

IV. APPLICATION SUPPLEMENTAL

FY2026-2032 COMPASS Application Guide

Phase I – Page 1
Phase II – Page 7

TUTORIAL VIDEOS:

- How To Create a Successful Grant Application: <https://youtu.be/zKokWhBexJU>
- How To Fill Out the Phase I Application Form: <https://youtu.be/yOuSQTmz6oc>

2026 COMPASS Funding Application Phase I All Projects

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 10 pages. See last page for definitions of acronyms and link to Phase I Application Tutorial Video.

DETAILS

Sponsor Name (agency):	COMPASS
Main Agency Contact:	Austin Miller
Project Title:	Fiscal Impact Analysis

PROJECT DETAILS

Briefly describe your project:

To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns.

Briefly describe the location of the project (include main segment and termini):

COMPASS planning area

Is the right-of-way for this project managed by the sponsor's jurisdiction? (e.g. is ROW in the jurisdiction of ITD, a highway district, a canal company, etc.)

- Yes
- No
- N/A

If not, a letter of support from the managing jurisdiction **is required** to ensure their involvement and approval prior to submission. Please explain:

Does the managing jurisdiction own the right-of-way in the project area? (Does additional ROW need to be purchased?)

- Yes
- No
- N/A

Knowing what is in place before improvements are made will help COMPASS quantify any safety benefits that result from the improvements. Check all *existing* descriptions in your project area:

- | | | | |
|--------------------------------------------------|--------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> 2 through lanes | <input type="checkbox"/> 3-Way Stop Intersection | <input type="checkbox"/> Curb | <input type="checkbox"/> Barrier between Sidewalk/Road |
| <input type="checkbox"/> 2 through/1TWLTL | <input type="checkbox"/> 4-Way Stop Intersection | <input type="checkbox"/> Gutter | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> 4 through lanes | <input type="checkbox"/> 5-Way Stop Intersection | <input type="checkbox"/> ADA Ramps | <input type="checkbox"/> Bus Stop |
| <input type="checkbox"/> 4 through/1TWLTL | <input type="checkbox"/> 3-Way Signaled | <input type="checkbox"/> PHB Crossing | <input type="checkbox"/> Bus Pullout |
| <input type="checkbox"/> 6 through lanes | <input type="checkbox"/> 4-Way Signaled | <input type="checkbox"/> RFFB Crossing | <input type="checkbox"/> Bus Lane |
| <input type="checkbox"/> Center Turn Lane | <input type="checkbox"/> 5-Way Signaled | <input type="checkbox"/> LPI Leading Ped Interval | <input type="checkbox"/> Bus Shelter |
| <input type="checkbox"/> Left Turn Lane | <input type="checkbox"/> Roundabout single lane | <input type="checkbox"/> Bike Lane | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Intersection | <input type="checkbox"/> Roundabout 2-lane | <input type="checkbox"/> Pathway | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Interchange | <input type="checkbox"/> Sidewalk 3-4' width | <input type="checkbox"/> Multi-Use Pathway | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Sidewalk 5-6' width | <input type="checkbox"/> Raised Median | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Bridge Fencing | <input type="checkbox"/> Sidewalk 7-8' width | <input type="checkbox"/> Bike/Ped Facility | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Bridge Guardrail | <input type="checkbox"/> Sidewalk 9-10' width | <input type="checkbox"/> Roundabout 3-lane | <div style="border: 1px dotted black; height: 15px;"></div> |

Please describe, if necessary

N/A

Check all *countermeasures* you plan to add:

- | | | | |
|-----------------------------------------------------|---------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> Widen 2 to 3 lanes | <input type="checkbox"/> Convert Signaled to Roundabout | <input type="checkbox"/> Add Mid-Street Crossing | <input type="checkbox"/> Replace Bridge |
| <input type="checkbox"/> Widen 2 to 4 lanes | <input type="checkbox"/> Upgrade Stop Sign to Flashing | <input type="checkbox"/> Add PHB Crossing | <input type="checkbox"/> Widen Shoulder |
| <input type="checkbox"/> Widen 2 to 5 lanes | <input type="checkbox"/> Upgrade Signals | <input type="checkbox"/> Add RFFB Crossing | <input type="checkbox"/> Add Bus Stop |
| <input type="checkbox"/> Widen 3 to 5 lanes | <input type="checkbox"/> Add ITS | <input type="checkbox"/> Add LPI | <input type="checkbox"/> Add Bus Pullout |
| <input type="checkbox"/> Widen 3 to 6-7 lanes | <input type="checkbox"/> Add Street Lighting | <input type="checkbox"/> Add Bike Lane | <input type="checkbox"/> Add Bus Lane |
| <input type="checkbox"/> Widen 4 to 5-7 lanes | <input type="checkbox"/> Add ADA Ramps | <input type="checkbox"/> Add road/sidewalk Barrier | <input type="checkbox"/> Add Bus Shelter |
| <input type="checkbox"/> Add TWLTL | <input type="checkbox"/> Add Curb & Gutter | <input type="checkbox"/> Add Bike/Ped Facility | <input type="checkbox"/> Other: |
| <input type="checkbox"/> Free Running Right Turn | <input type="checkbox"/> Add Sidewalk 3-4' width | <input type="checkbox"/> Add Raised Median | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Add Bridge Guardrails | <input type="checkbox"/> Add Sidewalk 5-7' width | <input type="checkbox"/> Sealcoat Road | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Add Bridge Fencing | <input type="checkbox"/> Add Sidewalk 8-10' width | <input type="checkbox"/> Inlay & Millwork | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Convert Stop to Signaled | <input type="checkbox"/> Add Pathway 8-10' width | <input type="checkbox"/> Repaint Striping | <div style="border: 1px dotted black; height: 15px;"></div> |
| <input type="checkbox"/> Convert Stop to Roundabout | <input type="checkbox"/> Add Multi-Use Pathway | <input type="checkbox"/> Replace Signage | <div style="border: 1px dotted black; height: 15px;"></div> |

Please describe, if necessary

N/A

Does the project include improvements to the public transportation system?

- Yes
- No

If yes, a letter of support from the public transportation agency where the project is located **is required** to ensure its involvement, and approval is required before submission.

PURPOSE AND NEED

Describe the project's purpose and need in detail including why this project is important to your agency and to the region (please reference *Communities in Motion 2050* goals and objectives as well as performance measures and targets):

To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will update the fiscal impact analysis calculator and conduct outreach and training. This tool is part of the COMPASS development review process and compares the expenses and revenues estimated by a proposed development, informing local decision-makers.

CIM2050 Goals (check all that apply):

- Safety:** Increases Safety Increases Security Supports Resiliency
- Economic Vitality:** Promotes Economic Vitality Promotes Freight Preserves Infrastructure Provides Reliability
 Promotes Travel/Tourism Manages Growth Preserves Farmland
- Convenience:** Increases Access/Mobility Increases Connectivity Reduces Congestion
- Quality of Life:** Kind to Environment Enhances Public Health Preserves/Connects to Open Space
 Promotes Affordable Housing Provides Transportation Options Benefits the Underserved

FUNDING REQUEST / PROJECT TYPE

What type of funding are you applying for? (select all that apply) If you're unsure, contact COMPASS staff.

- Project Development Program (PDP)** – consultant cost of up to \$50,000
- CIM Implementation Grant Program** – reimbursement of up to \$50,000
- Federal Funds** – this option will require further information provided in Phase II
- Staff Assistance Only** – this option will remove the application from the priority ranking but include it in the Resource Development Plan for funding support.

What type of project are you applying for? (select all that apply)

- Capital/Construction:** Road / Bridge / Design / Signs, etc.
- Public Transportation:** Vehicles / Equipment / Maintenance / Operations
- Active Transportation:** Bicycle / Pedestrian
- Planning:** Plans / Studies / Education / Outreach
- Special Groups:** Youth / Seniors / Disabled / Underserved Area
- Technology / Data**
- Other**

If other, please describe:

PROJECT BUDGET

Provide a total cost estimate and amount requested for the following project tasks or activities: If you continue in the process for federal-aid funding, you will be required to provide a much more detailed budget in Phase II. If needed, costs may be adjusted at that time.

Note: This amount may be adjusted later.

Total Project Cost:

\$85,000

Amount Requested (total cost minus any local match):

\$78,761

Proposed local match (amount):

\$6,239

Proposed local match (percentage):

7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.); and explain if additional local funds are available if the project cannot be fully funded:

Quote from the vendor that created the original tool.

What is the source of the match?

Local funds, membership dues.

Can the project be phased? (segmented into sub-units; phasing does not include splitting out design from construction)

- Yes
 No

If yes, please indicate how your project can be phased and the approximate costs of each phase:

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
 Yes

The second [Implementation Policy](#) of CIM 2050 directs to COMPASS' Development Review web page. The fiscal impact analysis is a component required by the Development Review policy.

If yes, please list the jurisdictional agencies and other partners **and their role** in the project:

Has any public involvement been conducted for this project?

- No
- Yes

If yes, describe the results of those public involvement initiatives with a link to the project website, if applicable:

READINESS TO PROCEED

Has any work been completed on this project? (Mark all phases that are complete)

- N/A
- Nothing is Complete
- Preliminary Design (concept) – 30% of the design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Please explain, if necessary:

This project will update the existing Fiscal Impact Tool. Failure to update will result in less reliable results and reporting to member agencies as part of the Development Review process

If design has been started, does it meet federal standards? Federal standards are described in the Local Public Agency Projects Guide within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Please explain, if necessary:

PLANNING DOCUMENTS

Is the project specifically listed in *Communities in Motion 2050*?

- Yes
- No
- N/A

Please provide the reference (long-term funded, unfunded, etc.):

Does this project conform to a local or regional plan?

- Yes
- No

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

It informs the performance-based planning process COMPASS has outlined in *Communities in Motion 2050*. <https://compassidaho.org/development-review/>

ATTACHMENTS:

Attach no more than two map/sketch pages (if applicable).

Attach required one-page support letters if the conditions below are applicable

(otherwise optional).

- A support letter is required:
 - From the ROW jurisdiction if not within the sponsor's jurisdiction (e.g. ITD, highway district, or canal company)
 - From the land-use agency if the project is not the same as the highway jurisdiction (e.g. a city or county)
 - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction (e.g. VRT)

DEFINITIONS of ACRONYMS:

ADA	American Disabilities Act
CIM	Communities in Motion
ITS	Intelligent Transportation Systems
LIP	Leading Pedestrian Interval
PHB	Pedestrian Hybrid Beacon
RFFB	Rectangular Rapid-Flashing Beacons
TWLTL	Two-Way Left-Turn Lane

PHASE I VIDEO TUTORIAL: [View Tutorial here.](#)

TUTORIAL VIDEOS:

- How To Create a Successful Grant Application: <https://youtu.be/zKokWhBexJU>
- How To Fill Out the Phase II Application Form: Coming Soon
- FA100 and Estimating Worksheet: <https://youtu.be/WaHL3nbnzH4>
- ITD Forms: <https://youtu.be/MYORA8G5W64>

2026 COMPASS Funding Application Phase II

These questions pertain to PRIMARY PROJECT TYPES (Planning, Roadway, Active Transportation, and Public Transportation).

Please fill out the section for your project type ONLY.

The four project categories are below:

Definitions:

Planning or Special Projects (doesn't fit in other categories) Only - Projects for which the primary result is a study, document, planning product, or special project. This would include any plan, study, data acquisition, Planning and Environmental Linkages (PEL) study, or other process eligible for federal funding, but does not directly result in capital or maintenance expenses. Applications seeking design funds for a project that fits into one of the other categories would use one of the categories below.

Examples: Freight Fluidity Study, Wayfinding Signs, Pedestrian Counters, etc.

Roadway - Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls; and/or are used for roadway operations. Examples: Added travel or turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, ITS improvements, etc.

Active Transportation - Active mode user-oriented projects that improve, maintain, modify, or add active mode facilities without extensive impact* on the roadway.

Examples: New or improved pathways, bikeways, or sidewalks; improved bike or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian signals); traffic calming; addressing ADA compliance issues; adding permanent active mode data collection devices, etc.

*"Extensive impact" to the roadway would include a change in the number of vehicle-travel lanes but would exclude a reduction in lane widths to accommodate a pathway.

Public Transportation - Projects that improve, maintain, replace, modify, or add facilities, equipment, technologies, or capital supporting public transportation and/or vanpool services.

Examples: Improving bus stops, replacing vehicles and equipment, maintaining transit facilities, transit technology, addressing ADA compliance issues within public transportation facilities, etc.

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include it). These are not counted in the page limit.

- Match commitment letter
- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. [View Tutorial Video](#)
- ITD form 1150 – Project Cost Summary Sheet. [View Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request. [View Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements. [View Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435). [View Tutorial Video](#)
 - Be sure to update Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application

Phase II

PLANNING and SPECIAL PROJECT ONLY FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

Sponsor Name (agency):

Project Title:

SAFETY

Please explain how the project provides a benefit to safety in the region.

ECONOMIC VITALITY

Please explain how the project provides economic benefits in the region.

CONVENIENCE

Please explain how the project impacts Regional Activity Centers or key destinations.

QUALITY OF LIFE

Please explain how the project provides additional transportation options, reduces environmental impacts, or provides more access to underserved communities.

OTHER

Is the project needed to meet or exceed federal requirements?

ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include them in the final PDF version of the application packet). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

- Match commitment letter
 - Signed?
 - Scanned?
- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View Tutorial here.*
 - Signed?
 - Scanned?
- ITD form 1150 – Project Cost Summary Sheet. *View Tutorial here.*
 - Signed?
 - Scanned?
- ITD form 2435 – Local Federal-Aid Project Request. *View Tutorial here.*
 - Signed?
 - Scanned?
- COMPASS Form FA100 – Federal Requirements. *View Tutorial here.*
 - Signed?
 - Scanned?
- Estimating Worksheet (must match form 1150 and 2435). *View Tutorial here.*
 - Signed?
 - Scanned?
 - Updated Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application

Phase II

ROADWAY PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

Sponsor Name (agency):

Project Title:

GENERAL

Select the functional classification of the roadway segment on the 2025 Federal Functional Classification Map (COMPASS will provide). To qualify for federal aid, a roadway must be classified as a major collector or higher.

- Interstate
- Proposed Interstate
- Principal Arterial
- Proposed Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Major Collector

CIM Score –

Maximum total 26 points	CIM Score: COMPASS will provide
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The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050, using one-twentieth of the score (e.g. the CIM score is 79, the adjusted CIM score is 15.8)

- 20% of the score on the prioritization scoresheet, if anywhere on the listed corridor.
- Full points if listed on long-term funded but does not include a score.

SAFETY –

Is the project on the High Injury Network (HIN)?

- Yes
- No

Does the project address a known *auto* safety issue and improve safety for auto users?

Please explain how the project addresses the cause of crashes and provide documentation if necessary:

Safety Criteria (see supplemental):

- 30 points:** On HIN AND ≥ 2 Fatal and/or Class A crash history (last 5 years) AND Project addresses cause of crashes
- 20 points:** Not on HIN AND 1 Fatal and/or Class A crash history (last 5 years) AND Project addresses cause of crashes
- 10 points** Not on HIN AND non-injury crash history (last 5 years) AND Project addresses cause of crashes

Number of fatalities (auto related):

COMPASS will provide

Number of serious injuries (auto related):

COMPASS will provide

Does the project address a known *active transportation* safety issue and improve safety for active transportation users? Please explain how the project addresses the cause of crashes and provide documentation if necessary:

Safety Criteria:

- 30 points:** On HIN AND ≥ 2 Fatal and/or Class A, B and/or C bike/ped crash history (last 5 years) AND Project addresses cause of crashes
- 20 points:** Not on HIN AND 1 Fatal and/or Class A, B and/or C bike/ped crash history (last 5 years) AND Project addresses cause of crashes
- 10 points:** Known history of active transportation near misses AND Project addresses cause of crashes

Number of fatalities (active transportation related):

COMPASS will provide

Number of serious injuries (active transportation related):

COMPASS will provide

Does the project support the mode of the segment identified in the Complete Network Policy? (Sum of all that apply) Please explain how the project supports the mode.

Safety Criteria:

- 5 points:** Project supports the Complete Network Policy mode for Auto.
- 5 points:** Project supports the Complete Network Policy mode for Active Transportation.
- 5 points:** Project supports the Complete Network Policy mode for Freight.
- 5 points:** Project supports the Complete Network Policy mode for Public Transportation.

Maximum total 40 points	Safety Score:
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ECONOMIC VITALITY–

Does the project address congestion issues using a non-capacity adding strategy?

Explain how the project will address congestion and which strategy(ies) in the Congestion Management Process will be used:

Based on the Congestion Management Annual Report, how congested is this corridor?

- Highly Congested
- Moderately Congested
- Low Congestion/no data

Based on the Congestion Management Annual Report, how reliable is this corridor?

- Reliable
- Unreliable

Economic Vitality Criteria (check what applies to project segment or intersection):

- 10 points:** Corridor highly congested or unreliable AND Project improves congestion without adding capacity
- 7 points:** Corridor moderately congested AND Project improves congestion without adding capacity
- 5 points:** Adds capacity to highly congested or unreliable corridor
- 3 points:** Adds capacity to moderately congested

What condition is the current facility in (“fair” or “poor”)?

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

Economic Vitality Criteria (check what applies to project segment or intersection):

- 10 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) in a poor condition rating
- 5 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) in a fair condition rating

Does the project improve freight mobility?

- Yes
- No

Please explain how the project improves freight mobility:

Economic Vitality Criteria (check what applies to project segment or intersection):

- 5 points:** Located on a freight primary or secondary corridor AND Improves freight mobility

Maximum total 25 points	Economic Vitality Score:
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CONVENIENCE –

Does the project improve connectivity to a regional activity center?

- Yes
- No

Convenience Criteria (check what applies to project segment or intersection):

- 10 points:** Located within bounds of a regional activity center
- 5 points:** Located within two miles of a regional activity center

If the previous question is not applicable, does the project improve auto and/or active and public transportation accessibility to key destinations?

- Yes
- No

Please explain and provide a list of the destinations provided access and how far the project is from those destinations.

Convenience Criteria (check what applies to project segment or intersection):

- 8 points:** Improves auto and active and/or public transportation accessibility within ½ mile of (≥ 3) key destinations
- 6 points:** Improves auto accessibility within ½ mile of (≥ 3) key destinations
- 4 points:** Improves auto and active and/or public transportation accessibility within ½ mile of (1-2) key destinations
- 2 points:** Improves auto accessibility within ½ mile of (1-2) key destinations

Does the project address a gap in the network?

Please explain how the project addresses the gap:

Convenience Criteria (sum of all that applies):

- 8 points:** Addresses a gap in roadway network by adding missing segment or removing bottleneck
- 4 points:** Addresses a gap in the active transportation network
- 4 points:** Project includes improvements to public transportation facilities

Maximum total 25 points	Convenience Score:
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QUALITY OF LIFE-

Does the project benefit an underserved area?

- Yes
- No

Please explain the benefit(s) the project will provide to an underserved area:
(If the answer is no, but will still provide benefits to an underserved area, explain how)

Quality of Life Criteria (check what applies to project segment or intersection):

- 10 points:** Located in a High Equity score area AND Will provide benefits to an underserved area
- 7 points:** Located in a Medium Equity score area AND Will provide benefits to an underserved area
- 5 points:** Not located in, but will still provide benefits to, an underserved area

Does the project address potential environmental impacts?

- Yes
- No

Please explain how the environmental impacts will be addressed.

Quality of Life Criteria (Check what applies to project segment or intersection):

- 5 points:** Sponsor identifies possible environmental impacts AND how they are addressed

Maximum total 15 points	Quality of Life Score:
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READINESS –

Is the project a priority to the sponsor agency?

How many Phase II applications are you submitting?

Please give each application your local ranking below (or attach a ranked list of projects):

Readiness Criteria (Check what applies to the project segment or intersection):

- 10 points:** Highest priority application from the sponsor
- 7 points:** Second highest priority application from the sponsor
- 5 points:** In the top half of highest priority applications from the sponsor (and does not fall into the above category)

Does the sponsor provide a match above the required minimum?

- Yes
- No

Readiness Criteria (Check what applies to the project segment or intersection):

- 5 points:** Agency provides more than the required match

Is the project ready for federal implementation? (Sum of all that apply)

- 1 point:** Pre-concept report complete or equivalent

- 1 point:** Preliminary design complete

- 1 point:** Environmental complete

- 1 point:** Final design complete

- 1 point:** Right-of-way plans complete

- 3 points:** Right-of-way acquired

- 2 points:** Project has PS&E

Maximum total 25 points	Readiness Score:
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ATTACHMENT CHECKLIST:

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 - Scanned?
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 - Signed?
 - Scanned?
- COMPASS Form FA100 – Federal Requirements. [View Tutorial here.](#)
 - Signed?
 - Scanned?
- Estimating Worksheet (must match form 1150 and 2435). [View Tutorial here.](#)
 - Signed?
 - Scanned?
 - Updated Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application

Phase II ACTIVE TRANSPORTATION PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

Sponsor Name (agency):

Project Title:

CIM Score –

The CIM score is given to projects that correspond directly to all or part of a priority project identified in CIM 2050, using one-twentieth of the score (e.g. the CIM score is 79, the adjusted CIM score is 15.8)

- 20% of the score on the prioritization scoresheet, if anywhere on the listed corridor.
- Full points if listed on long-term funded but does not include a score.

Maximum total 26 points	CIM Score: COMPASS will provide
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SAFETY–

Is the project on the High Injury Network (HIN)?

- Yes
- No

Does the project address a known active transportation safety issue? Explain and provide the data below:

Safety Criteria (see supplemental):

- 30 points:** On HIN AND ≥ 2 Fatal and/or Class A crash history (last 5 years) AND Project addresses cause of crashes
- 20 points:** Not on HIN AND 1 Fatal and/or Class A crash history (last 5 years) AND Project addresses cause of crashes
- 5 points:** Not on HIN AND non-injury crash history (last 5 years) AND Project addresses cause of crashes

Number of fatalities (active transportation-related):

COMPASS will provide

Number of serious injuries (active transportation-related):

COMPASS will provide

Does the project improve safety for active transportation users?

Safety Criteria (check what applies to the project segment or intersection):

- 10 points:** Conforms to national, state, or local adopted standards AND CMF shows 25% crash decrease or more.
- 7 points:** CMF shows 10%-24% crash decrease or more.
- 5 points:** CMF shows 5%-10% crash decrease or more.
- 3 points:** CMF shows 1%-5% crash decrease or more.

Crash Modification Factor (CMF) ID numbers most appropriate for this project:

COMPASS will provide

Expected percentage of crash reduction based on CMF and types of crashes included:

COMPASS will provide

Maximum total 40 points	Safety Score:
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ECONOMIC VITALITY–

Does the project address a gap in the active transportation network?

- Addresses a gap identified in CIM 2050 Priority Corridors and Projects (High Priority)
- Addresses a gap identified in CIM 2050 Priority Pathways (Medium/Low Priority)
- Addresses a gap identified in Bike Walk COMPASS
- Does not address a gap.

Please explain how this project addresses a gap:

Economic Vitality Criteria (check what applies to project segment or intersection):

- 10 points:** Addresses gap identified in CIM 2050 Priority Corridors and Projects: High Priority
- 5 points:** Addresses gap identified in CIM 2050 Priority Corridors and Projects: Medium/Low Priority
- 3 points:** Addresses gap identified in Bike Walk COMPASS

Does the project improve a facility in “fair” or “poor” condition? A facility is regarding pathway, sidewalk, etc.

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

Please explain, if necessary, and provide the method of data collection:

Economic Vitality Criteria (check what applies to project segment or intersection):

- 5 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with poor condition rating
- 3 points:** Improves facility (pavement, bridge deck, bridge, pathway, sidewalk) with fair condition rating
- 3 points:** Adds new facility where none existed

Does the project provide an active mode alternative to a congested roadway segment?

- Runs parallel (within ¼ mile) of a “highly congested” and/or “unreliable” roadway segment
- Runs parallel (within ¼ mile) of a “moderately congested” roadway segment

Please explain how the project provides an alternative to the roadway segment and how it provides or improves active transportation facilities or connections:

Economic Vitality Criteria (check what applies to project segment or intersection):

- 5 points:** Runs parallel to (within ¼ mile) a roadway that’s “highly congested” and/or “unreliable”
AND Provides or improves active transportation facilities or connections
- 3 points:** Runs parallel to (within ¼ mile) a roadway that’s “moderately congested”
AND Provides or improves active transportation facilities or connections

Maximum total 20 points	Economic Vitality Score:
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CONVENIENCE–

Does the project improve active mode connectivity to public transportation?

- Improves connectivity along a corridor with *current* public transportation service.
- Improves connectivity along a corridor with *planned* public transportation service.
- Not located along any current or planned public transportation corridor and does not directly support public transportation.

Please explain:

Convenience Criteria (check what applies to project segment or intersection):

- 10 points:** Improves active transportation connectivity along corridor with current public transportation service
- 5 points:** Improves active transportation connectivity along corridor with planned public transportation service per CIM 2050

Does the project improve active mode connectivity to key destinations?

Please explain and provide a list of the regional activity centers and/or key destinations provided access and how far the project is from those destinations:

Convenience Criteria (check what applies to the project segment or intersection):

- 15 points:** Improves active transportation facilities within the bounds of a regional activity center
OR Improves active transportation facilities within 1/2 mile of 3 or more key destinations
- 10 points:** Improves active transportation facilities within 1/2 mile of 1-2 key destinations
- 10 points:** Improves active transportation facilities within 1/2 mile of a regional activity center

Maximum total 25 points | **Convenience Score:**

QUALITY OF LIFE-

Does the project benefit an underserved area?

- Yes
- No

Please explain the benefit(s) the project will provide to an underserved area:
(If the answer is no, but will still provide benefits to an underserved area, also explain)

Quality of Life Criteria (check what applies to project segment or intersection):

- 10 points:** Located in and will provide benefits to an underserved area
- 7 points:** Located in a "Medium Equity score area" AND Will provide benefits to an underserved area
- 5 points:** Not located in, but will still provide benefits to, an underserved area

Does the project address potential environmental impacts?

- Yes
- No

Please explain how the environmental impacts will be addressed

Quality of Life Criteria (check what applies to project segment or intersection):

- 5 points:** Sponsor identifies possible environmental impacts AND how they are addressed

Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?

- Yes
- No

Please identify the issue and describe the improvement:

Quality of Life Criteria (check if this applies to project segment or intersection):

- 5 points:** Addresses existing ADA compliance issue

Maximum total 15 points	Quality of Life Score:
--------------------------------	-------------------------------

PROJECT READINESS–

How many Phase II applications are you submitting?

Please give each application your local ranking below:

Readiness Criteria (check what applies to the project segment or intersection):

- 10 points:** Project highest priority application from the sponsor
- 5 points:** Project second highest priority application from the sponsor
- 3 points:** Project in the top half of highest priority application from sponsor (and does not fall into above category)

Does the sponsor provide match above the required minimum?

Is your proposed match greater than 7.34%?

- Yes
- No

Readiness Criteria (Check what applies to project segment or intersection):

- 5 points:** Agency provides more than the required local match amount

Is the project ready for federal implementation? (Sum of all that apply)

1 point: Pre-concept report complete or equivalent

1 point: Preliminary design complete

1 point: Environmental complete

1 point: Final design complete

1 point: Right-of-way plans complete

3 points: Right-of-way acquired

2 points: Project has PS&E

Maximum total 25 points	Project Readiness Score:
--------------------------------	---------------------------------

ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include it). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. *View [Video Tutorial here](#).*

- Signed?
- Scanned?

ITD form 1150 – Project Cost Summary Sheet. *View [Video Tutorial here](#).*

- Signed?
- Scanned?

ITD form 2435 – Local Federal-Aid Project Request. *View [Video Tutorial here](#).*

- Signed?
- Scanned?

COMPASS Form FA100 – Federal Requirements. *View [Video Tutorial here](#).*

- Signed?
- Scanned?

Estimating Worksheet (must match form 1150 and 2435). *View [Video Tutorial here](#).*

- Signed?
- Scanned?
- Updated Phase I cost information if change occurred since the submittal of Phase I

2026 COMPASS Funding Application Phase II PUBLIC TRANSPORTATION PROJECT FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSidaho.org. This phase of the application page limit is 8 pages. Refer to Scoring and Ranking Guide Resources for guidance and links.

Sponsor Name (agency):

Project Title:

CIM Score –

The CIM score corresponds to the Unfunded Public Transportation list in CIM 2050. See the Guide for details about scoring.

Maximum total 26 points	CIM Score: COMPASS will provide
--------------------------------	----------------------------------------

SAFETY–

Does the project address a known safety issue for public transportation users?

- Yes
- No

Please identify the issue and how the project will address it:

Safety Criteria:

- 40 points:** Addresses known safety issues for public transportation users

Does the project improve safety for public transportation users?

- Yes
- No

Please explain how the project improves upon existing safety measures already in place:

Safety Criteria:

- 20 points:** Improves safety for public transportation users

Maximum total 40 points	Safety Score:
--------------------------------	----------------------

ECONOMIC VITALITY–

Does the project replace a vehicle (rolling stock) or equipment, and/or improve a facility consistent with the priorities of the Transportation Asset Management (TAM) Plan? (Mark all that apply)

- Replaces a vehicle, maintains equipment, and improves a facility
- Reduces travel time, improves the speed and/or reliability of service

Please explain, if necessary:

Economic Vitality Criteria (check what applies to project segment or intersection):

- 10 points:** Replaces a rolling stock vehicle or equipment, and/or improves facility consistent with TAM plan priorities
- 10 points:** Reduces travel time, improves speed and/or reliability of service

Does the project include the purchase or maintenance of electric vehicles or related equipment?

- Yes
- No

Please explain, if necessary:

Economic Vitality Criteria (Check what applies to project segment or intersection):

- 5 points:** Includes the purchase or maintenance of electric vehicles or related equipment

Maximum total 25 points	Economic Vitality Score:
--------------------------------	---------------------------------

CONVENIENCE–

Does the project improve public transportation access to regional activity centers?

- Yes
- No

Please explain:

Convenience Criteria (check what applies to project segment or intersection):

- 10 points:** Directly improves public transportation access to regional activity centers

Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?

- Yes
- No

Please explain the issue and how it will be addressed:

Convenience Criteria:

- 5 points:** Addresses existing ADA compliance issue

Does the project improve route transparency and rider information at transit connections?

- Yes
- No

Please explain how:

Convenience Criteria:

- 5 points:** Improves route transparency and rider information

Maximum total 25 points	Convenience Score:
--------------------------------	---------------------------

QUALITY OF LIFE–

Does the project benefit an area with potentially transit-dependent populations?

- Directly improves connectivity or accessibility potentially transit-dependent populations.
- Indirectly benefits potentially transit-dependent populations.

Please explain the situation and the proposed benefit:

Quality of Life Criteria (check what applies to project segment or intersection):

- 10 points:** Benefits an area with potentially transit-dependent populations
- 5 points:** Adequately addresses an environmental impact

Does the project address potential environmental impacts?

- Yes
- No

Please explain how the environmental impacts will be addressed

Quality of Life Criteria (check what applies to project segment or intersection):

- 5 points:** Sponsor identifies possible environmental impacts AND how they are addressed

Maximum total 15 points | **Quality of Life Score:**

PROJECT READINESS–

How many Phase II applications are you submitting?

Please give each application your local ranking below:

Readiness Criteria (check what applies to the project segment or intersection):

- 10 points:** Project highest priority application from the sponsor
- 5 points:** Project second highest priority application from the sponsor
- 3 points:** Project in the top half of highest priority application from sponsor (and does not fall into above category)

Does the sponsor provide match above the required minimum?

Is your proposed match greater than 7.34%?

- Yes
- No

Readiness Criteria (Check what applies to the project segment or intersection):

- 5 points:** Sponsor provides more than the required local match amount

Is the project ready for federal implementation? (Sum of all that apply)

- 1 point:** Pre-concept report complete or equivalent
- 1 point:** Preliminary design complete
- 1 point:** Environmental complete
- 1 point:** Final design complete

1 point: Right-of-way plans complete

3 points: Right-of-way acquired

2 points: Project has PS&E

Please explain if the process is not a construction project and what would be expected to complete the project:

Maximum total 25 points	Readiness Score:
--------------------------------	-------------------------

ATTACHMENT CHECKLIST:

All project applications **must include** the following signed and scanned attachments (digital signatures won't allow us to include it). These are not counted in the page limit. Here are the links to download the following forms: [ITD Forms](#), [COMPASS Form FA100](#), and [Estimating Worksheet](#).

ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act. [View Tutorial here](#)

- Signed?
- Scanned?

ITD form 1150 – Project Cost Summary Sheet. [View Tutorial here](#)

- Signed?
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ITD form 2435 – Local Federal-Aid Project Request. [View Tutorial here](#)

- Signed?
- Scanned?

COMPASS Form FA100 – Federal Requirements. [View Tutorial here](#)

- Signed?
- Scanned?

Estimating Worksheet (must match form 1150 and 2435). [View Tutorial here](#)

- Signed?
- Scanned?
- Updated Phase I cost information if change occurred since the submittal of Phase I

2025 COMPASS Funding Application Phase II

The next sets of questions pertain to PRIMARY PROJECT TYPES (Planning, Roadway, Active Transportation, and Public Transportation).

Please fill out ONLY the section that pertains to your project (and delete the other sections).

The four project categories are below:

Definitions:

✓ **Planning Only** - Projects for which the primary result is a study, document, or planning product. This would include any plan, study, data acquisition, Planning and Environmental Linkages (PEL) study, or other process that is eligible for federal funds, but does not directly result in capital or maintenance expenses. Applications seeking design funds for a project that fits into one of the other categories would fit into that category.

Examples: County Transportation Plan, Americans Disabilities Act (ADA) Transition Plan, Transportation System Management and Operations (TSMO) Plan, Freight Fluidity Study.

Roadway - Auto-oriented projects that improve, maintain, modify, or add vehicle travel lanes; modify roadway geometry or intersection design; add or modify intersection controls; and/or are used for roadway operations. Examples: Added travel lanes, added turning lanes, roadway resurfacing, roadway realignments, intersection improvements, signal control modifications, Transportation System Management and Operations (TSMO), and ITS improvements.

Active Transportation - Active mode user-oriented projects that improve, maintain, modify, or add active mode facilities without extensive impact* on the roadway.

Examples: New or improved pathways, bikeways, or sidewalks; improved bike or pedestrian crossings; minor operational changes benefiting pedestrians (e.g., leading pedestrian signals); traffic calming; addressing ADA compliance issues; and/or adding permanent active mode data collection devices

*"Extensive impact" to the roadway would include a change in the number of vehicle-travel lanes, but would exclude a reduction in lane widths to accommodate a pathway, for example).

Public Transportation - Projects that improve, maintain, replace, modify, or add facilities, equipment, technologies, or capital supporting public transportation and/or vanpool services.

Examples: Improving bus stops, replacing vehicles and equipment, maintaining facilities, adopting improved technology, or addressing ADA compliance issues within public transportation facilities.

All project applications must include the following attachments (not counted in the page limitation):

- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act [Tutorial Video](#)
- ITD form 1150 – Project Cost Summary Sheet [Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request [Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements [Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435) [Tutorial Video](#)
 - Be sure to update Phase I cost information if change occurred since the submittal of Phase I

2024 COMPASS Funding Application

Phase II

PLANNING ONLY FOCUS

All applications must be submitted in Word format by email to ssader@COMPASSIdaho.org. This phase of the application page limit is 5 pages. Refer to Scoring and Ranking Guide Resources for guidance and links (add link).

Sponsor Name (agency): COMPASS

Project Title: Fiscal Impact Analysis

SAFETY

Does the study provide a benefit to safety in the region?

ECONOMIC VITALITY

Does the study provide economic benefits in the region? Yes. This analysis provides information to member agencies about the fiscal impact of proposed developments to local governments, a key step in assisting decision-makers in managing growth.

CONVENIENCE

Does the study impact Regional Activity Centers or key destinations?

QUALITY OF LIFE

Does the study provide additional transportation options, reduce environmental impacts, or provide more access to underserved communities?

OTHER

Is the project needed to meet or exceed federal requirements? No

REQUIRED ATTACHMENTS:

All project applications must include the following attachments (not counted in the page limitation):

- ITD form 0414 – Sub-Awardee Reporting for the Federal Funding Accountability and Transparency Act [Tutorial Video](#)
- ITD form 1150 – Project Cost Summary Sheet [Tutorial Video](#)
- ITD form 2435 – Local Federal-Aid Project Request [Tutorial Video](#)
- COMPASS Form FA100 – Federal Requirements [Tutorial Video](#)
- Estimating Worksheet (must match form 1150 and 2435) [Tutorial Video](#)

- Be sure to update Phase I cost information if change occurred since the submittal of Phase I

COMPASS Prioritized Project Proposals: FY2026 Resource Development Plan

1. Project Name: High Injury Network

Description: Work will update the High Injury Network dashboard. The update will incorporate additional crash data and calculate the new high injury network. This would ensure consistent comparisons across member agencies, making the project prioritization process more uniform for safety projects.

FY2028-FY2029

Estimated Cost: \$165,000

COMPASS Staff Work Days: 15

2. Project Name: Fiscal Impact Analysis

Description: To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will update the fiscal impact analysis calculator in the COMPASS development checklist for highlighting the costs of development, and conduct outreach and training for local decision-makers so that fiscal analysis can be used in local land use decision making.

FY2027-FY2028

Estimated Cost: \$85K

COMPASS Staff Work Days: 15

3. Project Name: Pavement Condition Analysis

Description: Project would analyze and report on existing pavement conditions on Ada and Canyon Counties. This would allow for consistent comparisons across member agencies, making the project prioritization process more uniform for roadway maintenance submissions.

FY2028-FY2029

Estimated Cost: \$180,000

COMPASS Staff Work Days: 25

4. Project Name: Complete Network Policy

Description: This project would augment COMPASS staff efforts with consultant support to refresh the COMPASS complete network policy. Project would include establishing goals of the complete network policy that align with Communities in Motion goals and objectives, analyze ways to better integrate land use and transportation planning, and develop implementation strategies that can be incorporated into COMPASS' project prioritization process.

FY2030-FY2031

Estimated Cost: \$175,000

COMPASS Staff Work Days: 20



Working together to plan for the future

November 14, 2024

MEMORANDUM

RE: COMPASS Project Proposals

COMPASS submits the following projects for inclusion in the Resource Development Plan and for future funding:

- High Injury Network
- Fiscal Impact Analysis
- Pavement Condition Analysis
- Complete Network Policy

Prior to accepting funding, the project proposals would go to the COMPASS Board of Directors for approval of the local match.

Approval of project submittal:

A handwritten signature in blue ink, appearing to read "Matthew J. Stoll", written over a horizontal line.

Matthew J. Stoll

Executive Director



Sub-Awardee Reporting For The Federal Funding Accountability and Transparency Act (FFATA)

As required by the Federal Funding Accountability and Transparency Act ("Transparency Act" or "FFATA" per P.L. 109-282, as amended by section 6202(a) of P.L. 110-252; note 31 U.S.C. 6101), information on the first-tier sub-awards related to Federal contracts and grants, and the executive compensation of awardees and sub-awardees must be made publicly available beginning October 1, 2010. Federal agencies and prime awardees will report to ensure disclosure of Federal contract and grant sub-award and executive compensation data¹.

The following information must be reported for prime awardees and sub-awardees²:

Sub-Awardee DUNS ³ 12-357-6779	Sub-Awardee Name COMPASS			
Address 700 NE 2 nd Street, Ste 200	City Meridian	State ID	Zip Code 83642	

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

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

Name	Total Compensation ⁴
1. N/A	N/A
2.	
3.	
4.	
5.	
Explanation for exemption from listing above	

Definitions and Authority

1. From Executive Office of the President, Office of Management and Budget, memorandum dated August 27, 2010.
2. A sub-awardee is a recipient of a sub-award. I.E., where ITD loses programmatic control or resident oversight; functioning only as a trustee of an obligation.
3. Unique identifier used is the sub-awardee's Dun & Bradstreet (D&B) DUNS Number. See OMB M-09-19 at 11.
4. "Total compensation" means the cash and noncash dollar value earned by the executives during the sub-recipient's past fiscal year of the following (for more information see 17 CFR 229.402(c)(2)): (i). Salary and bonus. (ii). Awards of stock, stock options, and stock appreciation rights. Use the dollar amount recognized for financial statement reporting purposes with respect to the fiscal year in accordance with FAS 123R. (iii). Earnings for services under non-equity incentive plans. Does not include group life, health, hospitalization or medical reimbursement plans that do not discriminate in favor of executives, and are available generally to all salaried employees. (iv). Change in pension value. This is the change in present value of defined benefit and actuarial pension plans. (v). Above-market earnings on deferred compensation which are not tax qualified. (vi). Other compensation. For example, severance, termination payments, value of life insurance paid on behalf of the employee, perquisites or property if the value for the executive exceeds \$10,000.

Completed By (Sub-Awardee's Printed Name) Megan Sonnen	Title Director of Operations	FFY 2025
Signature <i>Megan Sonnen</i>		Date 1-15-2025



Project Cost Summary Sheet

ITD 1150 (Rev. 06-1
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		1/13/2025
Location		District
Fiscal Impact Analysis		3
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$85,000
2. Right-of-Way: Number of Parcels Number of Relocations		
3. Utility Adjustments: <input type="checkbox"/> Work <input type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		
4. Earthwork		
5. Drainage and Minor Structures		
6. Pavement and Base		
7. Railroad Crossing:		
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		
<input type="checkbox"/> New Structure Length/Width _____		
Location _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____		
Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		
11. Detours		
12. Landscaping		
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		
15. Cost of Constructions (Items 3 through 14)		
16. Mobilization % of Item 15		
17. Construction Engineer and Contingencies % of Items 15 and 16		
18. Total Construction Cost (15 + 16 + 17)		
19. Total Project Cost (1 + 2 + 18)		\$85,000
20. Project Cost Per Mile		

Prepared By:

Austin Miller - COMPASS

Local Federal-Aid Project Request



Instructions

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

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

Sponsor (City, County, Highway District, State/Federal Agency) COMPASS	Date 1/13/25
----------------------------------------------------------------------------------	------------------------

Project Title (Name of Street or Road) Fiscal Impact Analysis	F. A. Route Number	Project Length	Bridge Length
-------------------------------------------------------------------------	--------------------	----------------	---------------

Project Limits (Local Landmarks at Each End of the Project)

Character of Proposed Work (Mark Appropriate Items)

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

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

Preliminary Engineering (ITD 1150, Line 1)	\$ 85,000
Right-of-Way (ITD 1150, Line 2)	\$
Construction (ITD 1150, Line 18)	\$

Preliminary Engineering By: Sponsor Forces Consultant

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

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

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

Will any Person or Business be Displaced: Yes No Possibly

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

Sponsor's Signature 	Title Planning Team Lead
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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UNDERSTANDING OF REQUIREMENTS FOR FEDERAL AID RECIPIENTS

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

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

5. Compliance with audit requirements:
 - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single Audit or program-specific audit each fiscal year.
 - b. An entity whose annual budget (from all sources) exceeds \$250,000 and expends any amount in a year in Federal awards are required to have a full and complete audit of financial statements each fiscal year.
 - c. An entity whose annual budget (from all sources) exceeds \$100,000 but does not exceed \$250,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements audit on a biennial basis. Biennial audits shall include an audit of each fiscal year since the previous audit.
 - d. An entity whose annual budget (from all sources) exceeds \$50,000 but does not exceed \$100,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review on a biennial basis. Biennial review shall include a review of each fiscal year since the previous review.
 - e. An entity whose annual budget (from all sources) does not exceed \$50,000 and expends any amount in a year of Federal awards has a minimum requirement of a financial statements review by ITD on a biennial basis. Biennial ITD reviews shall include a review of each fiscal year since the previous review.
6. Compliance with **Americans with Disabilities Act** requirements. This includes a compliance Self-Evaluation, and for agencies with 50 or more employees, an ADA Transition Plan. Transition Plans identify physical obstacles to accessibility, describe methods to make facilities accessible, specify a schedule for completion, identify a responsible official, estimate the cost of each modification, and record completion dates.
7. Compliance with U.S. Office of Management and Budget (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 Federal Transit Administration, ITD, or Valley Regional Transit grant administration team reimbursement requirements. In most cases, recipients must request reimbursement of an expense within 60 days or the expense will not be reimbursed. ITD has up to 30 days to issue the reimbursement.
9. Compliance with minimum liability insurance requirements. Contractors must have comprehensive public and general liability insurance of at least \$500,000.00 per occurrence, and \$1,000,000.00 aggregate.

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

Project Name: Fiscal Impact Analysis

Signed: Matthew Still

Dated: 1/5/2025

Project Estimating Worksheet

For Non-Construction projects (includes a purchase or study)

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

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

Non-Infrastructure Project			Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Project Total	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN or PC	Cost for Project <i>(Enter the estimated cost of the project.)</i>	\$ 80,000	7.34%	\$5,872	92.66%	\$74,128
CN or PC	Cost for Project <i>(Enter amount of extra local funds (beyond required match) for the project, if desired)</i>		100.00%	\$0	0.00%	\$0
PE	Preliminary Engineering (ITD) <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0
PL	Preliminary Engineering (LHTAC) <i>(standard amount) (\$1,000 to \$3,000, if necessary - contact COMPASS staff)</i>	\$ -	7.34%	\$0	92.66%	\$0

Construction Design

Total Project Estimate	Total Local Portion	Total Federal Portion
\$85,000	\$5,872	\$74,128

Use this form for projects that do not require design, such as a study, bus, or van purchase. If there is any disturbance of dirt, such as installing a sign, post, or something more substantial, fill out the construction form.

Please note: A work plan is required to be submitted within 30 days after award for Safe Routes to School projects.

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