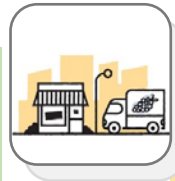


# Communities in Motion (CIM) Development Review Checklist

Development Name: Talega Village  
 CIM Vision Category: Future Neighborhood  
 Consistent with CIM Vision? YES  
 New Households: 493      New Jobs: ±220



**Safety**  
 How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.  
 State Highway 44 (West State Street)  
 Pedestrian level of stress   
 Bicycle level of stress



**Economic Vitality**  
 To what extent does the project enable people, government, and businesses to prosper?  
 Economic Activity Center Access   
 Impact on Existing Surrounding Farmland   
 Net Fiscal Impact



**Convenience**  
 What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?  
 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 Projects

Improves performance       Does not improve or reduce performance       Reduces performance

**Comments:**  
 When developing the site plan for Phase 4 consider including a public multiuse pathway along the southern boundary, as shown in the City of Star's [Pathways Master Plan](#). To support future transit along State Street consider installing sidewalks that are wide enough to allow for passenger and wheelchair loading and unloading (72-84 inches).

**Who we are:** The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with [Communities in Motion](#), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available [online](#). See the [Development Review User Guide](#) for more information on the red, yellow, and green checklist thresholds.

## Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the [COMPASS Complete Network Policy \(No. 2022-01\)](#). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network [map](#) for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

**Corridor Name:** State Highway 44 (West State Street)

**Primary Use:** Public Transportation

**Secondary Use:** Freight

### Land Use to Support Public Transportation

- ✓ Orient buildings toward potential transit corridors, with parking on the back side rather than the street side

The COMPASS-compiled catalog of Transit Oriented Developments in the [Communities in Motion Implementation Guidebook](#) provides examples of how higher-density development can integrate in existing neighborhoods.

### Public Transportation Infrastructure

- ✓ Provide sidewalks and/or bike paths designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect development to transit stops
- ✓ Include doors with 32 inches of clear passage space, and at least one zero-step entrance and accessible bathroom on the main floor to support those with limited mobility

# ***Fiscal Impact Analysis***

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on 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.

## **Net Fiscal Impact by Agency**



City



County



Highway District



School District

Breakeven point across all agencies: 16 years

### **Additional Information:**

- City of Star fiscal impact is estimated to be positive prior to phase 4.
- The largest estimated expense to City of Star is law enforcement (50% of total expenses).
- Highway District fiscal impact is estimated to be positive in stabilization year (on-going impact), however capital costs to state highway system result in breakeven point beyond 20 years.

*Disclaimer: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at:*

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

# Long-Term Funded and Unfunded Capital Projects

CIM Priority Corridor:

State Highway 44 (West State Street)

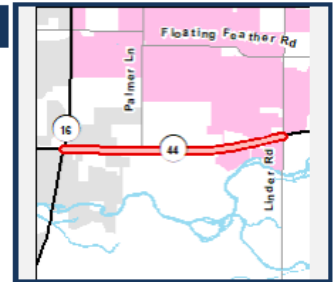
Widening State Highway 44 (West State Street) is a short-term funded project in *Communities in Motion 2050* (Key# 20266 in the FY23-29 Transportation Improvement Program).

More information on transportation needs and projects based on forecasted future growth is available at: <https://compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac>

## Short-Term Funded Capital Projects

### SH-44 (State Street), SH-16 to Linder Road, Ada County

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: 20266 System Performance  
 Requesting Agency: ITD NHS-LOTTR  
 Project Year: 2023 Safety  
 Total Previous Allocations: \$654  
 Total Programmed Budget: \$7,017  
 Total Cost (Prev. + Prog.): \$7,671  
Project Description

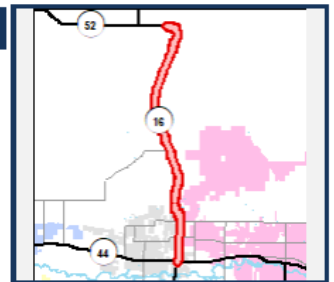


Add an additional westbound and eastbound lane to improve congestion and reduce crashes along State Highway 44 (State Street), from State Highway 16 to Linder Road near the City of Eagle.

Funding Source			Program					Local Match	
HB132 and HB312			State Hwy - Safety & Capacity (Capacity)					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	1,145	5,872	7,017	0	7,017
<b>Fund Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,145</b>	<b>\$5,872</b>	<b>\$7,017</b>	<b>\$0</b>	<b>\$7,017</b>

### Study, SH-16, SH-44 to Junction SH-52, Environmental Reevaluation

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: 23175 Support  
 Requesting Agency: ITD  
 Project Year: 2023  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$3,000  
 Total Cost (Prev. + Prog.): \$3,000  
Project Description



Reevaluate the environmental assessment regarding proposed improvements to State Highway 16 from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett to reaffirm the Idaho Transportation Department's proposed improvements on the corridor.

Funding Source			Program					Local Match	
STBG-State			State Hwy - Early Development					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	50	2,950	0	0	0	0	3,000	2,780	220
<b>Fund Totals:</b>	<b>\$50</b>	<b>\$2,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$2,780</b>	<b>\$220</b>

Source: *The COMPASS Transportation Improvement Program (TIP). The 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 and is available at:*

[https://www.compassidaho.org/documents/prodserv/trans/FY22/FY23\\_29TIPdoc.pdf](https://www.compassidaho.org/documents/prodserv/trans/FY22/FY23_29TIPdoc.pdf)