

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: Black Cat Industrial (H-2021-0064)






Agency: Meridian

CIM Vision Category: Future Neighborhoods

New households: 0

New jobs: ±620

Exceeds CIM forecast: No

	<p>CIM Corridor: Black Cat Road Pedestrian level of stress: R Bicycle level of stress: R</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: 430 Jobs within 1 mile: 90 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: 3.1 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: 997 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: 0.7 miles Nearest public school: 2.2 miles Nearest public park: 1.5 miles Nearest grocery store: 2.6 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

The project is about 1-mile from the Ten Mile Interchange, an important access point to I-84. To the west, 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 (Key #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. The area is currently served by bus routes 40 (Nampa/Meridian Express) and 42 (Happy Day to Towne Square Mall) and will be served by the 30 (Pine) on Franklin Rd. Work with Valley Regional Transit on design to improve the existing stop and to accommodate future services. 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>

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

Regionally Significant:
 Key #: 20788

Inflated

COMPASS PM:
 Support

Federal PM:

Requesting Agency: ITD
 Project Year: 2019-2021
 Total Previous Expenditures: \$125,140
 Total Programmed Cost: \$23,141
 Total Cost (Prev. + Prog.): \$148,281



Project Description : Preliminary engineering and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 construction is 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		

Funding Source		State		Program				Hwy GARVEE - Future Authorization		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	100	15,000	491	50	0	0	15,641	0	15,641		
Fund Totals:	\$100	\$15,000	\$491	\$50	\$0	\$0	\$15,641	\$0	\$15,641		

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: 6 Years