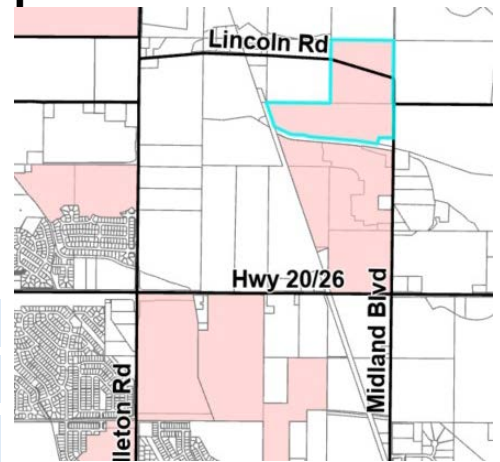


# Communities in Motion 2050 Development Checklist

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 2050 (CIM 2050), 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 2050 goals.



**Development Name:** Midland Meadows  
**CIM Vision Category:** Future Neighborhood **New Jobs:** 0  
**CIM Corridor:** None **New Households:** 266



## Safety

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes and travel speeds.

- Pedestrian level of stress
- Bicycle level of stress



## Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

- Activity Center Access
- Farmland Preservation
- Net Fiscal Impact
- Within CIM Forecast



## Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations

- Nearest bus stop
- Nearest public school
- Nearest public park



## Quality of Life

Checked boxes indicate that additional information is attached.

- Active Transportation
- Automobile Transportation
- Public Transportation
- Roadway Capacity



Improves performance



Does not improve or reduce performance



Reduces performance

### Comments:

[ValleyConnect 2.0](#) proposes a bus route along Midland Boulevard connecting the City of Caldwell to the City of Meridian, with a stop at this location. Work with Valley Regional Transit to design and locate the pad for the future service.

**Communities in Motion 2050**  
[2020 Change in Motion Report](#)  
[Development Review Process](#)

Web: [www.compassidaho.org](http://www.compassidaho.org)  
 Email: [info@compassidaho.org](mailto:info@compassidaho.org)



## Roadway Capacity

The COMPASS transportation improvement program (TIP) is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. Many projects help implement the Complete Network Policy, including adding additional travel lanes to existing roads and building new roadways.

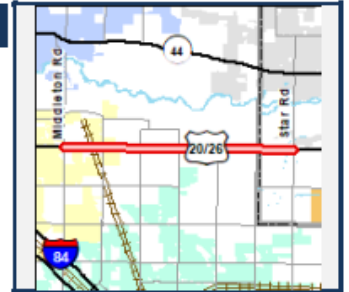
The [COMPASS TIP](#) contains additional information about short-range capital projects.

### US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant:   Inflated  
 Key #: 23337

Requesting Agency: ITD  
 Project Year: 2024  
 Total Previous Allocations: \$7,024  
 Total Programmed Budget: \$226,610  
 Total Cost (Prev. + Prog.): \$233,634

**TIP Achievement:**  
 NHS-LOTTR  
 Active Transportation  
 Safety  
 System Performance



**Project Description**  
 Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction will be broken out as funding is determined.

| Funding Source      |                         | State                              |              | Program   |                          |              |              | State Hwy - Early Development |               | Local Match |  | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-------------------------------|---------------|-------------|--|---------|
| Cost Year*          | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Construction | Total                         | Federal Share | Local Share |  |         |
| 2024                | 0                       | 0                                  | 0            | 0         | 23,000                   | 130,000      |              | 153,000                       | 0             | 153,000     |  |         |
| <b>Fund Totals:</b> | \$0                     | \$0                                | \$0          | \$0       | \$23,000                 | \$130,000    |              | \$153,000                     | \$0           | \$153,000   |  |         |

| Funding Source      |                         | TECM                               |              | Program   |                          |              |              | State Hwy - Safety & Capacity (Capacity) |               | Local Match |  | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--|---------------|-------------|--|---------|
| Cost Year*          | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Construction | Total                                    | Federal Share | Local Share |  |         |
| 2023                | 0                       | 3,946                              | 23,364       | 200       | 0                        | 0            |              | 27,510                                   | 0             | 27,510      |  |         |
| 2024                | 0                       | 0                                  | 18,100       | 0         | 0                        | 0            |              | 18,100                                   | 0             | 18,100      |  |         |
| <b>Fund Totals:</b> | \$0                     | \$3,946                            | \$41,464     | \$200     | \$0                      | \$0          |              | \$45,610                                 | \$0           | \$45,610    |  |         |

| Funding Source      |                         | Leading Idaho                      |              | Program   |                          |              |              | Leading Idaho |               | Local Match |  | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------|---------------|-------------|--|---------|
| Cost Year*          | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Construction | Total         | Federal Share | Local Share |  |         |
| 2024                | 0                       | 0                                  | 0            | 3,000     | 0                        | 0            |              | 3,000         | 0             | 3,000       |  |         |
| 2025                | 0                       | 0                                  | 25,000       | 0         | 0                        | 0            |              | 25,000        | 0             | 25,000      |  |         |
| <b>Fund Totals:</b> | \$0                     | \$0                                | \$25,000     | \$3,000   | \$0                      | \$0          |              | \$28,000      | \$0           | \$28,000    |  |         |

## ***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](http://www.compassidaho.org/prodserv/fiscalimpact.htm)

### **Overall Net Fiscal Impact Net Fiscal Impact by Agency**

 City

 County

 Highway District

 School District

Break Even: 1 year