

2025 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.

DETAILS

Sponsor Name (agency): [COMPASS](#)

Main Agency Contact: [Austin Miller](#)

Project Title: [Project Name: Freight Plan](#)

PROJECT DETAILS

Briefly describe the location of the project: [Ada and Canyon Counties](#)

Does the sponsor own the right-of-way for this project?

- Yes
- No
- N/A

If no, a letter of support from the owner(s) **is required** to ensure their involvement and approval prior to submission.

Explain:

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 prior to submission.

PURPOSE AND NEED

Describe the complete project 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):

This project will update the 2018 freight plan to create a regional multimodal freight plan that aligns with the Communities in Motion 2050 (CIM 2050) Vision and goals, the region's Complete Network Policy, and the Regional Safety Action Plan. Since the last freight plan was completed, several new distribution centers have been built in the region and home deliveries have skyrocketed, both of which have greatly impacted regional freight movement.

The project would include:

- Purchasing data to analyze the current state of freight movement in the region, including but not limited to, ATRI and Transearch data and classification counts and surveys of residents to better understand the frequency of at-home deliveries by demographic area.
- Using the data to show how freight movement supports the regional economy.
- Describing the current state of freight movement in the region.
- Describing the current state of freight needs in the region and forecast future needs and priorities.
- Identifying freight planning successes and best practices.
- Identifying potential topics and/or geographic areas that need additional in-depth freight planning and/or infrastructure based on data and input from stakeholders and the Freight Advisory Workgroup.

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.

Total Project Cost: \$450,000

Amount Requested (total cost minus any local match): \$416,970

Proposed local match (amount): \$33,030

Proposed local match (percentage): 7.34%

Please describe how you arrived at the cost estimates (previous similar project, design complete, etc.):

Cost estimates were developed using information available from peer agencies who have conducted similar projects.

What is the source of the match?

Is this a project that can be phased (segmented into sub-units; does not include splitting out design from construction)?

- Yes
- No

If yes, indicate how your project can be phased and provide amounts:

PARTNERS/SUPPORT

Are other jurisdictional agencies or partners involved in this project?

- No
- Yes

If yes, 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:

READINESS TO PROCEED

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

- Not applicable
- Nothing is complete
- Preliminary Design (concept) – 30% of design
- Final Design
- Environmental Review
- Utilities
- Right-of-Way

Explain, if necessary:

If design has been started, does it meet federal standards? Federal standards are described in the [Local Public Agency Projects Guide](#)¹ within the Idaho Transportation Department's Manual.

- Yes
- No
- N/A

Explain, if necessary:

PLANNING DOCUMENTS

Does this project conform to a local or regional plan?

- Yes
- No

Explain:

Yes, COMPASS' *Communities in Motion 2050* (approved by COMPASS Board December 2022) includes a section on freight stating that the last freight data was collected in 2017. This section goes on to emphasize the importance of continually monitoring advancing technologies and ever-changing supply chains especially in the post-pandemic era with the sudden rise in popularity of expedient home deliveries. This study would help collect data and understand the changing needs of freight in the Treasure Valley, bolstering the next iteration of the regional long-range transportation plan.

<https://cim2050.compassidaho.org/wp-content/uploads/Freight.pdf>

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).

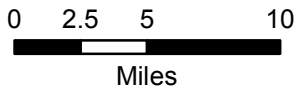
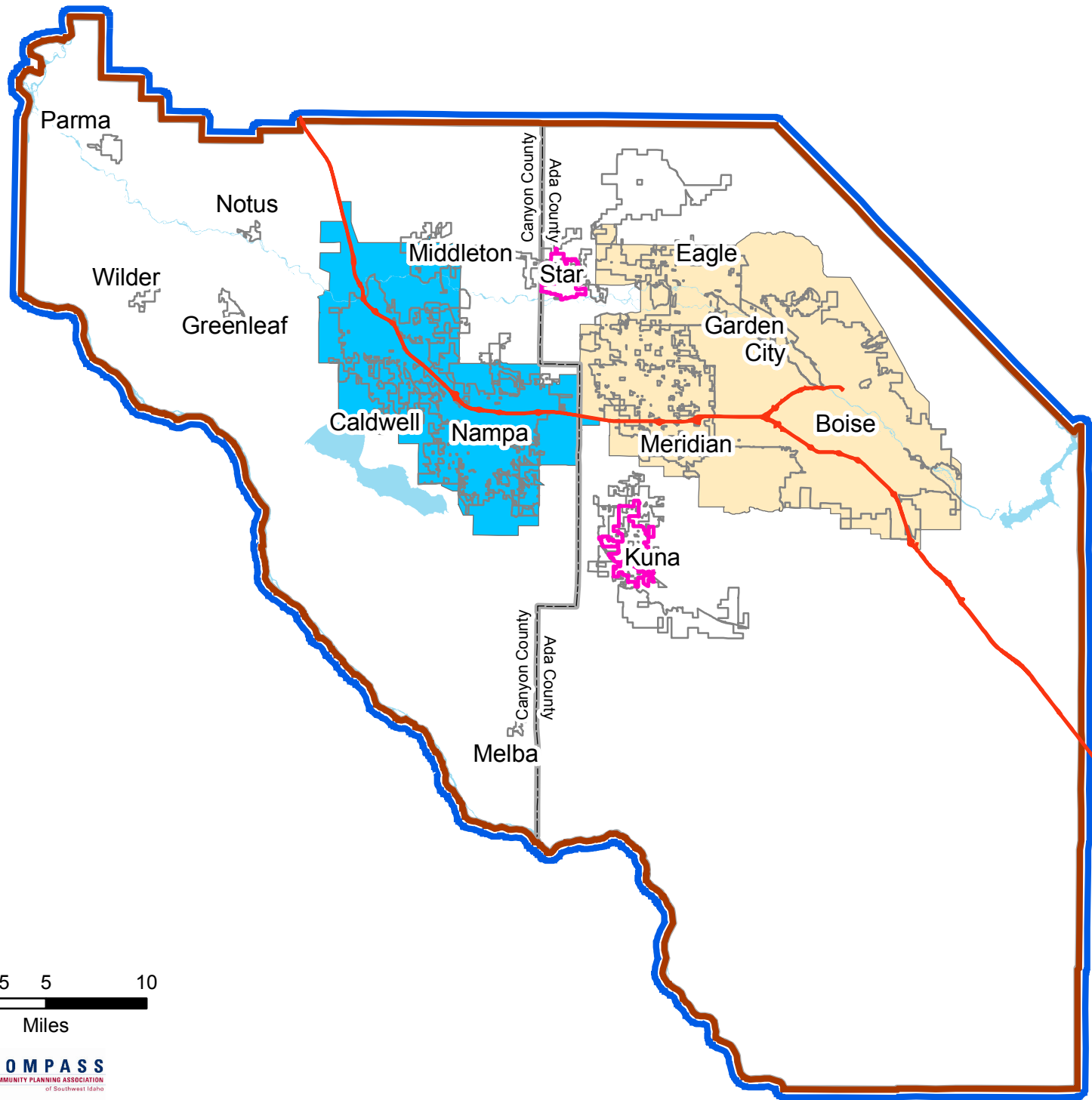
- A support letter is required:
 - From the right-of-way jurisdiction if the sponsor does not own the right-of-way
 - From the land-use agency if the project is not the same as the roadway jurisdiction
 - From the public transportation agency if the project includes improvements to public transportation operations/facilities and the sponsor does not have jurisdiction






Attach match commitment document for applications for possible future federally funded projects .

- Match commitment document for applications for possible funding through CIM Implementation Grants or the Project Development Program may be submitted with Phase I in December but is not required until the second-round deadline in May.

¹ <https://apps.itd.idaho.gov/Apps/manuals/ManualsOnline.html>

COMPASS Planning Area



-  Small Urban Cluster
-  City Limits
-  COMPASS Planning Area
-  Large Urban (TMA)
-  Small Urban (MPO)



Working together to plan for the future

October 18, 2023

MEMORANDUM

RE: COMPASS Project Proposals

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

- Alternative Fuel and Electric Vehicle Infrastructure Deployment Study
- Freight Plan
- Resilience Improvement Plan

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 black ink, appearing to read "Matt J. Stoll", written over a horizontal line.

Matthew J. Stoll
Executive Director

COMPASS Prioritized Project Proposals: FY2025 Resource Development Plan

1. Project Name: Alternative Fuel and Electric Vehicle Infrastructure Deployment Study

Description: Alternative fuels, including hydrogen, natural gas, propane, and electric vehicles (EVs), are emerging technologies nationwide and within the Treasure Valley. As both local governments and private residents transition to alternative fuels, including EVs, planning for charging and fueling locations and infrastructure is necessary for the region's future. This project will investigate the constraints facing alternative fueling and EV charging infrastructure and will identify opportunities to coordinate investments in this infrastructure at opportune locations across the region, with proximity to regional activity centers, key destinations, multimodal transportation facilities, and housing developments. Additionally, the equitable distribution of the existing and proposed charging and fueling network will be evaluated and opportunities to improve access will be identified.

This project will build on the state's National Electric Vehicle Infrastructure (NEVI) corridor plan and NEVI Siting, Feasibility, and Access Study, and will further analyze the implication of the state's plans and policies on the COMPASS region. The findings from this project will be used to support future funding pursuits for the implementation of charging and fueling infrastructure and COMPASS planning efforts, including the Transportation System Management and Operations/Intelligent Transportation Systems plan update, park and ride studies, and studies of public rest areas (freight parking studies).

FY2025-2026

Estimated Cost: \$100,000 - \$115,000

COMPASS Staff Work Days: 40

2. Project Name: Freight Plan

Description: This project will update the 2018 freight plan to create a regional multimodal freight plan that aligns with the *Communities in Motion 2050* (CIM 2050) Vision and goals, the region's Complete Network Policy, and the Regional Safety Action Plan. Since the last freight plan was completed, several new distribution centers have been built in the region and home deliveries have skyrocketed, both of which have greatly impacted regional freight movement.

The project would include:

- Purchasing data to analyze the current state of freight movement in the region, including but not limited to, ATRI and Transearch data and classification counts and surveys of residents to better understand the frequency of at-home deliveries by demographic area.
- Using the data to show how freight movement supports the regional economy.
- Describing the current state of freight movement in the region.
- Describing the current state of freight needs in the region and forecast future needs and priorities.
- Identifying freight planning successes and best practices.
- Identifying potential topics and/or geographic areas that need additional in-depth freight planning and/or infrastructure based on data and input from stakeholders and the Freight Advisory Workgroup.

FY2025-2026 or FY2026-2027

Estimated Cost: \$450,000

COMPASS Staff Work Days: 40

3. Project Name: Resilience Improvement Plan

Description: This project is needed to assess the region's vulnerability to severe weather events and develop a list of needs and priority projects to improve the region's resiliency. This project will support the development of a natural hazard vulnerability assessment to identify the critical infrastructure most vulnerable to severe weather events. Projects will be prioritized for investment based on both their susceptibility to severe weather events and their criticality to the region's transportation system. Priority projects identified in this plan are eligible for increased federal cost-sharing (up to 10% increase) under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding program.

FY2025-2026

Estimated Cost: \$175,000*

COMPASS Staff Work Days: 40

*The plan itself is also eligible for PROTECT funding

2025 COMPASS Funding Application Phase I

FIRST REVIEW by Toni Tisdale:

Eligibility: STBG-TMA

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.

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 limit):

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

2025 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: [Freight Plan](#)

SAFETY

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

This project will improve safety in the region by promoting safety improvements as identified in the Regional Safety Action plan, which is currently being developed. Additionally, the project will identify areas of conflict between freight and other transportation modes (e.g. downtown urban cores and railroad crossings) and will develop appropriate design guidance and/or projects to improve safety at conflict points.

ECONOMIC VITALITY

Does the study provide economic benefits in the region?

This project will identify and prioritize impediments to freight movement throughout the region. In doing so, the plan will enable more efficient and reliable movement of goods. Additionally, the plan will identify the transportation investments needed to unlock growth in freight-related industries and ensure goods reliably reach consumers. The plan will also address changes in freight industries over the last decade – including the dramatic growth in neighborhood deliveries and the emergence of electric freight vehicles – ensuring the continued economic competitiveness of the region.

CONVENIENCE

Does the study impact Regional Activity Centers or key destinations?

Many freight destinations are located within regional activity centers and include major employers and grocery stores. This plan will address congestion and impediments hindering access to these critical locations. The plan will improve convenience for all users by reducing congestion and improving reliable access to key locations. Proposed projects - including signal coordination, intersection improvements, and access control - will improve efficiency and reduce congestion for all roadway users.

QUALITY OF LIFE

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

This project will also investigate and address equity concerns in freight. Best practices for reducing the impact of freight on residential areas will be developed. Additionally, mitigating the conflict points between freight and other modes will promote active and public transportation, improving both the environment and public health.

OTHER

Is the project needed to meet or exceed federal requirements?

MPOs are required to consider freight in their planning efforts (23 U.S.C. § 134(h)(d)). However, the freight study is not specifically required.

REQUIRED ATTACHMENTS:

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

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

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.

Freight Plan			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>	\$ 450,000	7.34%	\$33,030	92.66%	\$416,970
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
\$450,000	\$33,030	\$416,970

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?



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.	
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 Larsen	Title Director of Operations	FFY 2024
Signature 		Date 1-18-2024



Project Cost Summary Sheet

ITD 1150 (Rev. 06-17)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date	
		18-Jan-24	
Location		District	
Freight Plan		3	
Segment Code	Begin Mile Post	End Mile Post	Length in Miles
N/A	N/A	N/A	N/A

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$450,000
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)		\$450,000
20. Project Cost Per Mile		

Prepared By: *Austin Miller*
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 Jan 18, 2024		
Project Title (Name of Street or Road) Freight Plan		F.A. Route Number N/A	Project Length N/A	Bridge Length N/A	
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)		\$ 450,000			
Right-of-Way (ITD 1150, Line 2)		\$			
Construction (ITD 1150, Line 18)		\$			
Preliminary Engineering By: <input type="checkbox"/> Sponsor Forces <input type="checkbox"/> 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: <input type="checkbox"/> None <input type="checkbox"/> Minor (1-3 Parcels) <input type="checkbox"/> Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> 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 Austin Miller	Title Principal Planner
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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, MATT STOLL, 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: Freight Plan

Signed: 

Dated: 1/18/2024