

Active Transportation Project Scoring			Notes:
West Glenwood Sidewalk, Glenwood Bridge to Riverside Drive CIM Score	Pts.	Max pts.	
CIM project score high priority = 10 points, medium priority = 5 points, and low priority = 3 points, if anywhere on the listed corridor.	10	10	Close proximity to existing Greenbelt (Riverside is 0.1 mile from Greenbelt connection to Glenwood) Close proximity to State - Highest priority (Riverside terminus is 1/3 mile from State)
<b>Safety</b>			
Does the project address a known active transportation safety issue?	20	30	Bike/Ped K-0 A-1 B-1 C-0
Does the project improve safety for active transportation users?	7	10	Multiple CMFs total average decrease 13.55%
<b>Total:</b>	<b>27</b>	<b>40</b>	
<b>Economic Vitality</b>			
Does the project address a priority gap in the active transportation network?	10	10	Yes
Does the project improve a facility in "fair" or "poor" condition?	3	10	Adds new segment.
Does the project provide an active mode alternative to a congested roadway segment?	3	5	Adjacent to Glenwood, a medium congested road and provides access to bus stops.
<b>Total:</b>	<b>16</b>	<b>25</b>	
<b>Convenience</b>			
Does the project improve active mode connectivity to public transportation?	10	10	Current route 12
Does the project improve active mode connectivity to key destinations?	10	10	connects to three key destinations within 0.15 miles, plus additional destinations .67-.77 miles Permanent counter - 2022 ave 77 weekday cyclists and 100 weekend.
<b>Total:</b>	<b>20</b>	<b>20</b>	
<b>Quality of Life</b>			
Does the project benefit an underserved area?	10	10	equity score 5-9
Does the project address an environmental impact?	3	5	Not listed. Applicant provided two possible issues that will be addressed.
Does the project address an existing Americans with Disabilities Act (ADA) compliance issue?	0	5	applicant did not identify or address the issue.
<b>Total:</b>	<b>13</b>	<b>15</b>	
<b>Performance Total:</b>	<b>86</b>	<b>110</b>	
<b>Readiness and Support</b>			
Is the project a priority to the sponsor agency?	10	10	1 of 1
Does the sponsor agency provide match above the required minimum?	0	10	only required match.
Is the project ready for Federal implementation?	4	10	ROW and ROW plans not needed
<b>Programming Total:</b>	<b>14</b>	<b>30</b>	
<b>Total Score:</b>	<b>100</b>	<b>140</b>	

# 2025 COMPASS Funding Application Phase I All Projects

All applications must be submitted in Word format by email to [ssader@COMPASSidaho.org](mailto:ssader@COMPASSidaho.org). This phase of the application page limit is 10 pages.

## DETAILS

**Sponsor Name (agency):** Garden City

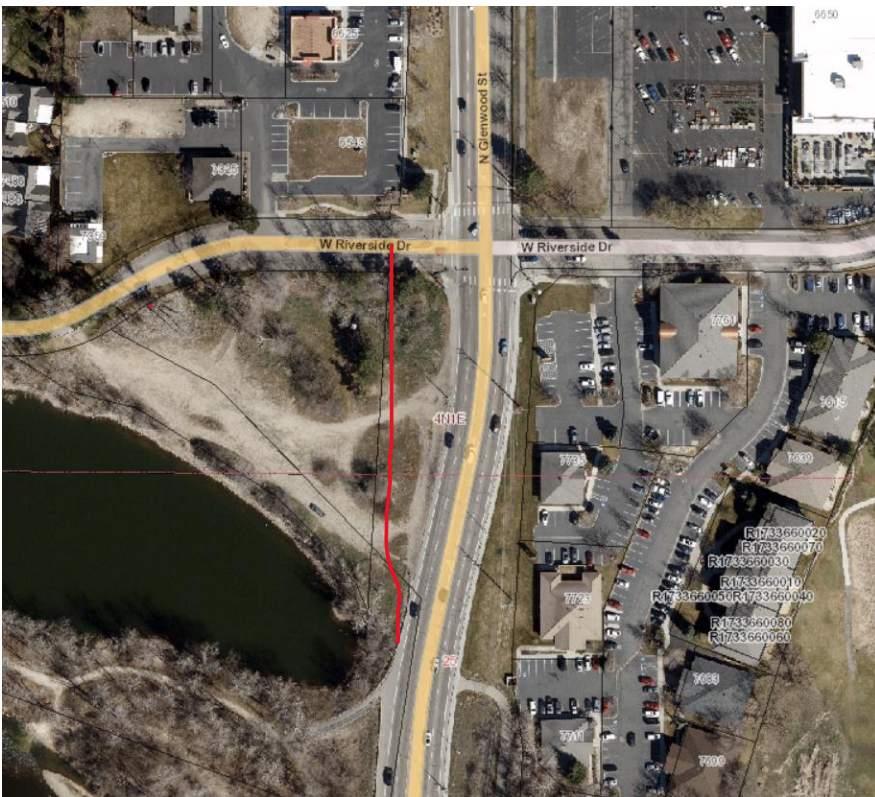
**Main Agency Contact:** Jenah Thornborrow

**Project Title:** West Glenwood Sidewalk: Glenwood Bridge to Riverside Drive

## PROJECT DETAILS

**Briefly describe the location of the project:**

The west side of Glenwood from the bridge to Riverside Drive.



This is a critical connection between residential neighborhoods to the greenbelt and destination locations such as the library/ city hall, retail, and restaurants.

**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

While there are not direct improvements to the public transportation system, this project will facilitate access to and from the public transportation system.

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):

Improve Glenwood and Riverside intersection to provide bicycle and pedestrian facilities in all directions, including paved access from Riverside to the bridge on the west side of Glenwood, to provide safe ADA compliant, pedestrian and bicycle access to and along Glenwood to a bus stop. There is considerable pedestrian traffic going from the residential and commercial centers north of the river to the south side of the river and civic uses such as Post Office, Library, City Hall and Parks. Glenwood is a highly traveled arterial, and a pathway is needed to address both the safety and comfort of the users. This bicycle and pedestrian connection would provide equitable access and quality of life by providing safe access.

## 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:** **\$1,219,400**

**Amount Requested** (total cost minus any local match): **\$1,129,896**

**Proposed local match** (amount): **\$89,504**

**Proposed local match** (percentage): **7.34%**

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

Informed by a very high level estimate provided by LHTAC.

**What is the source of the match?**

City general fund, IDT, VRT, and fundraising.

**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:

**It is anticipated that ITD would be a partner on this project.**

**Has any public involvement been conducted for this project?**

- No
- Yes

If yes, describe the results of those public involvement initiatives:

There was a public survey conducted for the Glenwood corridor in December of 2020: [Linked](#). There were 1,386 respondents to the survey. This need was highlighted in the responses.

**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:

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

**If design has been started, does it meet federal standards?** Federal standards are described in the [Local Public Agency Projects Guide](#)<sup>1</sup> 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: (reference the plan(s) with title/link and provide approval dates)

This request conforms to the Garden City Comprehensive Plan, Garden City Transportation Needs List, and Communities in Motion, Active Transportation Goals.

## ATTACHMENTS:

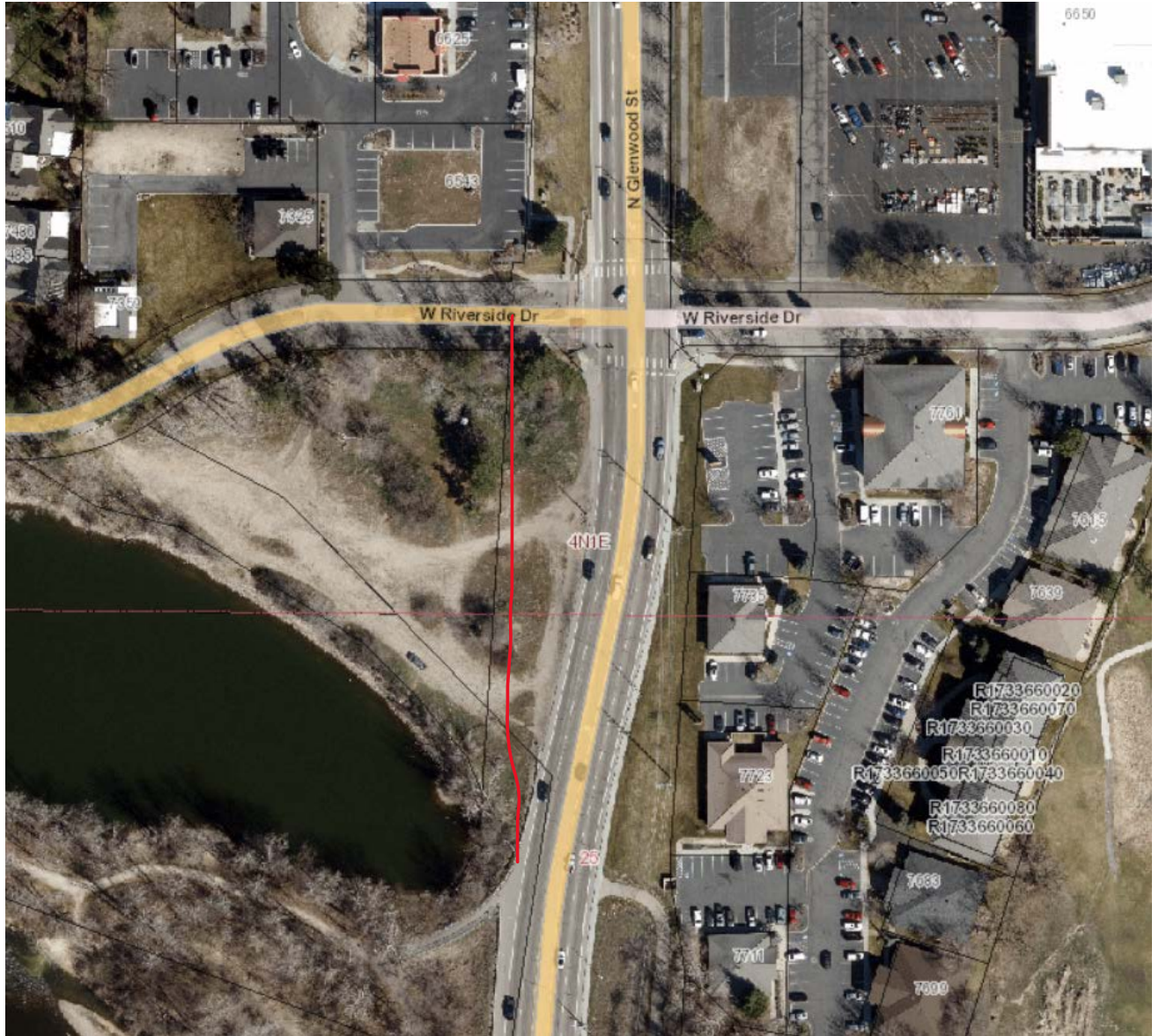
**Attach no more than two map/sketch pages** (if applicable).

**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.



6650

N Glenwood St

W Riverside Dr

W Riverside Dr

4N1E

25

R1733660020  
R1733660070  
R1733660030  
R1733660010  
R1733660050R1733660040  
R1733660080  
R1733660060

7480  
7490  
7660

7695

6625

6615

7701

7615

7735

7725

7685

7711

7600



## OFFICE OF THE MAYOR

6015 Glenwood Street ■ Garden City, Idaho 83714  
Phone 208/472-2900 ■ Fax 208/472-2998

November 22, 2023

Community Planning Association of Southwest Idaho (COMPASS)  
700 NE 2<sup>nd</sup> Street  
Meridian, ID 83642

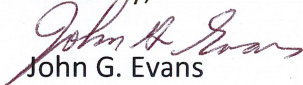
Letter of Commitment – Glenwood Pathway

Dear Director Stoll and members of the COMPASS Board,

Garden City is applying for funding for a multi-use pathway on the west side of Glenwood between the Glenwood Bridge and Riverside Drive. This connection will provide safe ADA compliant, pedestrian and bicycle access to and along Glenwood. There is considerable regional bicycle traffic and local pedestrian traffic going from the residential and commercial centers north of the river to the south side of the river and civic uses such as Post Office, Library, City Hall, and Parks.

The city is prepared to fund the required match.

Sincerely,

  
John G. Evans  
Mayor





**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 8028 • Boise, ID 83707-2028  
(208) 334-8300 • [itd.idaho.gov](http://itd.idaho.gov)

December 1, 2023

Director Matt Stoll  
Community Planning Association of Southwest Idaho (COMPASS)  
700 NE 2<sup>nd</sup> Street  
Meridian, ID 83642

RE: Letter of Support – Glenwood Sidewalk

Dear Director Stoll and COMPASS Board Members

This letter is to share the Idaho Transportation Department's support for the funding application by Garden City to construct significant sidewalk improvements on the northwest side of the Glenwood Bridge along State Highway 44.

This project would create a safer connection across the river and another opportunity to access the Greenbelt on both the north and south sides of the bridge. The additional sidewalk would make it easier for Garden City residents to access critical services at City Hall and the Library. The department appreciates the efforts of Mayor Evans and Development Services Director Jenah Thornborrow and offers our full support for adding this integral piece of sidewalk to their network.

We look forward to collaborating with Garden City, COMPASS, and others on making significant connectivity improvements along Glenwood for bicycle, pedestrian and all vulnerable transportation users in this area of Glenwood. If you have any questions, please get in touch with me directly at [vincent.trimboli@itd.idaho.gov](mailto:vincent.trimboli@itd.idaho.gov) or (208) 334-8817.

Sincerely,

A handwritten signature in black ink that reads "Vincent P. Trimboli".

Vincent Trimboli  
Program Manager, District 3 Planning and Development Services  
[vincent.trimboli@itd.idaho.gov](mailto:vincent.trimboli@itd.idaho.gov)

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The **F**oundation for **A**da / **C**anyon **T**rail **S**ystems

[factsidaho.org](https://factsidaho.org)

January 16, 2024

Community Planning Association of Southwest Idaho (COMPASS)  
700 NE 2nd Street  
Meridian, ID 83642

Letter of Support - Glenwood Pathway

Dear Director Stoll and Members of the COMPASS Board,

The Foundation for Ada/Canyon Trail Systems (FACTS) members express their complete endorsement for the proposed multi-use pathway on the west side of Glenwood, between the Glenwood Bridge and Riverside Drive. The current absence of a pathway on this arterial roadway poses a significant safety concern. This location is known for its substantial bicycle and pedestrian traffic, making the need for this pathway all the more vital. The new pathway will create much safer pedestrian and bicycle access along this section of Glenwood.

FACTS strongly supports Garden City's application for funding for this pathway and would like to remain involved in the design of the pathway and in helping Garden City raise matching funds.

Sincerely,  
William Mullane, Vice President

*William Mullane*

Foundation for Ada/Canyon Trail Systems (FACTS)

FACTS is a non-profit 501(c)3 organization dedicated to closing the gaps in the Greenbelt along the Boise River, creating connective pathways from the Lucky Peak Dam to the Snake River confluence. FACTS promotes coherent corridors for active transportation throughout the Treasure Valley.

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# 2024 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)
  - Be sure to update Phase I cost information if change occurred since the submittal of Phase I

# 2024 COMPASS Funding Application

## Phase II

### ACTIVE TRANSPORTATION PROJECT FOCUS

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

**Sponsor Name (agency):** Garden City

**Project Title:** [West Glenwood Sidewalk: Glenwood Bridge to Riverside Drive](#)

#### SAFETY

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

**Number of fatalities** (active transportation related):0

**Number of serious injuries** (active transportation related):1

**Explain how the project addresses the causes of the fatalities and/or serious injuries:**

Between Glenwood Bridge and Riverside Drive, per 2018-2022 ITD crash data ([https://itd.aashtowaresafety.net/itd-safety-dashboards#/?view\\_id=2](https://itd.aashtowaresafety.net/itd-safety-dashboards#/?view_id=2)), there have been 51 reported accidents including 2 bicyclists. While the vast majority of the reported accidents are motor vehicular, there is an implication for bicyclists and pedestrians at this location. As there is no sidewalk or bike path, both the pedestrians and bicyclists must utilize a narrow shoulder. Pedestrians and bicyclists use this stretch for travel in both directions, which often leads to someone having to stop and wait at the edge of the traffic lane. With the number of vehicular accidents at this location it would be plausible for a vehicle to be pushed into the area that the pedestrians use during a crash.

It should be noted that the data is underrepresenting the magnitude of the safety issues. The drafter of this application has personally been in a motor vehicle accident at the Glenwood/Riverside intersection where there was a fatality (yet the crash not coded as causing the fatality), and witnessed a bicyclist be hit by a car on Glenwood (the cyclist left the sceneresulting in a lack of reporting of th incident).

**Does the project improve safety for active transportation users?** [yes](#)

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

[A separated path would be provided.](#)

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

[A separated path would reduce virtually all motor vehicular conflicts at this location.](#)



Area tha bicyclists and pedestrians use

## 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.

Explain how this project addresses a gap: [While this segment is not specifically listed, the need to connect State Street from Glenwood to downtown is listed. This project will connect that priority to the greenbelt.](#)

### Does the project improve a facility in "fair" or "poor" condition? (A facility is regarding pavement, bridge deck, bridge, pathway, sidewalk, etc.)

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

Explain, if necessary and provide method of data collection:

### Does the project provide an active mode alternative to a congested roadway segment as identified in the COMPASS Congestion Management Annual Report?

- 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

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

[Glenwood fails during peak morning traffic. This project would be a multi-use path that connects to the Greenbelt and bus stops.](#)

## 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 location along any current or planned public transportation corridor and does not directly support public transportation.

Explain:

**Does the project improve active mode connectivity to key destinations?**

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:

Connects to the Greenbelt

Directly adjacent to Riverside Park

VRT stops: The project connects to the Glenwood VRT stops at Riverside Drive, is 0.17 miles to the Marigold/ Glenwood stop and 0.65 miles to the Saxton/ State Street stop.

City Hall, Library, and River Point Park :0.15

Hawks Stadium:0.67 miles

Expo Idaho:0.77 miles

Route for Capital High Students

There is a permanent [Compass bicycle counter](#) on the Greenbelt at the Glenwood Bridge. At this location, in 2022, the daily average number of weekday cyclists is 77 and weekend is 100 users.



**QUALITY OF LIFE**

**Does the project benefit an underserved area (as related to the COMPASS Equity Index)?**

- Yes
- No

If the answer is no, but will still provide benefits to an underserved area, explain how:  
 The area is not within an underserved area but is connected to the greenbelt corridor and bus routes to the City Hall/Library which do serve Census Tract 11.

**Explain the benefit(s) the project will provide to an underserved area:**

This project will make active transportation safer.

**Does the project address any environmental impacts (as listed in the COMPASS Environmental Review Map)?**

Yes

No

Please list the impacts identified on the Environmental Review Map and explain how the project will address the impacts:

If the COMPASS Environmental Review Map does not provide information for this project, provide supplemental documentation that shows the project addresses environmental impacts and provides references to where the information was obtained.

This project will need to address the floodplain and public park spaces.

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

- Yes
- No

Identify the issue and describe the improvement:

**PROJECT READINESS**

**Is the project a priority to the sponsor agency?** Yes

COMPASS staff will request all priorities of applications submitted after the deadline.

**Does the partner agency provide match above the required minimum?**

Project amounts and proposed match are provided in the Phase I application. If the amount of request or match proposed is different than in Phase I, please revise Phase I.

**Is the project ready for federal implementation?** (Mark all that apply)

- Pre-concept report complete or equivalent
- Preliminary design complete
- Environmental complete
- Final design complete
- Right-of-way plans complete (or not needed)
- Right-of-way acquired (or not needed)
- PS&E is ready

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



# 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) Garden City			Date 2/5/2024		
Project Title (Name of Street or Road) West Glenwood Sidewalk		F.A. Route Number	Project Length	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Glenwood Bridge to Riverside Drive					
Character of Proposed Work (Mark Appropriate Items)					
<input type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input type="checkbox"/> Utilities	<input checked="" 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 type="checkbox"/> _____		
<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)		\$ 154700			
Right-of-Way (ITD 1150, Line 2)		\$ 0			
Construction (ITD 1150, Line 18)		\$ 1064000			
Preliminary Engineering By: <input checked="" type="checkbox"/> Sponsor Forces <input type="checkbox"/> Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		NA			
Within 2 miles of an Airport		NA			
Parks (City, County, State or Federal)		Riverside Park; Greenbelt			
Environmentally Sensitive Areas		Lower Boise River			
Federal Lands (Indian, BLM, etc.)		NA			
Historical Sites		NA			
Schools		Capital High active transportation route			
Other					
Additional Right-of-Way Required: <input checked="" 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 checked="" type="checkbox"/> No <input type="checkbox"/> Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	4	4	Roadway Width (Shoulder to Shoulder)	ft	NA ft
Pavement Type	None	Concrete	Right-of-Way Width	~170 ft	~170 ft

Sponsor's Signature 	Title Development Services Director
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### Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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# Project Cost Summary Sheet

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

Round Estimates to Nearest \$1,000

Key Number	Project Number	Date
		2/5/2024
Location		District
Glenwood Bridge to Riverside Drive		
Segment Code	Begin Mile Post	End Mile Post
		Length in Miles

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		\$18,200
1b. Preliminary Engineering by Consultant (PEC)		\$136,500
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		\$791,000
5. Drainage and Minor Structures		
6. Pavement and Base		\$204,600
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		\$66,400
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)		\$1,062,000
16. Mobilization      % of Item 15		\$1,000
17. Construction Engineer and Contingencies                      % of Items 15 and 16		\$1,000
18. Total Construction Cost (15 + 16 + 17)		\$1,064,000
19. Total Project Cost ( 1 + 2 + 18)		\$1,219,000
20. Project Cost Per Mile		

Prepared By: *Jenah Thornborrow*  
Jenah Thornborrow



# 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 data<sup>1</sup>.

The following information must be reported for prime awardees and sub-awardees<sup>2</sup>:

Sub-Awardee DUNS <sup>3</sup> DS9ZHLJMD5L1	Sub-Awardee Name Garden City			
Address 6015 Glenwood	City Garden City	State ID	Zip Code 83714	

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 <sup>4</sup>
1.	
2.	
3.	
4.	
5.	
Explanation for exemption from listing above The city does not receive 80% or more of its revenue from federal funds, nor does it receive \$25,000,000 in gross revenue from Federal rewards, and the public has access to the compensation of all employees.	

### 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) Jenah Thornborrow	Title Development Services Director	FFY 2024
Signature <i>Jenah Thornborrow</i>		Date 1/16/2024

## 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.

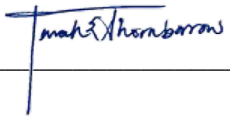
5. Compliance with audit requirements:
  - a. An entity expending \$500,000 or more in a year in combined Federal awards (including any funds received from Federal sources outside ITD: US federal contracts, subcontracts, loans, grants, subgrants, and/or cooperative agreements) requires an A-133 Single 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:

<b>For the costs of a:</b>	<b>Use the principles in:</b>
State, Local or Indian Tribal Government	<a href="#">2 CFR 225</a>
Private, nonprofit organization other than an (1) institution of higher education, (2) hospital, or (3) organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">2 CFR 230</a>
Educational institution	<a href="#">2 CFR 220</a>
For-profit organization other than a hospital and an organization named in <a href="#">2 CFR 230</a> as not subject to that circular	<a href="#">48 CFR Part 31</a> , 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, Jenah Thornborrow, from Garden City (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: West Glenwood Sidewalk: Glenwood Bridge to Riverside Drive

Signed: 

Dated: 1/16/2024

# Project Estimating Worksheet

For Large Construction Projects

Proposed Funding Match Rates	<b>Local Rate</b>	<b>Federal Rate</b>
	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 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	<b>Preliminary Construction Estimate (PCE)</b> <i>(Enter the estimated cost of construction only)</i>		\$ 700,000	7.34%	\$51,380	92.66%	\$648,620
CN	<b>Construction Contingency</b> (Overruns, change orders, etc.) <i>(30% of PCE)</i>	30%	\$ 210,000	7.34%	\$15,414	92.66%	\$194,586
CE	<b>Construction Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	2.00%	\$ 18,200	7.34%	\$1,336	92.66%	\$16,864
CC	<b>Construction Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)</i>	15%	\$ 136,500	7.34%	\$10,019	92.66%	\$126,481
CL	<b>Construction Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%		7.34%	\$0	92.66%	\$0
UT	<b>Utilities</b> <i>(amount for moving/improving utilities)</i>		\$ -	7.34%	\$0	92.66%	\$0
RW	<b>Right-of-Way</b> <i>(ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)</i>		\$ -	7.34%	\$0	92.66%	\$0
LP	<b>Land Purchase</b> <i>(estimated amount for land purchase)</i>		\$ -	7.34%	\$0	92.66%	\$0
PE	<b>Preliminary Engineering (ITD)</b> <i>(standard rate: 0.5% of PCE + contingency)</i>	2.00%	\$ 18,200	7.34%	\$1,336	92.66%	\$16,864
PC	<b>Preliminary Engineering (Consultant)</b> <i>(standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)</i>	15%	\$ 136,500	7.34%	\$10,019	92.66%	\$126,481
PL	<b>Preliminary Engineering (LHTAC)</b> <i>(standard rate: 4% of PCE + contingency)</i>	4.00%		7.34%	\$0	92.66%	\$0

\$ 154,700

<b>Total Project Estimate</b>	<b>Total Local Portion</b>	<b>Total Federal Portion</b>
<b>\$1,219,400</b>	<b>\$89,504</b>	<b>\$1,129,896</b>

Construction  
Right-of-Way  
Design

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