

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: Aviator Springs






Agency: Meridian

CIM Vision Category: Future Neighborhoods

New households: 93

New jobs: ±25

Exceeds CIM forecast: No

	<p>CIM Corridor: None Pedestrian level of stress: N/A Bicycle level of stress: N/A</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 620 Jobs within 1 mile: 130 Jobs/Housing Ratio: 0.2</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: >4 miles Nearest fire station: >4 miles</p>	<p>Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: Yes Farmland within 1 mile: 1,169 acres</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: 3.3 miles Nearest public school: 0.1 miles Nearest public park: 1.8 miles Nearest grocery store: 3.3 miles</p>	<p>Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

Recommendations

State Highway 16 is the #4 priority in the *Communities in Motion 2040 2.0* plan. State Highway 16 serves as the main commuter route from Gem County to the Treasure Valley. State Highway 16 is the #4 priority in the *Communities in Motion 2040 2.0* plan. State Highway 16 serves as the main commuter route from Gem County to the Treasure Valley. Idaho Transportation Department has programmed funding for preliminary engineering and right-of-way acquisition on SH-16 between I-84 and US 20/26 (FY2021- 2027 Regional Transportation Improvement Program Key Number 20788). Current documents show construction as unfunded; however, ITD now has State funding for construction of Phase 2, which will build the entire corridor with at-grade intersections. The construction funds are expected to be added to the programs this fall. Design for Phase 3, was recently added to design the interchanges for this segment; however, funding is not yet available to construct the interchanges. This location is not served by bus routes and ValleyConnect 2.0 does not plan for public transportation to this site. More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>

Roadway and ADA Improvements, Part 3, Boise Area – FY2027

Regionally Significant: Inflated **COMPASS PM:** Maintenance **Federal PM:**

Key #: 22927

Requesting Agency: ACHD
 Project Year: 2027
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$387
 Total Cost (Prev. + Prog.): \$387



Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet American's with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments will be determined prior to the obligation in the the design year.

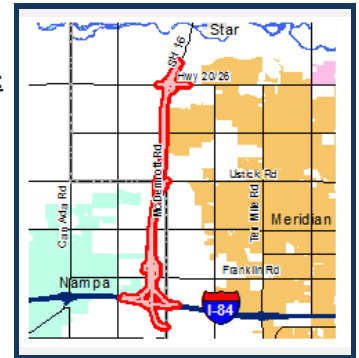
Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	5	76	0	0	0	0	81	0	81	
2027	0	0	0	0	0	306	306	0	306	
Fund Totals:	\$5	\$76	\$0	\$0	\$0	\$306	\$387	\$0	\$387	

SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties

Regionally Significant: Inflated **COMPASS PM:** Support **Federal PM:**

Key #: 20788

Requesting Agency: ITD
 Project Year: 2019-2021
 Total Previous Expenditures: \$91,140
 Total Programmed Cost: \$7,500
 Total Cost (Prev. + Prog.): \$98,640



Project Description : Preliminary engineering and right-of-way acquisition only on State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Funds will be used to update the environmental re-evaluation, preliminary design through final design, and right-of-way acquisition. (Right-of-way is partially funded and construction is considered "unfunded.")

Funding Source		IM		Program			State Hwy - Restoration		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	0	7,500	0	0	0	7,500	6,950	551	
Fund Totals:	\$0	\$0	\$7,500	\$0	\$0	\$0	\$7,500	\$6,950	\$551	

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Fiscal Impact Analysis Supplemental for the Development Review Checklist

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all. More information about the COMPASS Fiscal Impact Tool is available at: www.compassidaho.org/prodserv/fiscalimpact.htm.

Overall Net Fiscal Impact

Net Fiscal Impact, by Agency

City

County

Highway District

School District

Break Even: