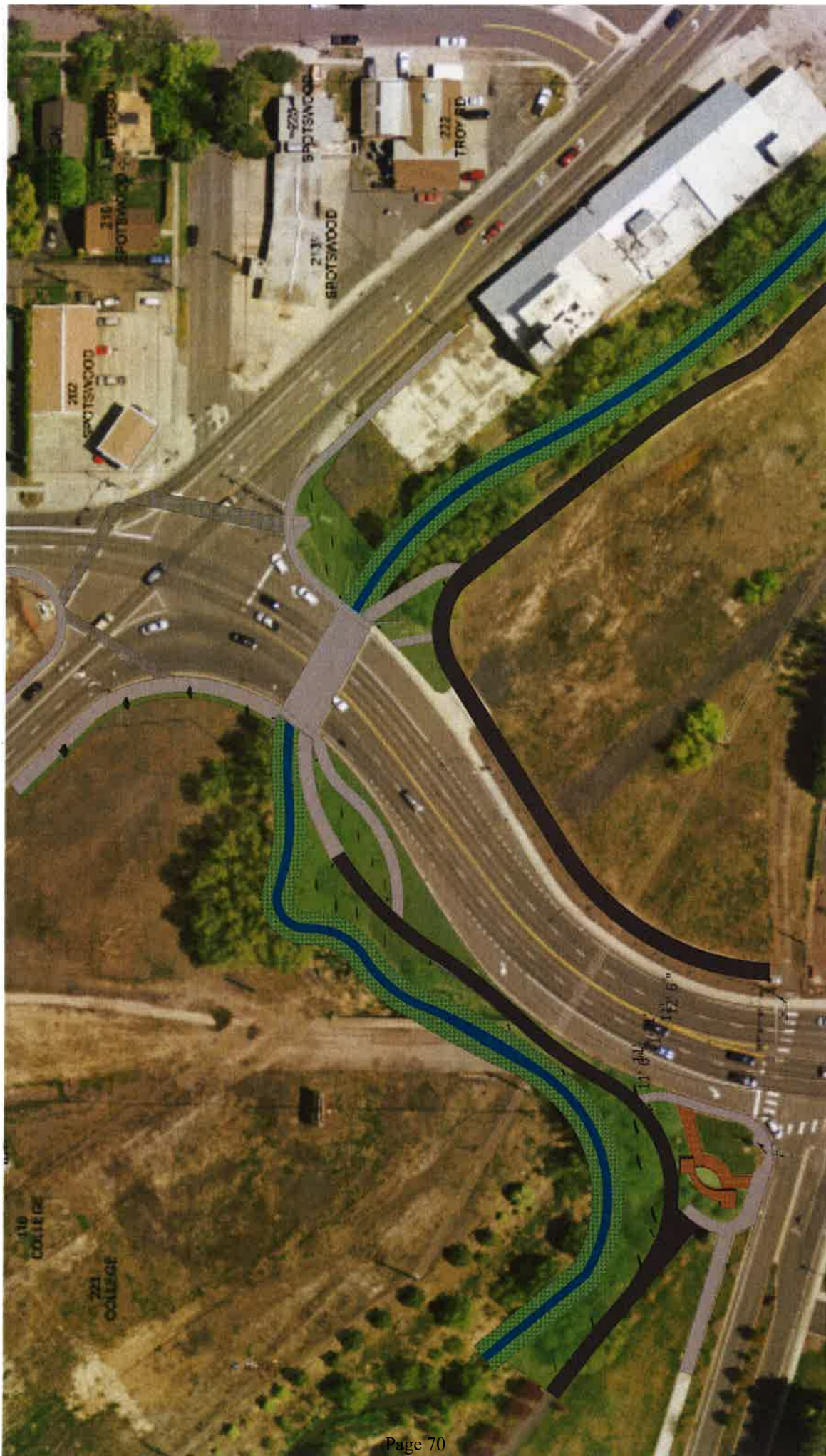
Printed Name <i>Shawn W. Smith</i>		Title District Environmental Planner <i>Senior</i>
Signature <i>Shawn W. Smith</i>		Date <i>11/7/19</i>

PARADISE CREEK BRIDGE CONSTRUCTED IN 1934

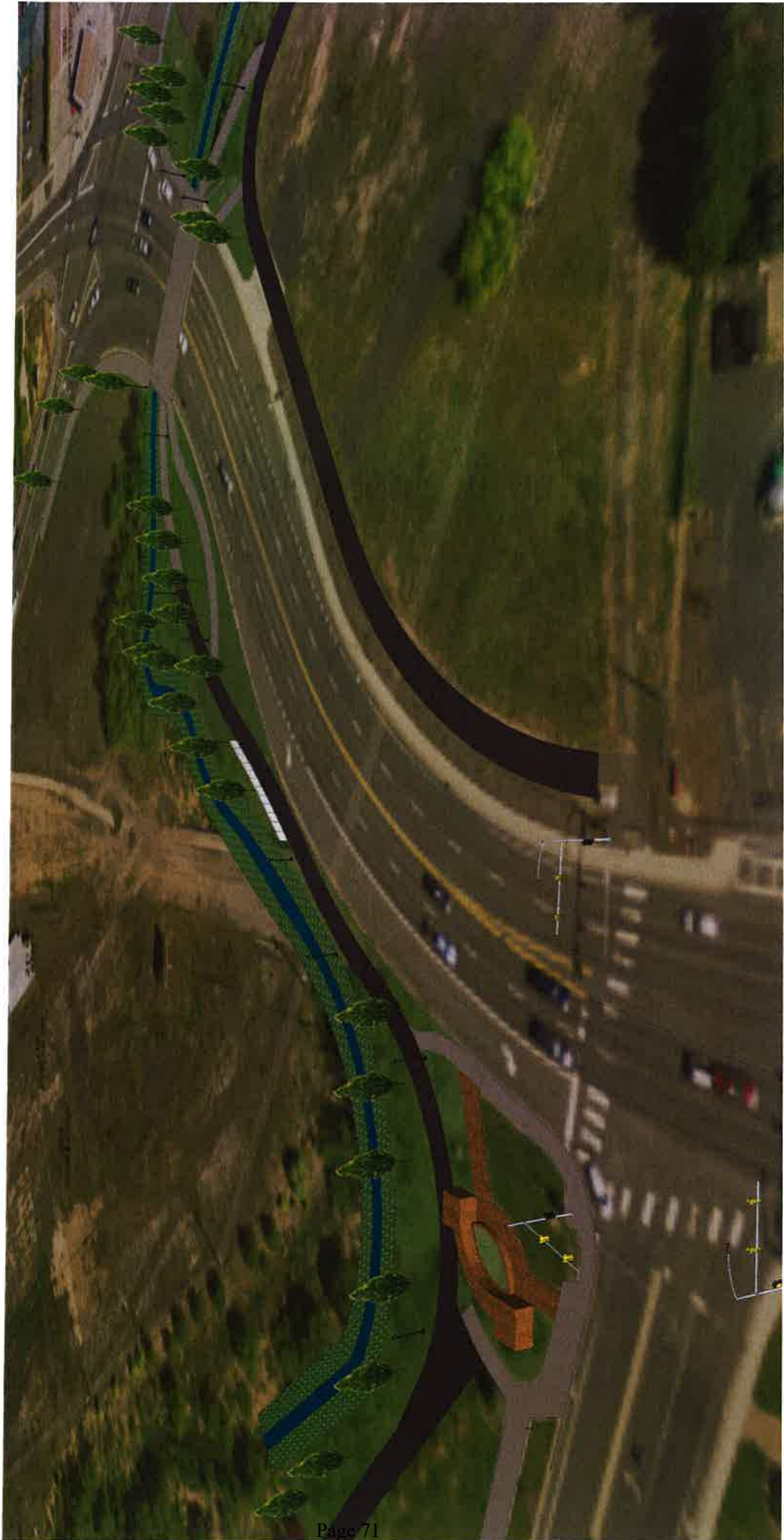


PARADISE CREEK BRIDGE 2018





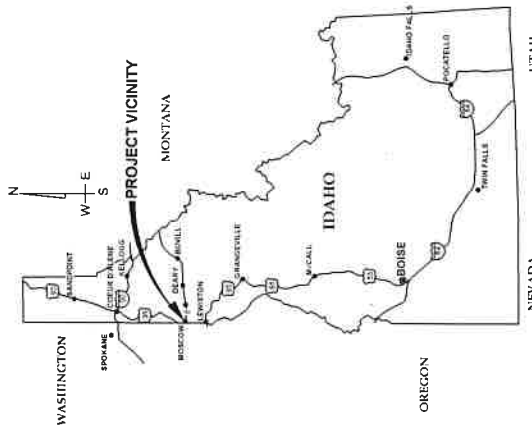
**PROPOSED SOUTH MAIN/US HWY. 95 PEDESTRIAN UNDERPASS NEAR THE ENTRANCE OF THE
UNIVERSITY OF IDAHO CAMPUS AT THE INTERSECTION OF US HIGHWAYS 95 AND 8, MOSCOW, IDAHO**



CITY OF MOSCOW BIKE PATH US95 UNDERPASS

CONCEPTUAL DESIGN

AUGUST 2018



VICINITY MAP
SCALE: NTS



LOCATION MAP
SCALE: 1" = 500'

PREPARED FOR:



CITY OF MOSCOW
206 EAST 3RD STREET
MOSCOW, IDAHO 83843
TELEPHONE: (208) 863-7019

ENGINEER:

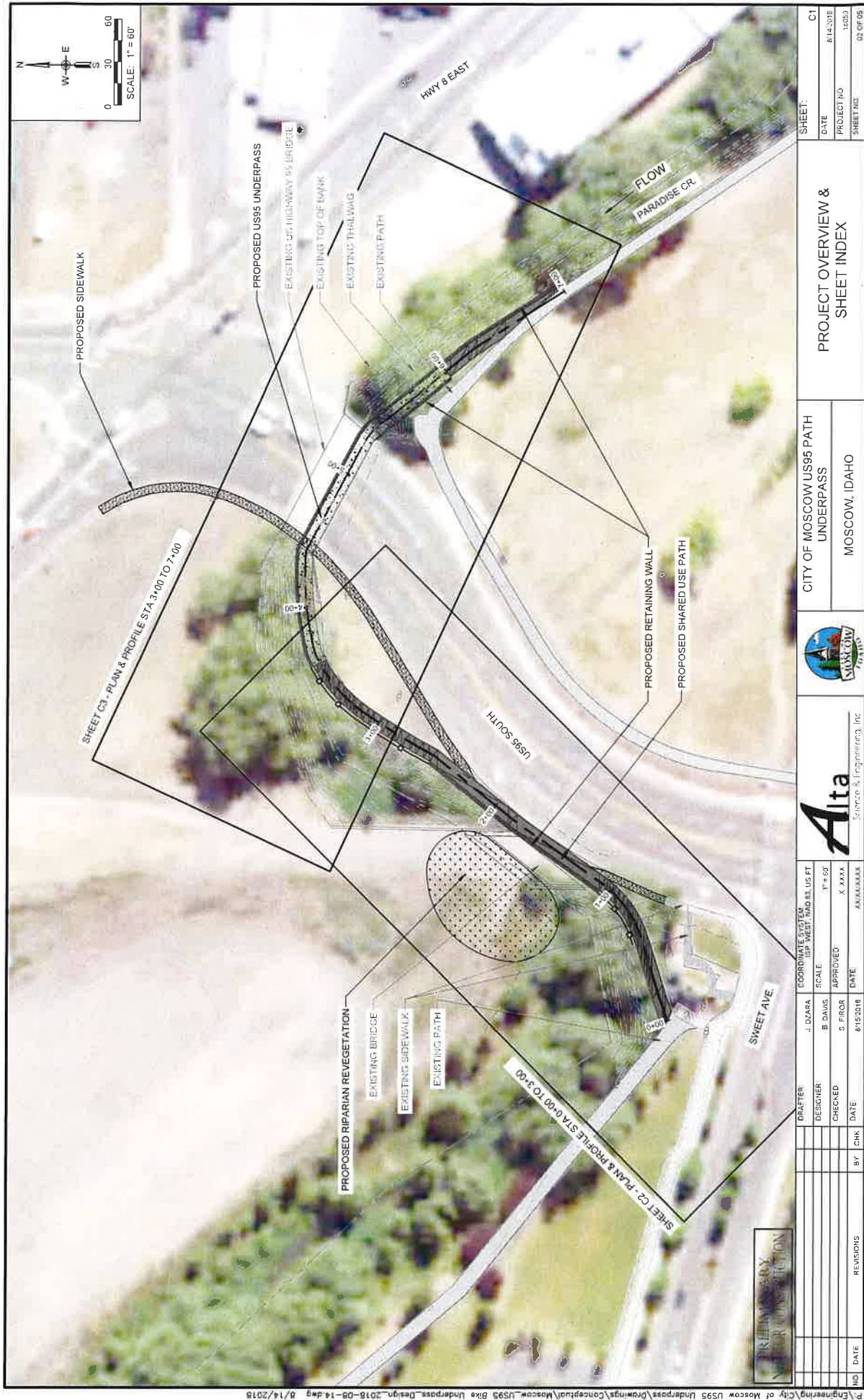


Alta Science & Engineering, Inc.
220 EAST 5TH STREET, SUITE 325
MOSCOW, IDAHO 83843
TELEPHONE: (208) 862-7858

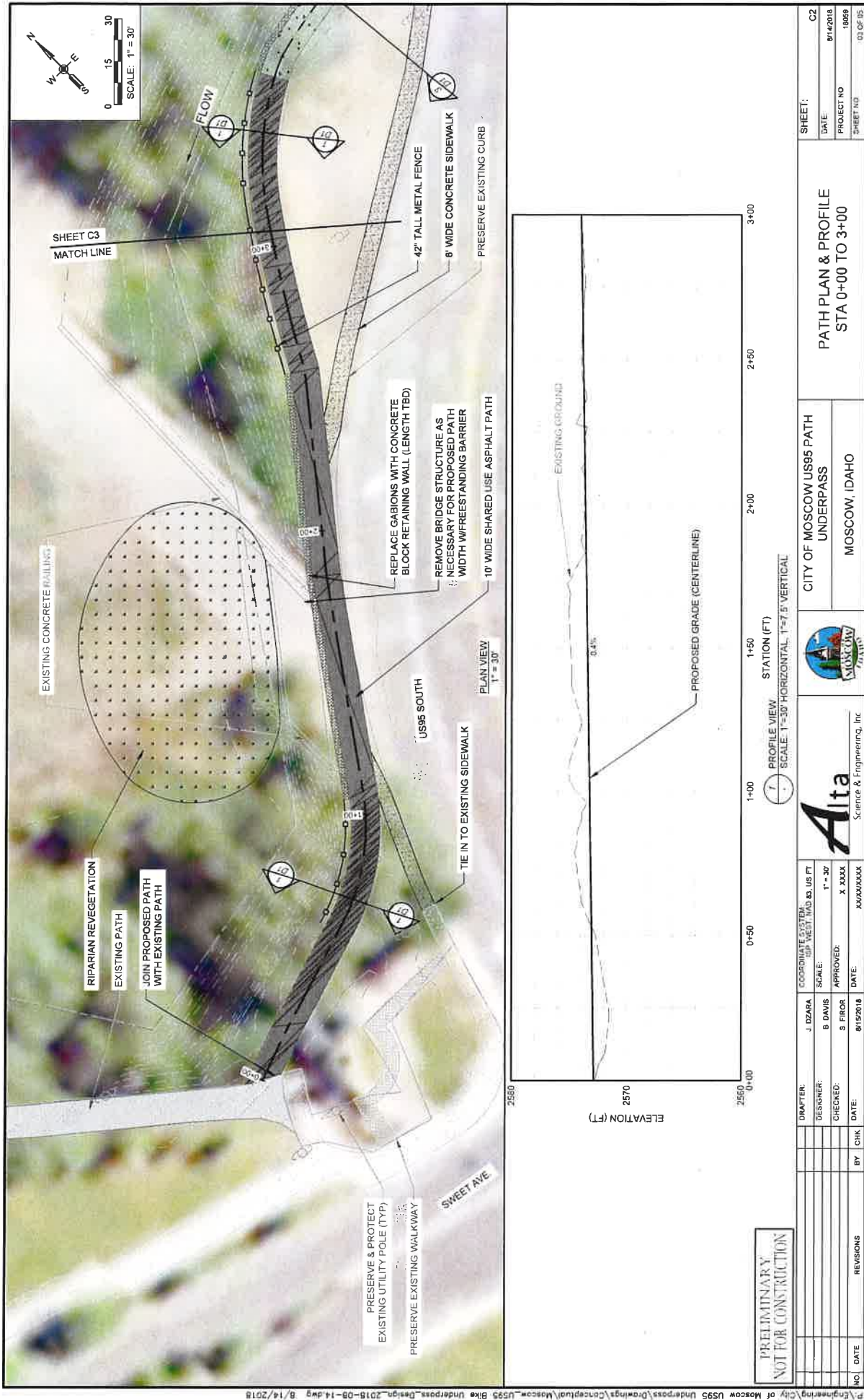
SHEET #	SHEET NAME	SHEET INDEX
1	COVER SHEET	CS
2	PROJECT OVERVIEW & SHEET INDEX	C1
3	PATH PLAN & PROFILE - STA 0+00 TO 3+00	C2
4	PATH PLAN & PROFILE - STA 3+00 TO 7+00	C3
5	DETAILS	D1

PRELIMINARY
NOT FOR CONSTRUCTION

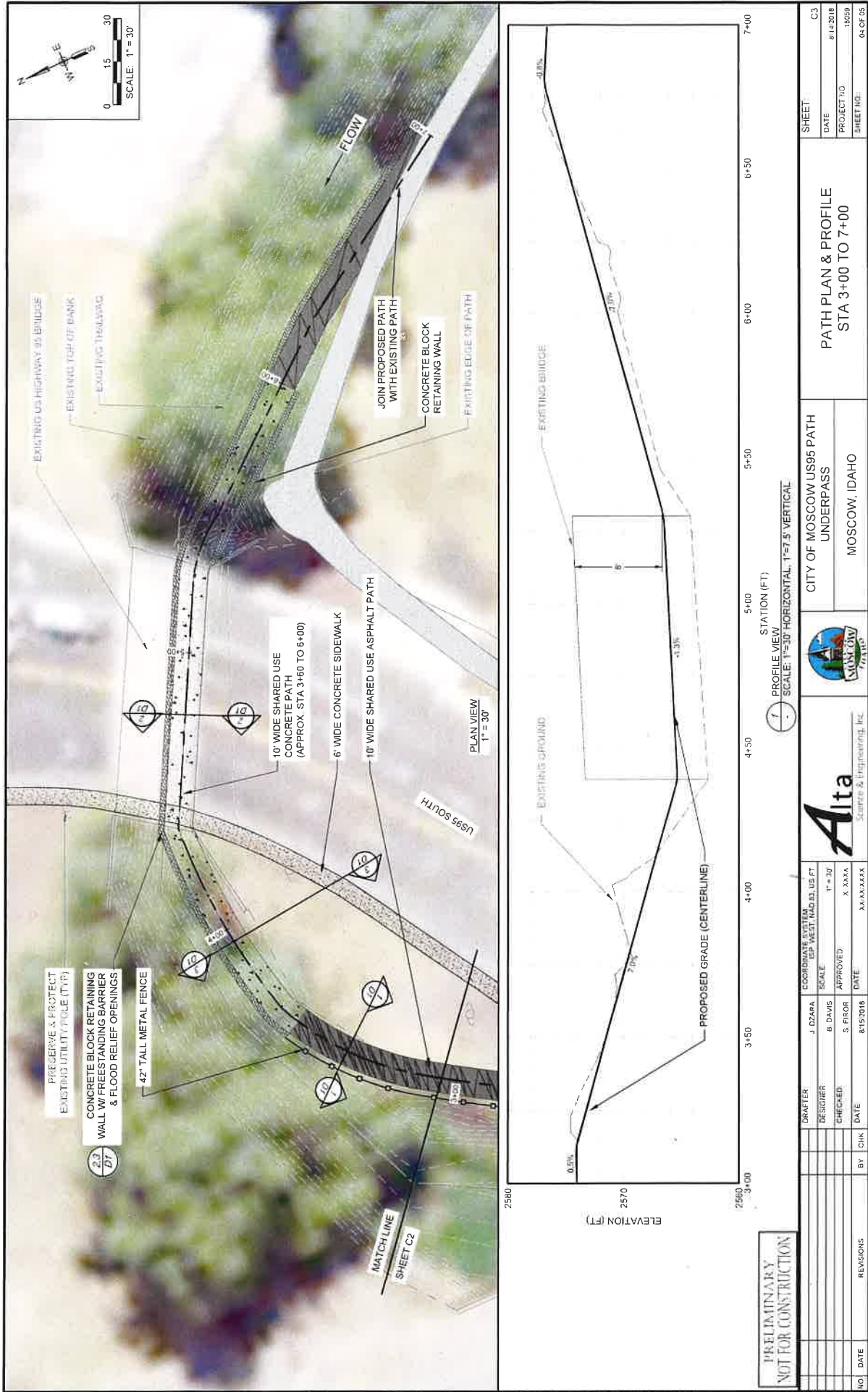
NO	DATE	REVISIONS	BY	CHK	DATE	APPROVED	DATE	COORDINATE SYSTEM ISP WEST NAD 83 US FT	SCALE	AS SHOWN	X XXXX XXXXXXX		CITY OF MOSCOW US95 PATH UNDERPASS MOSCOW, IDAHO	COVER SHEET	SHEET NAME: DATE PROJECT NO SHEET	CS 8/14/2018 10059 1 OF 05
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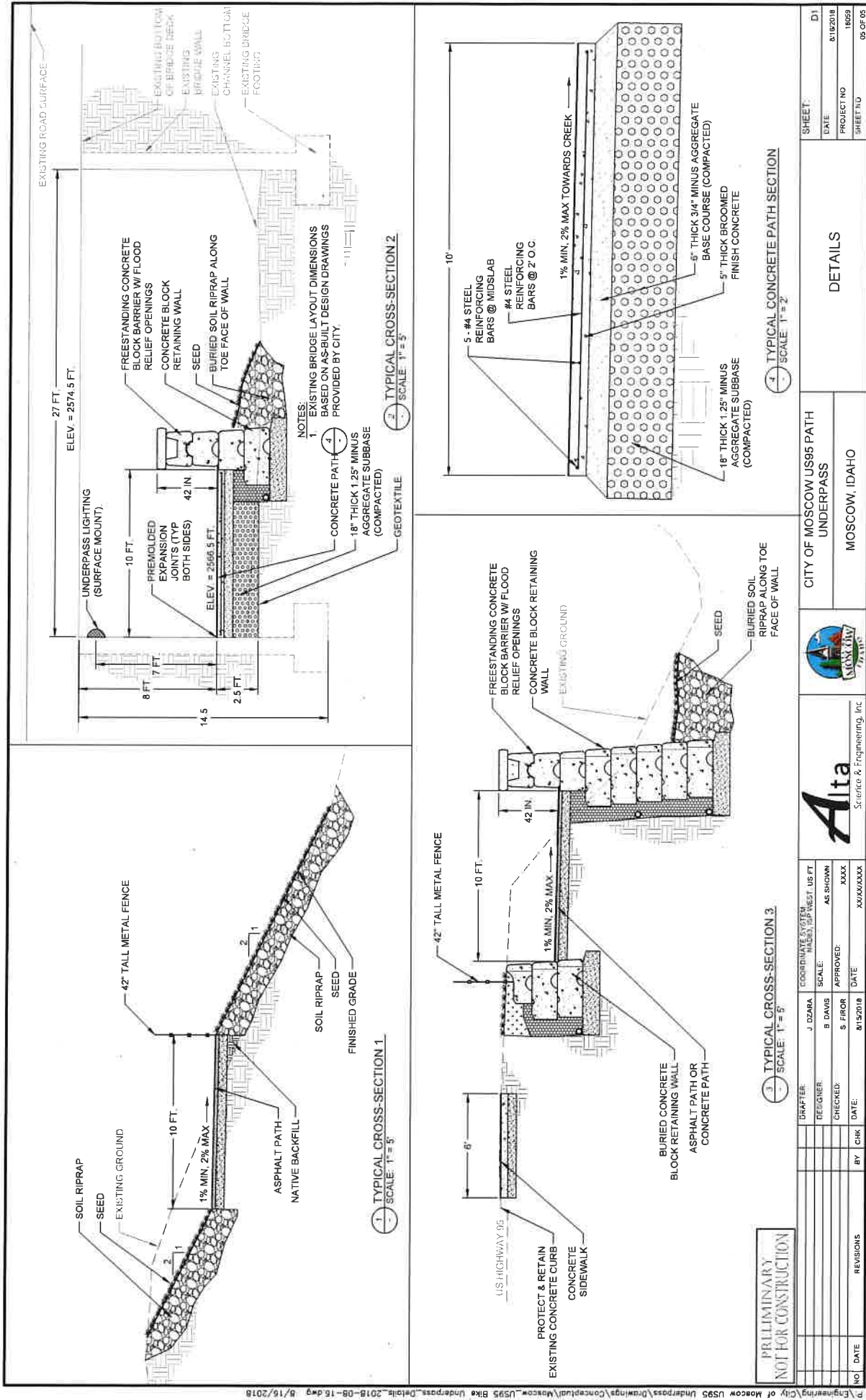


PROJECT OVERVIEW & SHEET INDEX		CITY OF MOSCOW US95 PATH UNDERPASS		MOSCOW, IDAHO		SHEET: C1	
DATE	8/14/2018	PROJECT NO	10053	SHEET NO	03 OF 05	DATE	8/14/2018
Alta		Science & Engineering, Inc.		MOSCOW, IDAHO		SHEET: C1	
DRAWN	J. DAVIS	SCALE	1" = 60'	COORDINATE SYSTEM	NAD 83	DATE	8/14/2018
DESIGNED	B. DAVIS	APPROVED	X XXXX	SCALE	1" = 60'	DATE	8/14/2018
CHECKED	S. FIOR	DATE	8/14/2018	APPROVED	X XXXX	DATE	8/14/2018
BY	CHK	REVISIONS		DATE		DATE	



P:\Engineering\City of Moscow US95 Underpass\Drawings\Conceptual\Moscow-US95 Bike Underpass-Design-2018-09-14.dwg 8/14/2018







alta-se.com

220 East Fifth Street, Suite 325
 Moscow, Idaho 83843
 Ph: (208) 882-7858; Fax: (208) 883-3785

MEMORANDUM

To: Bill Belknap, City of Moscow, Moscow, ID
From: Jess Dzara, Alta Science & Engineering, Moscow, ID
 Susan Firor, Alta Science & Engineering, Moscow, ID
Date: July 2, 2018
Job Code: 18059
Subject: City of Moscow US95 Underpass Feasibility Memo

The City of Moscow is investigating the feasibility of constructing a bike/pedestrian underpass on existing streambanks and within the current concrete bridge for Paradise Creek at the US Highway 95 (US 95) crossing. This underpass would allow pedestrians and bike traffic to cross under US 95 on Paradise Path without needing to cross US 95, disrupting traffic flow on the highway. A similar underpass was designed and is being built in summer 2018 in the concrete bridge for Paradise Creek at the intersection of Highway 8 and White Avenue/Styner Avenue. The success of this project has motivated the City of Moscow to consider additional underpass opportunities to enhance pedestrian movement and safety in Moscow.

Alta Science & Engineering (Alta) was tasked to complete a review of the site hydrology and develop a hydraulic model to ensure project feasibility prior to engineering design. This memorandum summarizes the tasks and analyses completed. Elements necessary for this analysis include existing field survey, hydrologic estimates, and developing and interpreting the hydraulic model.

In order to move forward with this project, it is assumed the proposed condition must have no negative effects on the existing bridge during the 50-year flood event. The modeled proposed condition is a concrete and asphalt path approximately 10 feet wide, with a top finished grade surface 8 feet below the bottom chord of the bridge, located along the left (southwest) side of the bridge. Alta assumed the following project constraints and conditions for this analysis:

- The underpass trail shall be a minimum of 8 feet wide.
- The trail surface shall be a minimum of 8 feet below the low chord of the bridge.
- The trail shall be placed along the south bank of the stream and inside the bridge.
- The project shall cause no new flooding impacts upstream or downstream of the project.
- The project shall meet FEMA requirements for construction in a floodway.

Section 1 Field Survey

Alta completed a topographic and cross-sectional survey in February 2018 as part of the LOMR analysis on Paradise Creek. Existing survey data were used to model and analyze the bridge, associated infrastructure, and Paradise Creek for the existing condition and proposed US 95 underpass. This survey included stream channel cross-sections, a thalweg profile, and infrastructure inventory. The US 95 bridge structure was surveyed, including the concrete wingwalls, road surface elevation, bridge bottom chord elevation, width, and height of the

City of Moscow US95 Underpass Feasibility Memo

structure. All of this information was used in the hydraulic model to assess the hydraulic capacity of the existing structure. A supplemental survey is tentatively planned for the beginning of July 2018 to survey the existing sidewalk, path, and topography for conceptual design.

Section 2 Hydrologic Analysis

The objectives of hydrologic modeling are to determine reasonable estimates of peak flood flows and ensure that the proposed project will meet the requirements set forth by the City of Moscow and Idaho Transportation Department (ITD) for the modified bridge structure. Alta used several methods to estimate peak flows for use in the hydraulic model. The same methods were used in the Highway 8 Paradise Creek underpass design, but this analysis adds four years of flow data.

A real-time U.S. Geological Survey (USGS) gauge, #13346800 (USGS 1979–Current), is located on Paradise Creek in Moscow at the University of Idaho. This gauge has been in operation since 1979 and collects daily streamflow data from which USGS derives annual peak streamflows. These 39 years of peak streamflow data were used in accordance with Bulletin 17b (Interagency Advisory Committee on Water Data 1982) to estimate the 10-, 25-, 50-, and 100-year (Q_{10} , Q_{25} , Q_{50} , and Q_{100}) return interval flood flows at the gauge. See Attachment A for a complete list of recorded peak flows and storm event estimates. Because the site is upstream from the gauge, Alta adjusted these data to the specific project location using the similar watersheds method (Berenbrock 2002) for this region. Table 1 summarizes the peak streamflows calculated using the gauge data.

Peak flows were also estimated using regional regression equations developed by the USGS for Idaho (Berenbrock 2002) using the web-based StreamStats program (USGS, 2009). This analysis resulted in the peak streamflow values shown in Table 1 and complete output is included in Attachment A.

Table 1. Peak Flow Estimates at US Highway 95 Paradise Creek Bridge

Peak Flow Estimates at US Highway 95 Paradise Creek Bridge				
Method	Q_{10}	Q_{25}	Q_{50}	Q_{100}
Gage Data Corrected for Watershed Size (cfs)	489	630	737	846
Regional Regression - StreamStats (cfs)	409	589	743	904
ITD Structure Survey (cfs)	n/a	n/a	890	1100
FEMA Flood Insurance Study (cfs)	540	n/a	890	1070

As shown in Table 1, the peak flow estimates for the 50- and 100-year storm events vary significantly. The ITD structure survey (included in Attachment A) has the highest flow rates of all methods compared (ITD 1978). It is not known what methods and calculations ITD used. The analysis was done over 30 years ago; since then, much more stream gauge data have been collected and can be used to refine the analysis. The FEMA Flood Insurance Study for the City of Moscow has similar 50- and 100-year flow rates to the ITD structure survey (City of Moscow, 2002). Therefore, the maximum 50-yr storm event, 890 cubic feet per second (cfs), and the 100-year FEMA FIS flow of 1070 cfs were chosen as the design flows to provide the

City of Moscow US95 Underpass Feasibility Memo

most conservative model results and to remain consistent with the method used in the Paradise Creek Highway 8 Underpass hydraulic analysis.

Section 3 Hydraulic Analysis

The steady-state hydraulic analyses for the existing and proposed conditions were modeled using HEC-RAS 4.1.0 (USACE 2010). The existing survey data and hydrologic analyses described above were used to develop the base existing condition model to define the current conditions of Paradise Creek and the bridge. The proposed condition was modeled by modifying the cross-sections immediately upstream and downstream of the bridge with the addition of the trail.

The existing conditions for Paradise Creek at the US 95 Highway bridge consist of a fairly deep channel, nearly trapezoidal in shape, with a smaller, low-flow channel at the bottom that conveys the summer baseflow. Channel slopes range from adverse to 1.2% in the project reach. Alta assumed Manning's roughness coefficients (Manning's n) ranging from 0.013 for concrete or asphalt to 0.060 where thick reed canarygrass covers the streambanks.

The hydraulic model was run for the range of peak flows for both the existing and proposed conditions but, for the purpose of this memorandum, the focus is on the 50-year event, which is the required design flood event set forth by ITD; the highest estimated 50-year flood event (ITD and FEMA Flood Insurance Survey) was used to get the most conservative model results.

Section 4 Results

After completion of the full hydraulic analysis for the existing bridge with and without the proposed underpass, Alta concludes the project will result in minimal change in flow characteristics as a result of changes through the structure. This conclusion is based on comparison of the 50-year and 100-year return interval flows in existing and proposed conditions. At Q_{50} , the model indicates the proposed project will increase water surface elevation by a maximum of 0.10 feet, while velocity increases by a maximum of 1.07 feet per second. At Q_{100} , the model shows an increase of 0.10 feet in water surface elevation at the cross section 13 feet upstream of the bridge inlet. This minimal increase is not considered an issue at this phase of the design and will be minimized as the design progresses. Complete HEC-RAS model output is provided in Attachment B.

The proposed path is expected to flood for at least a few days almost every year. Based on 39 years of mean daily discharge records from the USGS gauge, the trail would be inundated for an average of 4.1 days per year (Table 2). This analysis was based upon a project site flow rate of 73 cfs, which correlates to a gauge flow rate of 85 cfs. It is noteworthy that these flooding events mainly occur between January and April when pedestrian and bicycle activity is at its lowest due to inclement weather.

City of Moscow US95 Underpass Feasibility Memo

Table 2. Bike Path Inundation at the Upstream End of US Highway 95 Paradise Creek Bridge

Bike Path Inundation at US Highway 95 Paradise Creek Bridge			
Days with Mean Daily Discharge Above 85 cfs	Minimum (Days/Year)	Maximum (Days/Year)	Average (Days/Year)
Total Days	0	17	4.1
Consecutive Days	0	8	2.1

Section 5 References

Berenbrock, Charles, 2002. Estimating the Magnitude of Peak Flows at Selected Recurrence Intervals for Streams in Idaho, USGS Water-Resources Investigations Report 02-4170.

City of Moscow, 2002. Flood Insurance Study, Revised April 15, 2002. Federal Emergency Management Agency Community Number 160090V000.

Idaho Transportation Department (ITD), 1978. Hydraulic Structure Survey: Paradise Creek Bridge, July 18, 1978.

Interagency Advisory Committee on Water Data, 1982. Guidelines for determining flood flow frequency Bulletin 17B of the Hydrology Subcommittee: U.S. Geological Survey, Office of Water Data Coordination, 183 p.

U.S. Army Corps of Engineers (USACE), 2010. HEC-RAS, River Analysis System. Version 4.1.0

U.S. Geological Survey (USGS), 1979–Current. "USGS 13346800 Paradise Cr at University of Idaho at Moscow ID"
<http://waterdata.usgs.gov/nwis/uv/?site_no=13346800&agency_cd=USGS> accessed June 2018.

USGS, 2009. "StreamStats for Idaho" <<http://water.usgs.gov/osw/streamstats/index.html>>, accessed June 2018.



Science & Engineering, Inc.

alta-se.com

220 East Fifth Street, Suite 325
Moscow, Idaho 83843
Ph: (208) 882-7858; Fax: (208) 883-3785

Attachment A

Hydrology

A

U of I Gage Peak Flows_PeakFQ.txt
USGS

Z13346800	4643551170127001616057SW1706010817.7	17.7	2543.46
H13346800	PARADISE CR AT UNIVERSITY OF IDAHO AT MOSCOW ID		
N13346800			
Y13346800			
313346800	19790226	307	7.96
313346800	19800218	287	7.85
313346800	19810214	290	7.78
313346800	19820220	386	8.88
313346800	19830218	368	8.58
313346800	19840124	429	9.18
313346800	19850318	211	6.61
313346800	19860223	414	9.07
313346800	19870201	392	8.84
313346800	19871210	135	6.09
313346800	19890309	436	9.38
313346800	19900108	534	10.27
313346800	19910115	412	9.00
313346800	19920822	184	6.64
313346800	19930504	260	7.44
313346800	19940517	92.0	5.55
313346800	19950219	332	8.19
313346800	19960209	970	11.26
313346800	19970101	753	10.44
313346800	19971030	186	6.85
313346800	19981228	428	8.89
313346800	20000202	306	8.11
313346800	20010627	130	6.83
313346800	20020223	382	8.62
313346800	20030131	378	8.98
313346800	20040218	258	8.27
313346800	20050118	721	
313346800	20060117	1101	
313346800	20070103	1471	
313346800	20080229	202	8.30
313346800	20090108	273	9.01
313346800	20100105	182	8.07
313346800	20110116	339	9.58
313346800	20120326	398	10.04
313346800	20130930	111	7.15
313346800	20140309	152	8.05
313346800	20150209	181	8.54
313346800	20151207	73	8.59
313346800	20170310	735	10.86

U OF I GAGE PEAK FLOWS_PEAKFQ_same specs as Uderpass 2014.PRT.txt

1

Program PeakFq	U. S. GEOLOGICAL SURVEY	Seq.002.000
Version 7.2	Annual peak flow frequency analysis	Run Date / Time
3/28/2018		06/14/2018 09:01

--- PROCESSING OPTIONS ---

Plot option	= Graphics device
Basin char output	= None
Print option	= Yes
Debug print	= No
Input peaks listing	= Long
Input peaks format	= WATSTORE peak file

Input files used:

peaks (ascii) - P:\Engineering\City of Moscow US95
Underpass\Hydrology\Gage\PeakFQ\U OF I GAGE PEAK FLOWS_PEAKFQ.TXT

specifications - P:\Engineering\City of Moscow US95
Underpass\Hydrology\Gage\PeakFQ\PKFQWPSF.TMP

Output file(s):

main - P:\Engineering\City of Moscow US95
Underpass\Hydrology\Gage\PeakFQ\U OF I GAGE PEAK FLOWS_PEAKFQ.PRT

*** User responsible for assessment and interpretation of the following analysis

1

Program PeakFq	U. S. GEOLOGICAL SURVEY	Seq.001.001
Version 7.2	Annual peak flow frequency analysis	Run Date / Time
3/28/2018		06/14/2018 09:01

Station - 13346800 PARADISE CR AT UNIVERSITY OF IDAHO AT MOSCOW ID

TABLE 1 - INPUT DATA SUMMARY

Number of peaks in record	=	39
Peaks not used in analysis	=	0
Gaged peaks in analysis	=	39
Historic peaks in analysis	=	0
Beginning Year	=	1979
Ending Year	=	2017

U OF I GAGE PEAK FLOWS_PEAKEQ_same specs as Uderpass 2014.PRT.txt

Historical Period Length	=	39
Skew option	=	WEIGHTED
Regional skew	=	-0.293
Standard error	=	0.550
Mean Square error	=	0.303
Gage base discharge	=	0.0
User supplied high outlier threshold	=	--
User supplied PILF (LO) criterion	=	--
Plotting position parameter	=	0.00
Type of analysis		BULL.17B
PILF (LO) Test Method		GBT
Perceptible Ranges	=	Not Applicable
Interval Data	=	Not Applicable

TABLE 2 - DIAGNOSTIC MESSAGE AND PILF RESULTS

WCF134I-NO SYSTEMATIC PEAKS WERE BELOW GAGE BASE.	0.0
WCF195I-NO LOW OUTLIERS WERE DETECTED BELOW CRITERION.	49.9
WCF163I-NO HIGH OUTLIERS OR HISTORIC PEAKS EXCEEDED HHBASE.	1383.0
**WCF164W-HISTORIC PERIOD IGNORED.	39.0
WCF002J-CALCS COMPLETED. RETURN CODE = 2	

Kendall's Tau Parameters

	TAU	P-VALUE	MEDIAN SLOPE	No. of PEAKS
GAGED PEAKS	-0.217	0.053	-4.000	39

1

Program PeakFq	U. S. GEOLOGICAL SURVEY	Seq.001.002
Version 7.2	Annual peak flow frequency analysis	Run Date / Time
3/28/2018		06/14/2018 09:01

Station - 13346800 PARADISE CR AT UNIVERSITY OF IDAHO AT MOSCOW ID

TABLE 3 - ANNUAL FREQUENCY CURVE PARAMETERS -- LOG-PEARSON TYPE III

FLOOD BASE	LOGARITHMIC
-----	-----

U OF I GAGE PEAK FLOWS_PEAKEQ same specs as Uderpass 2014.PRT.txt

	EXCEEDANCE		MEAN	STANDARD DEVIATION	SKEW
	DISCHARGE	PROBABILITY			
SYSTEMATIC RECORD	0.0	1.0000	2.4193	0.2701	-0.249
BULL.17B ESTIMATE	0.0	1.0000	2.4193	0.2701	-0.263

BULL.17B ESTIMATE OF MSE OF AT-SITE SKEW 0.1488

TABLE 4 - ANNUAL FREQUENCY CURVE -- DISCHARGES AT SELECTED EXCEEDANCE PROBABILITIES

ANNUAL EXCEEDANCE PROBABILITY	BULL.17B ESTIMATE	SYSTEMATIC RECORD	<-- FOR BULLETIN 17B ESTIMATES --> LOG VARIANCE OF EST.	CONFIDENCE INTERVALS 5% LOWER 95% UPPER	
0.9950	45.4	45.8	----	29.0	62.3
0.9900	54.8	55.2	----	36.5	73.4
0.9500	90.3	90.5	----	66.4	113.4
0.9000	116.5	116.6	----	89.8	142.4
0.8000	157.1	157.0	----	126.8	187.3
0.6667	205.5	205.3	----	171.2	242.3
0.5000	269.8	269.4	----	228.6	319.2
0.4292	301.1	300.7	----	255.6	358.4
0.2000	446.1	445.9	----	373.7	553.6
0.1000	571.4	572.1	----	469.2	737.1
0.0400	735.9	738.4	----	588.4	993.2
0.0200	861.4	865.8	----	676.1	1198.0
0.0100	988.6	995.3	----	762.6	1413.0
0.0050	1118.	1127.	----	848.6	1638.0
0.0020	1292.	1306.	----	961.8	1951.0

1

Program PeakFq
Version 7.2
3/28/2018

U. S. GEOLOGICAL SURVEY
Annual peak flow frequency analysis

Seq.001.003
Run Date / Time
06/14/2018 09:01

Station - 13346800 PARADISE CR AT UNIVERSITY OF IDAHO AT MOSCOW ID

TABLE 5 - INPUT DATA LISTING

WATER YEAR	PEAK VALUE	PEAKEQ CODES	REMARKS
1979	307.0		

U OF I GAGE PEAK FLOWS_PEAKEFQ_same specs as Uderpass 2014.PRT.txt

1980	287.0
1981	290.0
1982	386.0
1983	368.0
1984	429.0
1985	211.0
1986	414.0
1987	392.0
1988	135.0
1989	436.0
1990	534.0
1991	412.0
1992	184.0
1993	260.0
1994	92.0
1995	332.0
1996	970.0
1997	753.0
1998	186.0
1999	428.0
2000	306.0
2001	130.0
2002	382.0
2003	378.0
2004	258.0
2005	72.0
2006	110.0
2007	147.0
2008	202.0
2009	273.0
2010	182.0
2011	339.0
2012	398.0
2013	111.0
2014	152.0
2015	181.0
2016	73.0
2017	735.0

Explanation of peak discharge qualification codes

PeakFQ CODE	NWIS CODE	DEFINITION
D	3	Dam failure, non-recurrent flow anomaly
G	8	Discharge greater than stated value
X	3+8	Both of the above

U OF I GAGE PEAK FLOWS_PEAKEFQ_same specs as Uderpass 2014.PRT.txt

L 4 Discharge less than stated value
K 6 OR C Known effect of regulation or urbanization
H 7 Historic peak

- Minus-flagged discharge -- Not used in computation
-8888.0 -- No discharge value given
- Minus-flagged water year -- Historic peak used in computation

1

Program PeakFq
Version 7.2
3/28/2018

U. S. GEOLOGICAL SURVEY
Annual peak flow frequency analysis

Seq.001.004
Run Date / Time
06/14/2018 09:01

Station - 13346800 PARADISE CR AT UNIVERSITY OF IDAHO AT MOSCOW ID

TABLE 6 - EMPIRICAL FREQUENCY CURVES -- WEIBULL PLOTTING POSITIONS

WATER YEAR	RANKED DISCHARGE	SYSTEMATIC RECORD	B17B ESTIMATE
1996	970.0	0.0250	0.0250
1997	753.0	0.0500	0.0500
2017	735.0	0.0750	0.0750
1990	534.0	0.1000	0.1000
1989	436.0	0.1250	0.1250
1984	429.0	0.1500	0.1500
1999	428.0	0.1750	0.1750
1986	414.0	0.2000	0.2000
1991	412.0	0.2250	0.2250
2012	398.0	0.2500	0.2500
1987	392.0	0.2750	0.2750
1982	386.0	0.3000	0.3000
2002	382.0	0.3250	0.3250
2003	378.0	0.3500	0.3500
1983	368.0	0.3750	0.3750
2011	339.0	0.4000	0.4000
1995	332.0	0.4250	0.4250
1979	307.0	0.4500	0.4500
2000	306.0	0.4750	0.4750
1981	290.0	0.5000	0.5000
1980	287.0	0.5250	0.5250
2009	273.0	0.5500	0.5500
1993	260.0	0.5750	0.5750
2004	258.0	0.6000	0.6000

Page 5

U OF I GAGE PEAK FLOWS_PEAKEQ_same specs as Uderpass 2014.PRT.txt

1985	211.0	0.6250	0.6250
2008	202.0	0.6500	0.6500
1998	186.0	0.6750	0.6750
1992	184.0	0.7000	0.7000
2010	182.0	0.7250	0.7250
2015	181.0	0.7500	0.7500
2014	152.0	0.7750	0.7750
2007	147.0	0.8000	0.8000
1988	135.0	0.8250	0.8250
2001	130.0	0.8500	0.8500
2013	111.0	0.8750	0.8750
2006	110.0	0.9000	0.9000
1994	92.0	0.9250	0.9250
2016	73.0	0.9500	0.9500
2005	72.0	0.9750	0.9750

1

End PeakEQ analysis.

Stations processed :	1
Number of errors :	0
Stations skipped :	0
Station years :	39

Data records may have been ignored for the stations listed below.

(Card type must be Y, Z, N, H, I, 2, 3, 4, or *.)

(2, 4, and * records are ignored.)

For the station below, the following records were ignored:

FINISHED PROCESSING STATION: 13346800 USGS PARADISE CR AT UNIVERSITY OF

For the station below, the following records were ignored:

FINISHED PROCESSING STATION:

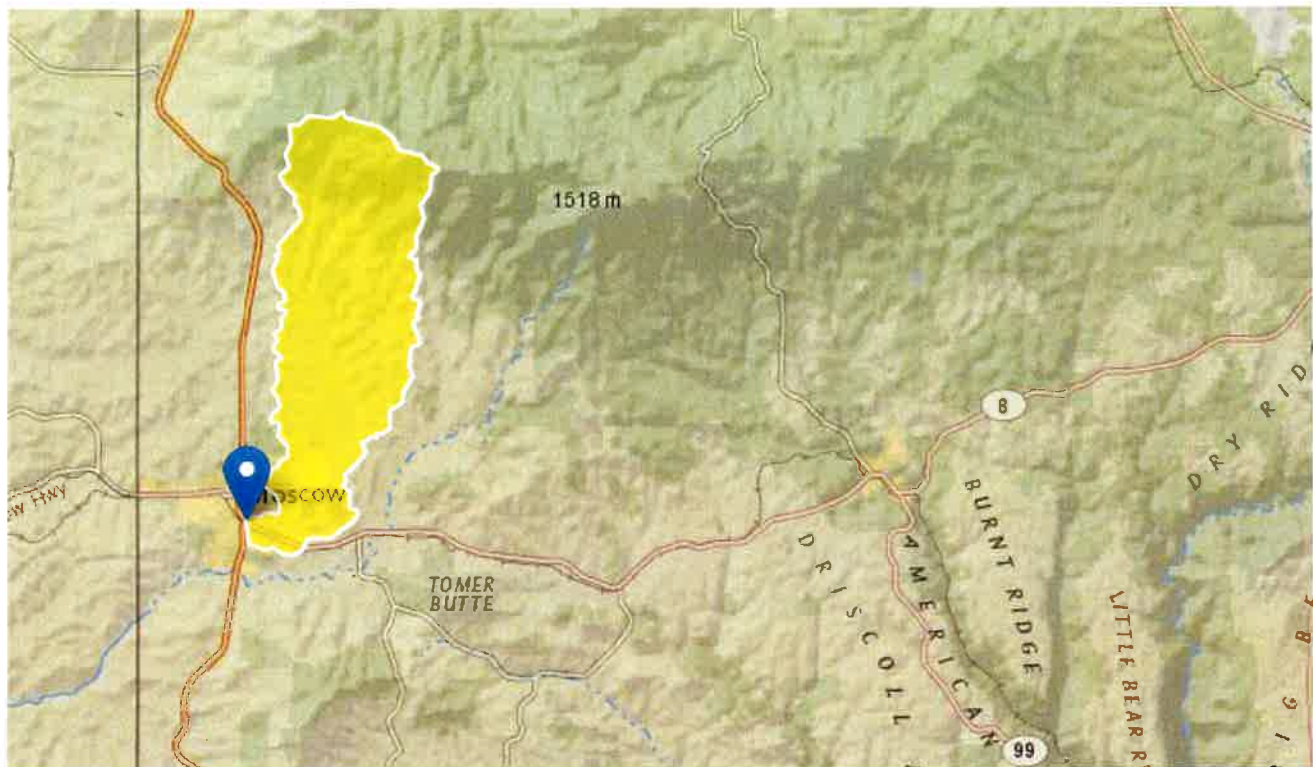
Hwy 95 Underpass StreamStats Report with Basin Characteristics

Region ID: ID

Workspace ID: ID20180613184445174000

Clicked Point (Latitude, Longitude): 46.72593, -117.00027

Time: 2018-06-13 11:45:01 -0700



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	14.68	square miles
AG_OF_DA	Agricultural Land in Percentage of Drainage Area (Idaho Logistic Regression Equations SIR 2006-5035)	68.9	percent
BSLDEM10M	Mean basin slope computed from 10 m DEM	15	percent
BSLDEM30M	Mean basin slope computed from 30 m DEM	13.6	percent

Parameter Code	Parameter Description	Value	Unit
DV_OF_DA	Developed Land in Percentage of Drainage Area (Idaho Logistic Regression Equations SIR 2006-5035)	11.6	percent
ELEV	Mean Basin Elevation	2890	feet
ELEVMAX	Maximum basin elevation	4350	feet
FOREST	Percentage of area covered by forest	15	percent
MINBELEV	Minimum basin elevation	2560	feet
RELIEF	Maximum - minimum elevation	1800	feet

Peak-Flow Statistics Parameters [Peak Flow Region 3 2016 5083]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	14.68	square miles	2.13	2500

Peak-Flow Statistics Flow Report [Peak Flow Region 3 2016 5083]

PII: Prediction Interval-Lower, Plu: Prediction Interval-Upper, SEp: Standard Error of Prediction, SE: Standard Error (other -- see report)

Statistic	Value	Unit	PII	Plu	SEp
1.25 Year Peak Flood	73.4	ft ³ /s	13.9	388	114
1.5 Year Peak Flood	102	ft ³ /s	21.7	481	103
2 Year Peak Flood	146	ft ³ /s	35.6	599	91.2
2 33 Year Peak Flood	169	ft ³ /s	43.3	658	86.7
5 Year Peak Flood	287	ft ³ /s	90.2	913	70.4
10 Year Peak Flood	409	ft ³ /s	148	1130	60.4
25 Year Peak Flood	589	ft ³ /s	251	1380	48.8
50 Year Peak Flood	743	ft ³ /s	355	1550	41.5
100 Year Peak Flood	904	ft ³ /s	482	1700	34.5
200 Year Peak Flood	1080	ft ³ /s	624	1880	29.1
500 Year Peak Flood	1330	ft ³ /s	853	2080	22.8

Peak-Flow Statistics Citations

Wood, M.S., Fosness, R.L., Skinner, K.D., and Veilleux, A.G., 2016, Estimating peak-flow frequency statistics for selected gaged and ungaged sites in naturally flowing streams and rivers in Idaho: U.S. Geological Survey Scientific Investigations Report 2016-5083, 56 p. (<http://dx.doi.org/10.3133/sir20165083>)

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Application Version: 4.2.1



HYDRAULIC STRUCTURES SURVEY

 BRIDGE ☒
 VERT ☐

 PROJECT NO. BRM-7744(1) STATION 30+62 DATE OF SURVEY July 18, 1978
 PROJECT TITLE Paradise Creek Bridge LOCAL NAME _____
 LOCATION South-East portion of Moscow COUNTY Latah
 ROADWAY IDENTIFICATION S.H. 8 CROSSING Paradise ☒ CREEK A TRIBUTARY OF Palouse River
☐ RIVER

HYDROLOGIC DATA

 FOR: UNOBSTRUCTED STREAM (PREFERRED) _____ EXISTING STRUCTURE ☒ ANTICIPATED STRUCTURE _____

Q _{MIN}	<u>- 0 -</u> CFS;	V	<u>- 0 -</u> FPS;	ELEV	<u>2569.2</u> FT;	SOURCE	<u>"A flood analysis of</u>
*Q ₅₀	<u>890</u> CFS;	V	<u>3.68</u> FPS;	ELEV	<u>2578.4</u> FT;	SOURCE	<u>Paradise Creek, an</u>
Q ₁₀₀	<u>1,100</u> CFS;	V	<u>4.55</u> FPS;	ELEV	<u>2579.5</u> FT;	SOURCE	<u>ungaged stream near</u>
Q _{MAX RECORDED}	<u>680⁺</u> CFS;	V	<u>3.04</u> FPS;	ELEV	<u>2578.0⁺</u> FT;	DATE	<u>1/29/65</u>
+estimate by Abbott, 1968				A measured from photographs J.W. Abbott, 1968			
CHARACTER OF WATERSHED <u>19% Forest, 81% Palouse Prairie</u>				DRAINAGE AREA <u>14.5</u>		☐ ACRES	
						☒ Sq MI	

*(IF 500 CFS OR GREATER, A HYDRAULIC REPORT SHOULD ACCOMPANY THIS FORM)

HYDRAULIC DATA

 NATURAL STREAM OR CANAL Natural stream (with rechanneled sections) MONTHS DRY, IF ANY Summer (some years)
 IS STREAM CUTTING OR FILLING filling STREAMBED ELEV 2569.2 E
 DOES STREAM CARRY AN APPRECIABLE AMOUNT OF ICE No ICE THICKNESS --- IN
 DOES STREAM CARRY AN APPRECIABLE AMOUNT OF DRIFTWOOD No
 CHARACTER OF STREAMBED MATERIAL silty-sand
 IS FLOW CONTROLLED No IF SO, DESCRIBE MANNER AND DEGREE OF CONTROL: ---

 AVERAGE GRADIENT OF EXISTING CHANNEL TO BE ALTERED 3.22 FEET PER THOUSAND FEET. DESCRIBE THE SECTION OF THE STREAM TO BE ALTERED BY REFERENCE TO A SECTION CORNER, OR OTHER PERMANENT REFERENCE.

PRESENT STRUCTURE

 DESCRIPTION (BRIDGE, CULVERT SIZE, LENGTH, ETC) Bridge; 34.5' span, 29.8' wide, 30° skew
 CONDITION Insufficient width for traffic volumes
 BRIDGE: NUMBER AND TYPE OF PIERS None EFFECTIVE WATERWAY AREA 224 sq. ft.
 SPREAD FOOTING OR PILES Piles CLEARANCE ABOVE DESIGN HIGH WATER ---
 CULVERT: HAS EXISTING CULVERT CARRIED FLOW ADEQUATELY ---
 REMARKS: Photographs of flood indicate that the existing effective waterway area should be retained if not increased.

PROPOSED STRUCTURE

TYPE RECOMMENDED Bridge, single span

BRIDGE: NUMBER AND LENGTH OF SPANS one, 34.5' span, (minimum) SKEW 30°

CLEARANCE ABOVE DESIGN HIGH WATER -0.0- WATERWAY AREA 224.0 min. F.

NUMBER OF PIERS -0- TYPE OF PIERS --- FLOW ANGLE TO PIERS ---

CHARACTER OF FOUNDATION MATERIAL blue clay*
*(From File No. 604, Drawing No. 2724, Proj. No. 190-A, 1935)

CULVERT: TYPE --- DIMENSIONS --- TYPE INLET ---

INLET ELEV --- OUTLET ELEV --- AVAILABLE HEADWATER --- FT

CULVERT FLOWING UNDER ☐ INLET CONTROL ☐ OUTLET CONTROL TAILWATER DEPTH --- FT

WILL ALL FLOOD WATER PASS THROUGH THE PROPOSED STRUCTURE Yes IF NOT, ATTACH PROVISIONS FOR OVERFLOW

MINIMUM ACCEPTABLE BALLAST AT SHOULDER --- IS PAINTING OF CONCRETE RECOMMENDED ---

RECOMMENDED FILL SLOPE: UNDER STRUCTURE 2:1 max. AT WINGS 2:1 max.

IS RIPRAP REQUIRED Outlet channel IF SO, ATTACH RECOMMENDED SECTION, LIMITS, SIZE, TOE EMBEEDMENT

IS CANAL LINING REQUIRED --- (IF SO, ATTACH TYPICAL SECTION OF LINING AND LIMITS)

WILL STRUCTURE REQUIRE CANAL COMPANY APPROVAL --- COMPANY NAME ---

IN ADDITION TO THE ABOVE INFORMATION, SUBMIT AND CHECK EACH OF THE FOLLOWING:

- ☒ A TYPICAL PROPOSED ROADWAY SECTION AT THE STRUCTURE
- ☒ A 22"x36" CONTOUR MAP OF A (BRIDGE)(CULVERT) SITE; ~~A CANAL USED FOR NAVIGATION, OR THE EFFECTS OF A DIVERSION STRUCTURE~~; SHOWING 1-FOOT CONTOURS. IF THE STRUCTURE CROSSES A NATURAL STREAM, SHOW ON THE MAP THE NAMES AND ADDRESSES OF PROPERTY OWNERS WHO ADJOIN THE WATERWAY
- ☒ A CENTERLINE PROFILE TO THE SAME SCALE AS THE CONTOUR MAP
- ☒ IF THE STRUCTURE PROFILE CROSSES A NATURAL STREAM, A REPRODUCIBLE OF AN AREA MAP, SUCH AS A COUNTY MAP, WITH THE LOCATION OF THE STRUCTURE CLEARLY INDICATED
- ☒ A STREAMBED PROFILE 1000 FEET ABOVE AND BELOW THE STRUCTURE (OR WATERLINE PROFILE)
- ☐ IF PRACTICAL, PHOTOGRAPHS OF EXISTING STRUCTURE AND CHANNEL UPSTREAM & DOWNSTREAM FROM SITE

A LEGAL DESCRIPTION OF THE LOCATION

LOCATED IN THE NE 1/4, SW 1/4 (1/16 SECTION OR LOT NO.)
OF SECTION 17, TOWNSHIP 39N, RANGE 5 W, B.M.
IN Latah COUNTY.

APPROVALSNOTES BY Lane Fortin

NOTES AND RECOMMENDATIONS APPROVED BY

HYDRAULICS-RELATED DATA APPROVED BY

APPROVED

ROADWAY DESIGN SUPERVISOR

CONSULTANT'S

SIGNATURE AND SEAL


DISTRICT DESIGN ENGINEER

WATER RESOURCE ENGINEER

DISTRIBUTION: CONSULTANT - SIGNED ORIGINAL TO DISTRICT DESIGN ENGINEER
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220 East Fifth Street, Suite 325
Moscow, Idaho 83843
Ph: (208) 882-7858; Fax: (208) 883-3785

Attachment B

Hydraulics

50-yr Flow Event Hydraulic Model Outputs

Reach	River Sta	Profile	Plan	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	W.S. Elev Diff (ft)	Vel Chnl (ft/s)	Vel Chnl Diff (ft/s)	Flow Area (sq ft)	Top Width (ft)
PARADISECR	4099.7	FIS 50-yr	Existing	890	2570.39	2580.04		4.77		189.7	34
PARADISECR	4099.7	FIS 50-yr	Design	890	2570.39	2580.04	0.00	4.77	0.00	189.7	34
PARADISECR	4074	FIS 50-yr	Existing	890	2571.35	2579.98		4.82		186.2	39
PARADISECR	4074	FIS 50-yr	Design	890	2571.35	2579.98	0.00	4.82	0.00	186.2	39
PARADISECR	4026.7	FIS 50-yr	Existing	890	2571.02	2579.77		5.15		175.0	38
PARADISECR	4026.7	FIS 50-yr	Design	890	2571.02	2579.77	0.00	5.15	0.00	175.0	38
PARADISECR	3774.6	FIS 50-yr	Existing	890	2569.77	2579.10		4.56		200.4	42
PARADISECR	3774.6	FIS 50-yr	Design	890	2569.77	2579.10	0.00	4.56	0.00	200.4	42
PARADISECR	3588	FIS 50-yr	Existing	890	2569.20	2578.54		4.55		199.4	69
PARADISECR	3588	FIS 50-yr	Design	890	2569.20	2578.54	0.00	4.55	0.00	199.4	69
PARADISECR	3475.6	FIS 50-yr	Existing	890	2570.13	2578.03		5.12		175.0	40
PARADISECR	3475.6	FIS 50-yr	Design	890	2570.13	2578.03	0.00	5.12	0.00	175.0	40
PARADISECR	3368.5	FIS 50-yr	Existing	890	2569.34	2577.80		4.49		206.5	49
PARADISECR	3368.5	FIS 50-yr	Design	890	2569.34	2577.80	0.00	4.49	0.00	206.5	49
PARADISECR	3230.7	FIS 50-yr	Existing	890	2569.24	2577.25		5.30		170.3	48
PARADISECR	3230.7	FIS 50-yr	Design	890	2569.24	2577.25	0.00	5.30	0.00	170.3	48
PARADISECR	3147	FIS 50-yr	Existing	890	2571.97	2577.34		2.89		331.3	122
PARADISECR	3147	FIS 50-yr	Design	890	2571.97	2577.34	0.00	2.89	0.00	331.3	122
PARADISECR	3132.4	FIS 50-yr	Existing	890	2570.41	2577.13		4.40		227.4	106
PARADISECR	3132.4	FIS 50-yr	Design	890	2570.41	2577.13	0.00	4.40	0.00	227.5	106
PARADISECR	2954.9	FIS 50-yr	Existing	890	2566.39	2576.74		3.99		275.0	114
PARADISECR	2954.9	FIS 50-yr	Design	890	2566.39	2576.74	0.00	3.99	0.00	275.1	114
PARADISECR	2649.9	FIS 50-yr	Existing	890	2567.77	2576.28		3.11		413.1	244
PARADISECR	2649.9	FIS 50-yr	Design	890	2567.77	2576.28	0.00	3.11	0.00	413.4	244
PARADISECR	2375.9	FIS 50-yr	Existing	890	2565.97	2575.87		3.20		287.6	82
PARADISECR	2375.9	FIS 50-yr	Design	890	2565.97	2575.87	0.00	3.20	0.00	287.7	82
PARADISECR	2293.5	FIS 50-yr	Existing	890	2566.76	2575.58		4.30		206.9	51
PARADISECR	2293.5	FIS 50-yr	Design	890	2566.76	2575.58	0.00	4.30	0.00	207.0	51
PARADISECR	2140.8	FIS 50-yr	Existing	890	2566.79	2575.07		4.63		203.4	100
PARADISECR	2140.8	FIS 50-yr	Design	890	2566.79	2575.07	0.00	4.62	-0.01	203.7	100
PARADISECR	1977.7	FIS 50-yr	Existing	890	2566.44	2573.67		8.01		117.1	26
PARADISECR	1977.7	FIS 50-yr	Design	890	2566.44	2573.67	0.01	7.99	-0.02	117.4	26
PARADISECR	1723.3	FIS 50-yr	Existing	890	2564.70	2572.96		5.68		174.0	56
PARADISECR	1723.3	FIS 50-yr	Design	890	2564.70	2572.98	0.02	5.63	-0.05	175.6	56
PARADISECR	1453.9	FIS 50-yr	Existing	890	2563.95	2571.78		6.47		138.5	31
PARADISECR	1453.9	FIS 50-yr	Design	890	2563.95	2571.84	0.06	6.38	-0.09	140.6	31
PARADISECR	1413.65*	FIS 50-yr	Existing	890	2564.05	2571.75		5.44		164.0	40
PARADISECR	1413.65*	FIS 50-yr	Design	890	2564.05	2571.83	0.08	5.35	-0.09	166.9	40
PARADISECR	1373.4	FIS 50-yr	Existing	890	2564.15	2571.23		6.85		129.9	44
PARADISECR	1373.4	FIS 50-yr	Design	890	2564.15	2571.33	0.10	6.71	-0.14	132.7	45
PARADISECR	1360.4	FIS 50-yr	Existing	890	2564.04	2571.41		4.47		199.1	27
PARADISECR	1360.4	FIS 50-yr	Design	890	2564.04	2571.40	-0.01	5.54	1.07	160.6	27
PARADISECR	1313		Bridge								
PARADISECR	1266.4	FIS 50-yr	Existing	890	2562.91	2571.36		3.90		228.2	27
PARADISECR	1266.4	FIS 50-yr	Design	890	2562.91	2571.24	-0.12	4.73	0.83	188.0	27
PARADISECR	1246	FIS 50-yr	Existing	890	2562.66	2570.73		7.10		125.4	44
PARADISECR	1246	FIS 50-yr	Design	890	2562.66	2570.73	0.00	7.10	0.00	125.4	44
PARADISECR	1191.6	FIS 50-yr	Existing	890	2563.17	2569.61		9.05		99.0	30
PARADISECR	1191.6	FIS 50-yr	Design	890	2563.17	2569.61	0.00	9.05	0.00	99.0	30
PARADISECR	1111.1	FIS 50-yr	Existing	890	2564.17	2569.76		5.77		176.1	49
PARADISECR	1111.1	FIS 50-yr	Design	890	2564.17	2569.76	0.00	5.77	0.00	176.1	49
PARADISECR	1064.45*	FIS 50-yr	Existing	890	2563.05	2570.00		2.34		390.1	81
PARADISECR	1064.45*	FIS 50-yr	Design	890	2563.05	2570.00	0.00	2.34	0.00	390.1	81
PARADISECR	1017.8	FIS 50-yr	Existing	890	2561.92	2569.87		3.25		273.7	119
PARADISECR	1017.8	FIS 50-yr	Design	890	2561.92	2569.87	0.00	3.25	0.00	273.7	119
PARADISECR	972		Bridge								
PARADISECR	906.3	FIS 50-yr	Existing	890	2563.22	2568.52		7.72		115.3	36
PARADISECR	906.3	FIS 50-yr	Design	890	2563.22	2568.52	0.00	7.72	0.00	115.3	36
PARADISECR	817.4	FIS 50-yr	Existing	890	2560.97	2568.48		3.88		239.7	92
PARADISECR	817.4	FIS 50-yr	Design	890	2560.97	2568.48	0.00	3.88	0.00	239.7	92
PARADISECR	607.4	FIS 50-yr	Existing	890	2560.50	2568.31		2.56		362.2	109
PARADISECR	607.4	FIS 50-yr	Design	890	2560.50	2568.31	0.00	2.56	0.00	362.2	109

100-yr Flow Event Hydraulic Model Outputs

Reach	River Sta	Profile	Plan	Q Total (cfs)	Min Chl El (ft)	W.S. Elev (ft)	W.S. Elev Diff (ft)	Vel Chnl (ft/s)	Vel Chnl Diff (ft/s)	Flow Area (sq ft)	Top Width (ft)
PARADISECR	4099.7	FIS 100-yr	Existing	1070	2570.39	2580.58		5.25		208.2	35
PARADISECR	4099.7	FIS 100-yr	Design	1070	2570.39	2580.58	0.00	5.25	0.00	208.2	35
PARADISECR	4074	FIS 100-yr	Existing	1070	2571.35	2580.52		5.22		207.8	41
PARADISECR	4074	FIS 100-yr	Design	1070	2571.35	2580.52	0.00	5.22	0.00	207.8	41
PARADISECR	4026.7	FIS 100-yr	Existing	1070	2571.02	2580.30		5.57		195.5	40
PARADISECR	4026.7	FIS 100-yr	Design	1070	2571.02	2580.30	0.00	5.57	0.00	195.5	40
PARADISECR	3774.6	FIS 100-yr	Existing	1070	2569.77	2579.58		5.00		221.6	47
PARADISECR	3774.6	FIS 100-yr	Design	1070	2569.77	2579.58	0.00	5.00	0.00	221.6	47
PARADISECR	3588	FIS 100-yr	Existing	1070	2569.20	2579.06		4.68		240.0	97
PARADISECR	3588	FIS 100-yr	Design	1070	2569.20	2579.06	0.00	4.68	0.00	240.0	97
PARADISECR	3475.6	FIS 100-yr	Existing	1070	2570.13	2578.49		5.59		193.8	42
PARADISECR	3475.6	FIS 100-yr	Design	1070	2570.13	2578.49	0.00	5.59	0.00	193.8	42
PARADISECR	3368.5	FIS 100-yr	Existing	1070	2569.34	2578.25		4.90		229.1	50
PARADISECR	3368.5	FIS 100-yr	Design	1070	2569.34	2578.25	0.00	4.90	0.00	229.1	50
PARADISECR	3230.7	FIS 100-yr	Existing	1070	2569.24	2577.62		5.84		193.4	72
PARADISECR	3230.7	FIS 100-yr	Design	1070	2569.24	2577.62	0.00	5.84	0.00	193.4	72
PARADISECR	3147	FIS 100-yr	Existing	1070	2571.97	2577.74		3.09		383.5	137
PARADISECR	3147	FIS 100-yr	Design	1070	2571.97	2577.74	0.00	3.09	0.00	383.5	137
PARADISECR	3132.4	FIS 100-yr	Existing	1070	2570.41	2577.52		4.69		273.5	125
PARADISECR	3132.4	FIS 100-yr	Design	1070	2570.41	2577.52	0.00	4.69	0.00	273.5	125
PARADISECR	2954.9	FIS 100-yr	Existing	1070	2566.39	2577.14		4.17		323.3	126
PARADISECR	2954.9	FIS 100-yr	Design	1070	2566.39	2577.14	0.00	4.17	0.00	323.3	126
PARADISECR	2649.9	FIS 100-yr	Existing	1070	2567.77	2576.82		2.77		546.3	249
PARADISECR	2649.9	FIS 100-yr	Design	1070	2567.77	2576.82	0.00	2.77	0.00	546.3	249
PARADISECR	2375.9	FIS 100-yr	Existing	1070	2565.97	2576.43		3.40		337.2	97
PARADISECR	2375.9	FIS 100-yr	Design	1070	2565.97	2576.43	0.00	3.40	0.00	337.2	97
PARADISECR	2293.5	FIS 100-yr	Existing	1070	2566.76	2576.12		4.52		246.5	94
PARADISECR	2293.5	FIS 100-yr	Design	1070	2566.76	2576.12	0.01	4.52	0.00	246.5	94
PARADISECR	2140.8	FIS 100-yr	Existing	1070	2566.79	2575.73		4.56		278.2	128
PARADISECR	2140.8	FIS 100-yr	Design	1070	2566.79	2575.73	0.00	4.56	0.00	278.2	128
PARADISECR	1977.7	FIS 100-yr	Existing	1070	2566.44	2574.20		8.62		131.6	28
PARADISECR	1977.7	FIS 100-yr	Design	1070	2566.44	2574.20	0.01	8.60	-0.02	132.0	28
PARADISECR	1723.3	FIS 100-yr	Existing	1070	2564.70	2573.64		5.46		215.7	65
PARADISECR	1723.3	FIS 100-yr	Design	1070	2564.70	2573.64	0.03	5.41	-0.05	217.5	65
PARADISECR	1453.9	FIS 100-yr	Existing	1070	2563.95	2572.40		6.82		160.4	41
PARADISECR	1453.9	FIS 100-yr	Design	1070	2563.95	2572.40	0.08	6.73	-0.09	163.4	42
PARADISECR	1413.65*	FIS 100-yr	Existing	1070	2564.05	2572.42		5.64		191.4	44
PARADISECR	1413.65*	FIS 100-yr	Design	1070	2564.05	2572.42	0.07	5.55	-0.09	194.7	44
PARADISECR	1373.4	FIS 100-yr	Existing	1070	2564.15	2571.80		7.36		145.4	48
PARADISECR	1373.4	FIS 100-yr	Design	1070	2564.15	2571.80	0.10	7.22	-0.14	148.1	48
PARADISECR	1360.4	FIS 100-yr	Existing	1070	2564.04	2572.00		4.98		215.0	27
PARADISECR	1360.4	FIS 100-yr	Design	1070	2564.04	2571.98	-0.02	6.07	1.09	176.2	27
PARADISECR	1313		Bridge								
PARADISECR	1266.4	FIS 100-yr	Existing	1070	2562.91	2571.94		4.39		243.9	27
PARADISECR	1266.4	FIS 100-yr	Design	1070	2562.91	2571.80	-0.14	5.27	0.88	203.1	27
PARADISECR	1246	FIS 100-yr	Existing	1070	2562.66	2571.19		7.81		137.2	46
PARADISECR	1246	FIS 100-yr	Design	1070	2562.66	2571.19	0.00	7.81	0.00	137.2	46
PARADISECR	1191.6	FIS 100-yr	Existing	1070	2563.17	2570.10		9.54		114.3	33
PARADISECR	1191.6	FIS 100-yr	Design	1070	2563.17	2570.10	0.00	9.54	0.00	114.3	33
PARADISECR	1111.1	FIS 100-yr	Existing	1070	2564.17	2570.34		6.07		204.9	52
PARADISECR	1111.1	FIS 100-yr	Design	1070	2564.17	2570.34	0.00	6.07	0.00	204.9	52
PARADISECR	1064.45*	FIS 100-yr	Existing	1070	2563.05	2570.60		2.51		439.1	84
PARADISECR	1064.45*	FIS 100-yr	Design	1070	2563.05	2570.60	0.00	2.51	0.00	439.1	84
PARADISECR	1017.8	FIS 100-yr	Existing	1070	2561.92	2570.43		3.63		295.0	120
PARADISECR	1017.8	FIS 100-yr	Design	1070	2561.92	2570.43	0.00	3.63	0.00	295.0	120
PARADISECR	972		Bridge								
PARADISECR	906.3	FIS 100-yr	Existing	1070	2563.22	2569.00		8.11		132.0	38
PARADISECR	906.3	FIS 100-yr	Design	1070	2563.22	2569.00	0.00	8.11	0.00	132.0	38
PARADISECR	817.4	FIS 100-yr	Existing	1070	2560.97	2569.07		3.82		295.0	96
PARADISECR	817.4	FIS 100-yr	Design	1070	2560.97	2569.07	0.00	3.82	0.00	295.0	96
PARADISECR	607.4	FIS 100-yr	Existing	1070	2560.50	2568.92		2.61		429.7	113
PARADISECR	607.4	FIS 100-yr	Design	1070	2560.50	2568.92	0.00	2.61	0.00	429.7	113



Science & Engineering, Inc.

alta-se.com

220 East Fifth Street, Suite 325
Moscow, Idaho 83843
Ph: (208) 882-7858; Fax: (208) 883-3785

MEMORANDUM

To: Bill Belknap, City of Moscow
From: Tom Jenkins, Alta
Susan Firor, Alta
Date: July 16, 2018
Job Code: 18059
Subject: Wetland Investigation – City of Moscow US-95 Path Underpass

Section 1 Introduction

The City of Moscow is investigating the feasibility of constructing a bike/pedestrian underpass on existing streambanks and within the current concrete bridge for Paradise Creek at the US Highway 95 (US 95) crossing. In consideration of potential underpass construction, Alta has been tasked to perform a wetland investigation/delineation. The approximate project footprint is located in Moscow, Idaho, to the east and west of the bridge on US 95, and between Sweet Avenue and the existing Paradise Path to the south and Highway 8 to the northeast. Figure 1 shows the spatial extent of this wetland investigation.

The National Wetlands Inventory (USFWS 2018) indicates the potential for riverine wetlands to occur along the banks of Paradise Creek.

On July 5, 2018, field personnel conducted a visual assessment to determine whether wetlands occur in the project area. Determinations were based on the US Army Corps of Engineers guidance in the Wetland Delineation Manual (USACE 1987).

Section 2 Wetland Indicators

The presence of a wetland is determined based on three main characteristics as described in the Western Mountains, Valleys, and Coast Regional Supplement (USACE 2010): (1) site must exhibit dominance of hydrophytic vegetation, (2) site must have hydric soils, and (3) site must have evidence of wetland hydrology. This section presents observed site information for each of these wetland indicators.

2.1 Vegetation

Non-native vegetation is dominant within the proposed boundaries of the project area. Non-native species include reed canarygrass (*Phalaris arundinacea*), prickly lettuce (*Lactuca serriola*), stinking chamomile (*Anthemis cotula*), oxeye daisy (*Leucanthemum vulgare*), and spotted knapweed (*Centaurea stoebe*). Vegetation facultative to wetlands primarily exists within the stream channel and low stream banks. The dominant species within the stream channel is Pacific willow (*Salix lucida*). Identification of grasses outside the stream channel is made difficult due to regular mowing activities that occur during the growing season. Reed canarygrass and Pacific willow are both wetland plant species found within the banks of the creek.

Wetland Investigation – City of Moscow US-95 Path Underpass

2.2 Hydric Soils

A brief check of the U.S. Department of Agriculture (USDA) Web Soil Survey for this site indicates the soil properties have no hydric soil rating (USDA 2018). The man-made banks of Paradise Creek in the project reach consist primarily of riprap and do not promote water storage in the soils or flooding outside the existing stream channel. Within the channel, soils are too rocky to dig test pits and show no indicators of wetland hydrology. Hydrologic conditions that promote hydric soils along the banks are very short lived in this reach in most years. Visual observations made during annual peak-flow periods indicate no water migration beyond the banks of Paradise Creek. Due to a lack of inundation, soils outside the stream channel are not exposed to anaerobic conditions for periods long enough to develop hydric indicators.

2.3 Hydrology

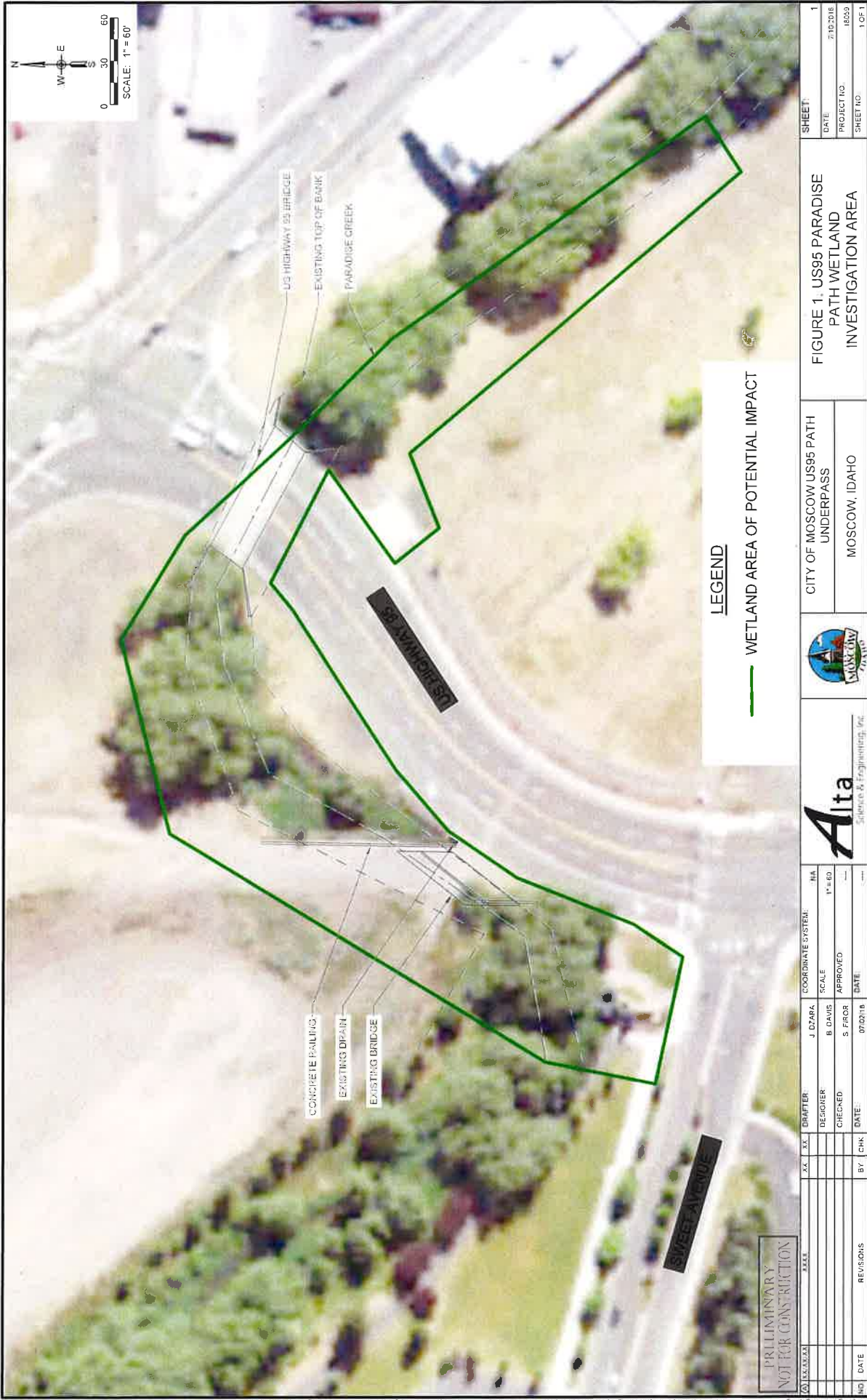
Typical hydrologic indicators of wetlands include surface water, saturation, drainage patterns, and others as listed in the supplement (USACE 2010). None of these indicators were present at this site during the field visit. Even during wetter periods of the year, due to the hydrology of the Paradise Creek, no substantial water storage is likely to occur beyond the lowest portion of the stream channel.

Section 3 Conclusions

The presence or occurrence of wetlands in the project area is unlikely due to the factors discussed in Section 2. No formal wetland delineation is recommended due to conditions observed in the field.

Section 4 References

- U.S. Army Corps of Engineers (USACE), 1987. Corps of Engineers Wetlands Delineation Manual.
- USACE, 2010. Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Western Mountains, Valleys, and Coast Region (Version 2.0).
- U.S. Department of Agriculture (USDA), 2018. Plants Database. Accessed July 12, 2018.
<https://plants.usda.gov/core/profile?symbol=RAAC3>
- USDA. 2018. Web Soil Survey website. Accessed July 5, 2018.
<http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
- U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory wetland mapper. Accessed July 5, 2018, at <http://www.fws.gov/wetlands/Data/Mapper.html>





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During preliminary analysis of the underpass design condition, Alta noted a velocity increase over the existing condition of 1.07 feet per second (ft/s) within the bridge/underpass. The velocity increase is not significant in context, as the design condition velocity remains lower inside the bridge than neighboring velocities. For example, in the design condition, the velocity is falling at the bridge entrance from 6.71 ft/s to 5.54 ft/s. This is demonstrated in Figure 1, which shows existing and design velocities in the vicinity of the bridge/underpass. Any change in stream power that is shown to increase chances of scour or erosion can easily be accommodated during design with the addition of upstream armoring.

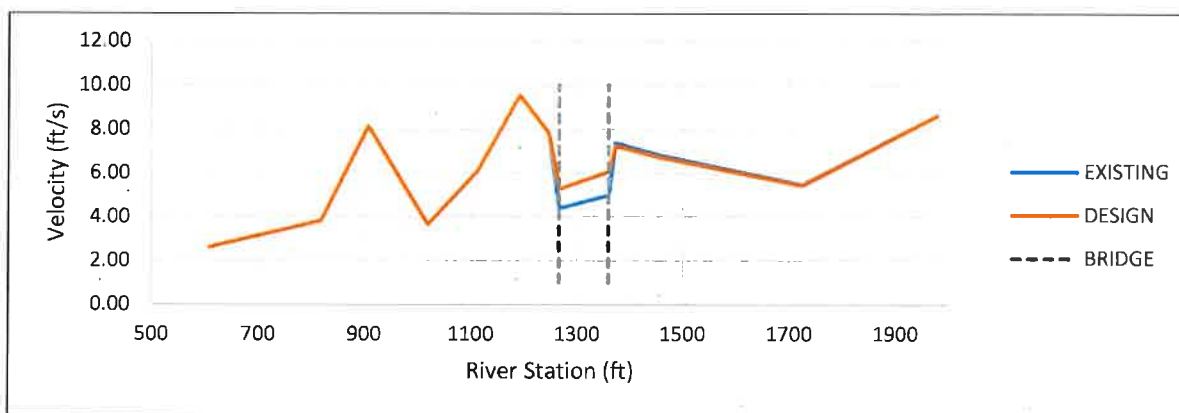


Figure 1. Water velocity near proposed underpass



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Janet Gallimore
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State Historic
Preservation Officer

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208.334.2682
Fax: 208.334.2774

Idaho State Museum:
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Boise, Idaho 83702
208.334.2120

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208.334.2844

HISTORY.IDAHO.GOV

25 September 2018

Bill Belknap, Director
Community Development Department
221 East Second Street
Moscow, Idaho 83843

Re: Paradise Creek Bridge, Moscow, Idaho

Dear Mr. Belknap:

On 18 September 2018, I conducted a site visit to confirm the eligibility of the Paradise Creek Bridge in Moscow, Idaho, for listing in the National Register of Historic Places. The historic bridge, constructed in 1934, was previously determined eligible for listing by this office in 1998.

While I concur that, at the time, the bridge was likely eligible, on-site evaluation revealed diminished integrity that unfortunately renders the bridge ineligible. Specifically, integrity of setting, feeling and association have all been lost. In addition, integrity of design has been diminished due to removal of much of the western railing. As indicated in National Register Bulletin 15, a property must possess several, and typically most, of the seven aspects of integrity in order to remain eligible for listing in the National Register.

If you have any questions, please contact me via phone or email at 208.488.7468 or matt.halitsky@ishs.idaho.gov.

Sincerely,

Matthew Halitsky, AICP
Historic Preservation Review Officer
Idaho State Historic Preservation Office



Your Safety • Your Mobility
Your Economic Opportunity

Local Public Agency's Certificate Of Completion Of Right-Of-Way Activities

Idaho Transportation Department

ITD 1983 (Rev. 08-19)
itd.idaho.gov

Key Number	Project Number	Project Name South Main Pedestrian Underpass
Local Public Agency City of Moscow, Idaho		

Complete the applicable section below and the Certification section.

Right of Way is Not Required

- ☐ All roadway work will be done within the existing right of way.
- ☐ No utilities are involved in this project and, _____, _____, _____, will be retained and protected.
- ☐ _____ (Number) utilities are impacted and agreements are in place.

Right of Way is Required

Number of ownerships acquired 2 Total amount paid \$ Donation

- ☒ 0 (Number) Temporary Easements are required, but will be acquired by the Sponsor.

Number of parcels in condemnation or pending final settlement 0

Number of Relocations 0

- ☒ No utilities are involved in this project

☐ 0 (Number) utilities are impacted and agreements are in place for _____, _____, _____,

_____ utilities.

Certification

I hereby certify that all acquisitions and relocations, if any, were performed in accordance with our assurances to comply with state and federal laws and regulations related to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments thereto.

It is further certified that in all cases where the real property rights were obtained through donation, that the property owner(s) was fully informed of the right to receive just compensation and the owner has released our agency from its obligation to appraise the property in the event that the estimated value may exceed \$5,000.00.

I hereby certify that I have no knowledge of any previous hazardous materials use, or contamination discovered, on any of the lands to be utilized on this project.

Agency Contact's Name (Printed) Alisa J. Anderson	Phone Number 883-7600	E-Mail Address aanderson@ci.moscow.id.us	
Attester's Signature (Clerk or Secretary) 	Date 1/31/2020	Chairman, President, or Mayor's Signature 	Date 1/31/2020

Bill Belknap

From: Kara Besst <ebesstk@gritman.org>
Sent: Thursday, June 7, 2018 4:01 PM
To: Bill Belknap
Cc: "ebesstk" (kara.besst@gritman.org); Danielle Breed (breedd@gritman.org)
Subject: Pedestrian Underpass Project

Bill,

At our meeting last week, the Gritman Board agreed that we are interested in moving forward in partnering with the URA on the couplet property beautification and the proposed Pedestrian Underpass Project.

Gritman Medical Center would be interested in donating a portion of property you outlined if the URA removes the old bridge and extends the sidewalk along all of Jackson Street/Hwy 8 to connect with the sidewalk Gritman put in late last year. Should the City not receive the grant or chose not to move ahead with the Pedestrian Underpass, we would like it included that the property will be donated back to Gritman Medical Center.

I will be heading out of the country on Monday, June 11th, and will have very limited access to email and phone. My schedule prior to that is quite busy but we could find a time for a call if you need to discuss further before I leave, if necessary. Otherwise, I will plan on following up when I am back at the end of the month.

Thank you,

Kara Besst

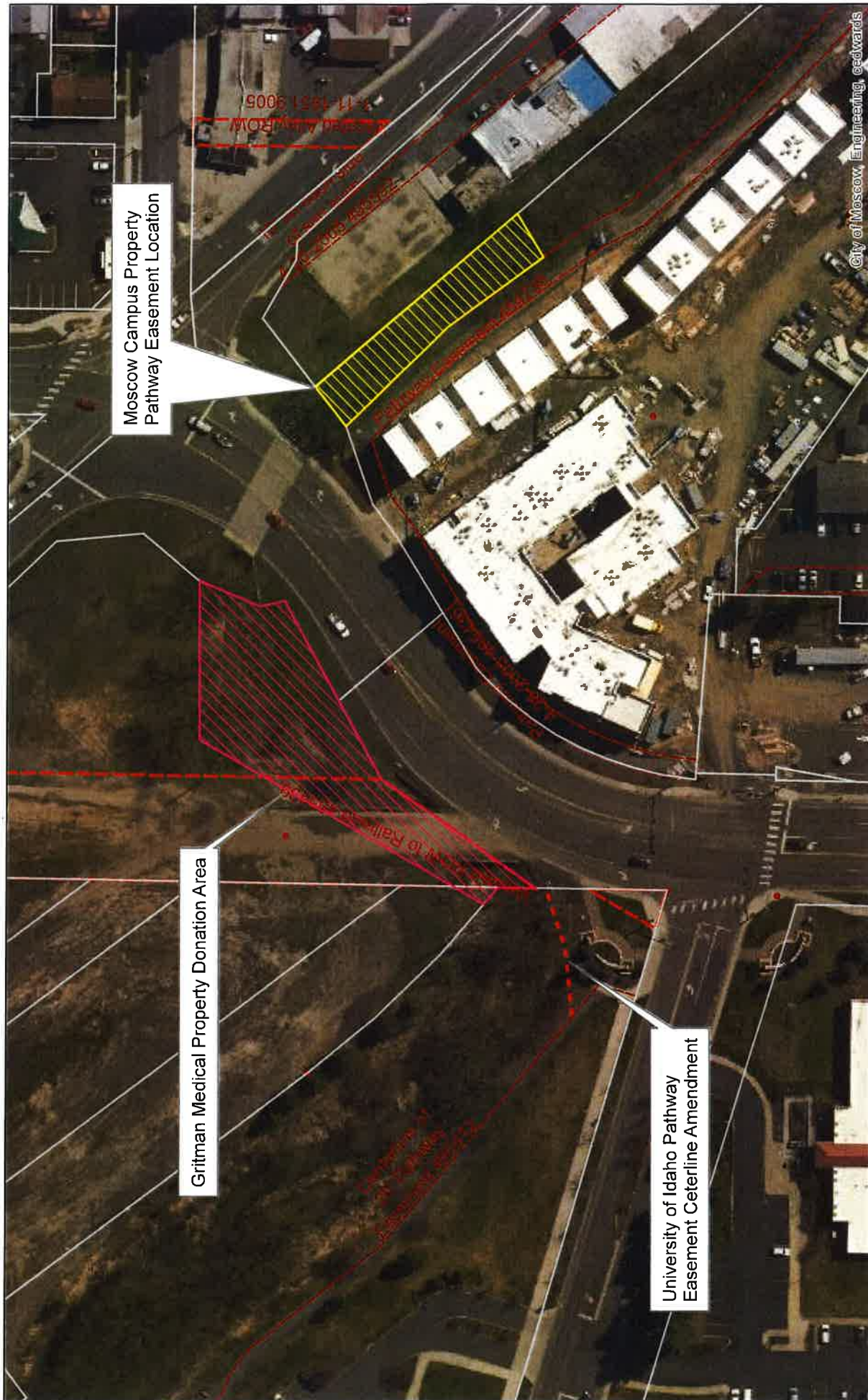
President & CEO | Gritman Administration
 Office: 208-883-2220 | Cell: 509-330-0125
kara.besst@gritman.org | gritman.org
 700 S. Main Street | Moscow, ID 83843



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U.S. Highway 95 Underpass Easement Locations



CITY OF MOSCOW – 2020 TAP APPLICATION FOR THE US HWY. 95 UNDERPASS PROJECT

ADDITIONAL DATA – SUPPORTING INFORMATION

Benefits of a Pedestrian and Bicycle Underpasses – Non-Motorized Travel Route

Pedestrian underpasses allow for uninterrupted flow of pedestrian movement separate from traffic flow. A pedestrian underpass does not increase traffic congestion in either the near or the short term and have become preferable to lane reductions which have become increasingly problematic with population growth. Many pedestrians and bicyclists become part of the problem with using on-street crossings as they are not patient enough to wait until it is safe to cross. Completely removing pedestrians and bicycles from traffic flow removes these safety issues. An underpass provides a complete separation from motor vehicle traffic, provides a crossing where no other facility is available and is also a connection to trails and paths. Underpasses are significantly less expensive when built as part of a reconstruction project retrofitting and existing bridge system. Underpasses that are designed to feel open, well-lit, and safe are an attractive route to all users.

Excerpts from *Moscow on the Move* Transportation Plan – In Reference to the Underpass Project Area

Page 3-64 “A snapshot of Moscow’s Pedestrian environment” provided by using a Pedestrian Environment Quality Index (PEQI). The assessment was divided into two sections, street segment and intersection safety with indicators covering four broad pedestrian environmental categories to include Street Design, Land Use, and Intersection Safety for signalized and unsignalized locations. Scoring levels were defined as Excellent, Good, Adequate, Needs Improvement, and No Sidewalks/Uncomfortable. The last scoring level No Sidewalk/Uncomfortable is defined as the environment is not suitable for pedestrians or they may not feel comfortable using the particular street segment or intersection...pedestrian facilities are not designed for people with mobility impairments and may not be navigable by this user group. In the Key Findings shown in Figure 29 marks the Hwy. 95 and Hwy 8 intersection as “Uncomfortable.” See the following two pages which include the PEQI and Figure 29.

Page 4-37 Roadway & Traffic Operations Strategy future 2035 intersection performance and projects to improve below-standard intersections lists SH-8/US-95/Washington Street (South Couplet); US-95/Styner Avenue/Lauder Avenue; and SH-8/Styner Avenue/White Avenue. All three of these intersection locations are with .25 miles or less from the proposed underpass and traffic from these areas travel directly to the project location.

A snapshot of Moscow's pedestrian environment

Pedestrian Environmental Quality Index (PEQI)

Indicators

In order to establish a baseline understanding of pedestrian conditions in Moscow, street segments and intersections along key arterials, highways, and other important east-west travel corridors were assessed using the Pedestrian Environmental Quality Index (PEQI). Modified from the San Francisco Department of Public Health's version, this tool provides a qualitative observation method for assessing the quality of existing sidewalk and intersection conditions. The assessment is divided into two sections (street segment and intersection safety) with indicators covering four broad pedestrian environmental categories—Traffic, Street Design, Land Use, and Intersection Safety for signalized and unsignalized locations. The table below identifies the indicators included in the analysis.

Weighted scoring for each segment/ intersection was based on each indicator's potential influence on user safety and comfort. Aesthetic design features were weighted lowest unless they contributed to vehicle speed and volume management. Street segments and intersections were scored using a 5-tier qualitative scoring system highlighted in the call out box below.

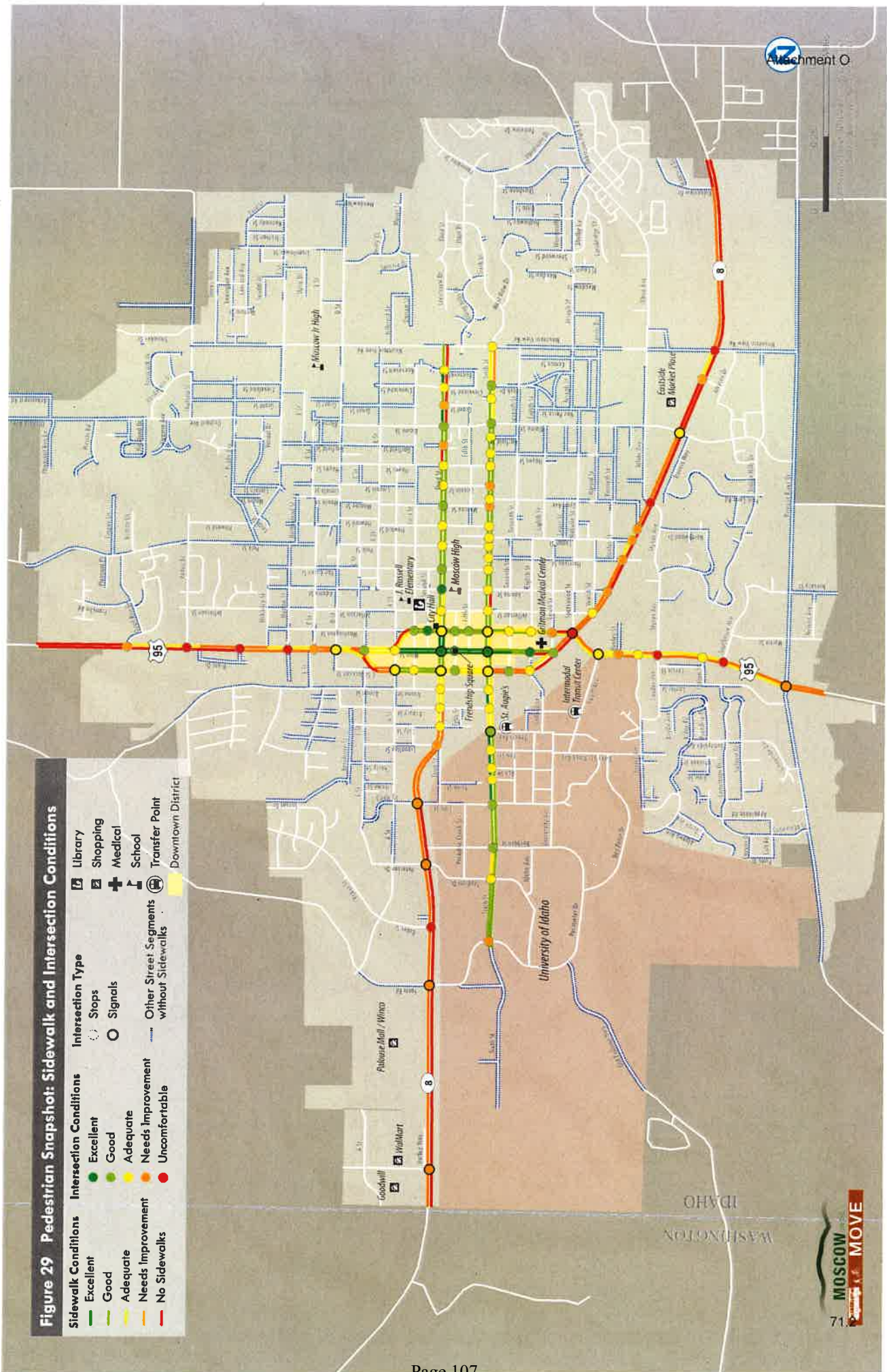
Street segment indicators	Intersection indicators
▪ Number of vehicle lanes ▪ Traffic direction (one- versus two-way) ▪ Posted speed ▪ Traffic volume (ADT) ▪ Sidewalk width ▪ Pedestrian zone obstructions ▪ Block length ▪ Number of driveway cuts ▪ Trees/Landscaping ▪ Availability of a Pedestrian Buffer ▪ Grade ▪ Pedestrian-Scale Land Use ▪ Density ▪ Active frontage	▪ Crossing distances ▪ Crossing Link-Node (ratio of marked crossings to intersection links) ▪ Countdown Signal ▪ Extent of traffic control (4-, 3-, 2-way signal or stop) ▪ Availability, type, and quality of curb ramps ▪ Availability of curb extensions

PEQI Scoring Levels Defined

- **Excellent:** Ideal pedestrian conditions exist. Facilities are fully accessible and present little to no challenges to those with mobility impairments.
- **Good:** Reasonable pedestrian conditions exist. People with mobility impairments can easily navigate pedestrian facilities and crossings, yet minor improvements could be made.
- **Adequate.** Basic pedestrian conditions exist. Facilities are navigable by people with mobility impairments, but noticeable impediments or mobility challenges are present.
- **Needs improvement:** Poor pedestrian conditions exist, including, but not limited to, narrow sidewalk space, pinch-points, uneven surfaces, and high speed and volume traffic environments. Those with mobility impairments are met with significant challenges and physical barriers.
- **No sidewalks/uncomfortable:** Environment may not be suitable for pedestrians or pedestrians may not feel comfortable using that particular street segment or intersection. The pedestrian environment offers little to no amenities. Pedestrian facilities generally are not designed for people with mobility impairments and may not be navigable by this user group.

Key Findings

Figure 29 illustrates the final results of the assessment. In general, conditions along US 95 are uncomfortable for pedestrians, largely due to its high volume, high speed nature and limited buffer from automobiles. The western portions of SH 8 are supported by high quality pathways that promote walking, but the intersections scored relatively poorly. Main Street's expansive sidewalks with active frontage, pedestrian buffers, and high visibility crossing facilities explain its high scoring. Another key finding is that Third Street's pedestrian conditions worsen as it transitions from residential character toward downtown until it turns into Pullman Road.



Attachment O

71.2 MOSCOW IDAHO MOVE

UPDATED: May 17, 2016

UPDATED: May 17, 2016



https://dnews.com/local/moscow-to-apply-for-grant-for-south-main-underpass/article_af299d69-b358-5ac3-8507-3da93fdcaff9.html

Moscow to apply for grant for South Main underpass

Pedestrian underpass near south couplet would improve flow, safety

By Garrett Cabeza Daily News staff writer

Jan 28, 2020

The city of Moscow will apply for a grant to help fund the construction of a pedestrian underpass at South Main Street/U.S. Highway 95 to improve the flow and safety of pedestrians using Paradise Path.

The underpass would be similar to the one recently-installed at the intersection of Styner and White avenues and State Highway 8 in Moscow.

Bill Belknap, Moscow deputy city supervisor of community planning and design, told the Moscow City Council Public Works/Finance Committee Monday that pedestrians using Paradise Path use the busy South Main Street-Sweet Avenue intersection to cross the street before reentering the pathway, which can be unsafe.

The proposal is to install a path under the South Main Street bridge located between the south couplet intersection and Sweet Avenue, and connect it to Paradise Path, which picks up behind the brick University of Idaho entrance sign at the corner of Sweet Avenue and South Main Street. The proposed path would allow pedestrians using Paradise Path to avoid interacting with vehicle traffic and pedestrian traffic at the South Main Street-Sweet Avenue intersection.

"This would really help smooth and improve the flow on the pathway system," Belknap said.

The design and construction of the underpass is estimated to cost a little more than \$1 million.

The city will apply this week for the Transportation Alternatives Program grant, asking for \$499,643 from the state for the federal funding, and the city and Moscow Urban Renewal Agency would likely split the remaining \$506,687 for the project if the grant application, which is due Sunday, is approved. The project would be constructed in 2023.

Similar to the Highway 8 underpass, Belknap said the proposed underpass is expected to be flooded about four days per year.

Besides installing the underpass, Belknap said the project would likely include removing the old Highway 95 bridge, which is located on the west side of South Main Street between the south couplet and Sweet Avenue, and installing a sidewalk. The new sidewalk would run on the west side of South Main Street from the South Main Street-Sweet Avenue intersection to the south couplet intersection and then continue west to connect to the existing sidewalk near the Gritman Medical Center gravel parking lot.

Belknap said the old bridge does not provide a functional purpose.

When the south couplet was constructed in 1997, the Idaho Transportation Department anticipated removing the bridge but the Idaho State Historic Preservation Office determined the bridge may be considered historic, so ITD did not remove the structure.

The ISHPO recently issued a letter stating the bridge is no longer eligible for the National Register of Historic Places because of the level of deterioration. Belknap said he believes portions of the bridge's guardrails can be salvaged and repurposed into a historic interpretative station along Paradise Path.

The city council will likely approve the submittal of the grant application at its meeting Monday since the item was placed on the meeting's consent agenda.

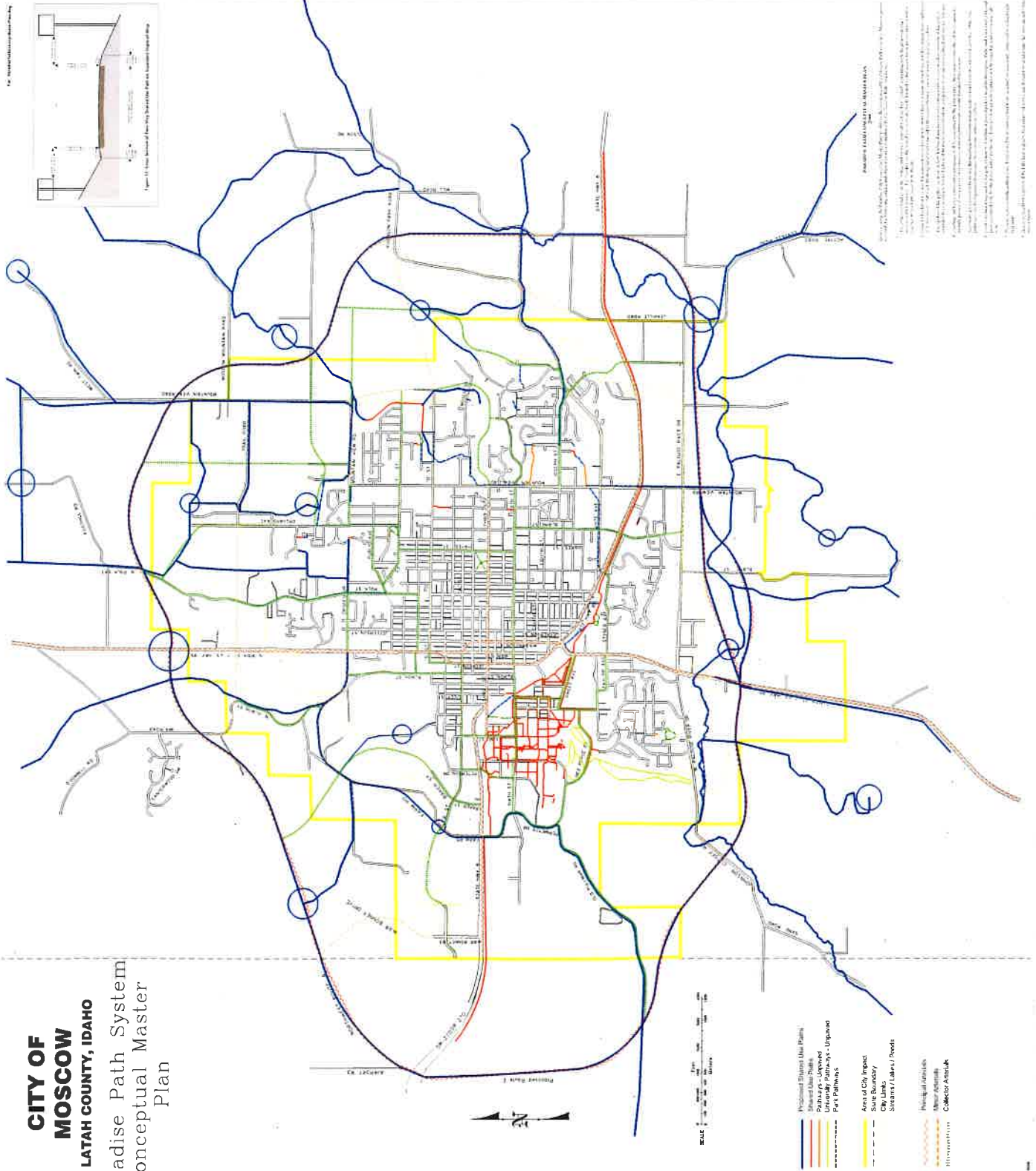
In other business, the city was a recipient of \$295,200 in Federal Emergency Management Agency funding to assess Paradise Creek - from Darby Road just north of Mountain View Park to the Highway 8 underpass — and explore and select flood hazard mitigation alternatives.

The total estimated cost of the study is \$393,600, which would require a local match of \$98,400 — a portion of which has been paid, Belknap said.

The council will consider approving the agreement with FEMA at Monday's council meeting.

*Garrett Cabeza can be reached at (208) 883-4631, or by email to **gcabeza@dnews.com**.*

CITY OF MOSCOW LATAH COUNTY, IDAHO Paradise Path System Conceptual Master Plan



**City of Moscow – 2020 TAP Application
US Highway 95 & State Highway 8 Intersection
Crash Data for the Proposed Underpass Project**

The two intersections that will be most affected by the proposed pedestrian underpass project are the intersections of US Highway 95 (US 95) and State Highway 8 (SH 8) and the intersection of US Highway 95 and Sweet Avenue.

The primary focus of the underpass project is to provide pedestrian and bicycles alternative routes; however, after reviewing the crash data from January 2014 to December 2018 City staff identified both pedestrian and rear-end crashes as the most harmful crash types in the intersections of study.

- Pedestrian crashes were prioritized because they tend to result in more severe injuries, representing twenty-five percent (25%) of the injury crashes at US 95 and SH 8 and seventy-five percent (75%) of the injury crashes at US 95 and Sweet Avenue.
- Rear-end accidents were prioritized because they are the most common accident type, representing forty-seven percent (47%) of the crashes at US 95 and SH 8 and thirty-six percent (36%) of the crashes at US 95 and Sweet Avenue.
- In the current pathway configuration pedestrians are routed along Paradise Creek path to the intersection of US 95 and Sweet Avenue. This configuration results in the pedestrian and bicycle crashes being concentrated at the US 95 and Sweet Avenue intersection with twenty-one percent (21%) of the crashes at that intersection involving pedestrians while at the US 95 and SH 8 intersection pedestrian crashes represent only seven percent (7%) of the crashes.

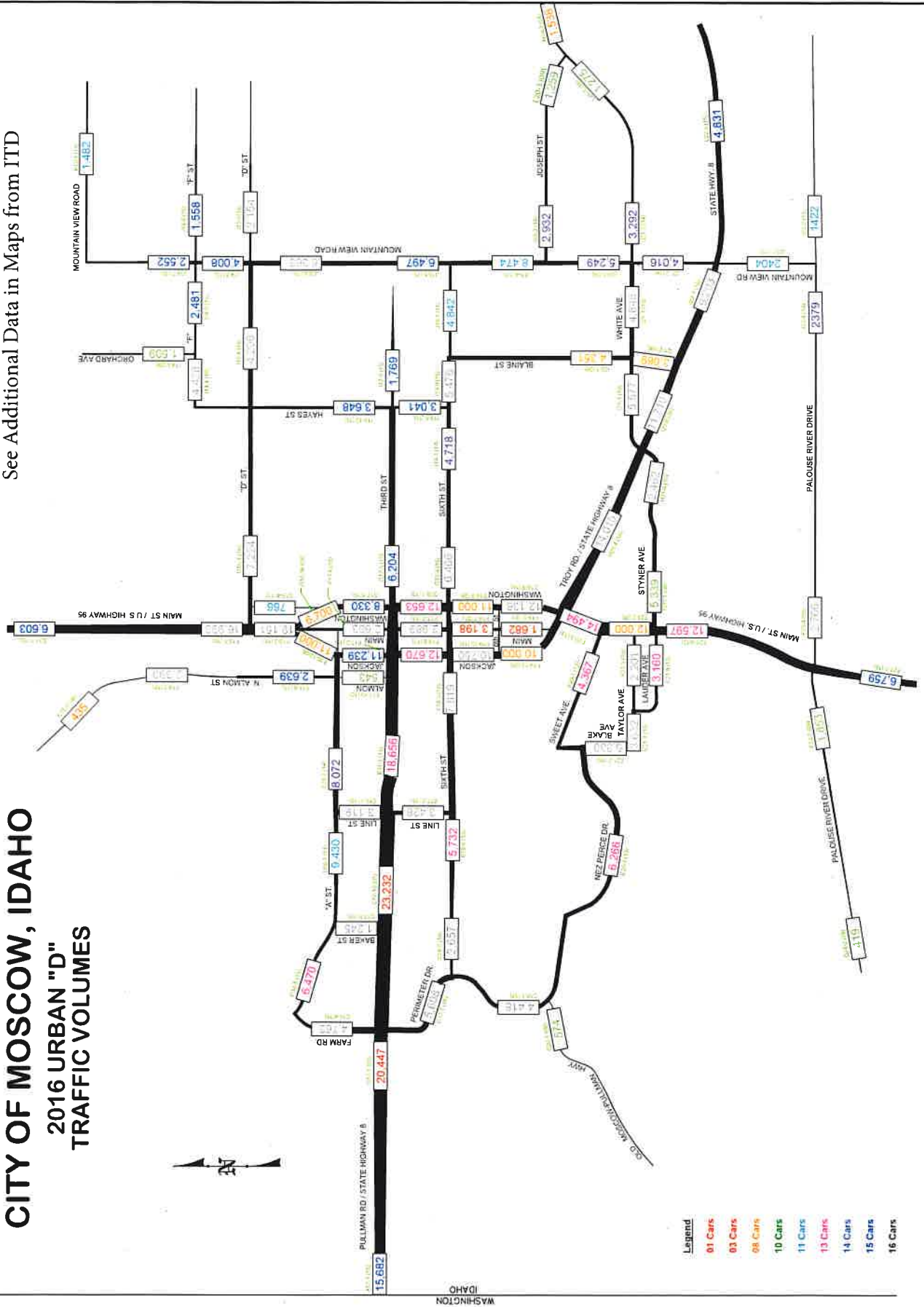
The City anticipates a twofold improvement from the pedestrian underpass. First, by providing a dedicated pedestrian pathway that eliminates the need to cross a busy highway it is expected that this project will greatly reduce the number of pedestrian crossings. Second, reducing the number of traveling pedestrians will reduce the number of items that drivers will have to track helping reduce the rear-end crash occurrences.

The above statistical information was obtained from the ITD-OHS Database.

CITY OF MOSCOW, IDAHO

2016 URBAN "D" TRAFFIC VOLUMES

See Additional Data in Maps from ITD





*Recommended routes are based on public improvements. Decisions on a route to and from school should be based on the child's age, developmental level, and experience with traffic safety, among other things. The caregiver and the child are primarily responsible for the child's safety when they drive, walk or ride to and from school.

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Please observe the following so all riders may enjoy a safe, comfortable ride.

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- No weapons or hazardous materials.
- No food or alcohol allowed. Beverages allowed in spill-proof containers only.
- No pets, with exception of service animals.
- No radios.
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ROUTES

WEST ROUTE(Green)

UI SUB - UI Dorms - Walmart - QuickCare
Palouse Mall - A Street - Robinson's Trailer
Park - Rosauers - Downtown - Gritman Medical
Center

EAST ROUTE(Blue)

UI SUB - Downtown - Rosauers - D Street
Moscow High School - East City Park
Mountain View Road - Latah County
Fairgrounds - Eastside Marketplace



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Mission Statement

RPT, Inc DBA SMART

(Sustainable Moscow Area Regional Transportation) is a 501(c)(3) non-profit corporation providing ADA accessible and affordable public transportation for the people of our region.

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www.smarttransit.org
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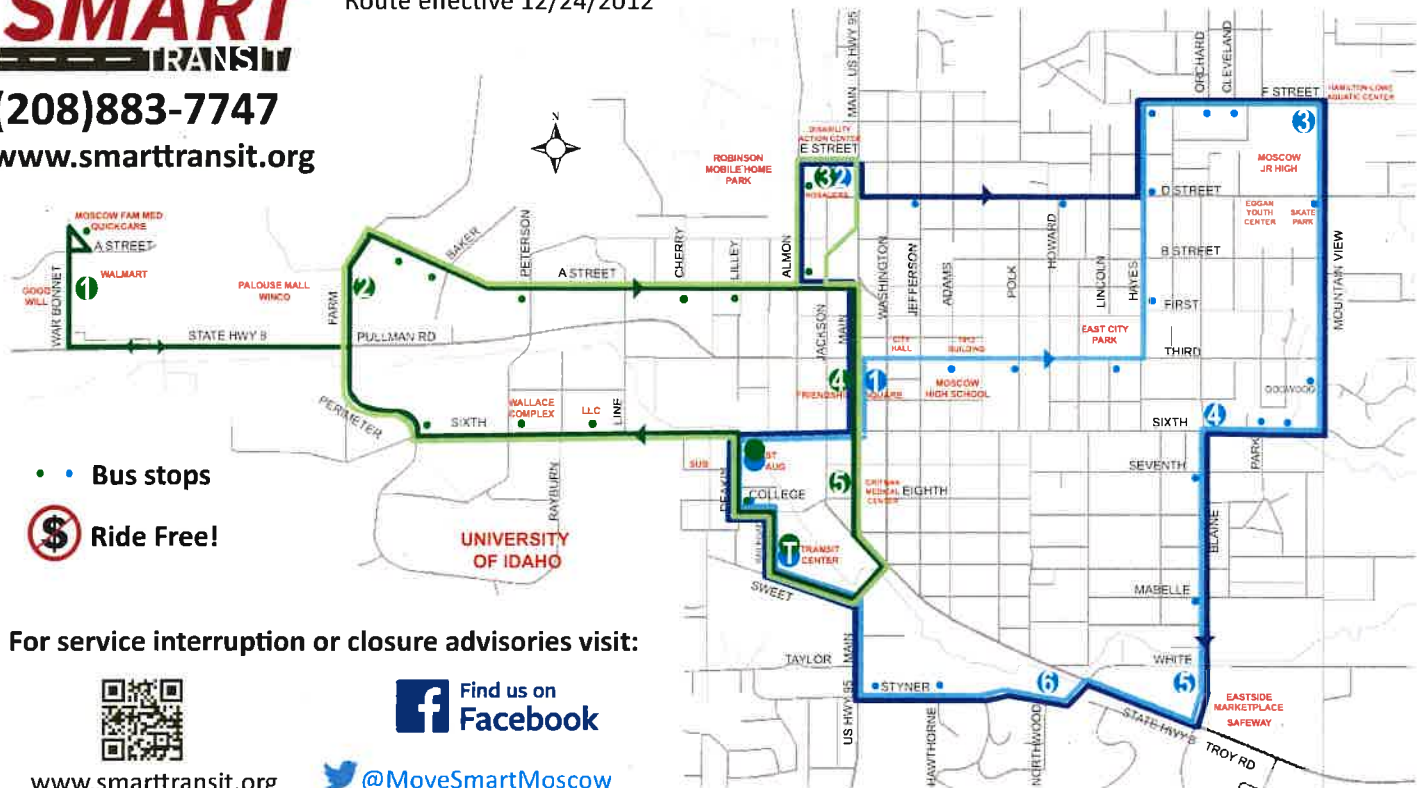


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WEST ROUTE (Green)

Transit Center	Walmart	Winco	Rosauers	Friendship Square	Gritman	Transit Center Arrival
T	1	2	3	4	5	T
6:40	---	6:45	6:51	6:54	6:55	7:00 AM
7:10	---	7:15	7:21	7:24	7:25	7:30
7:40	---	7:45	7:51	7:54	7:55	8:00
8:10	---	8:15	8:21	8:24	8:25	8:30
8:40	8:47	8:52	---	8:57	8:58	9:00
9:10	---	9:15	9:21	9:24	9:25	9:30
9:40	9:47	9:52	---	9:57	9:58	10:00
10:10	---	10:15	10:21	10:24	10:25	10:30
10:40	10:47	10:52	---	10:57	10:58	11:00
11:10	---	11:15	11:21	11:24	11:25	11:30
11:40	11:47	11:52	---	11:57	11:58	12:00 PM
12:10	---	12:15	12:21	12:24	12:25	12:30
12:40	12:47	12:52	---	12:57	12:58	1:00
1:10	---	1:15	1:21	1:24	1:25	1:30
1:40	1:47	1:52	---	1:57	1:58	2:00
2:10	---	2:15	2:21	2:24	2:25	2:30
2:40	2:47	2:52	---	2:57	2:58	3:00
3:10	---	3:15	3:21	3:24	3:25	3:30
3:40	3:47	3:52	---	3:57	3:58	4:00
4:10	---	4:15	4:21	4:24	4:25	4:30
4:40	4:47	4:52	---	4:57	4:58	5:00
5:10	---	5:15	5:21	5:24	5:25	5:30
5:40	5:47	5:52	---	5:57	5:58	6:00

EAST ROUTE (Blue)

Transit Center	Friendship Square	Rosauers	F at Mt. View	Blaine at 6th	Eastside Marketplace	Styner at Northwood	Transit Center Arrival
T	1	2	3	4	5	6	T
6:40	6:43	---	6:48	6:51	6:53	6:54	7:00 AM
7:10	7:13	---	7:18	7:21	7:23	7:24	7:30
7:40	7:43	---	7:48	7:51	7:53	7:54	8:00
8:10	8:13	---	8:18	8:21	8:23	8:24	8:30
8:40	8:43	8:45	8:48	8:51	8:53	8:54	9:00
9:10	9:13	---	9:18	9:21	9:23	9:24	9:30
9:40	9:43	9:45	9:48	9:51	9:53	9:54	10:00
10:10	10:13	---	10:18	10:21	10:23	10:24	10:30
10:40	10:43	10:45	10:48	10:51	10:53	10:54	11:00
11:10	11:13	---	11:18	11:21	11:23	11:24	11:30
11:40	11:43	11:45	11:48	11:51	11:53	11:54	12:00 PM
12:10	12:13	---	12:18	12:21	12:23	12:24	12:30
12:40	12:43	12:45	12:48	12:51	12:53	12:54	1:00
1:10	1:13	---	1:18	1:21	1:23	1:24	1:30
1:40	1:43	1:45	1:48	1:51	1:53	1:54	2:00
2:10	2:13	---	2:18	2:21	2:23	2:24	2:30
2:40	2:43	2:45	2:48	2:51	2:53	2:54	3:00
3:10	3:13	---	3:18	3:21	3:23	3:24	3:30
3:40	3:43	3:45	3:48	3:51	3:53	3:54	4:00
4:10	4:13	---	4:18	4:21	4:23	4:24	4:30
4:40	4:43	4:45	4:48	4:51	4:53	4:54	5:00
5:10	5:13	---	5:18	5:21	5:23	5:24	5:30
5:40	5:43	5:45	5:48	5:51	5:53	5:54	6:00

From: Lisa Losness <Lisa.Losness@itd.idaho.gov>
Sent: Wednesday, January 29, 2020 3:49 PM
To: Alisa J. Anderson <aanderson@ci.moscow.id.us>
Subject: RE: [EXTERNAL] City of Moscow - Transportation Alternative Program (TAP) - Grant Request

CAUTION: This message originated from outside the City of Moscow's network. Exercise caution when clicking links or opening attachments. If in doubt, please contact Information Systems at extension 7004.

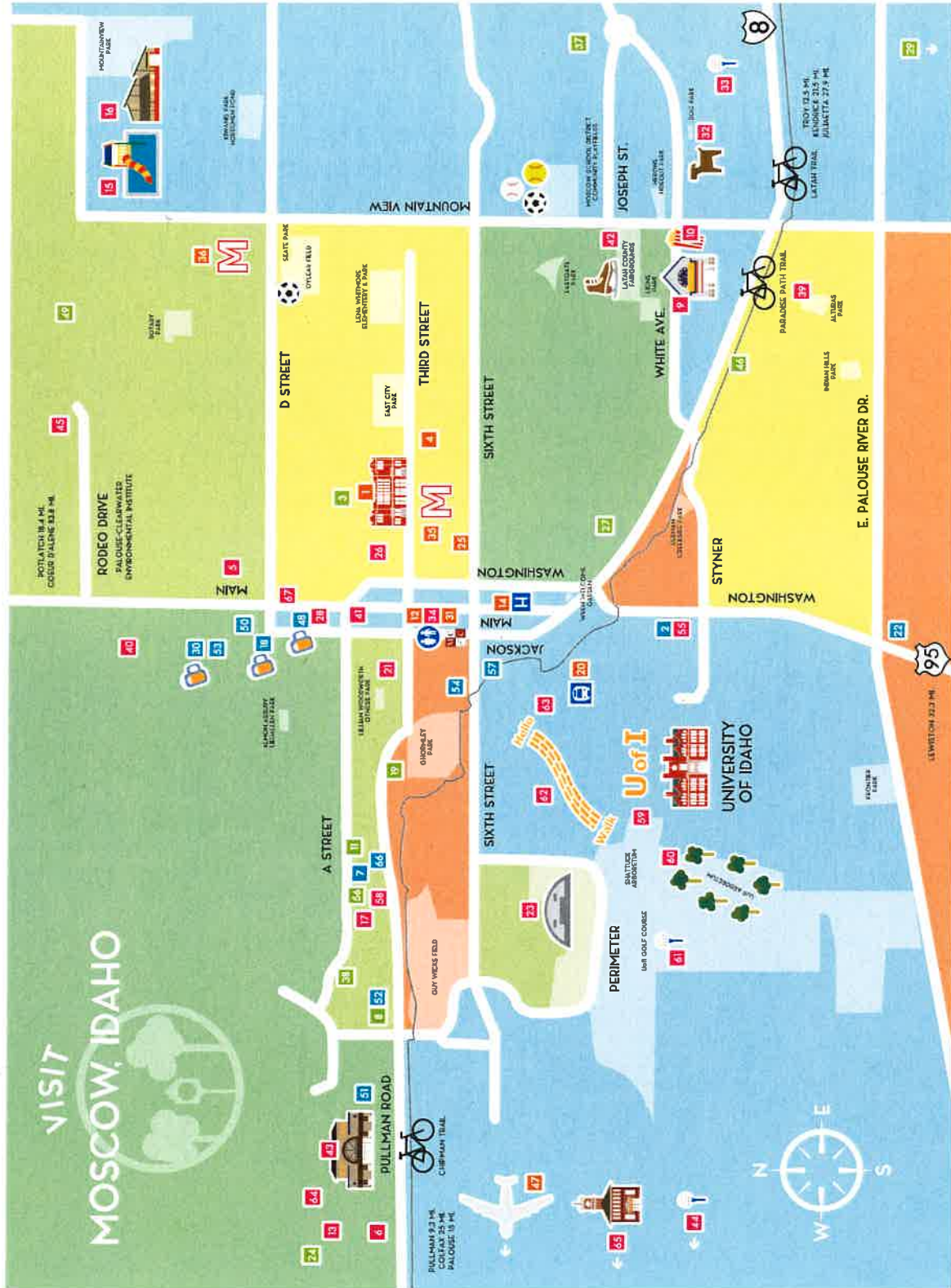
Please accept this e-mail as confirmation that the City of Moscow Police Department (MPD) actively participates with the ITD Office of Highway Safety grant program through High Visibility Enforcement Mobilizations and the child passenger safety programs. MPD has partnered with ITD OHS for over 10 years. MPD has active child passenger safety technicians and receives grant funds to purchase and distribute seats to those who may need them.

Lisa Losness, Grant Contracts Officer
Office of Highway Safety
P: (208) 334-8103
F: (208) 334-4430

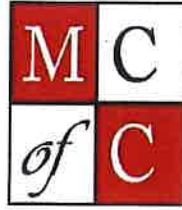
MAP KEY

- SEE & EXPLORE
- EAT & DRINK
- STAY & PLAY
- MEET & PLAN

- 1972 Center & Heart of the Arts, Inc.
- A & W Restaurant of Moscow
- Antidote's Bed, Bath, and Beyond
- American Legion Post 6
- Anytime Fitness
- Appaloosa Museum and Heritage Center
- Arby's of Moscow
- Best Western Plus University Inn
- Eastside Marketplace
- Eastside Cinemas
- Friendship Square
- Goodwill Industries of the Inland Northwest
- Grimm's Medical Center
- Hamilton-Lowe Aquatics Center
- Hamilton-Lowe Indoor Recreation Center
- Hope Center Thrift Store
- Hunga Dunga Brewing Co
- Idaho Inn
- Intermodal Transit Center
- Intrigue-Accents for Home & Living
- Iron Wok
- Kibble Denim
- La Quinta Inn
- Latah County Courthouse
- Latah County Library District
- Little Green Guesthouse
- Main St. Antique Mall
- Meadowlands Bed & Breakfast and Chapel
- Moscow Brewing Company
- Moscow Chamber of Commerce/ Visitor Center
- Moscow Dog Park
- Moscow Elk #269
- Moscow Farmers Market
- Moscow High School
- Moscow Middle School Bear Den
- Moscow-Pullman Bedfinders Motel 6
- Northwest River Supplies
- Palouse Empire Gymnastics
- Palouse Habitat for Humanity
- Surplus Store
- Palouse Ice Link
- Palouse Mall
- Palouse Ridge Golf Course
- Palouse-Clearwater Environmental Institute Nature Center
- Peterson Barn Guesthouse
- Pullman-Moscow Regional Airport
- Rain's & River Brewery
- Red Pheasant House
- Rowlers
- Sangria Grille
- Seasons Public House
- Sisters Cookie Company
- Sax Sandwich Shop
- Samuel Martis, Inc.
- Super 8
- Taco Time
- Tri-State Outfitters
- University of Idaho
- University of Idaho Alumni Union
- University of Idaho Golf Course
- University of Idaho Health Walk
- Vandal Store
- Wal-Mart
- Washington State University and Chapel
- Wendy's
- Woodland Enterprises
- Smoky Bear Gifts



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January 29, 2020

Brian Ness, Director
 Bill Moad, Chairman
 Idaho Department of Transportation
 PO Box 7129
 Boise, ID 83707-1129

Re: Transportation Alternatives Program (TAP) 2020 Funding Application -
 City of Moscow - South Main Pedestrian Underpass

Dear Director Ness and Chairman Moad,

As the Executive Director of the Moscow Chamber of Commerce and Visitors Center, as well as a representative of the Moscow business community, I would like to take this opportunity to express our support for the project the City of Moscow is submitting to ITD for TAP funding. The proposed US Hwy. 95 Pedestrian Underpass project will provide a significantly safer and more convenient crossing on the state highway for all pedestrian and multimodal users of Paradise Path throughout the downtown business corridor. This area has become very congested with both pedestrians/bicyclists and traffic which creates an unsafe bottleneck at the intersections near the project location.

There is new business development surrounding the project area to include a bank and multi-tenant building providing personal services, automotive repair, and the continued expansion of the services at Gritman Medical Center. The area also includes many high-density residential apartments blended with medical offices, convenience store, fast foods, and of course the entrance to the University of Idaho (UofI) campus which includes the Intermodal Transit Center.

There are a large number of pedestrians and bicyclists, to include UofI staff, faculty and students, which travel the project location throughout the entire day going to their homes or downtown to the many restaurants, coffee shops, and retail businesses. The proposed underpass will provide a much safer route to all of these destinations outlined above and will eliminate pedestrian/bicyclist conflicts and traffic delays on US Highway 95 and Sweet Avenue.

This underpass project would link with the City's recently completed State Hwy. 8 pedestrian underpass project which also received TAP funding and has been well received by the business community. These two underpasses will eliminate two major roadway conflicts by providing continued connectivity on Paradise Path creating a safe route and expanded use of the pathway system as an alternative travel option to downtown.

The Moscow Chamber of Commerce and Visitors Center strongly encourages the approval and funding of this important project and looks forward to promoting the travel route to the local community and the many tourists who visit Moscow looking forward to walking and biking throughout the City.

Sincerely,

Jenny Ford, Executive Director

411 S. Main, P.O. Box 8936 ♦ Moscow, Idaho 83843
 (208)882-1800 ♦ www.moscowchamber.com



Partnership for Economic Prosperity

PO Box 9464 • 1006 Railroad Street • Moscow, Idaho 83843



January 28, 2020

Brian Ness, Director
Bill Moad, Chairman
Idaho Department of Transportation
PO Box 7129
Boise, ID 83707-1129

Dear Director Ness and Chairman Moad,

As the Executive Director of the Partnership for Economic Prosperity (PEP), I am writing this letter in support of the City of Moscow's funding request to the Transportation Alternatives Program for the South Main Underpass Project on US Hwy. 95.

The intent of PEP is to bring business, government, education and community leadership together for the purpose of strengthening the economy through business development. We work with the City of Moscow and the small towns located in Latah County. We support projects that provide safety and physical connectivity among the residents and those infrastructure improvements that support non-motorized development of systems for pedestrians and bicyclists alike in Moscow. An underpass that provides continued connectivity on Paradise Path also promotes routes to travel throughout Latah County with the direct connection to the Latah Trail.

There is new business development throughout the proposed project area in the fields of banking, personal care, and expansion of Gritman Medical Center services. The area also includes multitenant residential apartments mixed with a convenience stores, fast foods, and the University of Idaho (UI) campus. If constructed the underpass will provide a safer route to all of these commercial and residential locations listed above and will greatly reduce pedestrian/bicyclist conflicts and traffic delays on US Highway 95 and Sweet Avenue.

PEP strongly encourages ITD's approval of the City's funding request and we look forward to promoting the new safe route to the community and the many tourists who visit Moscow and Latah County.

Sincerely,

Gina Taruscio, MPA Executive Director

The Partnership for Economic Prosperity, Inc.

CITY OF MOSCOW – 2020 TAP APPLICATION FOR THE US HWY. 95 UNDERPASS PROJECT**DEMOGRAPHICS - ADDITIONAL DATA – SUPPORTING INFORMATION****Demographics of the Project Area**

Page 4-6 of *Moscow on the Move* states Low Income states "the highest density of low-income residents, defined as households earning at or below the federal poverty level. Figure 6 in this section shows the highest density of low-income residents is concentrated along Sixth Street on the actual campus of the University of Idaho, which are the dormitories occupied by students" is included in the 4 Block Group shown on the next page.

The 2015, the City and County Low to Moderate Income Data (LMI) provided by the Idaho Department of Commerce under Communities - Grant Resources shows the City of Moscow as the 16th highest city in the State with a Low-Income Population of 8,300, and Low-Moderate Population of 11,950 of a total population of 21,415 with the City of Moscow's Low-to-Moderate Income Population calculated at 55.8% of the total City population.

The FY2019 HUD Section 8 Income Limits for Latah County list a one (1) Person Household for Extra-Low Income at \$14,500, Very-Low Income \$23,600 and Low-Income of \$37,750. A Demographic Profile provided by ERSI in Attachment Y on the next page shows current information in a 4 Block Group to include the project area. This chart states the Median Household Income is \$22,761 which is considered Very Low Income under HUD criteria. The Demographic Profile provides additional statistical information about the Block Group encompassing the project location.

DEMOGRAPHIC PROFILE

4 Block Groups

Geography: Black Group

Moscow



EDUCATION

2%

No High School Diploma



14%
High School Graduate



32%
Some College



52%
Bachelor's/Grad /Prof Degree

EMPLOYMENT



White Collar



Blue Collar



Services

64%

15%

21%

8.6%

Unemployment Rate

KEY FACTS

7,723

Population

22.5

Median Age

2,407

Households

\$19,770

Median Disposable Income

INCOME



\$22,761
Median Household Income

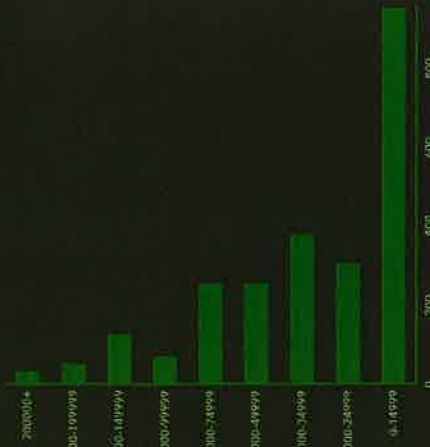


\$12,622
Per Capita Income



\$9,511
Median Net Worth

HOUSEHOLD INCOME (\$)



This report does not provide current information but is included to provide an example of the data that has been tracked and is not currently available in this format. due to volunteer and staff transitions.

Attachment Z



iCount

Summary Report

Preliminary analysis of bicycle and pedestrian counts

Submitted to

City of Moscow Active Living Task Force

by

Aaron Buckley and Mike Lowry
Bioregional Planning and Community Design Program
University of Idaho
February 3, 2012

iCount Summary Report

Abstract

On October 13, 2011 “iCount” was conducted by volunteers working with the City of Moscow’s Active Living Task Force to count the number of cyclists and pedestrians at selected intersections and streets throughout Moscow. Counts were collected at 29 locations. Most locations had volunteer counters for the morning peak hours 7:00 – 9:00 am and evening peak hours 4:00 – 6:00 pm. This report summarizes preliminary findings from the data and makes recommendations for future iCount events.

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Introduction	1
Data Entry	1
Analysis and Findings.....	2
Discussion	14
Recommendations for Future Work.....	15
Appendix A: Data Entry Forms for Excel	17

Introduction

October 13, 2011 the City of Moscow's Active Living Task Force put on the city's first "iCount" to count cyclists and pedestrians at locations around Moscow, Idaho. With the use of 44 volunteers counts were collected at 29 different locations. The counts included information about turning movements, through movements, helmet use, and sidewalk/street use for cyclists, pedestrians, skateboarders, and assisted people. A series of community meetings were conducted before and after the event to help train volunteers, answer questions, and to recap the effort.

Our research team was asked to explore the data and make preliminary observations. The next section of this report describes how we entered the data into Excel. This is followed by a section explaining our analysis and findings. In the final two sections, we discuss the findings and offer recommendations for future iCount events.

Data Entry

We created two "data entry forms" for Microsoft Excel. The forms mimic the hardcopy printed data-sheets used by the volunteer "recorders" in the field. Screenshots of the Microsoft Excel forms are shown in Appendix A. Both forms have an area for the recorder's name, location ID, date of the count, the 15 minute interval, and any comments made by the recorder in the field.

On the intersection data entry form, Figure A-1, there is space to record the number of cyclists, pedestrians, and assisted/other (wheelchairs, skateboards, etc.) along with their turning direction, the recorders location, and each of the streets either north/south or east/west.

For the screenline data entry form, Figure A-2, the counted street, cross streets, and different categories are recorded. A screenline indicates that there is an imaginary line drawn across a path or roadway that when a person passes through they are recorded. Additionally, the screenline locations used two different categories to distinguish individuals. These categories include helmet use or no helmet use and roadway or sidewalk use. As the forms were transferred from paper to this electronic form an Excel spreadsheet was populated as the electronic forms were submitted.

Analysis and Findings

After we entered the data, we used Excel to calculate totals and ArcGIS and Google to make maps. Our analysis sought to answer the questions listed below.

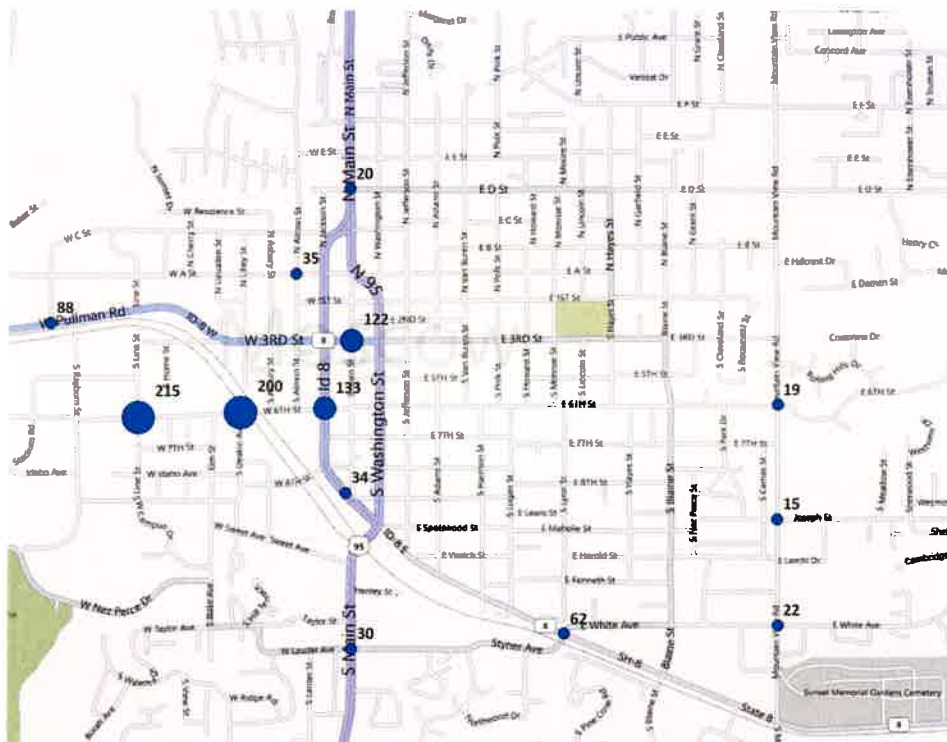
Analysis Questions

- Question 1. How do the intersections compare in terms of total bicycle and pedestrian volumes?*
- Question 2. Where were "other" modes, including mobility assisted devices, observed?*
- Question 3. What are the turn movement volumes for Jackson Street and 6th Street?*
- Question 4. What are the turn movement volumes for Styner Avenue and Highway 95?*
- Question 5. What are the directional bicycle and pedestrian volumes for the paradise path at the locations that were counted?*
- Question 6. What percentage of bicyclists were wearing helmets along the Paradise Path screenline locations?*
- Question 7. What percentage of bicyclists were riding on the sidewalk at the three screenline locations?*
- Question 8. How many bicyclists and pedestrians were headed toward school on the day of iCount and how does that compare to the day before which was a Safe Routes to School event (counts were made for the Jr. High School, McDonald Elementary, and Lena Whitmore Elementary)?*

These questions were chosen as illustrative examples. Many other questions might be answered with the iCount data (see the Recommendation section of this report). The following figures help answer each question and are discussed in the next section.



Figure 1. (continued next page)



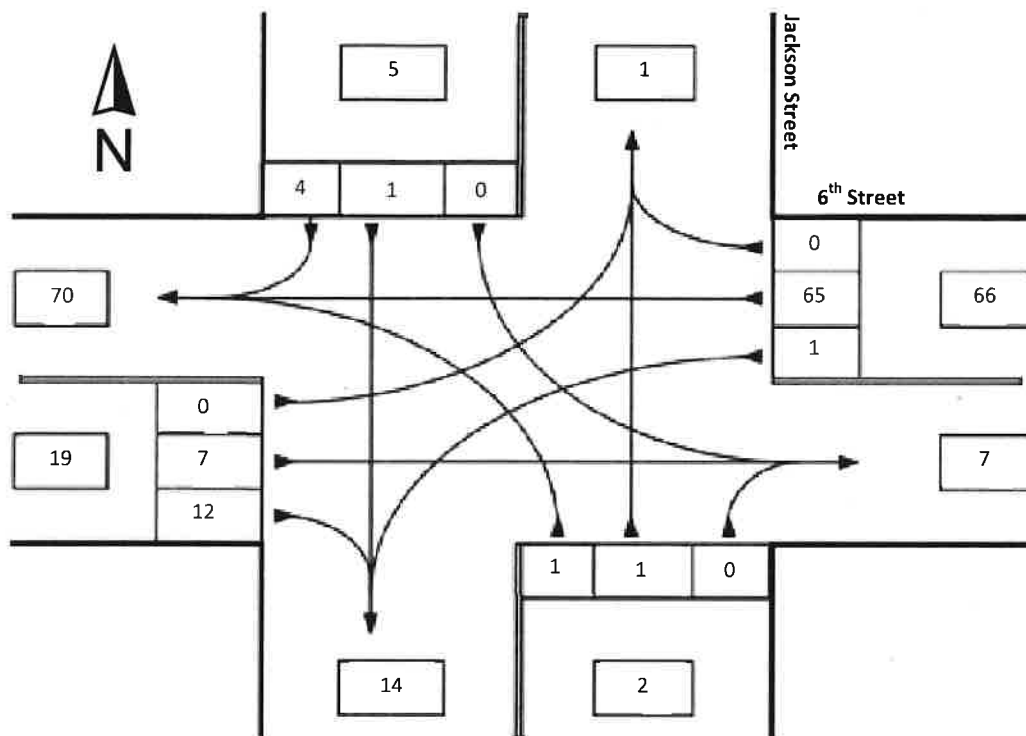
1c. PM bicyclists



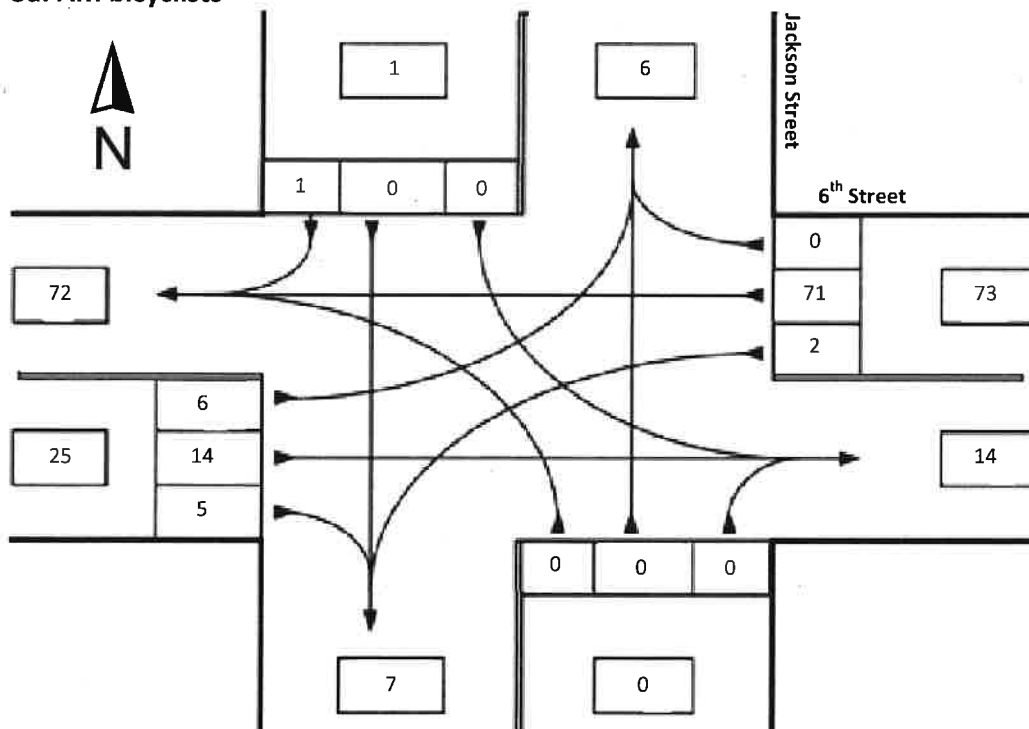
1d. PM pedestrians

Figure 1. How do the intersections compare in terms of total bicycle and pedestrian volumes?





3a. AM bicyclists



3b. AM pedestrians

Figure 3. (continued next page)

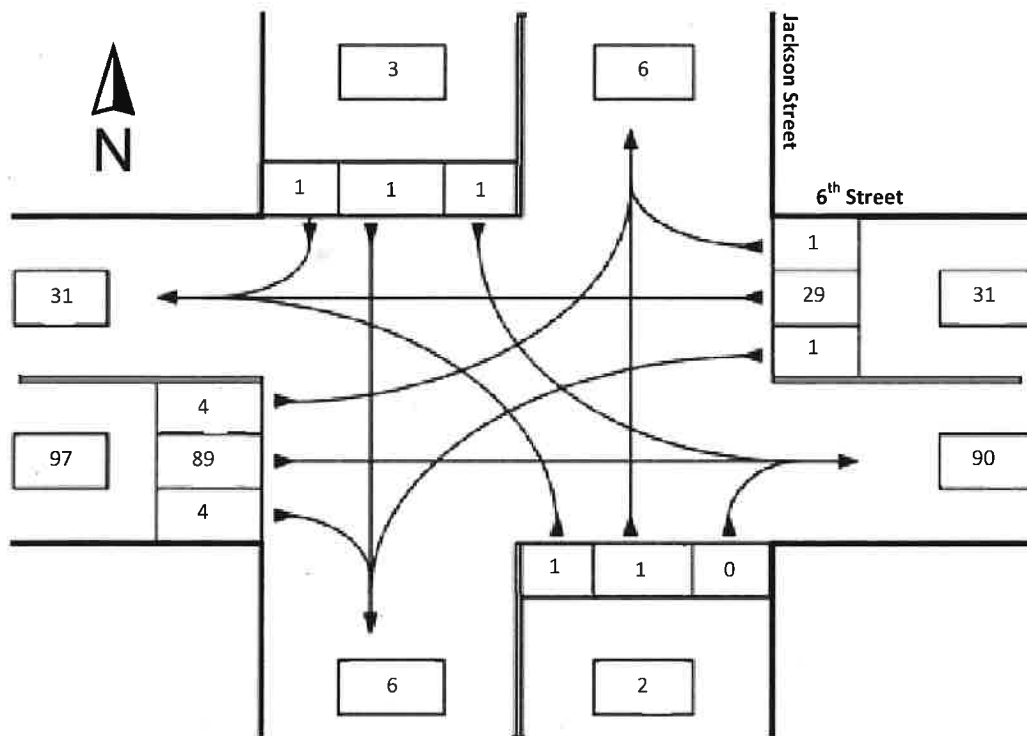
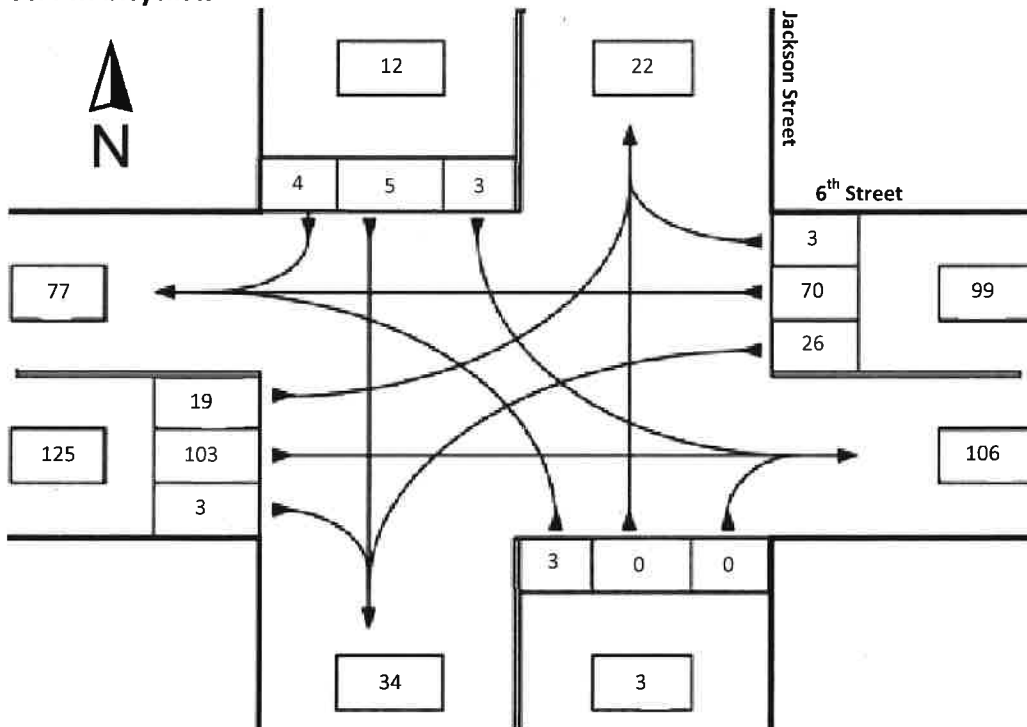
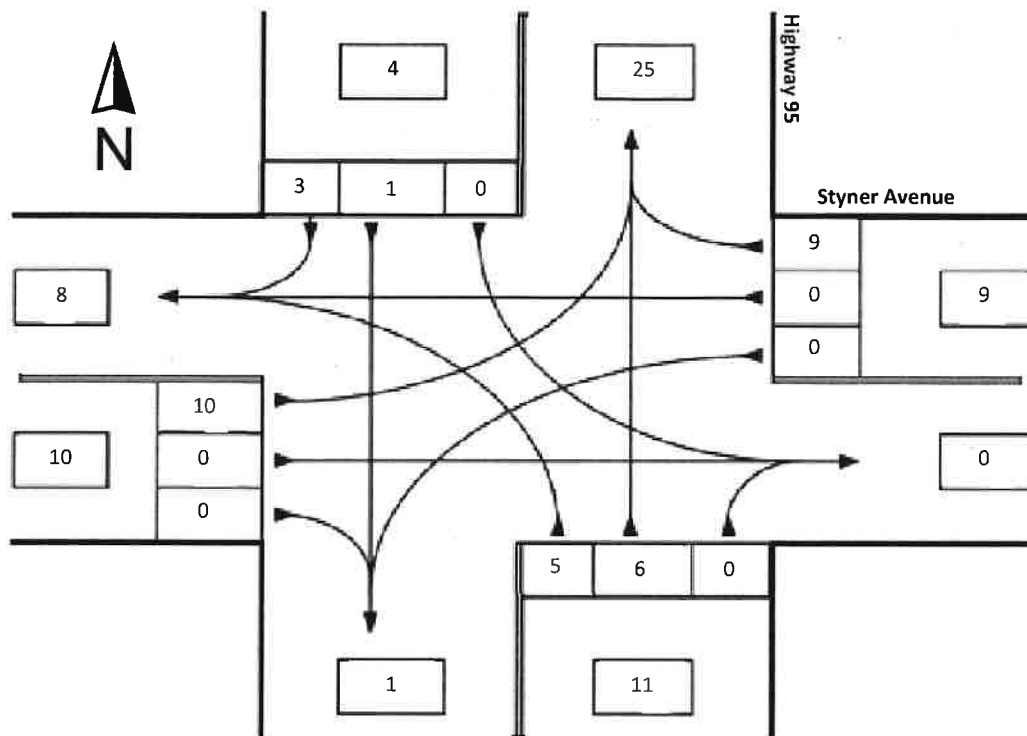
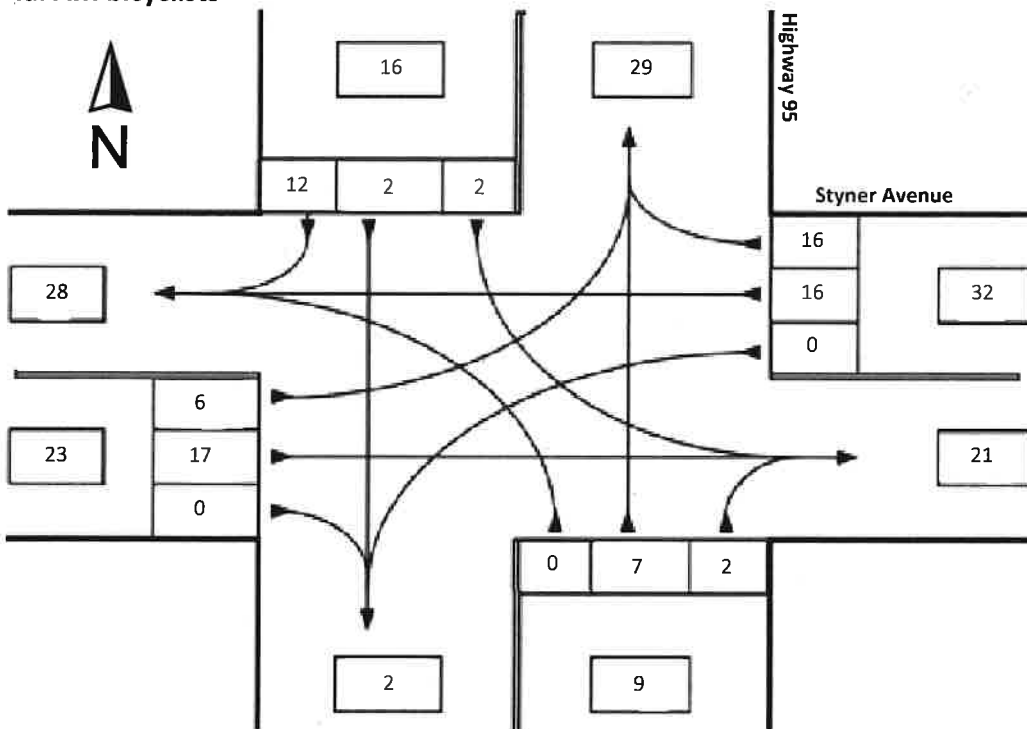
**3c. PM bicyclists****3d. PM pedestrians**

Figure 3. What are the turn movement volumes for Jackson Street and 6th Street?

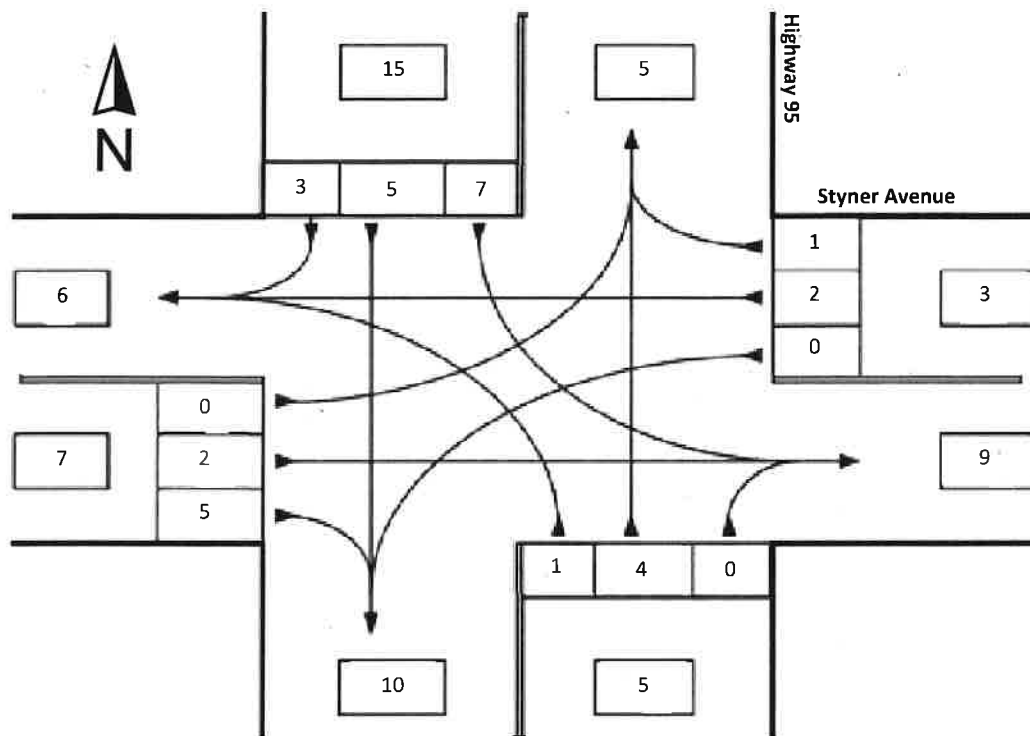


4a. AM bicyclists

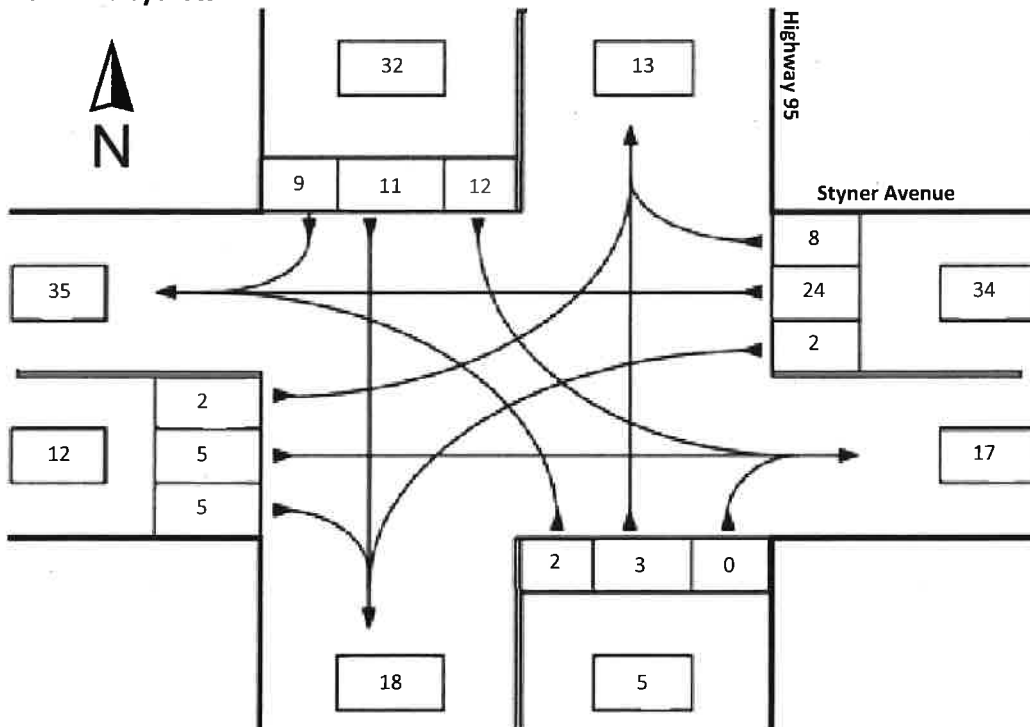


4b. AM pedestrians

Figure 4. (continued next page)



4c. PM bicyclists

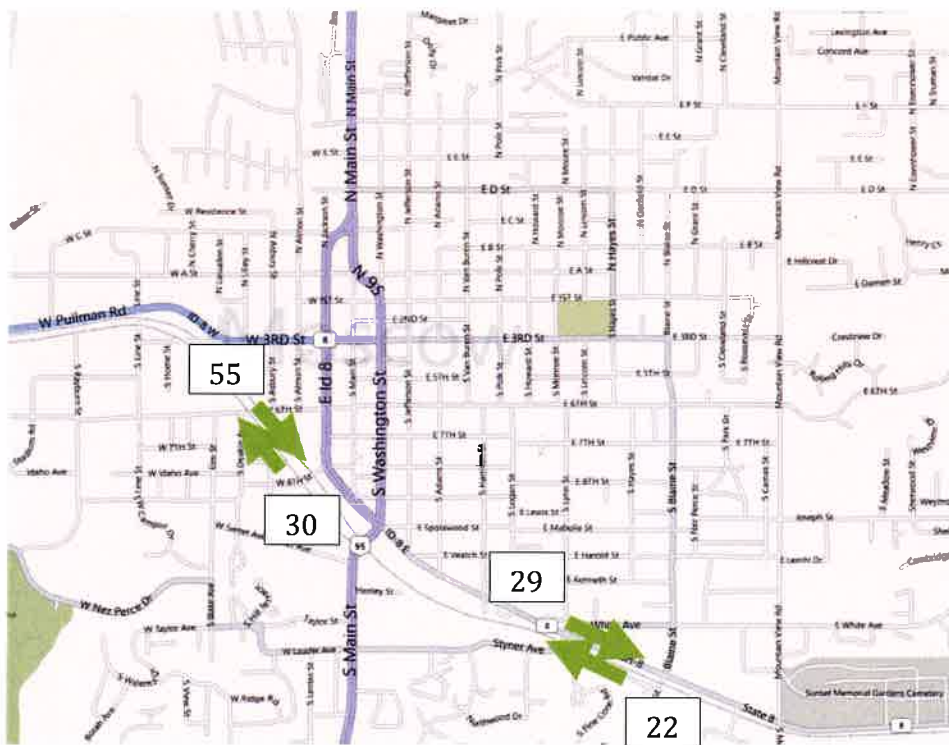


4d. PM pedestrians

Figure 4. What are the turn movement volumes for Styner Avenue and Highway 95?



5a. AM Pedestrian, Bicyclists, and Other/Assist



5b. PM Pedestrian, Bicyclists, and Other/Assist

Figure 5: What are the directional bicycle and pedestrian volumes for the paradise path at the locations that were counted?

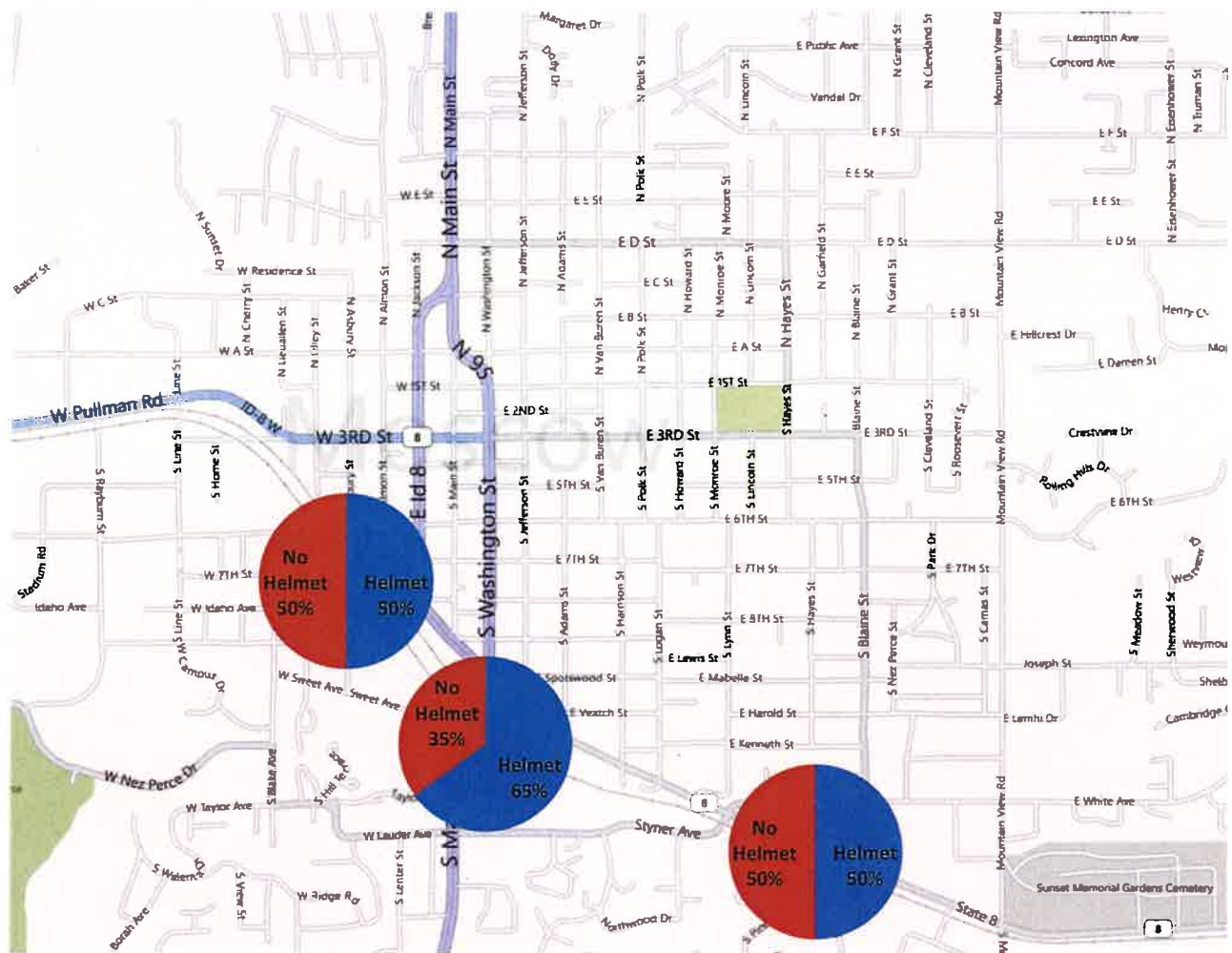


Figure 6. What percentage of bicyclists were wearing helmets along the three Paradise Path Helmet/No Helmet screenline locations?

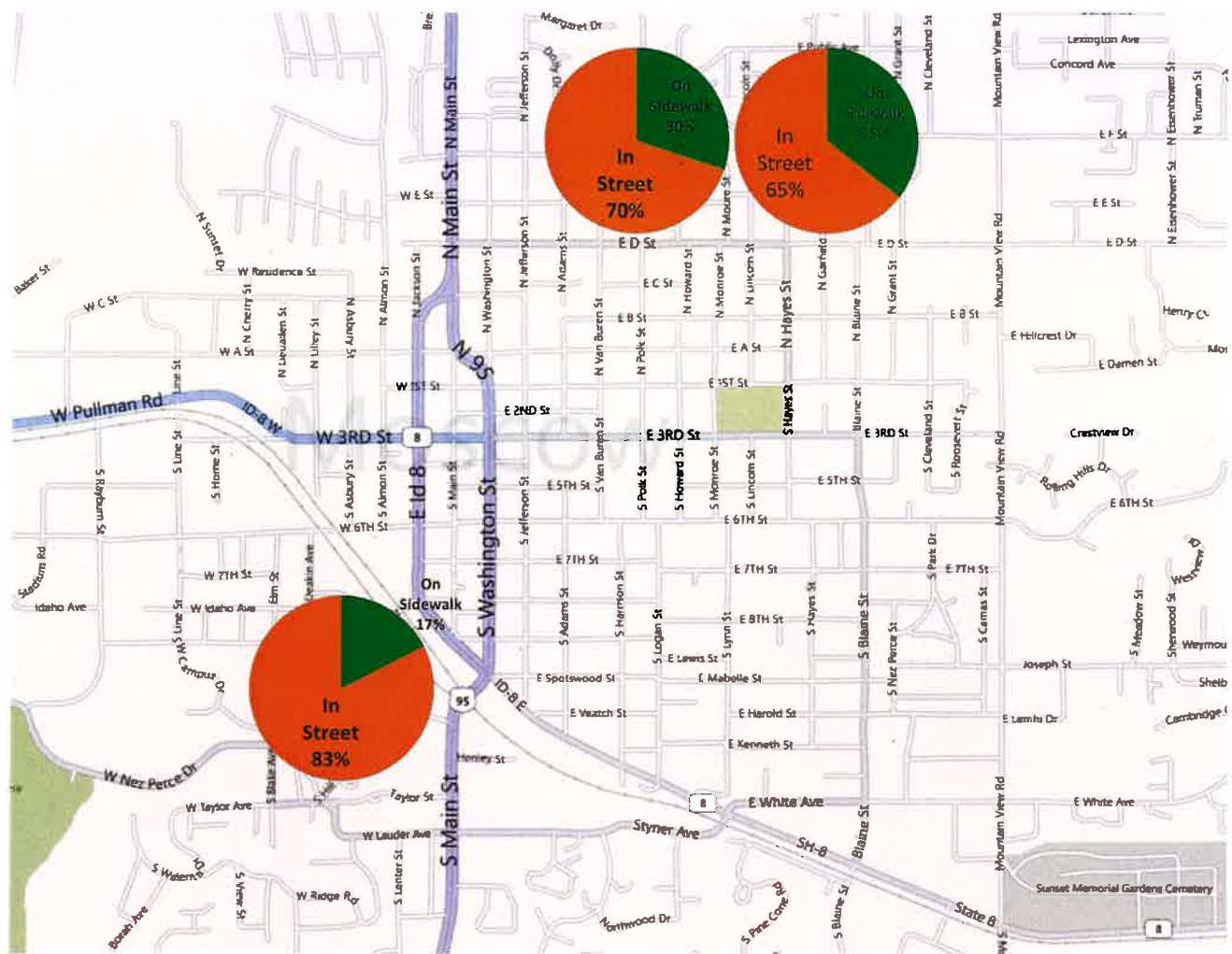


Figure 7. What percentage of bicyclists were riding on the sidewalk at the three On Street/On Sidewalk screenline locations?

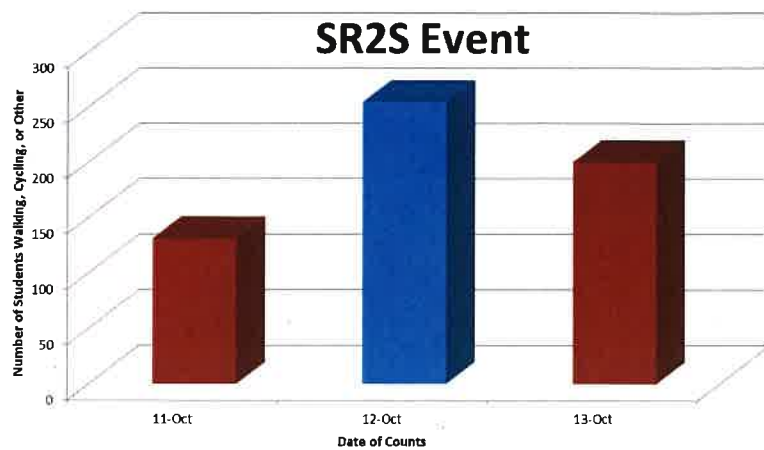
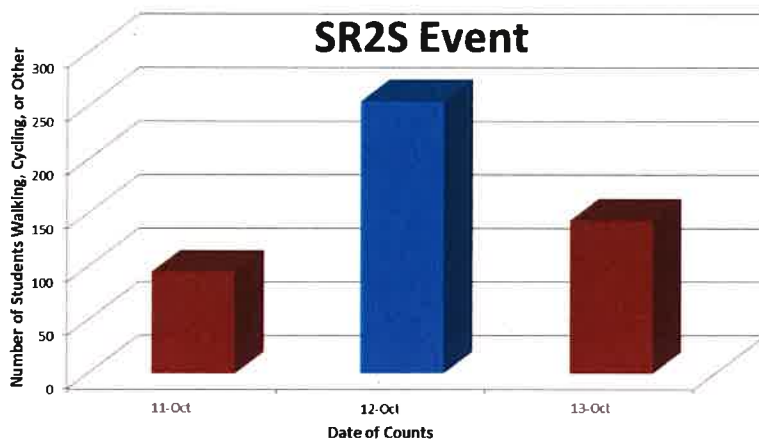
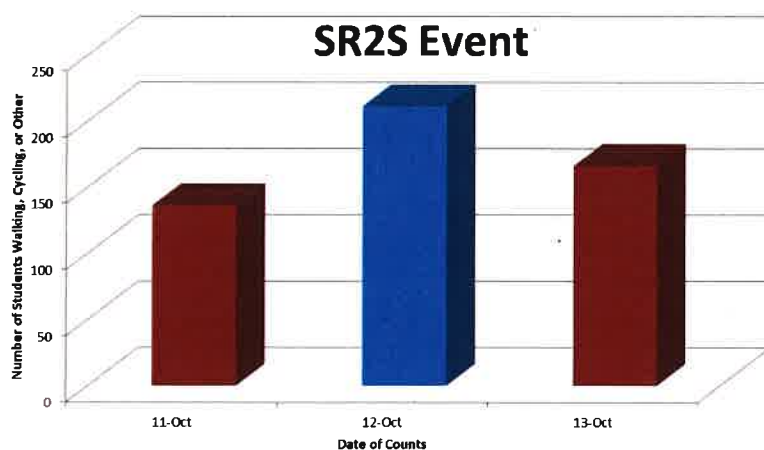
**8a. Jr. High School****8b. McDonald Elementary****8c. Lena Whitmore Elementary**

Figure 8. How many bicyclists and pedestrians were headed toward school on the day of iCount and how does that compare to the day before which was a Safe Routes to School event?

Discussion

Figure 1 shows the total intersection counts for pedestrians and bicyclists¹. As might be expected, high volumes of pedestrians were recorded at the intersections near the University of Idaho. The highest recorded location for pedestrians was 6th and Line Street with 477 pedestrians in the morning and 656 in the evening. A large number of people entered the University of Idaho campus in the morning using 6th street (However, a few entrance possibilities were did not have counters established). In the evening, high bicycle and pedestrian numbers were recorded along 6th Street and also at the intersection of 3rd and Main Street.

Figure 2 highlights all morning counts of people in the “other” category, which includes mobility assisted devices. High “other” counts occurred near Moscow Jr. High and two locations near the University of Idaho. The data entry form for the screenline locations distinguished mobility assisted devices. One person using a mobility assisted device was counted along the eastern portion of the Latah Trail. Otherwise, the remaining 5 screenline locations turned up zero.

Figure 3 and 4 show turning movements for two selected intersections in Moscow: Jackson and 6th Street; and Styner Avenue and Highway 95 (Similar figures could be made for other intersections). As expected, high numbers of pedestrians and bicyclists were headed west toward campus on 6th Street in the morning. In the evening, there were a surprisingly high number going in both directions on 6th Street. Relatively fewer bicyclists used Highway 95. However, surprisingly 7 bicyclists were counted going north on Highway 95; it is not known if the bicyclists were going the wrong way in the street or if they were traveling on the sidewalk. A high number of bicyclists were counted at the intersection of Highway 95 and Styner and most made a turning movement. It is not known if the pedestrians crossed the street before turning (The task force might consider returning to this location to do a closer study of crosswalk usage. See the Recommendation section of this report).

Figure 5 shows the directional movement along the Paradise Path take as screenline counts. These highlight the number of people headed toward and away from the general direction of campus. As expected there are a larger number of people headed towards campus in the morning and a larger number headed away from campus in the evening².

Figures 6 shows about 50% of the bicyclists along Paradise Path were wearing a helmet (These were the only locations where helmet use was counted).

Figure 7 show the percent of bicyclists riding in the street or on the sidewalk. A similar figure could be made for pedestrians.

¹ The intersections near Moscow Jr. High School, McDonald Elementary School, and Lena Whitmore Elementary School were only counted in the morning. These locations were counted the Tuesday and Wednesday before iCount (Thursday) in order to assess the impact of a Safe Routes to School event that occurred on Wednesday (See Question 8). Figure 1 only shows the counts for the day of iCount.

² This figure also highlights the need for clear communication with the volunteers because one location was not exactly the same for the morning and evening.

Figure 8 shows the possible effect of a Safe Routes to School (SRTS) event that occurred the day before iCount. SRTS is a federally funded initiative to promote bicycling and walking for students K-12 nationwide. Coincidentally, the day before the iCount there was a SRTS event already scheduled; for this reason, special counts were made Tuesday and Wednesday before iCount at three schools: Moscow Jr. High School, McDonald Elementary School, and Lena Whitmore Elementary School. Estimates for the number of people going to school were made using turning movement counts. Figure 10 reveals a substantially higher number of bicyclists and pedestrians going toward each school on the day of the SRTS event. This suggests the efforts made by SRTS helped increase the number students choosing active travel.

Recommendations for Future Work

There are other questions that might be answered with the data collected from iCount. Some questions might be easily answered using Excel and ArcGIS. Other questions might require more time and more sophisticated analysis. For example, a “Gap Acceptance Study” seeks to determine if pedestrians have sufficient opportunity to cross a busy street or if instead a new traffic control should be implemented, such as a stop-sign or pedestrian actuated lights.

Additional questions could be answered through future iCount events. For example, important questions about trends and seasonal behavior might be answered through periodic counts a few times a year over many years. For certain locations, it might be possible to assess the impacts from intervention (i.e. before and after studies of infrastructure improvements or other intervention like increased law enforcement).

Furthermore, other important questions could be answered through new data collection techniques. For example, at some locations “intercept” surveys can be used to ask bicyclists and pedestrians about specific concerns. New forms, besides the intersection and screenline forms, could be created to collect richer data. For example, a more detailed form could be created to collect crosswalk volumes or an “open-ended” form could be created to collect general observations.

Finally, additional questions could be answered by choosing count locations more strategically. Every location should have a specific purpose (i.e. to answer specific questions) and the data collection form used at that location needs to serve that purpose. The purpose of some locations might be to determine annual and seasonal trends. Sometimes, a group of locations can be used to answer questions about movement across a “cordon line”. For example, we were able to answer question 8 about bicyclists and pedestrians going to school because the locations surrounding the schools created a complete cordon line. Cordon lines could be created for the downtown area, East Side Market place, the University of Idaho campus³, the Palouse Mall area, or for specific neighborhoods.

³ A partial cordon line was counted.

In summary, we recommend the following steps for future work:

- Meet with the Public Works Department to brainstorm additional questions and prioritize the most important. Some questions might require other data, such as traffic volumes.
- Conduct iCount four times a year to determine trends and seasonal behavior.
- Create new techniques for collecting data that might answer other questions.
- Choose count locations strategically to (1) determine annual and seasonal trends, (2) calculate "cordon movements," and (3) evaluate before and after impacts.

Appendix A: Data Entry Forms for Excel

Recorder:	North South Road:					
Location ID:	East West Road:					
Numerical Date 01/01/2011:	Other:		0	0		0
Month: Day: Year:	Pedestrian:		0	0		0
Select 15 Minute Increment:	Bicyclist:		0	0	0	
Morning Shift:						
☐ 7:00 - 7:15 AM	☐ Recorder Location NW		☐ Recorder Location NE			
☐ 7:15 - 7:30 AM	Bike:	Ped:	Other:	Bike:	Ped:	Other:
☐ 7:30 - 7:45 AM	0	0	0	0	0	0
☐ 7:45 - 8:00 AM	0	0	0	0	0	0
☐ 8:00 - 8:15 AM	0	0	0	0	0	0
☐ 8:15 - 8:30 AM	0	0	0	0	0	0
☐ 8:30 - 8:45 AM	0	0	0	0	0	0
☐ 8:45 - 9:00 AM	0	0	0	0	0	0
Evening Shift:						
☐ 4:00 - 4:15 PM	☐ Recorder Location SW		☐ Recorder Location SE			
☐ 4:15 - 4:30 PM	Comments:		Other:			
☐ 4:30 - 4:45 PM	0		Ped:			
☐ 4:45 - 5:00 PM			Bike:			
☐ 5:00 - 5:15 PM			0			
☐ 5:15 - 5:30 PM			0			
☐ 5:30 - 5:45 PM			0			
☐ 5:45 - 6:00 PM			0			
Clear Form Data			Submit Data		Close	

General Form Instructions:
 Rotate your sheet based on the North Arrow provided and the streets involved. Fill in the boxes appropriately inserting a zero when necessary. Ensure that all boxes are filled out completely. Thank You!

Figure A-1. Intersection data entry form.

Recorder:	Numerical Date		Counted Street Name:		Comments:	
Location ID:	12/31/2011				0	
Select 15 Minute Increment:						
Morning Shift:		Evening Shift:		Top Category:		
☐ 7:00 - 7:15 AM	☐ 4:00 - 4:15 PM	Bike: Ped: Assist: Other:		Bike: Ped: Assist: Other:		
☐ 7:15 - 7:30 AM	☐ 4:15 - 4:30 PM	0 0 0 0		0 0 0 0		
☐ 7:30 - 7:45 AM	☐ 4:30 - 4:45 PM	0 0 0 0		0 0 0 0		
☐ 7:45 - 8:00 AM	☐ 4:45 - 5:00 PM	0 0 0 0		0 0 0 0		
☐ 8:00 - 8:15 AM	☐ 5:00 - 5:15 PM	0 0 0 0		0 0 0 0		
☐ 8:15 - 8:30 AM	☐ 5:15 - 5:30 PM	0 0 0 0		0 0 0 0		
☐ 8:30 - 8:45 AM	☐ 5:30 - 5:45 PM	0 0 0 0		0 0 0 0		
☐ 8:45 - 9:00 AM	☐ 5:45 - 6:00 PM	0 0 0 0		0 0 0 0		
Clear Form Data		Submit Data		Close		

General Form Instructions: Fill in the boxes appropriately inserting a zero when necessary. Ensure that all boxes are filled out completely. Thank You!

Cross Street Name: Cross Street Name:

Figure A-2. Screenline data entry form.

EXHIBIT B

1050.20 Appendix A:

During the performance of work covered by this Agreement, the Consultant for themselves, their assignees and successors in interest agree as follows:

1. **Compliance With Regulations.** The Consultant shall comply with all regulations of the United States Department of Transportation relative to Civil Rights, with specific reference to Title 49 CFR Part 21, Title VI of the Civil Rights Act of 1964 as amended, and Title 23 CFR Part 230 as stated in the ITD EEO Special Provisions and Title 49 CFR Part 26 as stated in the appropriate ITD DBE Special Provisions.
<http://apps.itd.idaho.gov/apps/ocr/index.aspx>
2. **Nondiscrimination.** The Consultant, with regard to the work performed by them during the term of this Agreement, shall not in any way discriminate against any employee or applicant for employment; subcontractor or solicitations for subcontract including procurement of materials and equipment; or any other individual or firm providing or proposing services based on race, color, sex, national origin, age, disability, limited English proficiency or economic status.
3. **Solicitations for Subcontracts, Including Procurement of Materials and Equipment.** In all solicitations, either by bidding or negotiation, made by the Consultant for work or services performed under subcontract, including procurement of materials and equipment, each potential subcontractor or supplier shall be made aware by the Consultant of the obligations of this Agreement and to the Civil Rights requirements based on race, color, sex, national origin, age, disability, limited English proficiency or economic status.
4. **Information and Reports.** The Consultant shall provide all information and reports required by regulations and/or directives and sources of information, and their facilities as may be determined by the State or the appropriate Federal Agency. The Consultant will be required to retain all records for a period of three (3) years after the final payment is made under the Agreement.
5. **Sanctions for Noncompliance.** In the event the Consultant or a Subconsultant is in noncompliance with the EEO Special Provisions, the State shall impose such sanctions as it or the appropriate Federal Agency may determine to be appropriate, including, but not limited to:
 - Withholding of payments to the Consultant until they have achieved compliance;
 - Suspension of the agreement, in whole or in part, until the Consultant or Subconsultant is found to be in compliance, with no progress payment being made during this time and no time extension made;
 - Cancellation, termination or suspension of the Agreement, in whole or in part;
 - Assess against the Consultant's final payment on this Agreement or any progress payments on current or future Idaho Federal-aid Projects an administrative remedy by reducing the final payment or future progress payments in an amount equal to 10% of this agreement or \$7,700, whichever is less.
6. **Incorporation of Provisions.** The Consultant will include the provisions of paragraphs 1 through 5 above in every subcontract of \$10,000 or more, to include procurement of materials and leases of equipment unless exempt by the Acts, the Regulations, and directives pursuant thereto. The Consultant shall take such action with respect to any subcontract or procurement as the State or the appropriate Federal Agency may direct as a means of enforcing such provisions, including sanctions for noncompliance. Provided, that if the Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultant may request the State to enter into any litigation to protect the interest of the State. In addition, the Consultant may request the United States to enter into the litigation to protect the interests of the United States.

1050.20 Appendix E

During the performance of this contract, the Consultant, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with all non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U .S.C. 1681 et seq).

Implementation Procedures

This agreement shall serve as the Sponsor's Title VI plan pursuant to 23 CFR 200 and 49 CFR 21.

For the purpose of this agreement, "Federal Assistance" shall include:

1. grants and loans of Federal funds,
2. the grant or donation of Federal property and interest in property,
3. the detail of Federal personnel,
4. the sale and lease of, and the permission to use (on other than a casual or transient basis), Federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of assisting the Sponsor, or in recognition of the public interest to be served by such sale or lease to the Sponsor, and
5. any Federal agreement, arrangement, or other contract which has as one of its purposes, the provision of assistance.

The Sponsor shall:

1. Issue a policy statement, signed by the Sponsor's authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Sponsor's organization and to the general public. Such information shall be published where appropriate in languages other than English.

2. Take affirmative action to correct any deficiencies found by ITD or the United States Department of Transportation (USDOT) within a reasonable time period, not to exceed 90 days, in order to implement Title VI compliance in accordance with this agreement. The Sponsor's authorized representative shall be held responsible for implementing Title VI requirements.
3. Designate a Title VI Coordinator who has a responsible position in the organization and easy access to the Sponsor's authorized representative. The Title VI Coordinator shall be responsible for initiating and monitoring Title VI activities and preparing required reports.
4. Adequately implement the civil rights requirements.
5. Process complaints of discrimination consistent with the provisions contained in this agreement. Investigations shall be conducted by civil rights personnel trained in discrimination complaint investigation. Identify each complainant by race, color, national origin, sex, or disability; the nature of the complaint; the date the complaint was filed; the date the investigation was completed; the disposition; the date of the disposition; and other pertinent information. A copy of the complaint, together with a copy of the Sponsor's report of investigation, will be forwarded to ITD's EEO Office – External Programs within 10 days of the date the complaint was received by the Sponsor.
6. Collect statistical data (race and sex) of participants in, and beneficiaries of the Transportation programs and activities conducted by the Sponsor.
7. Conduct Title VI reviews of the Sponsor and sub-recipient contractor/consultant program areas and activities. Revise where applicable, policies, procedures and directives to include Title VI requirements.
8. Attend training programs on Title VI and related statutes conducted by ITD's EEO Office.
9. Participate in an annual review of the Sponsor's Title VI Program, the purpose of which is to determine to what extent the Sponsor has complied with Title VI requirements including the ADA. This review is conducted one year from the date of approval of the Non-Discrimination Agreement and then annually on the same date. The format for the Title VI review will be provided each year to the Sponsor for completion. A determination of compliance will be made by ITD's EEO Office based on the information supplied in the review. This review of the Sponsor's Title VI Program may also include an on-site review in order to determine compliance.

Discrimination Complaint Procedure

Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, Section 504 of the Vocational Rehabilitation Act of 1973 and the Civil Rights Restoration Act of 1987, as amended, may file a complaint with the Sponsor. A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the Sponsor's Title VI Coordinator for review and action.

In order to have the complaint consideration under this procedure, the complainant must file the complaint no later than 180 days after:

- a) The date of alleged act of discrimination; or
- b) Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

In either case, the Sponsor or his/her designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints shall set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of the Sponsor, the person shall be interviewed by the Title VI Coordinator. If necessary, the Title VI Coordinator will assist the person in reducing the complaint to writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled according to the Sponsor's investigative procedures.

Within 10 days, the Title VI Coordinator will acknowledge receipt of the allegation, inform the complainant of action taken or proposed action to process the allegation, and advise the complainant of other avenues of redress available, such as ITD and USDOT.

The Sponsor will advise ITD within 10 days of receipt of the allegations. Generally, the following information will be included in every notification to ITD:

- a) Name, address, and phone number of the complainant.
- b) Name(s) and address(es) of alleged discriminating official(s).
- c) Basis of complaint (i.e., race, color, national origin or sex)
- d) Date of alleged discriminatory act(s).
- e) Date of complaint received by the Sponsor.
- f) A statement of the complaint.
- g) Other agencies (state, local or Federal) where the complaint has been filed.
- h) An explanation of the actions the Sponsor has taken or proposed to resolve the issue raised in the complaint.

Within 60 days, the Title VI Coordinator will conduct an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Sponsor's authorized representative. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.

Within 90 days of receipt of the complaint, the Sponsor's authorized representative will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with ITD, or USDOT, if they are dissatisfied with the final decision rendered by the Sponsor. The Title VI Coordinator will also provide ITD with a copy of this decision and summary of findings upon completion of the investigation.

Contacts for the different Title VI administrative jurisdictions are as follows:

Idaho Transportation Department
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PO Box 7129
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208-334-8884

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Idaho Division Office
3050 Lakeharbor Lane, Suite 126
Boise, ID 83703
208-334-9180

Sanctions

In the event the Sponsor fails or refuses to comply with the terms of this agreement, the ITD may take any or all of the following actions:

1. Cancel, terminate, or suspend this agreement in whole or in part;
2. Refrain from extending any further assistance to the Sponsor under the program from which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the Sponsor.
3. Take such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the Sponsor;
4. Refer the case to the Department of Justice for appropriate legal proceedings.

Distribution: EEO Office
Revised: 03-09, 08-10, 08-17

EXHIBIT B

1050.20 Appendix A:

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<http://apps.itd.idaho.gov/apps/ocr/index.aspx>
2. **Nondiscrimination.** The Consultant, with regard to the work performed by them during the term of this Agreement, shall not in any way discriminate against any employee or applicant for employment; subcontractor or solicitations for subcontract including procurement of materials and equipment; or any other individual or firm providing or proposing services based on race, color, sex, national origin, age, disability, limited English proficiency or economic status.
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Idaho Transportation Department
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208-334-8884

Federal Highway Administration
Idaho Division Office
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Boise, ID 83703
208-334-9180

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3. Take such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the Sponsor;
4. Refer the case to the Department of Justice for appropriate legal proceedings.

Distribution: EEO Office
Revised: 03-09, 08-10, 08-17

COMMITTEE STAFF REPORT

DATE: Monday, May 23, 2022



RESPONSIBLE STAFF

Alisa Anderson, Grants Manager, Nate Suhr, Senior Engineering Technician

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

AGENDA ITEM TITLE

Leading Idaho Local Bridge Program Grant Application (ACTION ITEM) - Nate Suhr / Alisa Anderson

DESCRIPTION

SB 1359 authorized \$200 million in one-time funding for the repair or replacement of bridges greater than 20' in length. Bridges must be in poor condition or be posted for load weight limits to qualify. The goal of the project is to replace 1/3 of local bridges in poor or posted conditions. The only qualifying bridge in the City of Moscow is the Sand Road Bridge over the South Fork of the Palouse River. This 51' long bridge is posted with a load restriction and recommended for replacement due to its decreased load capacity. The Leading Idaho Local Bridge Grant has no maximum request amount and no local match requirement. The Local Highway Technical Assistance Committee (LHTAC) will be managing the program with support from local staff and the design firms will be contracting directly with LHTAC, reducing the City of Moscow's required management time. Based on preliminary estimates and recently submitted prices, the bridge is estimated not to exceed the cost of \$1.8 million.

STAFF RECOMMENDATION

Authorize City staff to submit a Leading Idaho Local Bridge Program Grant request with total project costs not to exceed \$1,800,000 and Approval for the Mayor to sign the attached Memorandum of Understanding.

PROPOSED ACTIONS

PROPOSED ACTIONS: Authorize City staff to submit a Leading Idaho Local Bridge Program Grant request with total project costs not to exceed \$1,800,000 and Approval for the Mayor to sign the attached Memorandum of Understanding; or provide staff further direction.

FISCAL IMPACT

There is no match required.

PERSONNEL IMPACT

The project will be administered, designed, and inspected by City of Moscow staff.

ATTACHMENTS

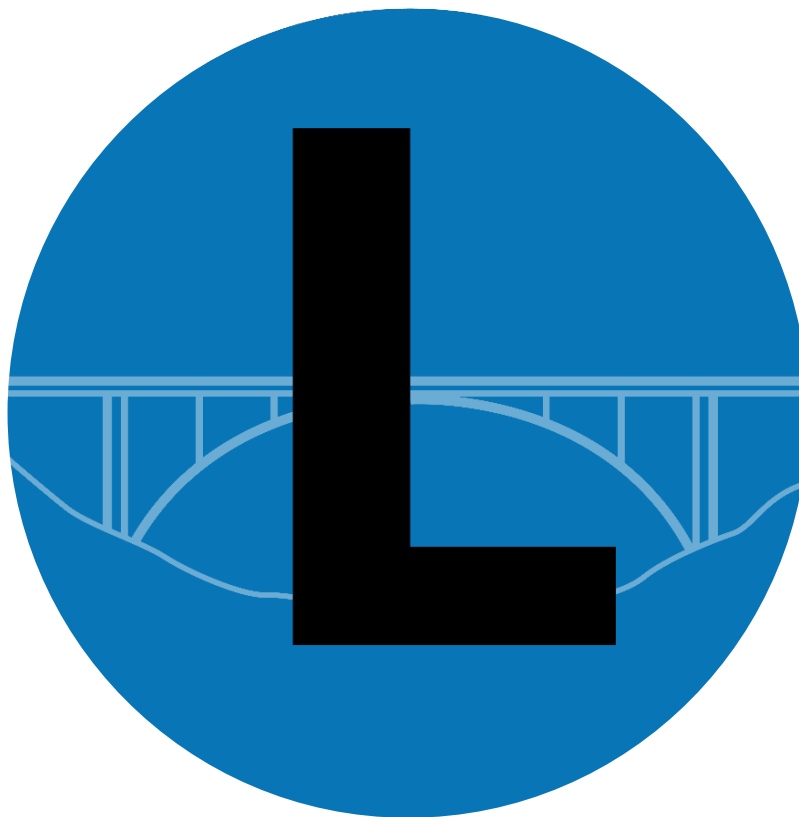
1. LILB-Application-FY22 (1)
2. LILB-Memorandum-of-Understanding-FY22

Leading Idaho Local Bridge Program

2022 Application

Idaho Local Highway Jurisdictions

Submittal Deadline: June 8, 2022



Local Highway Technical Assistance Council

3330 Grace Street
Boise, Idaho 83703
(208) 344-0565
www.LHTAC.org



Leading Idaho Local Bridge Program

Application

Fiscal Year 2022

Program Background

On March 16, 2022, Governor Little signed Senate Bill 1359, a landmark funding bill for local transportation in Idaho. The bill provides up to \$200 million for local bridges and \$10 million for the Children Pedestrian Safety program. The Local Highway Technical Assistance Council (LHTAC) will administer the bridge funds through the Leading Idaho Local Bridge (LILB) Program.

Eligible Projects

The LILB Program will focus on local bridges in poor condition or posted with load restrictions. Eligible bridges are identified by LHTAC using bridge inspection reports as of April 1, 2022. LHTAC has provided a map of the eligible bridges at http://gis.lhtac.org/eligible_bridges/. A list of the eligible bridges can be downloaded from the interactive mapping tool. A local agency may apply for up to half (rounded up) of their eligible bridges and agencies with two or fewer eligible bridges may apply for all of their bridges.

Application

All applications for the Leading Idaho Local Bridge (LILB) Program are due **Wednesday, June 8, at 5:00 MDT**.

Applications can be completed online at www.lhtac.org/programs/LILB. Applications via phone with LHTAC staff can be scheduled by calling (208) 344-0565 or emailing bridge@lhtac.org. Paper applications can also be made available. Paper applications can be returned via mail to LHTAC at 3330 W. Grace St, Boise ID 83703 and must be post marked by June 8.

The applications will be scored by LHTAC Council and staff. The applications will be scored by a combination of technical analysis completed by LHTAC staff and information provided by the local agencies.

Technical Analysis – Seventy-five percent (75%) of score

Bridge Condition (deck, superstructure, substructure, age)	25%
Scour	6%
Posted/Load Restriction	10%
Length	10%
Highway information (detour length and ADT)	9%
Constructability (replacement cost and environmental risk)	15%

Local Highway Jurisdiction Information - Twenty five percent (25%) of score

Short Answer (safety, mobility, economic benefit, uncategorized)	5% each
Right of Way	5%

Funding and Project Administration

LHTAC will administer projects in the LILB program. Local agencies do not need to provide local cash match and have no out-of-pocket expenses for the design and construction of approved projects for funding by LHTAC in this program. In limited circumstances, LHTAC may approve locally funded expanded scope, however if approved, any additional costs will be provided by the local agency upfront at the time of project agreement execution.

Leading Idaho Local Bridge Program Application – Fiscal Year 2022

1. Contact Information

Name of Local Highway Jurisdiction	Primary Contact Person
Email Address	Phone Number
Mailing Address	City, State, ZIP

2. Bridge Information

How to find bridge information:

You can search for LILB-eligible bridges at gis.lhtac.org/eligible_bridges/.

Click the "Click to Pan" button at the top left of the map. Zoom and pan to any bridge. When you have isolated the correct bridge, click the "Click to Select" tool. Click and drag over the triangle symbol to select the bridge. When selected, the relevant bridge information will appear at the bottom of the screen.

Bridge Key Number	
Route (Carrying)	Route, river or railroad bridge crosses

Does this bridge have a design that is at least 50% complete? If yes, LHTAC may request plan sheets at a later date.

NOTE: this question is not graded and will not effect the total score of the application.

Yes		No	
-----	--	----	--

3. Right-of-Way

This is worth 5% of the application score. Significant ROW acquisition may impact prioritization for funding.

Does your jurisdiction own or control all right-of-way for this bridge?

Yes		No		Unsure	
-----	--	----	--	--------	--

4. Short Answer

Please provide four short answers that demonstrate the importance of this bridge. There are three specific areas of focus: safety, mobility, and economic benefit. A fourth short answer section may include additional information not captured in the first three answers. Each answer is limited to 100 words.

Examples: Specific business, services, annual events, seasonal access, neighborhood connectivity, safety benefits, fiscal impact, or other activity that is vital to your jurisdiction.

Each answer is worth up to 5% of the total application score:

0-1: Blank, irrelevant, or non-impactful information

2-3: Demonstrates minor importance of the bridge

4-5: Demonstrates the significant importance of the bridge

Short Answer #1: Safety

Short Answer #2: Mobility

Short Answer #3 Economic Benefit

Short Answer #4: Additional information you would like to include

LHTAC must enter into a Memorandum of Understanding (one per agency) with the Local Highway Jurisdiction to execute an agreement for the LILB Program. The MOU is attached to this application packet. Please complete the MOU and submit to LHTAC via e-mail by June 8 or mail (post marked by June 8).

Mailing Address:

Local Highway Technical Assistance Council
3330 W Grace Street
Boise, ID 83703

Signature: _____

Date: _____

Memorandum of Understanding - Leading Idaho Local Bridge Program

Between

LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

And

_____, hereinafter referred to as **LOCAL HIGHWAY JURISDICTION or LHJ**

Purpose:

The purpose of this memorandum is for the Local Highway Technical Assistance Council (LHTAC) and local agencies with bridges in poor or posted condition to apply for award, manage and track projects in the Leading Idaho Local Bridge (LILB) Program. This program is intended to economically and efficiently fully fund local bridges and not serve for local match or supplemental funding on any federally funded projects.

Legal Authority:

Senate Bill 1359 (2022), an appropriations bill, was signed by the Governor on March 16, 2022 funding the Strategic Initiatives Program (Idaho Code 40-719) with up to \$200 Million intended for local bridge maintenance. LHTAC has created a Leading Idaho Local Bridge Program from this legislation.

Procedures:

LHTAC will conduct a two month call for applications from April 11 to June 8, 2022. Local agencies with eligible bridges may apply for a maximum of half of their eligible bridges (rounded up) or two (2) eligible bridges, whichever is most. Applications will be scored on technical information (75%) and local knowledge (25%). The technical information is extracted from bridge inspection reports and bridge locations and the right of way status is reported by the **LHJ**. The **LHJ** will also provide four additional points of information on the importance of the bridge. LHTAC staff and Council will score the applications after the application period closes with LHTAC staff presenting the scores and recommendations to Council in an open meeting.

LHTAC Council will award funding to projects in up to five (5) rounds of funding. LHTAC will implement a bundled award process to accelerate delivery and complete the largest number of highest scoring projects as possible. Project bundling will be utilized throughout all Rounds of funding. The rounds of funding are expected to use the following strategies:

Round 1 – High scoring projects that will have quick delivery and have limited to no barriers such as right-of-way acquisition or environmental complications. Also included in Round 1 will be bridges with low-cost repairs, bridges that have 50% or more design completed, and/or projects that are material purchase only.

Round 2 – High scoring applications that have longer projected delivery timelines.

Round 3 – Strategies to be determined.

Round 4 – Strategies to be determined.

Round 5 – Remaining funding to highest rated projects that funds the most possible projects.

As applications are awarded funding, the responsible **LHJ** will be expected to sign an individual project agreement within thirty (30) days of award by the LHTAC Council. This project agreement will have the details of funding, project roles/responsibilities and reporting milestones used for the project.

Responsibilities:

Under this program LHTAC shall:

Administer the LILB program within the constraints of Idaho Code which includes soliciting for projects, reviewing the merits of applications (scoring), recommending projects and reporting progress at regular intervals.

Specific duties LHTAC will exercise for this program are:

- Overall Administration of projects from advancement of funding to completion of construction;
- Advance projects through a bundling process to increase the number of bridges awarded with the fixed funding level while considering need and use of each bridge;
- Develop a process and select engineering firms for the development of the projects awarded through the LILB program;
- Advertise and award projects through a low-bid process to construction contracting firms or;
- Authorize qualified Local Highway Jurisdictions able to demonstrate experience to self-perform construction. Eligible invoiced expenses will be limited to materials, rental equipment, traffic control, or others approved by LHTAC.

Specific duties **LOCAL HIGHWAY JURISDICTION** will exercise for this program are:

- Prioritize eligible bridges within jurisdiction and apply for funding;
- Present this memorandum and all attachments to the responsible elected officials at an open meeting in compliance with the Idaho Open Meetings requirements (Idaho Code 74-204);
- Provide a list of all applications under this program (Attachment A to this MOU);
- Provide a resolution from the responsible elected officials (Attachment B to this MOU);
- Enter into project agreements with LHTAC within thirty (30) days of award;
- Notify LHTAC in writing, via First Class Mail, Electronic Mail or hand delivered mail, the removal of any application from consideration for program funding or termination of this MOU.
- If eligible, request approval to self-perform construction.

Specific responsibilities will be formalized in each individual project agreement.

Financial Obligations

LOCAL HIGHWAY JURISDICTION will have no financial obligation or commitment on any project until the project is advanced for funding. The details of financial obligations will be contained in the individual project agreement related to future maintenance, additional scope and project termination.

No advance funds, deposits or local match is required for this program. However, if a local sponsor would like to increase the scope of an individual project, this will be addressed during project agreement execution and the **LHJ** will be responsible for any scope beyond the proposed LHTAC scope. Any additional scope that could encroach on delivery schedules may negatively impact the advancement of the project. LHTAC reserves the authority to accept or deny any additional scope proposed by the local agencies. Funds for additional scope will be collected at the execution of the project agreement.

Limitations

Nothing in the Memorandum of Understanding between LHTAC and **LHJ** shall be construed as limiting or expanding the statutory or regulatory responsibilities or authorities of any involved individual in performing functions granted to them by law; or as requiring either entity to expand any sum in excess of its appropriation. Each and every provision of this memorandum is subject to the laws and regulations of the State of Idaho and the United States.

Nothing in this Memorandum of Understanding shall be construed as expanding liability of either party. In the event of a liability claim, each party shall defend their own interests. Neither party shall be required to provide indemnification of the other party.

Effective Date

This Memorandum shall become effective upon signature of the LHTAC Administrator or delegate and will remain in effect until the termination of this MOU.

Method of Termination

This memorandum may be terminated by **LHJ** at any time prior to the awarding of any project. After awarding of at least one (1) project, this MOU will remain in effect until completion of funded projects.

After awards, **LHJ** may terminate funded projects as outlined in future project agreements and may terminate this MOU if there are no active funded projects listed in Attachment A.

LHTAC may terminate this MOU in the event that all funding has been awarded and no additional funding is authorized by the Idaho Legislature.

This MOU will terminate upon the completion of the LILB program.

Amendments

Amendments to this memorandum shall effective upon mutual agreement and written approval by the LHTAC Administrator or Delegate and the signing authority of **LHJ**.

Signatures

LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL

By _____ Date _____
Administrator or Delegate

Local Agency

By _____ Date _____

Title _____
Mayor, Chairman or Delegate

Attachment A – List of Applications for the Leading Idaho Local Bridge Program

LOCAL HIGHWAY JURISDICTION to provide a list of intended applications including the bridge ID, highway name/number and if applicable bridge name

Bridge Key Number	Carries	Crosses

Attachment B

Leading Idaho Local Bridge Program – Local Highway Jurisdiction Resolution

Res. No _____

WHEREAS, SB 1359 became law on March 16, 2022 appropriating funding for the repair and replacement of local bridges in poor and posted condition; and

WHEREAS, **LOCAL HIGHWAY JURISDICTION** has presented the Leading Idaho Local Bridge Program Memorandum of Understanding at an open meeting in accordance with the Idaho Open Meetings Law; and

WHEREAS, **LOCAL HIGHWAY JURISDICTION** has prepared and presented the listed applications in Attachment A at an open meeting in accordance with the Idaho Open Meetings Law; and

NOW, THEREFORE BE IT RESOLVED, that **LOCAL HIGHWAY JURISDICTION** is granted authority by (BOARD or COUNCIL NAME) to enter in the Leading Idaho Local Bridge Program Memorandum of Understanding with the Local Highway Technical Assistance Council.

I hereby certify that the above is a true copy of a resolution passed at a public meeting held in accordance with the Idaho Open Meetings Law, by LOCAL HIGHWAY JURISDICTION _____ day of _____, 2022

Signed _____ of **LOCAL HIGHWAY JURISDICTION** _____
Seal (Mayor, Chairman, or Delegate) (Signature)

COMMITTEE STAFF REPORT

DATE: Monday, May 23, 2022



RESPONSIBLE STAFF

Megan Cherry, Arts Program Manager

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

AGENDA ITEM TITLE

Andrew Becker Memorial Public Artwork (ACTION ITEM) - Megan Cherry

DESCRIPTION

The family of Andrew Becker has donated funds to support the installation of a permanent public art piece at the Intermodal Transit Center Sculpture Garden. In January 2022, City Council voted to approve a contract with J. Casey Doyle to create two designs to be considered for the Becker Memorial at the ITC Sculpture Garden. Doyle's designs have been reviewed by the donor, whose recommendation was presented to the MAC during the Commission's regular meeting on Tuesday, May 10. The MAC echoes the donor's recommendation for the design with the working title of "Ribbon Clouds." If approved by City Council, staff will complete an artwork commission agreement approved by City Council in January 2022. The project timeline indicates installation of the artwork at the Intermodal Transit Center Sculpture Garden in October 2022.

STAFF RECOMMENDATION

Recommend approval of the "Ribbon Clouds" design by J. Casey Doyle.

PROPOSED ACTIONS

PROPOSED ACTIONS: Recommend approval of the "Ribbon Clouds" design by J. Casey Doyle, or provide staff further direction.

FISCAL IMPACT

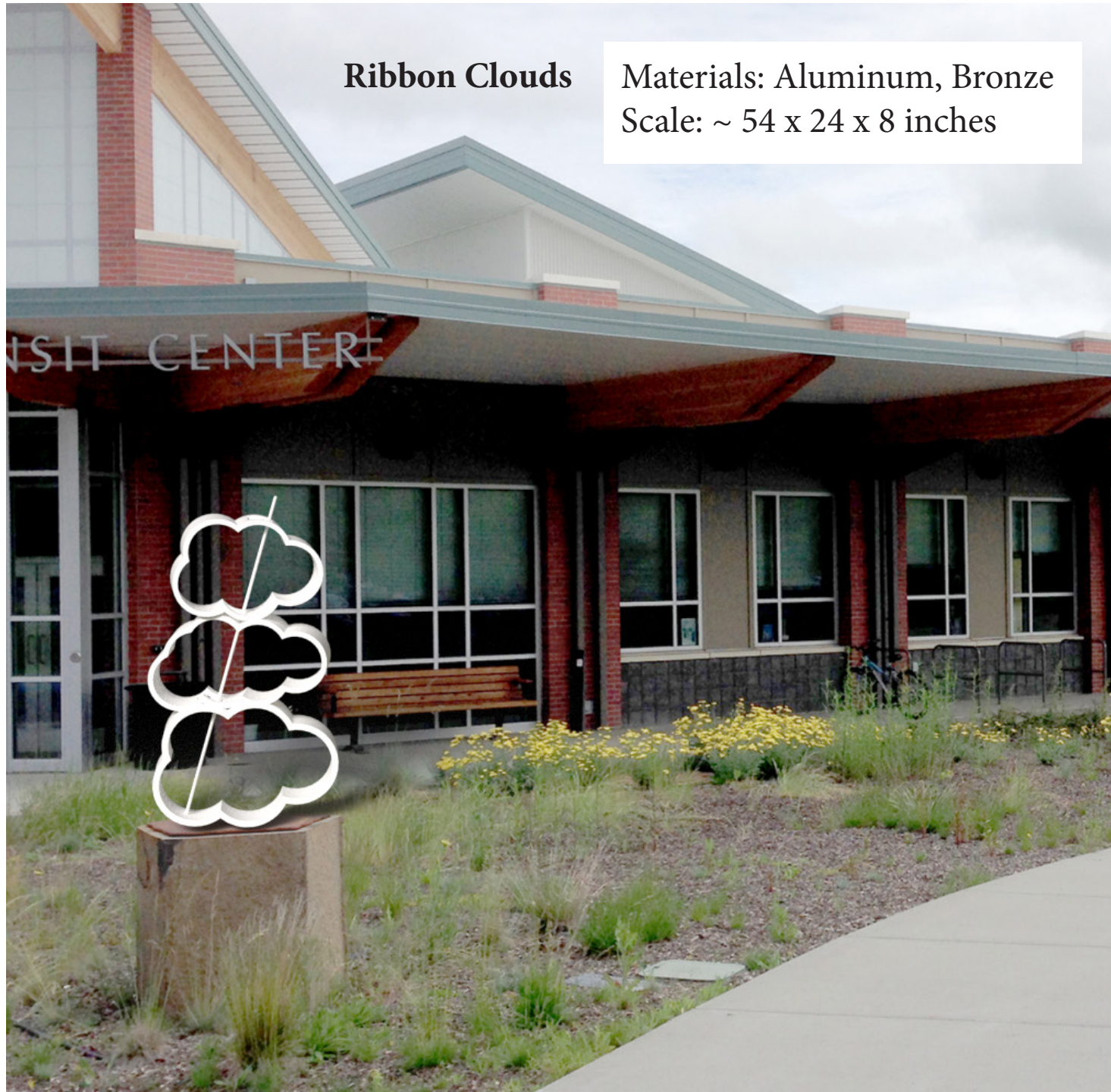
There is no fiscal impact beyond existing FY2022 appropriations.

PERSONNEL IMPACT

There is no additional staff impact.

ATTACHMENTS

1. 2022_Becker Memorial_Doyle, Casey_Design Proposals



Ribbon Clouds

Materials: Aluminum, Bronze
Scale: ~ 54 x 24 x 8 inches



Materials: Aluminum, Bronze
Scale: ~ 54 x 24 x 12 inches



COMMITTEE STAFF REPORT

DATE: Monday, May 23, 2022



RESPONSIBLE STAFF

Bill Belknap, City Supervisor

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

AGENDA ITEM TITLE

Approval of Liquor License and Request for Waiver for Neat (ACTION ITEM) - Bill Belknap

DESCRIPTION

On May 18, 2022, AA&T Moscow LLC, dba Neat applied for a new liquor license including beer, wine and restaurant certification. Moscow City Code Title 9, Section 7-3 requires approval from the City Council prior to the City Clerk issuing a license to sell liquor. Inspections and background checks are pending. The State of Idaho license is pending due to the location of the proposed business being within 300 feet of a place of worship. The Latah County license application is not reviewed until a State of Idaho license is granted.

Idaho Code 23-913 prohibits the retail sale of alcohol within 300 feet of a public school, church, or any other place of worship except with the approval of the governing body of the municipality. The proposed location for the liquor license is within 300 feet of the NSA North Campus building (previously CJ's) which is a private school. Christ Church holds church services in the building every Sunday. Because there are scheduled services every Sunday, the Alcohol Beverage Control, through Idaho State Police, is considering the building as a place of worship. Neat is asking the City Council to approve a waiver from the City to obtain a liquor, beer and wine license.

STAFF RECOMMENDATION

1. Recommend approval of a waiver allowing alcohol within 300 feet of a place of worship, or provide staff further direction;
2. Recommend approval of the alcohol license and restaurant certification for Neat conditioned upon the passing of inspections, background checks and approval of licenses from the State and County, or provide staff further direction.

PROPOSED ACTIONS

- PROPOSED ACTIONS:**
1. Recommend approval of a waiver allowing alcohol within 300 feet of a place of worship, or provide staff further direction;
 2. Recommend approval of the alcohol license and restaurant certification for Neat conditioned upon the passing of inspections, background checks and approval of licenses from the State and County, or provide staff further direction.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. Application-Neat_104 S Main St #104 council_Redacted

CITY OF MOSCOW
LIQUOR LICENSE
NEW APPLICATION



LICENSE EXPIRES EVERY JANUARY 31ST

Date: 5/17/2022

LICENSE TYPE AND FEES

☐ Transfer of existing license

☒ Newly issued license

State license #: _____

Type of License	Amount	Total
☒ Liquor (includes cost of wine)(must also have a retail beer license)	\$562.50	
☐ Beer – retail sale for off-premise consumption	\$50.00	
☒ Beer – by the drink for on premise consumption	\$200.00	
☒ Wine – by the drink AND retail sale on/off premise	\$200.00	Included
☒ Inspection fee – new location (may be waived if a building permit is required for construction/remodel)	\$125.00	
☐ Inspection fee – same location (may be waived if a building permit is required for construction/remodel)	\$30.00	
☐ Restaurant Certification	\$0.00	
TOTAL		887.50

BUSINESS INFORMATION

Business name (DBA) Neat Phone # 2087904219
Business street address 104 S. Main St #104
Business mailing address 104 S. Main St #104
Type of business Bar
Business dates of operation Expected 7/1/2022 Hours of operation Mon-Sat 11am - 7pm
Business contact person Andy Severson Phone # 2087904219
Business email neatmoscow@gmail.com

APPLICANT INFORMATION

Applicant is a ☒ Sole proprietor ☐ Partnership ☐ Corporation

If a corporation, partnership or association, also provide information on Attachment A.

Applicant Name (print - last, first, middle) Morrisette, Alyssa

List any and all previous names _____

Title Owner Date of birth 01/05/1973

Mailing Address 15424 SE 9th St, Bellevue, WA 98007

Idaho resident ☐ Yes ☒ No Length of Idaho residency _____

Contact email alyssa.morrisette@gmail.com Phone 208-301-4500

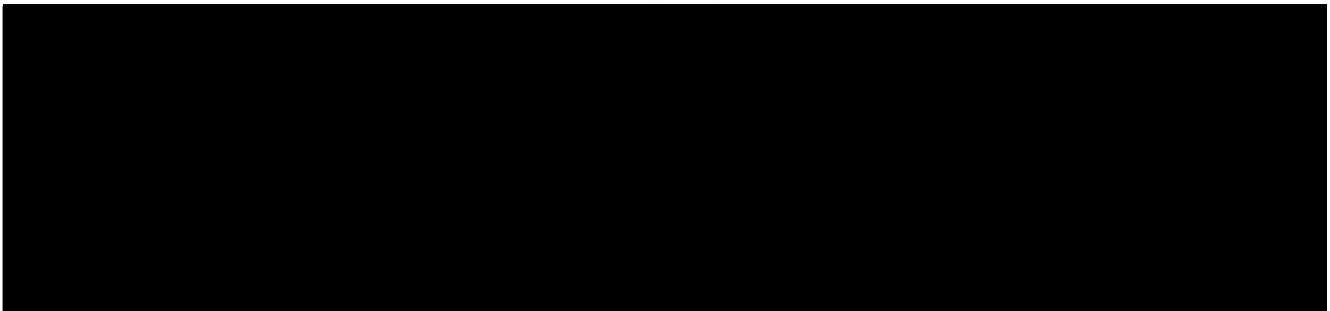
- ☐ Yes ☒ No Has Applicant or anyone listed on **Attachment A** ever had an alcohol license suspended, denied or revoked? (if yes, attach explanation);
- ☐ Yes ☒ No Has Applicant or anyone listed on **Attachment A** ever been convicted of any felony, any alcohol-related misdemeanor or facing any pending criminal charges? (if yes, attach explanation);
- ☐ Yes ☒ No Has Applicant or anyone listed on **Attachment A** ever held any interest in any other business licensed for the sale of alcoholic beverages? (if yes, attach explanation);
- ☐ Yes ☒ No Does anyone have any financial interest in the Applicant's business not previously listed on **Attachment A**, including silent partners, private financial loans, etc.? (if yes, list below, attach additional sheet if necessary);

Name _____ Phone: _____

Address _____ Ownership interest _____

LIQUOR LICENSE INFORMATION

Type of Liquor License ☐ Leased ☒ New



If license is leased:

Monthly Rental: \$ _____ Expiration Lease Date: _____

Does lease or rental agreement include furniture and fixtures: [] YES [] NO

Attach a copy of the liquor license lease.

MANAGER INFORMATION (local manager in charge of selling alcohol)

Manager's name Andy Severson



PROPERTY INFORMATION

Premises are ☐ owned ☒ leased/rented

Building owner name Andrew Crapuchettes

Building owner address 107 E. 1st St, Moscow, ID 83843

Building owner contact email _____

Building owner home phone: _____ Building owner cell phone: _____

Premises are within 300 feet of a public school, church, or any other place of worship ☒ Yes ☐ No

If premises are owned / mortgaged, include the deed.

If premises are leased or rented, attach a copy of lease or other instrument indicating plainly thereon the clause, which constitutes owner's consent to the sale of alcohol on the premises.

PREMISES DIAGRAM / FLOOR PLAN

Attach a diagram (no architectural blue prints) showing the entire area proposed to be licensed to sell, serve, dispense or store alcoholic beverages. **See Attachment B for details and sample drawing.** If applying for a sidewalk café, include the café area as well. The diagram should be on paper no larger than 8.5" x 11" and include the following:

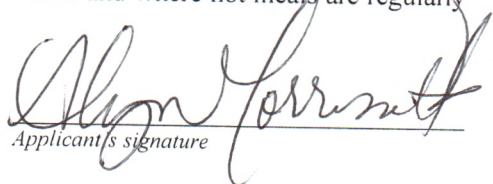
- 1) dimensions of the premises sought to be licensed, including the sidewalk café area if applicable;
- 2) location of every entrance and exit to and from the premises;
- 3) location of every wall and interior partition of the premises;
- 4) location of the bar or bars from which beer will be dispensed;
- 5) location of the kitchen and kitchen facilities, if any;
- 6) location of the area wherein food and/or meals, if any, will be served to the public;
- 7) location of the lavatories and washrooms;
- 8) seating arrangement including location of tables, chairs and stools in the areas where beer, food and meals, and each of them will be served;
- 9) dimensions of each such area and room within the licensed premises;
- 10) location and dimensions of the access to the premises from the public street(s) of the City;
- 11) location and dimensions of the fire lane(s), if any, adjacent to the premises;
- 12) location and dimensions of the parking area, if any, for patrons using the premises.

RESTAURANT CERTIFICATION

Do you have a restaurant endorsement on your Idaho State Police alcohol license? ☒ No ☐ Yes

If yes, please read the following paragraph and certify with your signature.
If no, proceed to next page.

I hereby swear (or affirm) that this application for the sale of beer for consumption on the above-stated premises, that such premises constitute and are operated as a restaurant as defined in Moscow City Code Title 9, Section 6-2, to-wit: Restaurant: any restaurant, café, hotel dining room, coffee shop, cafeteria, railroad dining car or other eating establishment having kitchen and cooking facilities for the preparation of food and where hot meals are regularly served to the public.

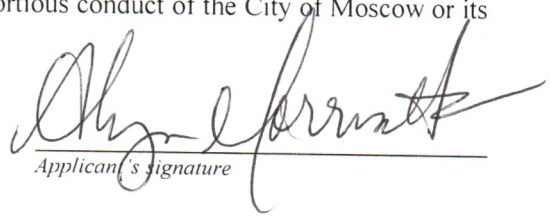

Applicant's signature

AFFIRMATIONS

- ☒ Yes ☐ No The applicant and/or anyone listed on **Attachment A** is the bona fide owner of the business which will be engaged in the sale of beer at retail and with respect to which such license is sought (*if no, attach explanation*);
- ☒ Yes ☐ No The applicant, and/or each person employed by an applicant whose duties include the serving or dispensing of beer, and/or anyone listed on **Attachment A** is not less than nineteen (19) years of age (*if no, attach explanation*);
- ☐ Yes ☒ No The condition and location of the proposed premises to sell beer at retail conforms to all laws and regulations of the State of Idaho and to the ordinances of the County of Latah, Idaho, and the City of Moscow applicable thereto relating to public health and safety and to the zoning ordinances of the City (*if no, attach explanation*);
- ☐ Yes ☒ No Is there is a stamp or permit outstanding and in force which has been issued to any person by the United States government for the premises for which license to sell beer at retail is sought which stamp or permit denotes payment of any special tax imposed by the United States government on a retail dealer in liquor or wines unless said premises are premises for which a retail license for sale of liquor by the drink issued under the provisions of Chapter 9, Title 23, Idaho Code (*if yes, attach explanation*);
- ☐ Yes ☒ No Have you, the manager, employee, or anyone listed on **Attachment A**, within three (3) years immediately preceding the date of filing the application, been convicted of the violation of any law of the State, or any other State, or of the United States, or of any ordinance of any county or of the City, regulating, governing or prohibiting the sale, manufacture, transportation or possession of alcoholic beverages, intoxicating liquors, narcotic drugs or controlled substances, or within said time, suffered the forfeiture of a bond for failure to appear in answer to charges of any such violation (*if yes, attach explanation*);
- ☐ Yes ☒ No Have you, the manager, employee, or anyone listed on **Attachment A** within five (5) years preceding the date of filing the application, been convicted of any felony or paid any fine or completed any sentence of confinement (*if yes, attach explanation*);
- ☐ Yes ☒ No Have you, the manager, employee or anyone listed on **Attachment A** within three (3) years immediately preceding the date of filing the application had any license provided for in Moscow City Code, or any license or permit issued to the applicant pursuant to the law or ordinance of the State, or any other state, or of the United States, or of the City, to sell, manufacture, transport or possess alcoholic beverages or intoxicating liquors revoked (*if yes, attach explanation*).

HOLD HARMLESS

I, Alyssa Morrisette (*applicant name*) shall indemnify and hold harmless the City of Moscow from and for any and all losses, claims, actions, judgements for damages or injury to persons and property and losses and expenses caused or incurred by Neat (*business name*), its servants, agents, employees, guests and business invitees, and not caused by or arising out of the tortious conduct of the City of Moscow or its employees.


Applicant's signature

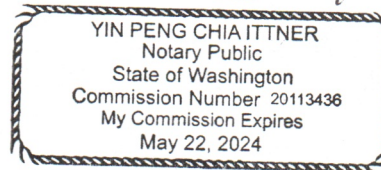
FINAL CERTIFICATION

I have read the foregoing and understand that the terms of this Agreement are contractually and legally binding and that no verbal statement to the contrary, by any person or entity, can void or alter the terms of this Agreement. By signing below, I, Alyssa Morrisette, certify under penalty of perjury pursuant to the law of the State of Idaho, that the foregoing is true and correct.

Alyssa Morrisette
Applicant's Signature

5/17/2022
Date

STATE OF Washington)
County of King) ss:



Subscribed and sworn before me this 17th day of May, 2022.

Yin Peng Chia Ittner
Residing at Bellevue, King County, Washington
My Commission Expires: May 22nd, 2024

Return application to City Clerk, 206 E 3rd Street, Room 304 or PO Box 9203, Moscow ID 83843

A copy of the Idaho State Police (State of Idaho) and Latah County alcohol licenses are required but can be submitted when they become available to you.

Addendum

RE: Condition and Location of Premises

The premise is within 300ft of a property which has been identified as a place of worship. We are seeking an exemption from the city to authorize this location for use as a alcohol beverage establishment. The location meets all other State, County, and City requirements.