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:** Sugar Ranch  
**CIM Vision Category:** Rural  
**New Jobs:** 0  
**CIM Corridor:** None  
**New Households:** 54

### Safety
Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure such as 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: ☑

### Comments:
The proposal is in a primarily farmland area without nearby public parks or nearby employment. Consider long-term impacts to farmland, as farmland preservation is a goal in the regional long-range transportation plan, Communities in Motion 2050.
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.
**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**

<table>
<thead>
<tr>
<th>Agency</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A City</td>
<td></td>
</tr>
<tr>
<td>Highway District</td>
<td>✔️</td>
</tr>
<tr>
<td>N/A School District</td>
<td>✔️</td>
</tr>
</tbody>
</table>

Break Even: 1 year