Planning Commission
Hearing Date: May 21, 2026
Canyon County Development Services Department

PLANNING DIVISION STAFF REPORT

CASE NUMBER:	**OR2026-0001**
APPLICANT/REPRESENTATIVE:	**Canyon County Development Services Department**
PROPERTY OWNER:	**N/A**
APPLICATION:	**Amendment to the 2030 Canyon County Comprehensive Plan**
LOCATION:	**Unincorporated County**
ANALYST:	**Jay A Gibbons**

REQUEST:
The County is to consider adopting the following development impact fee capital improvements plans as elements of the Canyon County 2030 Comprehensive Plan in accordance with Idaho Code § 67-8208(1):

- City of Caldwell and Highway District No. 4 "Caldwell Area Capital Improvements Plan and Traffic Impact Fee Program" dated December 12, 2024; and
- Highway District No. 4 "Mid-Star Service Area Capital Improvements Plan" and "Traffic Impact Fee Program" updates dated August 20, 2025 Highway District No. 4 (HD4).

The Planning & Zoning Commission heard a request to add HD4's request regarding their impact fee program and capital improvement plans on April 3. 2025, recommending approval. The highway district has since adopted an updated version of the plans, requiring the Commission to consider the updates to be adopted. There are (3) three parts to his request:

1. HD4 Traffic Impact Fee Program for the Mid-Star Service area
2. HD4 Mid-Star Service Area Capital Improvements Plan
3. HD4 Caldwell Area Capital Improvements Plan

PUBLIC NOTIFICATION:

Agency and Full Political notice:	**April 16, 2026**
Newspaper notice published on:	**April 21 & May 11, 2026**

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1. BACKGROUND:

Highway District No. 4 has entered into an intergovernmental agreement with the County under I.C. § 67-8204A, in response to the significant growth and development affecting both the County and the highway district. In light of these dynamics, the Canyon County Board of Commissioners adopted the Growing Together Comprehensive Plan 2030 on October 27, 2022 without an appendix containing the impact fee program documents from the various districts. The County had previously amended the 2020 Comprehensive Plan on multiple occasions to incorporate various capital improvement plans. These plans include studies and fee programs for local fire departments, rural fire protection districts, and traffic impact fee initiatives. Additionally, the County implemented development impact fee ordinances—one on July 20, 2022, specifically addressing Highway District No. 4. Moreover, the Highway District has submitted proposals to include both previously approved and new capital improvement plans prepared in accordance with Idaho Code § 67-8208. The County needs to adopt the updated plans into the current 2030 Comprehensive Plan in order for the Board of County Commissioners to adopt updated ordinances to implement the requested fees for the Highway District.

REQUIRED CRITERIA: The standards in Idaho Code § 67-8208

2. HEARING BODY ACTION:

OPTIONAL MOTIONS:

Approval of the Application: "I move to recommend the approval of the Highway District's application to amend the County's Comprehensive Plan.

Denial of the Application: "I move to recommend denial of the Highway District's application to amend the County's Comprehensive Plan as it **does not** meet the required criteria for approval."

Table the Application: "I move to continue amendments to the 2030 Canyon County Comprehensive Plan to [*date certain or uncertain*]"

3. REQUIRED CRITERIA

HEARING CRITERIA (07-06-03 (1)): The board shall, when considering an application for an amendment to the comprehensive plan, consider the required criteria as analyzed below.				
Compliant			**County Ordinance and Staff Review**	
Yes	**No**	**N/A**	**Code Section**	**Analysis**
☒	☐	☐	**Idaho Code §67-6509 (c) and CCZO §07-06-01 (3)**	**Is the amendment generally in conformance with the comprehensive plan;**
			Staff Analysis	The requested type of growth is generally in conformance with the 2030 Comprehensive Plan. It must be noticed and heard by the P&Z commission and then approved by the Board of County Commissioners.
☒	☐	☐	**CCZO §07-06-03 (A-E)**	**Criteria for Comprehensive Plan Amendment:** A. Is the requested type of growth generally in conformance with the comprehensive plan; B. When considering the surrounding land uses, is the proposed land use more appropriate than the current comprehensive plan designation; C. Is the proposed comprehensive plan amendment compatible with surrounding land uses; D. Do development trends in the general area indicate that the current designation and circumstances have changed since the comprehensive plan was adopted; and E. Will the proposed comprehensive plan amendment impact public services and facilities. What measures will be implemented to mitigate impacts? (Ord. 11-003, 3-16-2011)
			Staff Analysis	A. Yes, as it speaks to public service delivery being impacted and impact fees are a form of mitigation. B. Yes, adding an appendix B to the comprehensive plan to include the impact fee study and Capital Improvement Plans prepared by the district addresses impact fees to the Highway District No. 4. C. Yes, as it will mitigate the impact of development by allowing the highway district to collect impact fees. D. Yes, amending the comprehensive plan to update and include impact fees for the highway district. E. The proposed impact fees may mitigate negative impacts associated with growth throughout the county for the requesting district.

4. AGENCY COMMENTS:
The letter of agency notification can be found on Exhibit B-1 and a list of notified agencies can be found on Exhibit B-2.

Staff received agency comments from the following agencies:

- IDEQ (Idaho Department of Environmental Quality
- City of Caldwell

All agency comments received by the materials deadline are located in Exhibit B.

Pursuant to Canyon County Ordinance 01-17-07B Materials deadline of May 11, 2026, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

5. PUBLIC COMMENTS:
Staff received NO written public comments by the materials deadline of May 11, 2026.

Pursuant to Canyon County Ordinance 01-17-07B Materials deadline, the submission of late documents or other materials does not allow all parties time to address the materials or allow sufficient time for public review. After the materials deadline, any input may be verbally provided at the public hearing to become part of the record.

6. SUMMARY:
In consideration of the application and supporting materials, staff concludes that the proposed comprehensive plan amendment is **compliant** with Canyon County Ordinance 07-06-03. A full analysis is detailed within the staff report.

Should the Commission wish to approve the subject application, staff recommends the following conditions be attached: **No conditions are proposed**

7. EXHIBITS:

A. **Application Packet & Supporting Materials**
   1. Letter of Intent
   2. Proposed comprehensive plan text amendment Appendix B
      2.1. HD4 Traffic Impact Fee Program for the Mid-Star Service area
      2.2. HD4 Mid-Star Service Area Capital Improvements Plan
      2.3. HD4 Caldwell Area Capital Improvements Plan

B. Agency Comments Received by: May 11, 2026
   1. Letter of Agency Notification
   2. List of Notified Agencies
   3. Email from Idaho Department of Environmental Quality; Received: April 21, 2026
   4. Email from City of Caldwell; Received: May 11, 2026

C. Public Comments Received by: May 11, 2026
   1. None

Exhibit 7A-1

Letter of Intent

Case# OR2026-0001

Letter of Intent

The purpose of the application is to consider an amendment to the Canyon County Comprehensive Plan, 2030 (the "Comprehensive Plan") as follows:

- Amending Table 7. Public Services, Facilities, Utilities Goals, Policies, and Actions by amending G7.01.00 to read as follows:
  G7.01.00 Endeavor to continue providing reliable public services, public safety facilities, & public utilities that support existing developed areas and future growth. Enter into intergovernmental agreements with districts, authorized by Idaho Code Section 67-8204A, for the purpose of agreeing to the collection and expenditure of development impact fees to assure that new development pays for its impact on district facilities, utilities, and services.
- Amending Table 7. Public Services, Facilities, Utilities Goals, Policies, and Actions by the addition thereto of a new section A7.01.00a to read as follows:
  A7.01.00a Include, as Comprehensive Plan appendices, all approved development impact fee capital improvements plans.
- By the addition to the Comprehensive Plan of new appendix B to read as follows:
  Appendix B - Intergovernmental Agreement Capital Improvements Plans:

  CAPITAL IMPROVEMENTS PLANS

  The following Capital Improvements Plans are the basis of development impact fees set forth in Article 1 of Chapter 11 Development Impact Fee Ordinance of the Canyon County Code of Ordinances.

  B-1 City of Caldwell Fire Department & Caldwell Rural Fire District Impact Fee Study and Capital Improvements Plan Final Report July 2, 2019

  B-2 Canyon Highway District No. 4 Mid-Star Traffic Impact Fee Program **August 20, 2025**, the Canyon Highway District No. 4 Mid-Star Service Area Capital Improvements Plan **August 20, 2025 and the City of Caldwell and Highway District no. 4 Caldwell Area Capital Improvements Plan and Traffic Impact Fee Program December 12, 2024**

  B-3 [Homedale Rural Fire Protection District] Capital Improvement Plan and Development Impact Fee Study January 27, 2025

  B-4 Kuna Rural Fire District Impact Fee Study and Capital Improvement Plan Final Report November 30,2021

  B-5 [Marsing Rural Fire District] Capital Improvement Plan and Development Impact Fee Study January 13, 2025

  B-6 [Middleton Rural Fire District] Capital Improvement Plan and Development Impact Fee Study September 15, 2023

  B-7 [Nampa Fire Protection District] Capital Improvement Plan and Development Impact Fee Study February 21, 2025

  B-8 [Parma Rural Fire Protection District] Capital Improvement Plan and Development Impact Fee Study August 25, 2022

  B-9 [Star Fire Protection District] Capital Improvement Plan and Development Impact Fee Study August 23, 2023

  B-10 Wilder Rural Fire Protection District Impact Fee Study and Capital Improvement Plan March 6, 2019

Exhibit 7A-2

Proposed Comprehensive Plan Text Amendment Appendix B

Appendix B - Intergovernmental Agreement Capital Improvements Plans

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Exhibit 7A-2

2.1 HD4 Traffic Impact Fee Program of Mid-Star Service Area

HIGHWAY DISTRICT NO. 4

Traffic Impact Fee Program

Prepared by Kittelson & Associates, Inc.
May 7, 2021

Updated by Kittelson & Associates, Inc.

August 20, 2025

Prepared for:

Highway District No. 4
City of Star, Idaho
City of Middleton, Idaho

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INTRODUCTION

What is a Traffic Impact Fee?

Highway District No. 4 (HD4) has developed a Traffic Impact Fee (TIF) program in coordination with the City of Middleton, the City of Star, Canyon County, and the Development Impact Fee Advisory Committees (DIFAC) from these agencies. The TIF program was created in conjunction with the Middleton-Star (Mid-Star) Service Area Capital Improvements Plan (CIP) (Reference 1) and meets the requirements of the Idaho Development Impact Fee Act (Idaho Code 67-82) (Reference 2). The TIF program identifies impact-fee eligible projects from the Mid-Star Service Area CIP to fund through transportation impact fees collected from new growth and development within the Mid-Star service area.

Traffic impact fees are one-time fees charged to new developments to pay for capital improvement projects associated with increased demand. Impact fees are attributed to new developments using a proportionate share concept, ensuring that developments and all partner agencies only pay their proportionate share for roadway facility improvements. Capital improvement project costs may be entirely or partially eligible for traffic impact fees, based on the Idaho Development Impact Fee Act.

This TIF program establishes traffic impact fees that represent the cost *per service unit* for new developments – service units are defined as the additional vehicle miles traveled on the eligible highway network as a result of new vehicle trips generated by new growth and development. Service units from a variety of land use types (e.g. single-family residential, multi-family residential, retail, office, light industrial) are considered based on established trip generation rates and other factors related to the land use.

2025 Updates

The Mid -Star Service Area Traffic Impact Fee (TIF) Program was originally adopted in May of 2021. A minor update occurred in August of 2025. The updates made in 2025 include a change in total impact fee eligible costs as a result of a minor update to the Capital Improvement Plan (CIP), a change in the calculation methodology for COMPASS model VMT output, an update to the 11th edition of the ITE Trip Generation Manual, and a resulting update in the fee schedule. A detailed account of updates made in 2025 can be found in Appendix B. A subsequent update of the CIP occurred in conjunction with the TIF program update.

State Requirements

The following defines the basic requirements for impact fees under Idaho Code 67-82:

- Impact fee programs must be based on an accompanying CIP, to be updated at least once every five years. The CIP must include projected demand for improvement projects over a reasonable period of time, not to exceed twenty years[1].
- Impact fees must not exceed a proportionate share of the cost of system improvements. Proportionate share should be determined in consideration of a number of factors, including the cost and funding of existing system improvements.
- Impact fee programs must provide a detailed description of the methodology by which costs per service unit are determined.
- Impact fee programs must include a schedule of development impact fees for various land uses per unit of development.
- Impact fee programs must include a description of acceptable levels of service for system improvements.
- Development of an impact fee program must be in coordination with a development impact fee advisory committee.
- Development impact fee ordinances shall allow the developer to provide an individual assessment of the proportionate share of development impact fees. The individual assessment may be used to justify traffic impact fees lower than required of a development as part of the HD4 Traffic Impact Fee Program for the Mid-Star service area. *The methodology for individual assessments is presented in Appendix A.*

Service Area

Figure 1 shows the service area for HD4's TIF program. The service area includes multiple jurisdictions, including the City of Middleton, the western portion of the City of Star, portions of unincorporated Canyon County, and HD4. The service area is defined as that portion of Canyon County lying north of the Boise River, east of Interstate 84, south of Payette and Gem Counties, and west of Ada County; and also the City of Middleton Area of Impact south of the Boise River lying east of KCID Road, north of Lincoln Road, and west of Midland Boulevard.

[1] Further discussion regarding CIP requirements is available in the HD4 Capital Improvements Plan (2020).

METHODOLOGY

Land Use Assumptions

Traffic impact fee calculations are based on the cost of capital improvements projects identified in the Mid-Star Service Area CIP (Reference 1). The CIP identified existing and future roadway and intersection deficiencies using output from the COMPASS Regional Travel Demand Model.

Land use and demographic assumptions within the 2020 COMPASS model were modified to depict existing residential density using the 2019 orthophotography provided by COMPASS, and to include expected development in the service area based on current growth patterns identified in Canyon County, the City of Middleton, and the City of Star Comprehensive Plans (References 3, 4, and 5). Population and employment estimates for years 2020 and 2040 are provided in Table 1. The growth assumptions developed for the 20-year planning period are equivalent to approximately 4% annual population growth, which is conservatively below the 6% average annual traffic growth measured in the service area between 2000 and 2018.

Table 1. Year 2020 and Year 2040 Demographics in Mid-Star Service Area

	Population				Employment			
Jurisdiction	2020	2040	Change	Percent	2020	2040	Change	Percent
City of Middleton	9,710	27,342	+17,632	+182%	1,521	3,952	+2,431	+160%
City of Star (in Canyon County)	150	12,646	+12,496	+8,331%	20	361	+341	+1,705%
Unincorporated Canyon County	10,544	4,287	-6,257	-59%	801	600	-201	-25%
Total Service Area	**20,414**	**44,315**	**+23,901**	**+117%**	**2,342**	**4,939**	**+2,597**	**+111%**

Figure 1 Service Area and Service Network

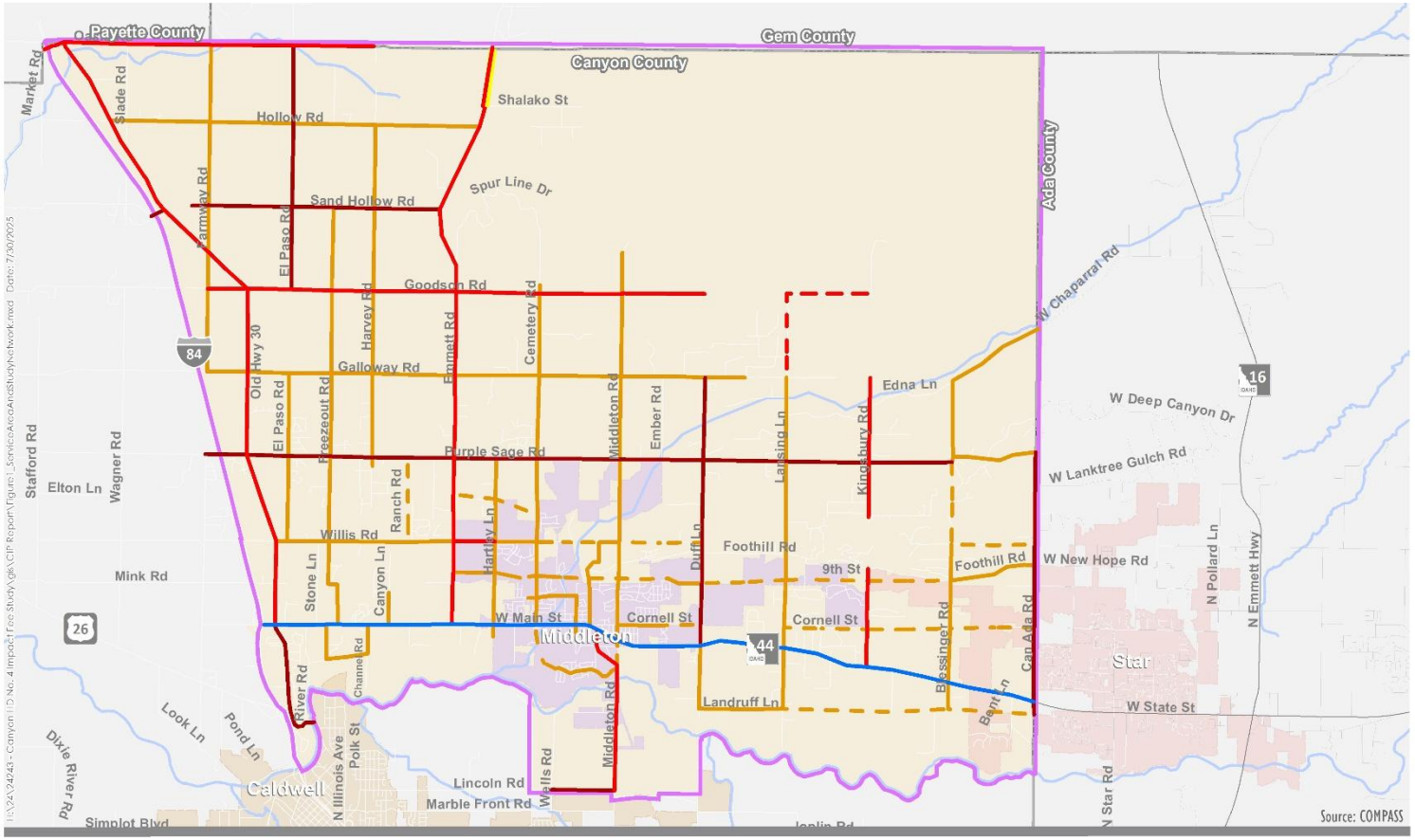


Figure 1

Service Area & Service Network
Canyon County, ID

KITTELSON & ASSOCIATES

Traffic Impact Fee Calculation

Traffic impact fees are calculated for different land uses (i.e., single-family residential, multi-family residential, retail, office, light industrial) based on their trip generation characteristics using an average vehicle-miles-traveled (VMT) cost.

Impact fees are calculated by multiplying a static cost-per-mile value by the total number of new miles generated from a development. The TIF calculation is shown below followed by a description of each factor included in the TIF calculation.

$$\textit{Traffic Impact Fee} = \frac{\textit{Total TIF-Eligible Costs}}{\textit{Change in VMT from New Development}} \times \textit{Peak Hour Trip Generation Rate} \times \textit{New Trip Factor} \times \textit{Average Trip Length} \times \textit{Network Adjustment Factor}$$

Total TIF-Eligible Costs

Total TIF-eligible costs for capital improvement projects were estimated as part of the Mid-Star Service Area CIP. Each project in the Mid-Star Service Area CIP includes a total project cost, as well as the proportion of that cost that is TIF-eligible. The sum of these TIF-eligible costs represents the maximum amount that may be charged as impact fees. Impact fee eligibility is based on the requirements in Idaho Code 67-82, which states that impact fee funding should meet the following criteria:

- Address deficiencies in capacity
- Address deficiencies that are attributable to future development (not existing deficiencies)
- Are included in the CIP (requiring updating every five years)

Impact fee eligibility is further discussed in the Mid-Star Service Area CIP.

The total TIF-Eligible costs in the Mid-Star Service Area CIP is equal to $130,656,146.

Change in VMT & VMT Cost

Vehicle-Miles-Traveled (VMT) measures the total number of miles traveled on HD4 arterials and collectors within the service area during the PM peak hour. Trips on facilities maintained by the Idaho Transportation Department, including SH-44 and I-84, are excluded from the VMT calculation.

The change in total VMT within the service area between the year 2020 and year 2040 is used to determine the relative impact of new growth and development. Dividing total TIF-eligible costs by the change in VMT results in cost per mile associated with new development (VMT cost) and acts as the basis for the TIF calculation. This VMT cost is then multiplied by various factors to determine final TIF values.

COMPASS's travel demand model provides total VMT for the service area based on land use characteristics approved by partner agencies and the DIFAC. Table 2 shows the total system VMT for years 2020 and 2040 from the COMPASS travel demand model.

Table 2. Change in Vehicle Miles Traveled (Year 2020 to Year 2040)	
	Total Service Area VMT
Year 2020	35,583
Year 2040	72,434
Net New System VMT (Change in VMT from New Development)	**36,851**

The resulting VMT cost calculation is shown below. **The VMT cost is equal to $3,546 per VMT.**

$$VMT\ Cost = \frac{Total\ TIF\ Eligible\ Costs}{Change\ in\ VMT\ from\ New\ Development} = \frac{\$130{,}656{,}146}{36{,}851\ VMT} = \$\mathbf{3{,}546/VMT}$$

Peak Hour Trip Generation Rate & New Trip Factor

Peak hour trip generation rates are used to estimate the number of peak hour trips generated by various land uses. This program uses rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (Reference 6), except where modified by local data. For each new development, the number of new peak hour trips is determined using the trip generation per unit shown in Table 3 to establish the proportionate share of growth attributable to the development. Peak hour trips are used for the PM peak hour and are divided by two to reduce to one-way trips and avoid double counting both the origin and destination.

Some new developments attract trips that are already in the system, rather than generating new trips. These are known as pass-by trips. Since impact fees are associated with new trips to the system, pass-by trips are eliminated from the calculation. A new trip factor is applied to the total peak hour trips for each land use to account for pass-by trips. New trip factors are provided for each land use type as established in Table 3.

Average Trip Length

The average trip length within the service area is multiplied by the number of generated trips to determine the total number of vehicle-miles-traveled generated by a new development. COMPASS's travel demand model provides an average trip length for all PM peak hour trips within the service area.

The average trip length used in the traffic impact fee calculation is equal to 11.2 miles.

Different land uses can result in different trip patterns and trip lengths. According to the National Household Travel Survey *Summary of Travel Trends* (Reference 7), trip lengths vary by trip purpose, and trips to shopping destinations are approximately 32% shorter than average trip lengths. Trip Length adjustment factors of 75%, 50%, and 25% are applied to the average trip length for certain commercial and industrial uses as shown in Table 3.

Network Adjustment Factor

A network adjustment factor is applied to the VMT to account for vehicle-miles-traveled on Idaho Transportation Department (ITD) roadways within the service area, since ITD facilities are not TIF-eligible. These include State Highway 44 and Interstate 84. COMPASS's travel demand model provides a network adjustment factor for all trips within the service area, and shows that approximately 68% of all VMT within the service area is on ITD facilities.

The network adjustment factor used in the traffic impact fee calculation is equal to 0.317.

Impact Fee Application to Changing Developments

Per Idaho State Code 67-8204(18)*: "In the event of an increase in the number of service units, or schedule of the development changes, the additional development fees to be imposed are limited to the amount attributable to the additional service units or change in the scope of the development."*

The City of Middleton will charge a new impact fee when a change in use is identified as increasing the traffic demand at the time of application of the Tenant Improvement Permit. The new fee is equal to the increase in traffic demand; meaning the new fee is equal to the impact fee for the total traffic minus the impact fee for the pre-existing or previously identified traffic.

IMPACT FEE SCHEDULE

The traffic impact fee schedule for the service area is shown in Table 3. Traffic impact fees were calculated using the process described in previous sections and using the equation shown below:

$$\textit{Traffic Impact Fee} = \textit{VMT Cost} \times \textit{Peak Hour Trip Generation Rate} \times \textit{New Trip Factor} \times \textit{Average Trip Length} \times \textit{Network Adjustment Factor}$$

Table 3. Impact Fee Schedule

	Land Use Type	ITE Land Use Code	Peak Hour Trip Gen Rate	Trip Gen Unit-Type	Network Adjustment Factor	New Trip Factor (Pass-By)	Average Trip Length (miles) (See Note 2)	VMT Cost (per mile)	Traffic Impact Fee per Unit
Residential Uses	Single Family Housing	210	0.470	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 5,896**
	Multifamily Housing, Low-Rise	220	0.255	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 3,199**
	Multifamily Housing, Mid-Rise	221	0.195	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 2,446**
	Mobile Home	240	0.290	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 3,638**
	Accessory Dwelling Unit	See Note 1	0.155	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 1,945**
	Senior Adult Housing - Attached	252	0.125	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 1,568**
	Senior Adult Housing - Detached	251	0.150	per dwelling unit	0.3165	1.00	11.180	$ 3,545.53	**$ 1,882**
	Assisted Living	254	0.120	per bed	0.3165	1.00	11.180	$ 3,545.53	**$ 1,505**
Commercial Uses	Hotel	310	0.295	per room	0.3165	1.00	11.180	$ 3,545.53	**$ 3,701**
	Motel	320	0.180	per room	0.3165	1.00	11.180	$ 3,545.53	**$ 2,258**
	Automobile Care Center/Repair	942	1.555	per 1000 SF	0.3165	0.75	2.795	$ 3,545.53	**$ 3,658**
	Automobile Parts Sales	843	2.450	per 1000 SF	0.3165	0.57	2.795	$ 3,545.53	**$ 4,380**
	Bank (No Drive-Thru)	911	6.065	per 1000 SF	0.3165	0.65	2.795	$ 3,545.53	**$ 12,365**
	Bank (With Drive-Thru)	912	10.505	per 1000 SF	0.3165	0.65	2.795	$ 3,545.53	**$ 21,416**
	Building Materials and Lumber	812	1.125	per 1000 SF	0.3165	1.00	11.180	$ 3,545.53	**$ 14,114**
	Church	560	0.245	per 1000 SF	0.3165	1.00	5.590	$ 3,545.53	**$ 1,537**
	Coffee / Donut Shop No Drive-Thru	936	16.145	per 1000 SF	0.3165	0.57	2.795	$ 3,545.53	**$ 28,864**
	Coffee / Donut Shop with Drive-Thru	937	19.495	per 1000 SF	0.3165	0.57	2.795	$ 3,545.53	**$ 34,853**
	Coffee Shop with Drive-Thru No Indoor Seats	938	41.665	per drive-through lane	0.3165	0.11	2.795	$ 3,545.53	**$ 14,375**
	Convenience Market (24hrs, No Gas)	851	24.555	per 1000 SF	0.3165	0.49	2.795	$ 3,545.53	**$ 37,737**
	Day Care	565	5.560	per 1000 SF	0.3165	0.56	2.795	$ 3,545.53	**$ 9,766**
	Discount Club	857	2.095	per 1000 SF	0.3165	0.66	8.385	$ 3,545.53	**$ 13,010**
	High-Cube Transload and Short-Term Storage Warehouse	154	0.050	per 1000 SF	0.3165	1.00	11.180	$ 3,545.53	**$ 627**
	Drinking Place/Bar	925	5.680	per 1000 SF	0.3165	0.57	2.795	$ 3,545.53	**$ 10,155**
	Free-standing Discount Store	815	2.430	per 1000 SF	0.3165	0.80	8.385	$ 3,545.53	**$ 18,292**
	Free-standing Discount Superstore	813	2.165	per 1000 SF	0.3165	0.71	8.385	$ 3,545.53	**$ 14,464**
	Furniture Store	890	0.260	per 1000 SF	0.3165	0.47	8.385	$ 3,545.53	**$ 1,150**
	Hardware/Paint Store	816	1.490	per 1000 SF	0.3165	0.74	8.385	$ 3,545.53	**$ 10,375**
	Home Improvement Superstore	862	1.145	per 1000 SF	0.3165	0.58	8.385	$ 3,545.53	**$ 6,249**
	Hospital	610	0.430	per 1000 SF	0.3165	1.00	8.385	$ 3,545.53	**$ 4,046**
	Light Industrial	110	0.325	per 1000 SF	0.3165	1.00	11.180	$ 3,545.53	**$ 4,077**
	Manufacturing	140	0.370	per 1000 SF	0.3165	1.00	11.180	$ 3,545.53	**$ 4,642**
	Mini-Warehouse (Self Storage)	See Note 1	0.052	per 1000 SF	0.3165	1.00	5.590	$ 3,545.53	**$ 326**
	Automobile Sales, New	840	1.210	per 1000 SF	0.3165	1.00	8.385	$ 3,545.53	**$ 11,385**
	Automobile Sales, Used	841	1.875	per 1000 SF	0.3165	1.00	8.385	$ 3,545.53	**$ 17,642**
	Pharmacy/Drug store (No Drive-Thru)	880	4.255	per 1000 SF	0.3165	0.47	2.795	$ 3,545.53	**$ 6,272**
	Pharmacy/Drug store (With Drive-Thru)	881	5.125	per 1000 SF	0.3165	0.51	2.795	$ 3,545.53	**$ 8,198**
	Restaurant - Fast Food (No Drive-Thru)	933	16.605	per 1000 SF	0.3165	0.57	2.795	$ 3,545.53	**$ 29,686**
	Restaurant - Fast Food (With Drive-Thru)	934	16.515	per 1000 SF	0.3165	0.45	2.795	$ 3,545.53	**$ 23,309**
	Restaurant - High Turnover	932	4.525	per 1000 SF	0.3165	0.57	2.795	$ 3,545.53	**$ 8,090**
	Shopping Center	820	1.700	per 1000 SF	0.3165	0.71	5.590	$ 3,545.53	**$ 7,571**
	Supermarket (Free Standing)	850	4.475	per 1000 SF	0.3165	0.76	2.795	$ 3,545.53	**$ 10,667**
	Tire Store	848	1.875	per 1000 SF	0.3165	0.75	8.385	$ 3,545.53	**$ 13,232**
	Variety Store (Dollar Store)	814	3.350	per 1000 SF	0.3165	0.66	8.385	$ 3,545.53	**$ 20,804**
	Warehousing	150	0.090	per 1000 SF	0.3165	1.00	11.180	$ 3,545.53	**$ 1,129**
	Gas Station with Conv Mkt (Fueling Position)	945	9.210	per fueling position	0.3165	0.44	2.795	$ 3,545.53	**$ 12,710**
	Gas Station (Fueling Position)	944	6.955	per fueling position	0.3165	0.43	2.795	$ 3,545.53	**$ 9,380**
	Golf Course (Hole)	430	1.455	per hole	0.3165	1.00	11.180	$ 3,545.53	**$ 18,254**
	Movie Theater	444	0.040	per seat	0.3165	1.00	8.385	$ 3,545.53	**$ 376**
	Public Park	411	0.055	per acre	0.3165	1.00	5.590	$ 3,545.53	**$ 345**
	Quick Lubrication	941	2.425	per servicing positions	0.3165	0.75	2.795	$ 3,545.53	**$ 5,704**
	Self-Service Car Wash	947	2.770	per stall	0.3165	0.75	2.795	$ 3,545.53	**$ 6,516**
	Sup Conv Mkt/Gas Station >3,000 sf and >10 FP	960	11.480	per fueling position	0.3165	0.44	2.795	$ 3,545.53	**$ 15,843**
Office	Dental/Vision	See Note 1	1.315	per 1000 SF	0.3165	1.00	8.385	$ 3,545.53	**$ 12,373**
	General Office	710	0.720	per 1000 SF	0.3165	1.00	8.385	$ 3,545.53	**$ 6,775**
	Medical	720	1.965	per 1000 SF	0.3165	1.00	8.385	$ 3,545.53	**$ 18,489**

[1]Trip generation data based on local data. Collected by Ada County Highway District (ACHD) through individual assessment process.

[2]Vehicle trips generated by commercial land uses typically have lower lengths than trips generated by residential or office land-uses. The U.S. Department of Transportation's Summary of Travel Trends: 2017 National Household Travel Survey states that the average trip length of shopping trips and other family/personal errands are approximately 32% shorter than the average trip lengths for all trips. The COMPASS 2012 Regional Household Travel Survey states that Home-Based-Shop trips are approximately 59% shorter than Home-Based-Work trips. Trip reduction factors of 75% (correlates with 25% decrease), 50%, and 25% were applied to land uses that are expected to have average trip lengths lower than 11.2 miles. These reduction factors were applied based on the guidance in the travel surveys and expected development patterns in the Mid-Star service area. Commercial and office-related development is expected to be centered on the SH 44 corridor and will result in trip lengths significantly shorter than trips that require travel external to the Mid-Star service area.

REFERENCES

1. Highway District No. 4. *Draft Capital Improvements Plan*. 2025 Update.
2. Idaho Statutes. *Title 67 Chapter 82 Development Impact Fees*. Accessed 2020.
3. Canyon County. *Canyon County 2020 Comprehensive Plan*. 2020.
4. City of Middleton. *City of Middleton Comprehensive Plan*. 2016.
5. City of Star. *City of Star Comprehensive Plan*. 2019.
6. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. 2021.
7. National Household Travel Survey. *Summary of Travel Trends*. 2017.

APPENDIX A:

Individual Assessment Methodology

INDIVIDUAL ASSESSMENT METHODOLOGY

Introduction

The methodology for individual assessments of the Middleton-Star (Mid-Star) Service Area Traffic Impact Fee (TIF) Program is discussed in this document. As per Idaho Code 67-82, development impact fee ordinances shall allow the developer to provide an individual assessment of the proportionate share of development impact fees. The individual assessment may be used to justify traffic impact fees lower than required of a development as part of the HD4 Traffic Impact Fee Program for the Middleton-Star (Mid-Star) service area.

Individual Assessment Methodology

An individual assessment consists of the evaluation of traffic impact fee calculation factors for site-specific conditions. The traffic impact fee calculation is shown below and the calculation factors that are eligible for individual assessment are underlined. The Vehicle-Miles-Traveled (VMT) Cost is calculated based on project costs in the Mid-Star Service Area Capital Improvements Plan and COMPASS travel demand model output and cannot be changed based on site-specific assessments.

$$\textit{Traffic Impact Fee} = \textit{Vehicle-Miles-Traveled (VMT) Cost Rate} \times \underline{\textit{Peak Hour Trip Generation Rate}} \times \underline{\textit{New Trip Factor}} \times \underline{\textit{Average Trip Length}} \times \underline{\textit{Network Adjustment Factor}}$$

To show that a proposed development is paying impact fees greater than their proportionate share, the developer should prove that one or more of the impact fee calculation factors is not representative of the proposed development. Site-specific data should be used to support the re-calculation and assessment of the impact fee. This section describes the necessary steps and data required for assessment of each traffic impact fee calculation factor.

Site Selection

Site-specific data should be collected from the development after it has been constructed or from a representative development site. If the data is collected from the development, it should be collected after the development, or a representative portion of the development, is constructed and occupied. The *Institute of Transportation Engineer's (ITE) Trip Generation Handbook 3rd Edition* (Reference 1) recommends an occupancy rate of at least 75% to 90% depending on land use type. Collecting data from the development provides the most accurate data and can be used to justify a partial refund on impact fees that have already

been paid by the applicant. If the data is collected from a different site, the site should be representative of the proposed development in land-use type and location.

Assumptions related to site-specific data should be discussed with the Mid-Star Service Area Impact Fee administrators prior to data collection.

Peak Hour Trip Generation

The Peak Hour Trip Generation represents the average number of one-way trips that a development unit (i.e., residential unit, 1,000 square feet of retail land use, 1,000 square feet of retail land use, 1,000 square feet of industrial land use) generates in the PM peak hour. The traffic impact fee schedule was calculated with peak hour trip generation rates from the *ITE Generation Manual 11th Edition* (Reference 2).

A developer may establish site-specific trip generation rates by collecting traffic counts at the development (post-construction) or at sites with representative land-uses to the proposed development. The traffic counts should be collected during a weekday PM peak period (4 p.m. to 6 p.m.). Traffic counts should be collected in fifteen-minute intervals and at each site access point.

Additional information regarding traffic count collection may be found in *ITE's Trip Generation Handbook 3rd Edition*.

New Trip Factor

The New Trip Factor represents the percent of trips that are newly generated. The factor is used to reduce the trip generation rate to account for pass-by trips. This factor is typically only applicable to retail land uses. *ITE's Trip Generation Handbook 3rd Edition* provides pass-by trip reduction factors that are used to determine the New Trip Factors in the Mid-Star Service Area traffic impact fee schedule.

A site-specific New Trip Factor should be determined through origin-destination surveys at the development (post-construction) or at sites with representative land-uses to the proposed development. The origin-destination survey should ask participants if the trip was of primary nature (e.g., was the development the primary destination of the trip). Trips to the development that are not primary in nature may be considered as pass-by trips.

Average Trip Length

The Average Trip Length indicates the average, one-way vehicle trip length generated by a land-use within the Mid-Star Service Area. The Average Trip Length was determined from the COMPASS travel demand model (Reference 3) and adjusted based on data from the National Household Travel Survey (Reference 4).

A site-specific Average Trip Length should be determined through origin-destination surveys at the development (post-construction) or at sites with representative land-uses to the proposed development. The origin-destination survey should ask participants about their trip origin, trip destination and trip routes. This information can be used to determine average trip lengths.

Network Adjustment Factor

The Network Adjustment Factor indicates the proportion of trips that take place on non-impact fee eligible roadways (i.e., Idaho Transportation Department facilities) within the Mid-Star Service Area. The Network Adjustment Factor is obtained from the COMPASS travel demand model.

A site-specific Network Adjustment Factor should be determined at the development (post-construction) or at sites with representative land-uses to the proposed development. The survey should ask participants about their trip route. The percent of the trip routes that take place on non-impact fee eligible roadways should determine the Network Adjustment Factor.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation Handbook 3rd Edition.* 2017.
2. Institute of Transportation Engineers. *Trip Generation Manual 11th Edition.* 2021.
3. Community Planning Association of Southwest Idaho. *Communities in Motion 2040 2.0*. 2018.
4. Federal Highway Administration. *Summary of Travel Trends 2017 National Household Travel Survey*. 2017.

APPENDIX B:

2025 Traffic Impact Fee Update Details

2025 TRAFFIC IMPACT FEE UPDATES

This appendix item outlines the modifications that occurred to the Traffic Impact Fee (TIF) as part of the 2025 Minor Update. The 2025 update is classified as a "minor" update since it did not re-assess transportation system capacity improvements that would be needed to accommodate future development. A concurrent minor update to the Capital Improvement Plan occurred in 2025.

Introduction

As part of the 2025 Mid-Star TIF Minor Update the VMT factor, trip generation factors, total impact fee eligible project costs, and resulting impact fee schedule were updated.

Modifications to Traffic Impact Fee Calculations

CHANGE IN VMT FACTOR

The "Change in VMT from New Development Factor", was updated from link-based to origin-destination-based. Both values represent the total change in Vehicle Miles Traveled (VMT) from 2020 to 2040 and are calculated via different methodologies in the COMPASS travel demand model. The origin-destination-based factor only takes into consideration trips that begin and end in the service area. The link-based factors takes into consideration all trips that travel through the service area. Use of the origin-destination-based factor was recommended by COMPASS staff and is consistent with the TIF calculation methodology used by ACHD and the City of Caldwell.

TRIP GENERATION FACTORS

PM Peak Hour Trip Generation and New Trip Factor (Pass-By values) were updated to match information in ITE's Trip Generation Manual, 11th Edition (2021 Mid-Star CIP used the 10th Edition). This only affects the resulting TIF for certain land-uses.

TOTAL IMPACT FEE ELIGIBLE COSTS

Concurrent with the update of the TIF, an update to the Mid-Star Capital Improvement Plan occurred. Those updates included the project costs, project list, and implementation timelines to reflect current conditions. Details on the CIP updates can be found in the most recent version of the CIP. The changes that occurred in that update affected the total impact fee eligible project cost that factors into the VMT cost and therefore impacted the fee schedule in the TIF.

Traffic Impact Fee Schedule Update

Updates to all variables affect the final impact fee schedule. The entire schedule was updated to reflect the changes mentioned above and resulted in a significant range of changes, from a 31% reduction to a 65% increase. The percentage change in impact fee estimates is not uniform and depends on individual land uses. For example, single family housing impact fees increased almost 17 percent from the 2021 CIP.

Exhibit 7A-2

2.2 HD4 Mid-Star Service Area Capital Improvements Plan

ADOPTION DRAFT
2025 Minor Update

HIGHWAY DISTRICT NO. 4

Mid-Star Service Area Capital Improvements Plan

Prepared by Kittelson & Associates, Inc.

May 7, 2021

Updated by Kittelson & Associates, Inc.
August 20, 2025

Prepared for:

Highway District No. 4
City of Star, Idaho
City of Middleton, Idaho

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INTRODUCTION

Highway District No. 4 (HD4) has prepared this Middleton-Star Capital Improvements Plan (herein referred to as "Mid-Star Service Area CIP") to identify, plan and prioritize transportation projects through the year 2040 within the HD4 Subdistrict No. 1 planning area. Improvements were identified based on an analysis of the existing and future transportation system, utilizing the Community Planning Association of Southwest Idaho's (COMPASS) travel demand model. HD4, Canyon County, City of Middleton and City of Star were all involved in the CIP development for joint use in adopting transportation impact fees to fund improvements to the highway system, to serve new growth and development, and to protect the health, safety, and general welfare of the citizens of these communities.

A Traffic Impact Fee program (TIF) (*Reference 1*) was developed in conjunction with this CIP so that impact-fee eligible projects from the CIP could be funded through development impact fees in accordance with Idaho Code 67-82 (Idaho Development Impact Fee Act). Development Impact Fee Advisory Committees from Canyon County, City of Star, and City of Middleton (DIFAC) were engaged for the development of the CIP and TIF Program. The joint DIFAC met four times (June 3, 2020; September 15, 2020; November 10, 2020; January 13, 2021) to review materials and provide comments on development of the CIP and TIF. A subsequent meeting with DIFAC was held on June 25, 2025 to review suggested updates *Meeting materials and summary notes are included in Appendix A. Appendix B contains the requirements laid out in the Idaho code and a general description of how each is addressed in this CIP.*

In order to meet the requirements set forth in Idaho Code 67-8208 (1) (b)- "Commitment for non-Impact Fee revenues to cure Existing System Deficiencies", HD4, the City of Star, and the City of Middleton commits to using revenue sources other than development impact fees to cure existing system deficiencies, where practical, with the adoption of this Capital Improvement Plan.

2025 Updates

The Mid -Star Service Area Capital Improvements Plan was originally adopted in May of 2021. A minor update occurred in August of 2025. The updates made in 2025 include project modifications, additions, removals, cost estimates, and implementation timelines. A detailed account of updates made in 2025 can be found in Appendix G. A subsequent update of the Traffic Impact Fee program occurred in conjunction with the CIP update.

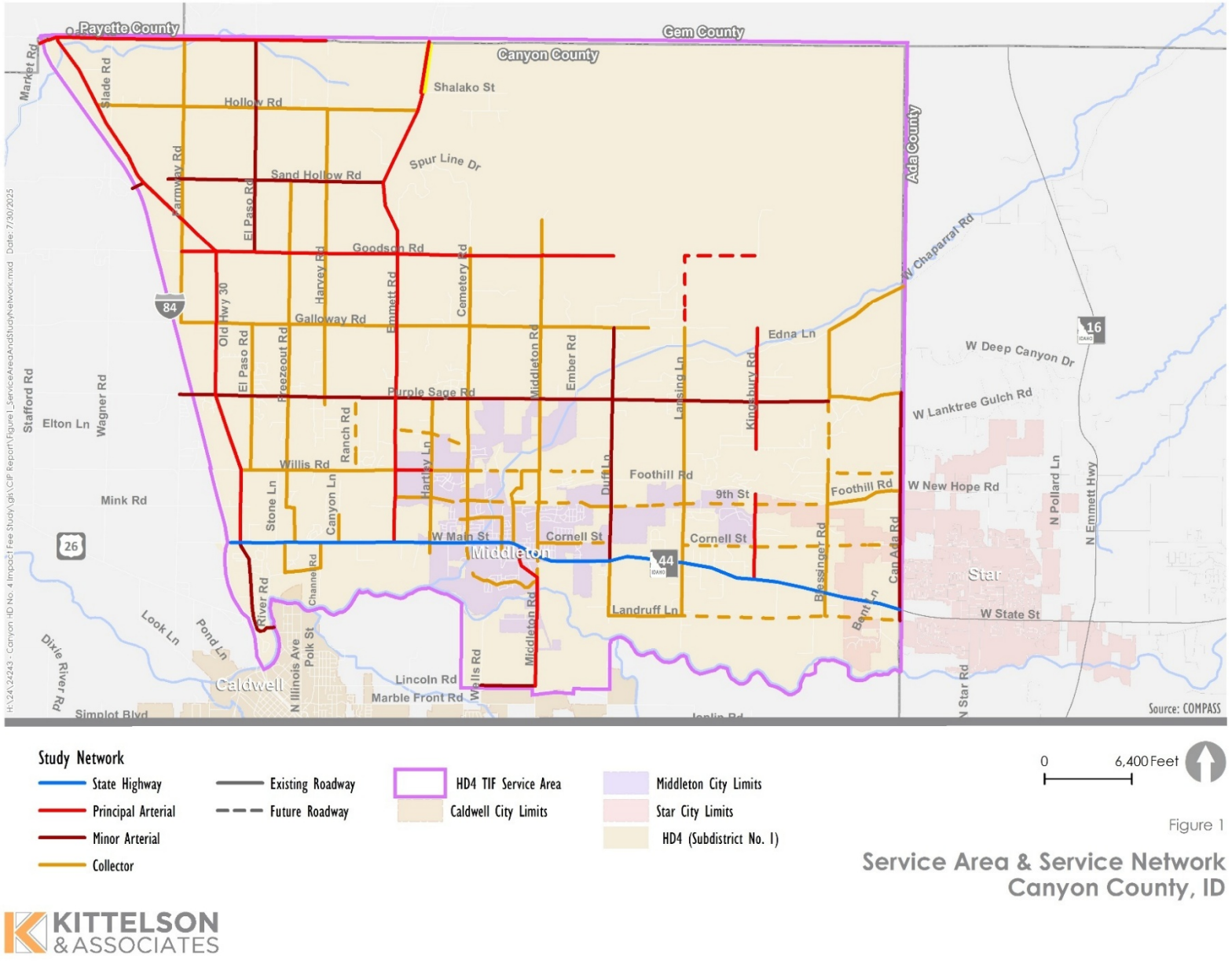
Service Area & Service Network

The service area for this CIP and for HD4's Traffic Impact Fee program includes multiple jurisdictions: City of Middleton, the western portion of the City of Star, unincorporated Canyon County and HD4. The City of Caldwell also has a small park in the southwest corner of the service area but does not have jurisdiction over or maintain any public roadways in the service area. The service area is bounded to the north by Gem County and Payette County, to the south by the Boise River and Lincoln Road, to the west by I-84, and to the east by Ada County. The service area also includes the City of Middleton Area of Impact south of the Boise River, described as the lands east of KCID Road, north of Lincoln Road, and west of Midland Boulevard.

Arterial and certain collector roadways within the service area were identified as the service network for this CIP. These roadways are typically eligible for traffic impact fees as they are utilized by trips of significant length within or through the service area. Those collector roadways deemed regionally significant are generally located on section lines at one-mile intervals, and are likely to develop into a minor arterial function as urban growth expands within the service area. Local roadways and some minor collectors are excluded from this study, as their principal purpose is to distribute trips to and from the regional arterial/collector network. State Highway 44 is maintained by the Idaho Transportation Department (ITD) and is included in this analysis to evaluate the HD4-maintained roadway intersections with the highway, and may require improvements due to new growth and development. Improvements to the state highway system maintained by ITD are not included in this CIP and are not eligible for impact fee funding; however, improvements to the local road approaches to the state highway system and the local share of the cost of traffic signal equipment at these intersections are impact fee eligible, and are included in this plan.

Figure 1 shows the boundaries of the service area and arterial and collector roadways included in the service network. *Appendix E includes Technical Memorandum #1B, which provides additional discussion on service area demographics and roadway facilities in the study area.*

Figure 1. Service Area & Service Network



Existing Service Network

There are three separate roadway jurisdictions within the Mid-Star service area: Highway District No. 4 (HD4), City of Middleton, and City of Star. By agreement[1] with City of Star, HD4 acts as the highway jurisdiction for those portions of Star within Canyon County, and receives from Star the roadway-related tax revenues generated within city limits in Canyon County. City of Middleton has a functioning street department and has jurisdiction over all roadways within its city limits.

There are 6 existing improved intersections in the service area, consisting of two dual-lane roundabouts on Emmett Road adjacent to Middleton High School, one roundabout at Sawtooth Lake Drive and Middleton Road, and the signalized intersections at SH 44 and Middleton Road, SH 44 and Hartley, and SH 44 and Cemetery Road in Middleton. All other intersections within the service area are stop controlled (two-way or all-way). All highways included in the service network are two lane rural roads, except at isolated locations where development-related frontage improvements have been constructed.

The existing and anticipated year 2040 service network is described in Table 1, and consists of approximately 116 miles of existing highways:

Table 1. 2020 and 2040 Service Network Mileage by Functional Classification

	2020 Network	2040 Network
Total Network Mileage	116.2	138.2
State Highway	9.4 (8.1%)	9.4 (6.8%)
Principal Arterial	28.5 (24.5%)	28.6 (20.7%)
Minor Arterial	23.8 (20.5%)	23.8 (17.2%)
Collector	54.5 (46.9%)	76.5 (55.3%)

Note: Values represent directional mileage of study network roadways (excludes local roadways)
Source: COMPASS

Existing system deficiencies are described in detail beginning on page 20 of this document.

CIP Process

The following transportation plans, capital improvement plans, and corridor studies were reviewed to identify transportation projects within the service area. These projects were reviewed and considered for inclusion in the CIP to ensure consistency between previous planning efforts.

- HD4 Transportation Master Plan *(Reference 2)*
- City of Middleton Capital Improvements Plan *(Reference 3)*

[1] Canyon 4/Star Public Agency Coordination Agreement, June 6, 2007.

- City of Star Comprehensive Plan *(Reference 4)*
- SH-44, I-84 to Eagle, Corridor Study *(Reference 5)*
- Middleton Road Corridor Plan *(Reference 6)*

Projects included in this CIP were selected through a planning-level traffic operations analysis. Analyses were completed to identify corridors and intersections with existing (2020) and future (2040) capacity-related deficiencies. The CIP development process is briefly outlined below.

- The COMPASS Travel Demand Model was updated to include current residential land use, and population and employment forecasts for 2040.
- COMPASS model output (existing and future traffic volumes) was used to identify existing and future deficiencies through a planning level traffic operations analysis.
- CIP projects and cost estimates were developed from the list of deficient roadways and intersections.
- TIF-eligibility and other funding mechanisms were determined through discussions with partner agencies, review of funding sources for transportation projects by jurisdiction, and a review of the Idaho Development Impact Fee Act.

METHODOLOGY & ASSUMPTIONS

Land Use

Existing and future roadway and intersection deficiencies were identified using output from the COMPASS Travel Demand Model. COMPASS provided existing and future year traffic volumes for roadways, based on the existing and projected future year demographic data in the Traffic Analysis Zones (TAZ). The COMPASS network includes arterial and collector roadways within the service area. Figure 1 shows the roadways included in the COMPASS model and considered in development of this CIP.

For purposes of this study, the 2040 COMPASS Travel Demand Model was used as a basis for the demographic and land use assumptions in the service area. The current year 2020 demographics from the baseline COMPASS model were adjusted to quantify the existing residential population using aerial photography commissioned by COMPASS in 2019 to identify total existing residential development for each TAZ. Future year 2040 demographics were also modified from the base COMPASS travel demand model to reflect recent and expected development trends in the service area, based on current and planned growth patterns identified in the Canyon County, City of Middleton, and City of Star Comprehensive Plans (References 7, 8, and 9). Table 2 summarizes the year 2020 and year 2040 demographics for the service area. Figure 2 and Figure 3 show the year 2040 population and employment estimates by TAZ. *Appendix C includes figures showing year 2020 population and employment by TAZ.*

Table 2. Year 2020 and Year 2040 Demographics in Mid-Star Service Area

	Population				Employment			
Jurisdiction	2020	2040	Change	Percent	2020	2040	Change	Percent
City of Middleton	9,710	27,342	+17,632	+182%	1,521	3,952	+2,431	+160%
City of Star (in Canyon County)	150	12,646	+12,496	+8,331%	20	361	+341	+1,705%
Unincorporated Canyon County	10,544	4,287	-6,257	-59%	801	600	-201	-25%
Total Service Area	**20,414**	**44,315**	**+23,901**	**+117%**	**2,342**	**4,939**	**+2,597**	**+111%**

Additional coordination occurred with COMPASS and relevant agencies to identify new arterial and collector roadway alignments that are likely to be constructed by year 2040 for inclusion in the model. These roadway alignments were primarily in areas that are expected to experience high population and employment growth by the year 2040.

Service Units by Land Use Category

Traffic impact fees must be developed through use of service units to be consistent with the Idaho Development Impact Fee Act. Service units, or the measure of system demand associated with each new development, are measured in Vehicle Miles Traveled (VMT) on the service network during the PM peak hour. The total amount of PM peak hour trips are used to estimate VMT generated by different land use types. Table 3 shows the estimated growth in PM peak hour trips and in employment by different land-use types as assumed in the COMPASS demographic forecasts.

Table 3. Year 2020 and Year 2040 Demographics in Mid-Star Service Area – Land-Use Categories

Year	P.M. Peak Hour Trips	Population	Employment					
			Retail	Office	Industrial	Government	Agriculture	Education
2020	3,252	20,414	427	757	460	79	107	512
2040	7,384	44,315	1,246	1,946	924	135	83	669

Figure 2. Year 2040 Population by Traffic Analysis Zone

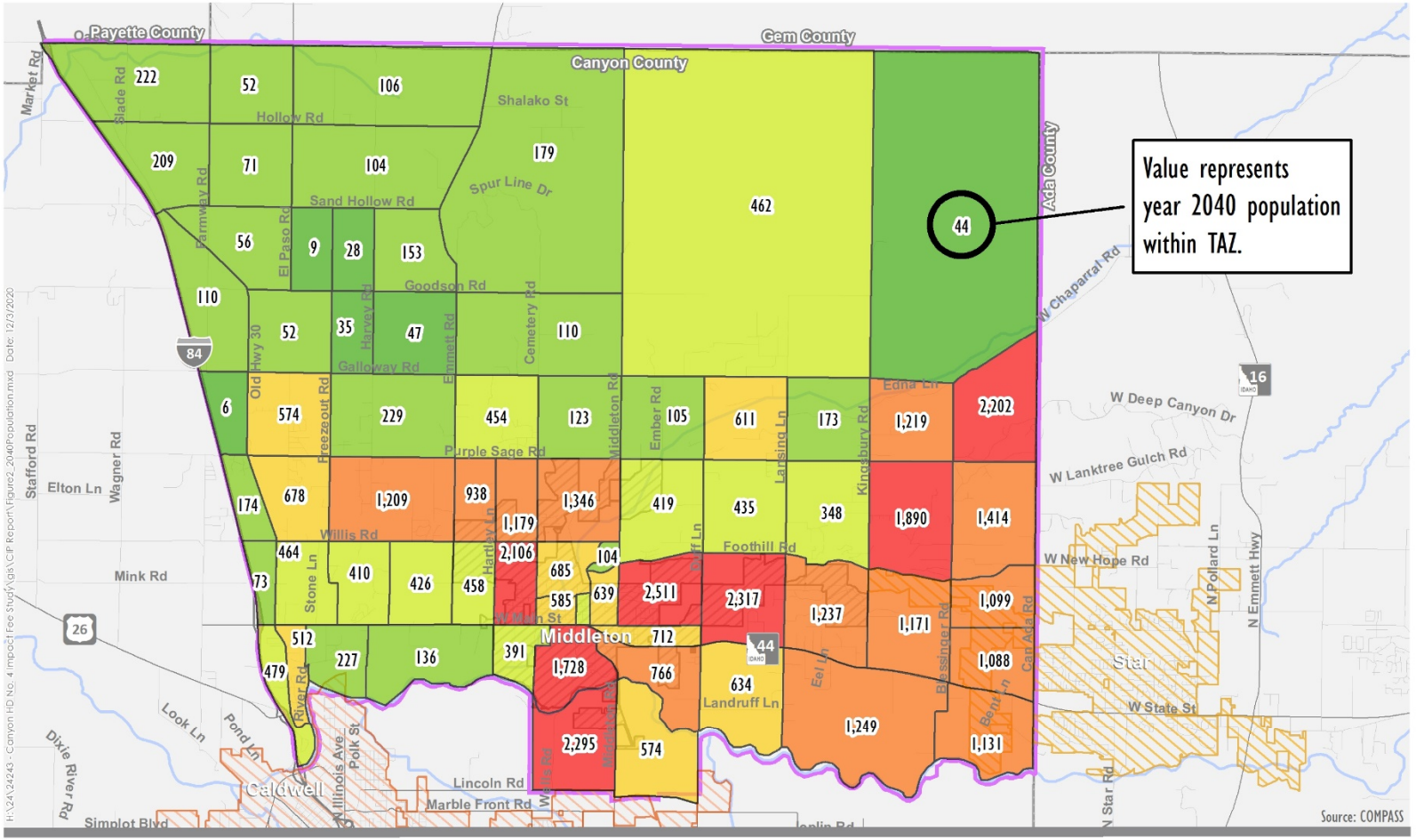
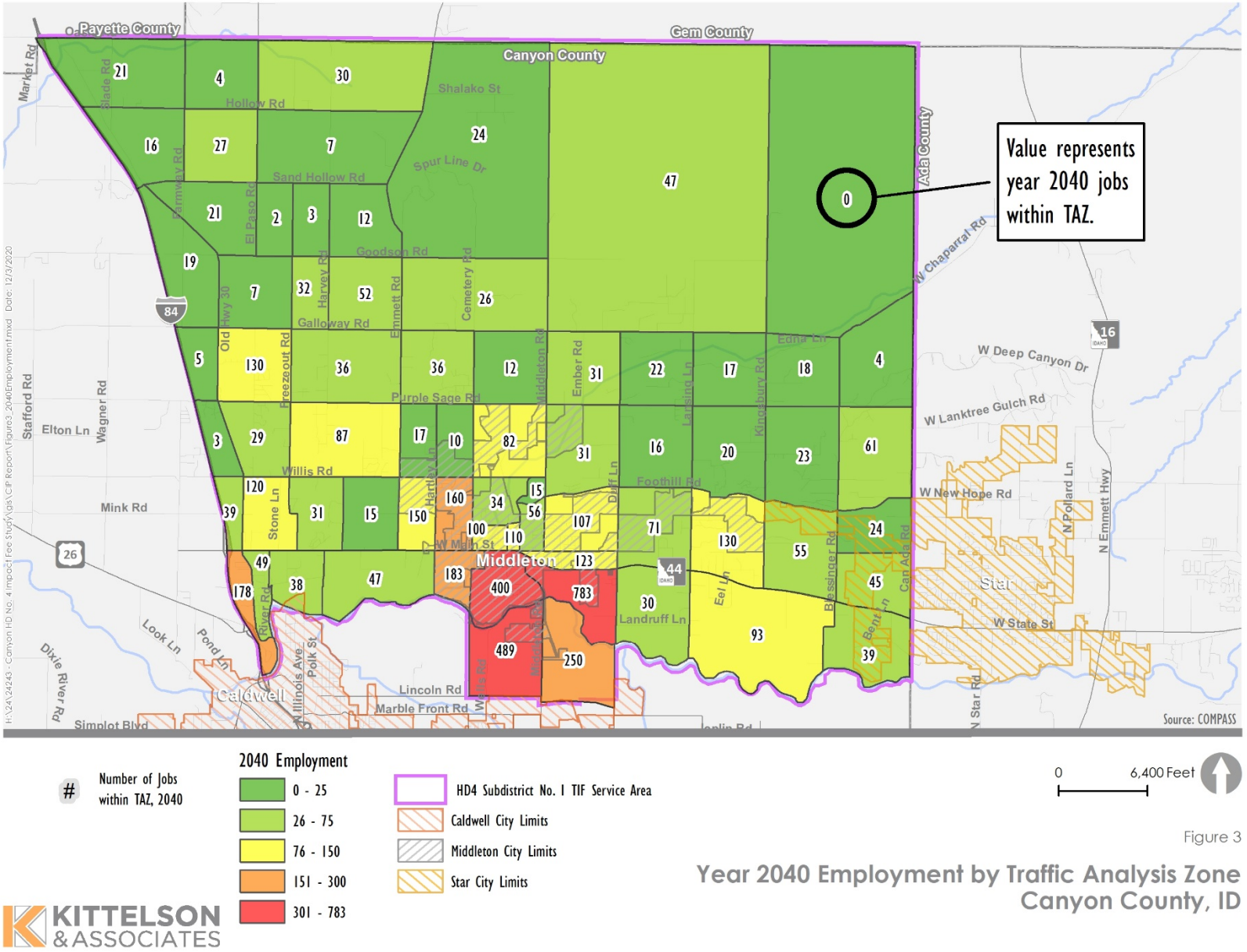


Figure 2

Year 2040 Population by Traffic Analysis Zone Canyon County, ID

KITTELSON & ASSOCIATES

Figure 3. Year 2040 Employment by Traffic Analysis Zone



Performance Measures & Traffic Operations

A traffic operations analysis was conducted for existing and future roadways and intersections within the service area. The following section outlines the methodologies and processes used in the analysis, as well as the performance measure used to determine deficient segments and intersections. *Appendix D includes Technical Memorandum #1A, which includes additional discussion on traffic operations methodology and performance measures.*

Performance Measure

The traffic operations analysis performed in this CIP utilized a performance measure of **level of service (LOS) D** for roadway segments and intersections, based on the following characteristics:

- Goals and objectives for the service area.
- Consistent with current practice by HD4 and City of Star.
- Consistent with other transportation agencies in the Treasure Valley.
- The measure is tied to the capacity of the roadway segments and intersections consistent with the Idaho Code 67-82.
- The measure can be calculated via HCM methodology.

Roadway Volumes

The revised year 2040 land use assumptions embedded in the COMPASS travel demand model were used to develop future roadway volumes for the study network. COMPASS provided daily volumes as well as PM peak hour, directional volumes for year 2020 and 2040 analysis years.

Figure 4 shows weekday PM peak hour roadway volumes for year 2040.

Figure 4. Year 2040 Roadway Volumes, Weekday PM Peak Hour

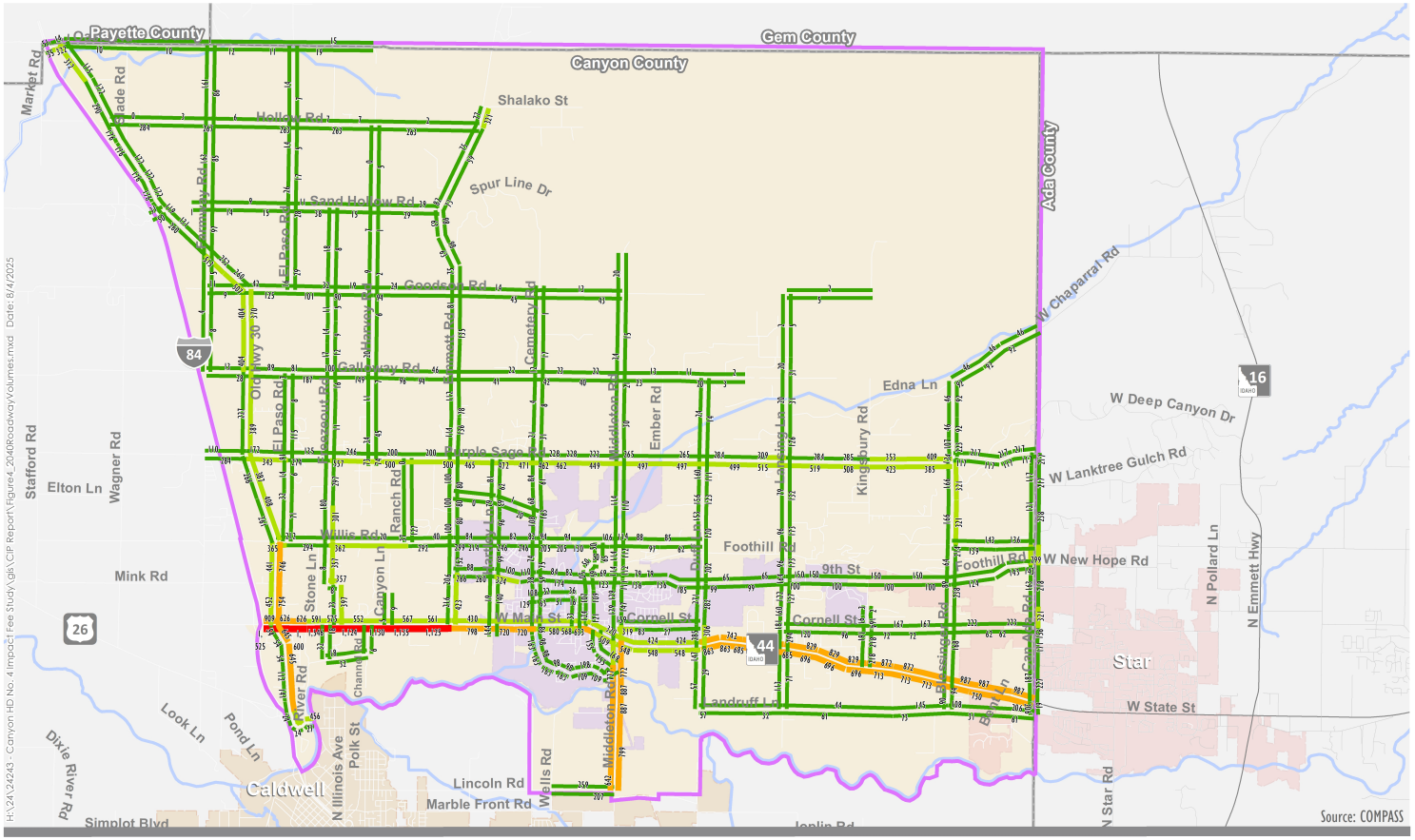


Figure 4

Year 2040 Roadway Volumes, Weekday PM Peak Hour
Canyon County, ID

KITTELSON & ASSOCIATES

Roadway Methodology

Roadway operations were evaluated within the service area using service volume thresholds based on methodologies from the Highway Capacity Manual (HCM), 6th Edition. The specific values used in this analysis were developed using the Florida Department of Transportation's (FDOT) 2020 generalized service volume tables. *For more information regarding this process and other service volume tables, see Technical Memorandum #2 in Appendix F.*

Table 4 provides two distinct sets of service volumes for different roadway classifications, lane configurations, and the presence of turn lanes, center turn-lane, or median. These sets include:

- HD4 Service Volumes: Urbanized Areas – developed using 2020 FDOT "Urbanized Area" service volume table
- HD4 Service Volumes: Transitioning Areas – developed using 2020 FDOT "Transitioning and Areas Over 5,000 Not in Urbanized Areas" service volume table

The context of each roadway was categorized as follows: "urbanized area" for roadways within an incorporated city and "transitioning area" for roadways within an unincorporated area of the county. The following describes the methodology for evaluating roadway segments:

Step 1: COMPASS Regional Travel Demand Model output was obtained. Existing (2020) and future (2040) peak-hour directional volumes (weekday PM peak hour) for each roadway were provided from COMPASS model link volumes.

Step 2: Each roadway segment was evaluated by comparing the peak-hour directional volumes calculated in Step 1 with the selected thresholds outlined in Table 4 (on the next page). Using LOS D as the threshold, roadways that require capacity improvements were identified, and project types were recommended for each roadway to meet this performance measure.

Step 3: The list of recommended projects was presented to partner agencies. The project list was refined based on input from partner agencies and incorporated into the CIP. The Freezeout Rd- SH 44 to Willis Rd roadway project exceeded the LOS D threshold. It was removed by observation as it would not logically function as arterial or major collector components to the network.

Table 4. Roadway Service Volume Thresholds

Functional Classification	Characteristics	Number of Lanes per Direction of Travel	Directional Peak Hour Volume Level of Service Planning Thresholds			
			Urbanized Areas		Transitioning Areas	
			LOS D	LOS E	LOS D	LOS E
Principal Arterial	Undivided; No left turn lanes at intersections	1	620	**	560	**
	Undivided; Left turn lanes at intersections	1	790	**	720	**
		2	1,700	**	1,550	**
		3	2,570	**	2,330	**
	Divided (Continuous center left turn lane or median); Left turn lanes at intersections	1	840	**	760	**
		2	1,800	**	1,640	**
		3	2,720	**	2,470	**
Minor Arterial	Undivided; No left turn lanes at intersections	1	530	560	480	500
	Undivided; Left turn lanes at intersections	1	680	720	610	650
		2	1,390	1,450	1,240	1,360
		3	2,140	2,180	1,940	2,060
	Divided (Continuous center left turn lane or median); Left turn lanes at intersections	1	710	760	650	680
		2	1,470	1,530	1,310	1,440
		3	2,270	2,300	2,050	2,180
Collector	Undivided; No left turn lanes at intersections	1	340	360	310	320
	Undivided; Left turn lanes at intersections	1	490	520	440	470
		2	980	1,020	880	960
		3	1,510	1,540	1,370	1,450
	Divided (Continuous center left turn lane or median); Left turn lanes at intersections	1	530	560	480	500
		2	1,060	1,110	950	1,040

Intersection Methodology

Intersection operations were evaluated using methodologies outlined in the HCM and the National Cooperative Highway Research Program (NCHRP) *Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual* (Reference 10). The methodology required the following data:

- Year 2020 and 2040 peak hour traffic volume projections on all service area roadways
- Year 2020 and 2040 peak hour intersection turning movement volume projections on certain service area intersections
- Existing peak hour traffic volumes on service area roadways and intersections (not a requirement, but preferred where data is available)

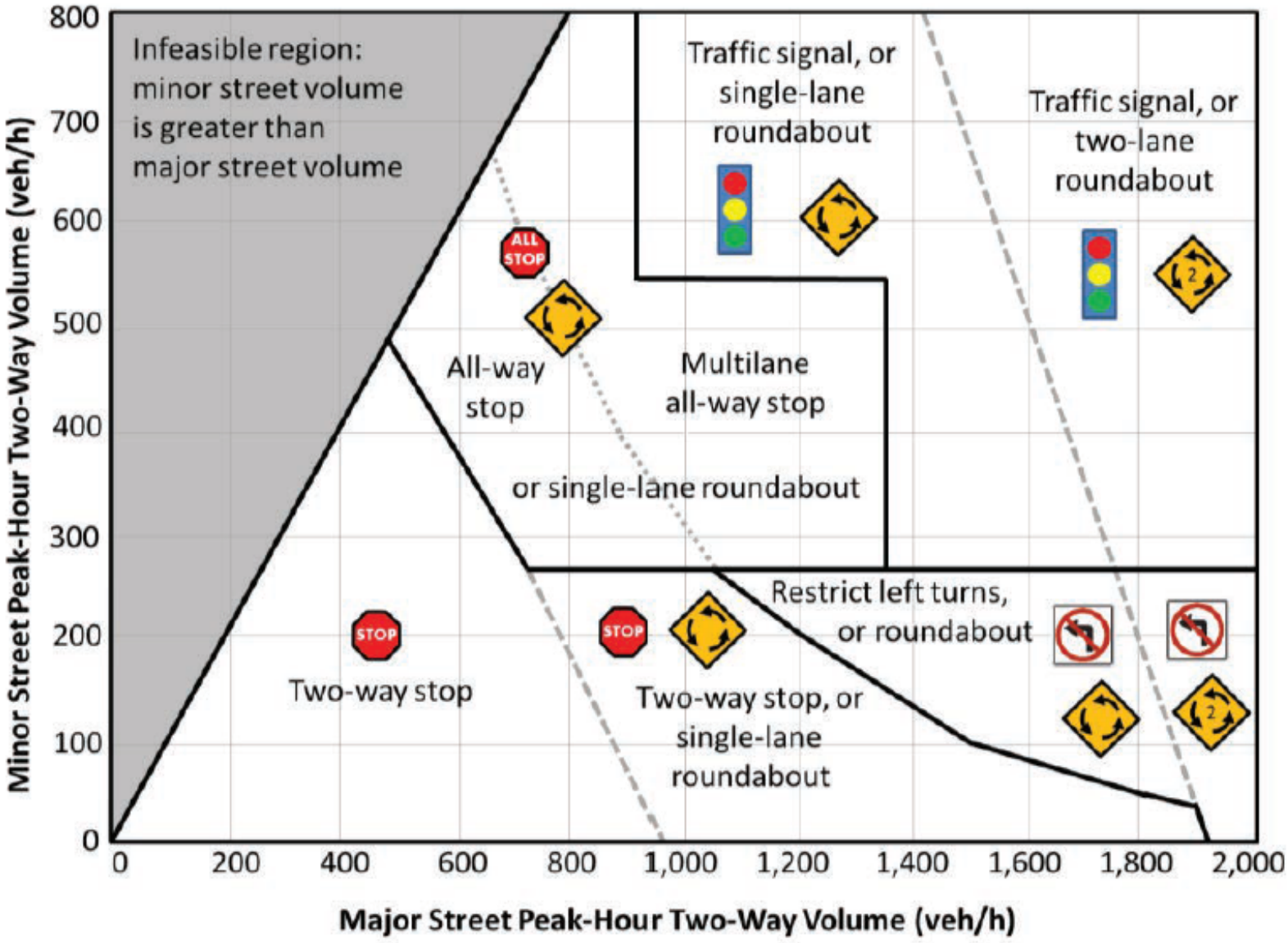
This methodology led to identifying deficiencies and improvements, such as converting a two-way stop-control intersection to an all-way stop-control, roundabout or traffic signal at the intersections. The following steps outline the methodology used for intersection operations analysis.

Step 1: Each intersection within the service area was evaluated under year 2020 and 2040 traffic conditions (weekday PM peak hour) using Exhibit 17 from NCHRP Report 825 (Reference 10), as shown in Figure 5 and Figure 6. This exhibit is based on methodologies of the 6th Edition of the HCM and identifies intersections that warrant a different intersection control type (e. g. stop control, all-way stop, roundabout, signal), based on future traffic volumes on the roadway approaches. This step resulted in a list of intersections in the service area that may warrant an improvement.

Step 2: The compiled list of intersections and preliminary recommendations for intersection control types (created in Step 1) was sent to partner agencies and the DIFAC for review and comment. Based on feedback from partner agencies and the DIFAC, a refined list of intersections and respective control types was developed for inclusion into the CIP.

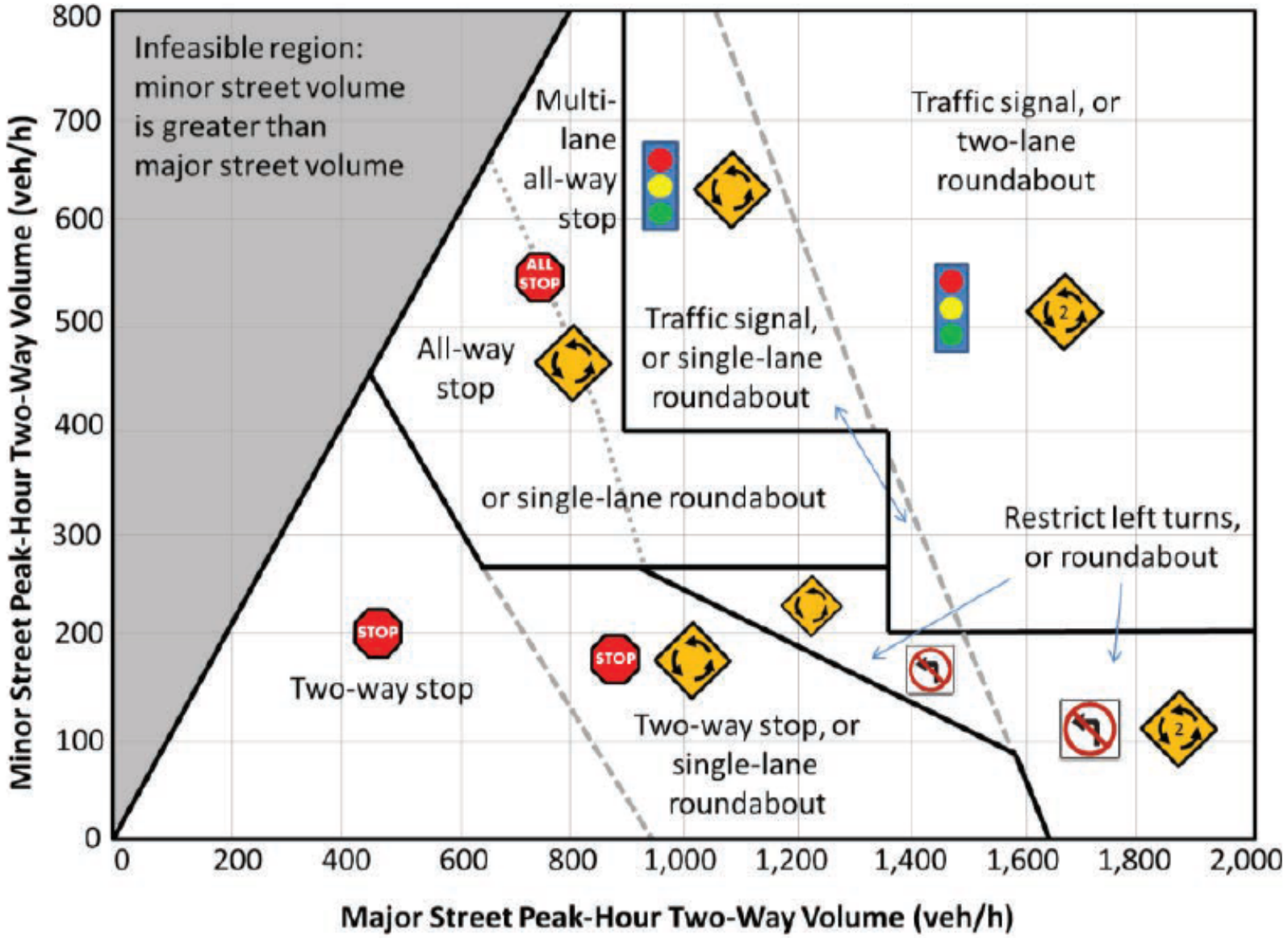
Step 3: Some intersections are identified for further analysis to determine appropriate control type. Previous planning documents for the service area were reviewed for consistency with intersection needs and control types.

Figure 5. Intersection Control Type by Peak Hour Volume – 50/50 Volume Distribution



Source: National Cooperative Highway Research Program (NCHRP) Report 825 (Exhibit 17a)

Figure 6. Intersection Control Type by Peak Hour Volume – 67/33 Volume Distribution



Source: National Cooperative Highway Research Program (NCHRP) Report 825 (Exhibit 17b)

ROADWAY & INTERSECTION DEFICIENCIES

Existing Capacity & Deficiencies

This section identifies the existing capacity and deficiencies of the transportation system as required by Idaho Code 67-82. Five intersections and two roadway segments have traffic demand that exceeds current year 2020 service capacity. All five of the intersections are along SH 44, and all are currently two-way stop-controlled intersections. The critical movement(s) of these intersections are expected to operate over-capacity during the PM peak hour which corresponds with a performance measure of LOS E or worse. The two roadway segments currently operate at LOS E or worse during the PM peak hour and include a small segment of SH 44, less than 1,000 feet from I-84 to Old Highway 30 and a segment of Middleton Road, about 1.5 miles from Lincoln Road to Sawtooth Lake Drive. Capacity improvements that address existing deficiencies are not eligible for TIF funding. Table 5 and Figure 7 identify the existing system deficiencies. The total estimated cost to address existing system deficiencies is $9,648,500, as shown in Table 5.

Table 5. Deficient Intersections & Roadways (Year 2020, Existing System)

Intersection	Existing Control Type	Improvement Needed to Address Existing Deficiency	Cost
SH 44 & Middleton Road[1]	Two-Way Stop	3x5 Traffic Signal	$1,534,000
SH 44 & Emmett Road[1]	Two-Way Stop	3x5 Traffic Signal	$647,000
SH 44 & Lansing Lane[1]	Two-Way Stop	3x5 Traffic Signal	$1,977,000
SH 44 & Old Highway 30[1]	Two-Way Stop	3x5 Traffic Signal	$1,977,000
SH 44 & Can Ada Road[1]	Two-Way Stop	3x5 Traffic Signal	$1,977,000

Roadway	Threshold	Peak Hour Volume	Existing Configuration	Improvement Needed to Address Existing Deficiency	Cost
SH 44[2] *I-84 to Old Highway 30*	720	923	2 Lanes	Widen to 3 Lanes	$0 (ITD only)
Middleton Road[3] *Lincoln Road to Sawtooth Lake Drive*	560 to 620	676 to 682	3 Lanes	Widen to 3 Lanes	$1,536,000

[1]Mitigation requires traffic signal or roundabout; [2]Mitigation requires two travel lanes in each direction; [3]Mitigation requires turn lanes at intersections

Figure 7. Existing Deficiencies (2020)

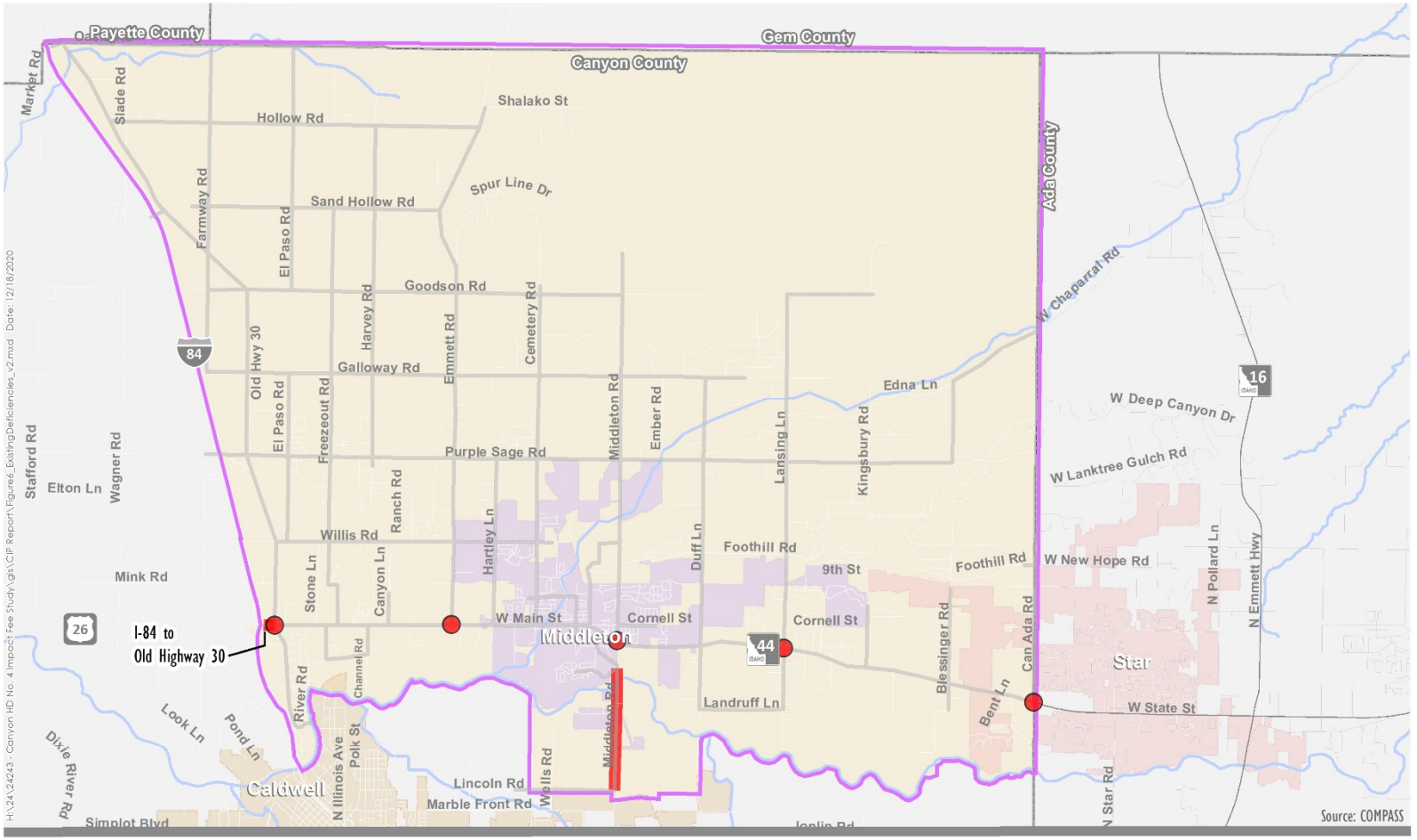


Figure 7

Existing Deficiencies (2020)
Canyon County, ID

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2040 Capacity & Deficiencies

Future travel demand estimates for the Mid-Star service area are based on the land use and growth assumptions described above and are developed through output from the COMPASS travel demand model. The model forecasts the PM peak hour vehicle trips for 2040 horizon year based on the growth assumptions (size, type, and location of new developments), and assigns these trips to roadway segments in the service network.

Service units, or the measure of system demand associated with each new development, are measured in Vehicle Miles Traveled (VMT) on the service network during the PM peak hour. The additional demand attributable to the estimated new growth and development during the 2020 to 2040 planning horizon is 36,851 VMT as shown in Table 6.

Table 6. Change in Vehicle Miles Traveled (Year 2020 to Year 2040)

	Total Service Area VMT
Year 2020	35,583
Year 2040	72,434
Net New System VMT (Change in VMT from New Development)	36,851

The service network was evaluated using the COMPASS travel demand model for the projected 2040 total demand, with 36,851 additional PM peak hour vehicle miles traveled (VMT). Those improvements needed to return the service network intersections and roadway corridors to a LOS D (excluding any 2020 existing deficiencies) are considered the proportionate share of improvements attributable to new growth and development.

Projected traffic demand is expected to exceed service capacity on thirty-two intersections and eleven roadway segments by 2040. Most of the deficient intersections are located along a few major roadways within the service area:

- Sixteen along SH 44 (50%),
- Eight along Purple Sage Road (25%) and
- Four along Old Highway 30 (12.5%).

Five of the thirty-two identified intersections have existing deficiencies in the 2020 year. The portions of projects that address these existing deficiencies are not impact fee eligible, and are excluded from the impact fee-eligible costs in the CIP.

The majority of SH 44 within the service area exceeds service capacity thresholds in year 2040, except for the segment within the City of Middleton. These segments are under the jurisdiction of ITD and therefore are not impact-fee eligible. Other deficient segments in the year 2040 include:

- Purple Sage Road between Freezeout Road and Emmett Road and between Middleton Road and Kingsbury Road, and
- Portions of Old Highway 30, Freezeout Road, Middleton Road, Blessinger Road, Can Ada Road, and Willis Road.

Table 7, Table 8, and Figure 8 illustrate intersection and roadway deficiencies in the year 2040.

Table 7. Deficient Intersections (Year 2040)

Intersection	Existing Deficiency	Existing Control Type
Old Highway 30 & Galloway Road	No	Two-Way Stop
Old Highway 30 & Purple Sage Road	No	Two-Way Stop
Old Highway 30 & Willis Road	No	Two-Way Stop
Purple Sage Road & Middleton Road	No	Two-Way Stop
Purple Sage Road & Duff Lane	No	Two-Way Stop
Purple Sage Road & Lansing Lane	No	Two-Way Stop
Purple Sage Road & Emmett Road	No	Two-Way Stop
Purple Sage Road & Harvey Road	No	Two-Way Stop
Purple Sage Road & Freezeout Road	No	Two-Way Stop
Purple Sage Road & Blessinger Road	No	Two-Way Stop
Freezeout Road & Willis Road	No	Two-Way Stop
SH 44 & Middleton Road	Yes	Two-Way Stop
SH 44 & Dewey Avenue	No	Two-Way Stop
SH 44 & Hawthorne Drive	No	Two-Way Stop
SH 44 & Cemetery Road	No	Two-Way Stop
SH 44 & Hartley Road	No	Two-Way Stop
SH 44 & Emmett Road	Yes	Two-Way Stop
SH 44 & Duff Lane	No	Two-Way Stop
SH 44 & Canyon Lane	No	Two-Way Stop
SH 44 & Channel Road	No	Two-Way Stop
SH 44 & Lansing Lane	Yes	Two-Way Stop
SH 44 & River Road	No	Two-Way Stop
SH 44 & Freezeout Road	No	Two-Way Stop
SH 44 & Old Highway 30	Yes	Two-Way Stop
SH 44 & Kingsbury Lane	No	Two-Way Stop
SH 44 & Blessinger Road	No	Two-Way Stop
SH 44 & Can Ada Road	Yes	Two-Way Stop
Middleton Road & Sawtooth Lake Drive	No	Two-Way Stop
Middleton Road & Lincoln Road	No	Two-Way Stop
Middleton Road & Cornell Street	No	All-Way Stop
Can Ada Road & Willis Road	No	Two-Way Stop[1]
Can Ada Road & Foothill Road	No	All-Way Stop

1. *Future intersection – TWSC assumed for all future intersections in this analysis*

Table 8. Deficient Roadway Segments (2040)

Roadway	Threshold[1]	Peak Hour Volume
Blessinger Road *Willis Road to Purple Sage Road*	310	321
Can Ada Road *New Hope Road to Willis Road*	480	495
Middleton Road *Lincoln Road to SH 44*	490 to 620	533 to 887
Old Highway 30 *US 26 to Willis Road*	480 to 560	645 to 754
Purple Sage Road *Freezeout Road to Emmett Road*	480	500 to 557
Purple Sage Road *Middleton Road to Kingsbury Road*	480	497 to 519
SH 44 *Old Highway 30 to Rainbow Ridge*	1,550	1,600
SH 44 *Canyon Lane to Hartley Lane*	720	798 to 1,135
SH 44 *Duff Lane to Can Ada Road*	720	742 to 987
Willis Road *Old Highway 30 to El Paso Road*	310	365
Willis Road *Freezeout Road to Ranch Road*	310	362

1. *See Table 4 for service volume threshold definitions*

Figure 8. Future Deficiencies (2040)

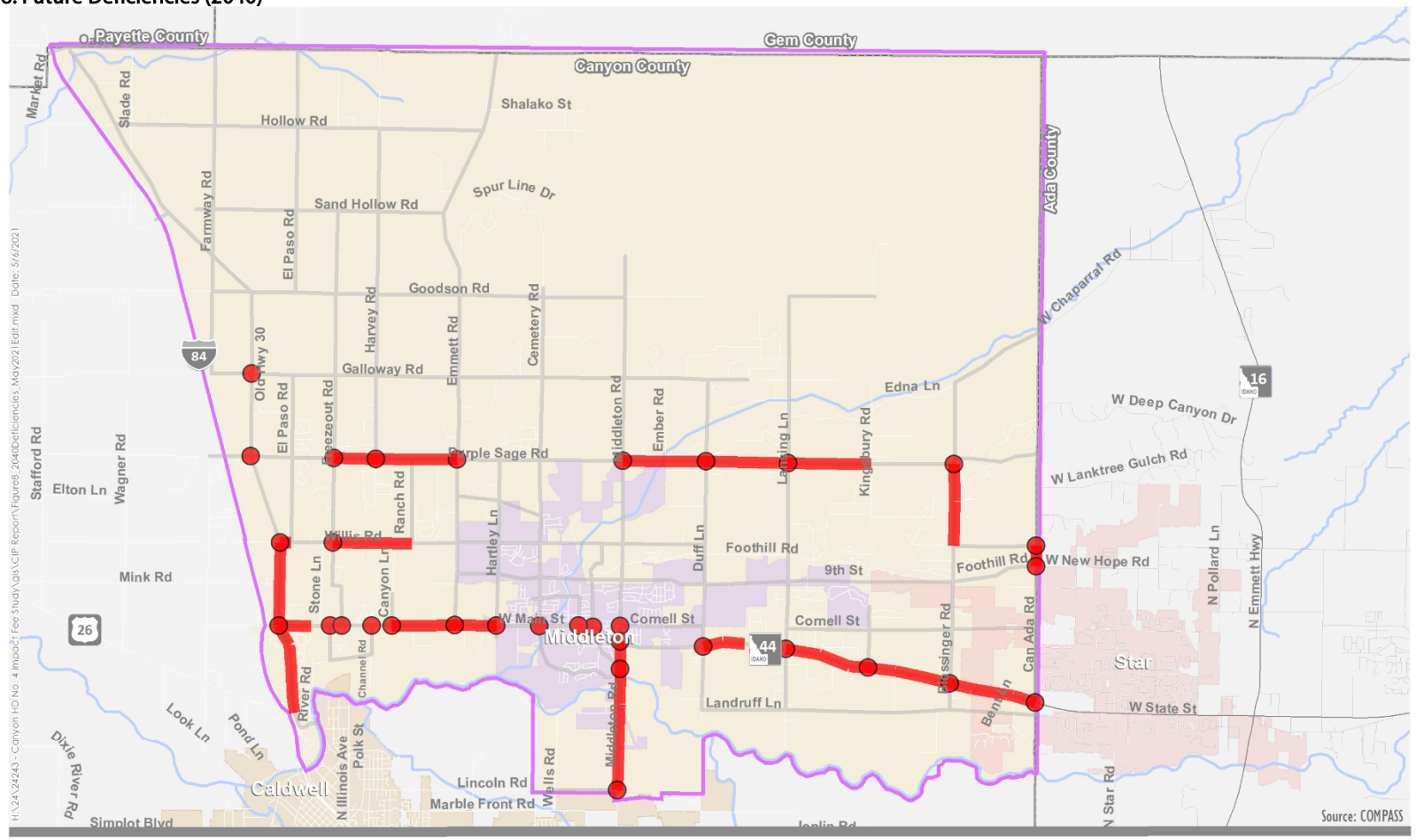


Figure 8

Future Deficiencies (2040)
Canyon County, ID

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CIP PROJECTS

This section presents the proposed CIP projects to address the intersection and roadway deficiencies identified in year 2020 and 2040.

Cost Estimates

The total cost of each project in the CIP was estimated at the planning-level. Table 9 shows unit costs for different project types that were used as a baseline for project costs. The project unit costs were developed based on recent cost estimates for similar projects in the region and collaboration with HD4. The final CIP project costs were adjusted from the baseline costs shown in Table 9 to account for right-of-way (ROW) impacts, topography challenges, bridges or large culverts, and other potential constraints or design considerations (i.e., number of turn lanes required).

ROW costs are included in the intersection project unit costs. ROW costs for roadway projects were determined on a case-by-case basis using available parcel data and a unit cost of $5.00 per square feet. The unit cost was based on recent project costs in the region. It was assumed that a ROW width of 74 feet is required for two-three lane roadways and that a ROW width of 94 feet is required for four-five lane roadways.

Bridge/culvert costs were added for significant waterway crossings using $19,713 per linear foot for design and construction costs. A contingency factor was applied to each project unit cost on a case-by-case basis to account for topographic features and other potential constraints.

Table 9. Cost Estimates - Unit Costs

Project Type	Project Unit Cost	Notes
Single-Lane Roundabout	$2,875,000 per intersection	Cost includes bicycle and pedestrian facilities and limited ROW impacts.
Multi-Lane Roundabout	$4,025,000 per intersection	
Traffic Signal (3x3)[1]	$450,000 per intersection	Cost does not include widening of roadway. Costs associated with turn-lanes added based on need to widen roadway approaches. Cost includes limited ROW impacts and bicycle and pedestrian facilities.
Traffic Signal (3x5)[2]	$525,000 per intersection	
Traffic Signal (5x5)[3]	$600,000 per intersection	
Roadway Widening	$2,520,000 per lane per mile	ROW not included and determined on a case-by-case basis. Assumes cross-section with 12' travel lanes, 14' center-turn lanes, sidewalks, bike lanes, and/or multi-use path.
New Roadway	$1,560,000 per lane per mile	ROW not included and determined on a case-by-case basis assuming a unit cost of $2.50 per square foot. Assumes cross-section with 12' travel lanes, 14' center-turn lanes, sidewalks, bike lanes, and/or multi-use path.
Turn-Lane Improvement	$360,000 per turn lane	Assumes cost of $75 per square foot. Project unit cost is for 250' turn lane with 150' taper.
Bridge or Major Culvert	$19,713 per linear foot	From Kittelson planning level estimates.

1. 3x3 assumes one through lane, one left-turn lane, and one through lane on each approach.

2. 3x5 assumes one through lane, one left-turn lane, and one through lane on two approaches, and two through lanes, one left-turn lane, and two through lanes on two approaches.

3. 5x5 assumes two through lanes, one left-turn lane, and two through lanes on each approach.

Impact Fee Eligibility

The overall cost of impact fee eligible projects is used to determine the final impact fee schedule. The proportion of impact fee eligible costs was calculated for each CIP project. Impact fee eligibility is based on the requirements in Idaho Code 67-82 which states that impact fee funding should meet the following criteria:

- *Address deficiencies in capacity*
- *Address deficiencies that are attributable to future development (not existing deficiencies)*
- *Are included in the CIP (requiring updating every five years)*

Intersection projects on SH 44 (ITD facility) should be jointly funded by ITD and HD4, the City of Star, or the City of Middleton. Only those portions of the SH 44 intersection projects that are outside of the ITD right-of-way (excluding the local share of signal equipment costs) are considered impact fee eligible. Projects, or portions of projects, that address existing deficiencies are not impact fee eligible.

Certain other projects that lie on the boundaries of the service area (for example, Can Ada Road, or the Middleton Road /Lincoln Road intersection), are only partially eligible for impact fee funds collected within the Mid-Star service area. Those projects' costs are estimated as a percentage of the total cost, as portions of the total project cost will be borne by the adjacent jurisdiction or service area. The percentage varies with the specific project location and configuration.

In accordance with Idaho Code 67-82, development impact fees may not charge growth and development more than their proportionate share of the system improvements required to serve that growth. Portions of the CIP project costs are fully impact fee eligible to serve this new demand, including right-of-way costs, storm drain facilities, traffic signals, curbs and gutters, intersection approaches, and additional travel lanes. Other project costs do not serve the demand created by new growth, and are not impact fee eligible. These components include re-construction of existing travel lanes, bicycle lanes, sidewalks, irrigation to serve landscaping, landscaping amenities, and street lighting. The percent of each project cost that is attributable to these non-eligible components was determined based on regional project cost estimates and used to create a series of impact fee eligible adjustment factors. The adjustment factors represent the percent of each project's cost estimate that is not impact fee eligible due to the project components. The impact fee eligible project cost adjustment factors are as follows:

- Bicycle and Pedestrian Facilities:
  - Intersection Projects – 4% of total cost
  - New Roadway and Roadway Widening Projects – 10% of total cost
- Re-Construction of Existing Travel Lanes
  - Intersection Projects – 0% of total cost
    - *Roundabout projects planned for use throughout the service area change intersection configuration and do not utilize existing intersection capacity. Traffic signal intersections improvements on the SH-44 corridor are assumed to utilize the existing travel lanes on the minor public road approaches, and can be improved by addition of turn lanes added to the existing roadway.*
  - Roadway Widening Projects – 3% of total cost

- *Roadway widening unit costs assume minimal re-construction of existing travel lanes – re-construction of existing travel lanes is limited to sawcut, fog seal, and striping.*
- *Roadway widening for anything larger than a 2 to a 3-lane roadway is expected to require full reconstruction of existing travel lanes, however, that cost of full reconstruction is not impact fee eligible.*

Landscaping and irrigation are also assumed to be non-impact fee eligible, but the costs associated with landscaping and irrigation were assumed to be negligible (less than 1% of total project costs). The costs associated with ROW acquisition services, utility re-location, engineering design and engineering inspection were assumed to be impact fee eligible, and are calculated as 20% of the construction cost of the project.

Certain future collector and arterial roadways within the service area were included in the year 2040 deficiencies analysis to provide a more realistic distribution of year 2040 traffic volumes, and because their characteristics meant they were unlikely to be completed by a private developer. The project costs associated with these roadways were considered for impact fee eligibility if the roadways were expected to serve significant amounts of regional traffic. Future roadways shown on the map but not included in the CIP project list are principally for local property access or were expected to be complete as part of private development, and are not impact fee eligible, and will be constructed by development. These future roadways may be added to subsequent capital improvement plans for this service area if their function becomes more regionally significant as the area develops.

Project List

The final CIP project list is shown in Table 10. , and project locations are displayed in Figure 9. Projects include roadways and intersections with existing and future deficiencies, as well as previously planned future roadways and intersections. Table 10. includes the project cost estimates, TIF eligible costs, and estimated project timeframe.

Figure 9. Mid-Star Service Area Capital Improvement Projects

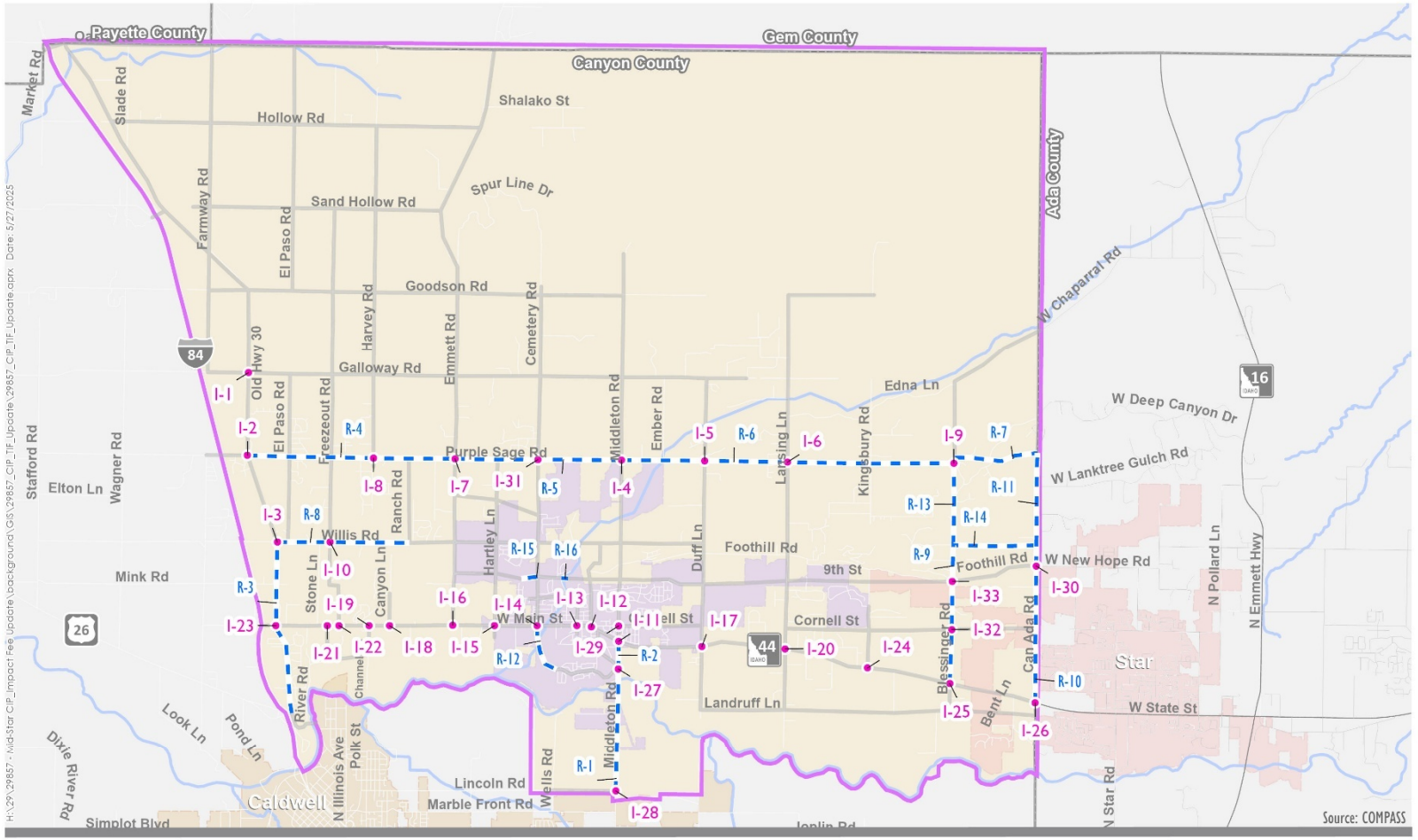


Figure 9

Mid-Star Service Area Capital Improvement Projects
Canyon County, ID

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Table 10. Mid-Star Service Area CIP Projects

Project ID	Intersection	Existing Deficiency	Project Description	Project Cost Estimate	TIF-Eligible Cost	Timeframe
I-1	Old Highway 30 & Galloway Road	No	Single-Lane Roundabout	$2,834,000	$2,720,640	2035-2040
I-2	Old Highway 30 & Purple Sage Road	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2025-2030
I-3	Old Highway 30 & Willis Road[2]	No	Single-Lane Roundabout	$3,896,000	$3,740,160	2035-2040
I-4	Purple Sage Road & Middleton Road	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2030-2035
I-5	Purple Sage Road & Duff Lane	No	Multi-Lane Roundabout[8]	$5,950,000	$3,998,400	2030-2035
I-6	Purple Sage Road & Lansing Lane[3]	No	Single-Lane Roundabout	$4,250,000	$4,080,000	2035-2040
I-7	Purple Sage Road & Emmett Road[2]	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2035-2040
I-8	Purple Sage Road & Harvey Road	No	Single-Lane Roundabout	$3,365,000	$3,230,400	2035-2040
I-9	Purple Sage Road & Blessinger Road	No	Single-Lane Roundabout	$4,250,000	$4,080,000	2025-2030
I-10	Freezeout Road & Willis Road	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2035-2040
I-11	SH 44 & Middleton Road	Yes	Traffic Signal	$1,534,000	$0	2030-2035
I-12	SH 44 & Dewey Avenue	No	Traffic Signal	$647,000	$298,120	2030-2035
I-13	SH 44 & Hawthorne Drive	No	Traffic Signal	$647,000	$298,120	2030-2035
I-14	SH 44 & Cemetery Road[9]	No	Traffic Signal	$1,262,500	$730,750	2020-2025
I-15	SH 44 & Hartley Road[4,9]	No	Traffic Signal	$1,562,500	$718,750	2025-2030

I-16	SH 44 & Emmett Road[2]	Yes	Traffic Signal	$647,000	$0	2030-2035
I-17	SH 44 & Duff Lane	No	Traffic Signal	$1,534,000	$1,149,640	2025-2030
I-18	SH 44 & Canyon Lane	No	Restricted Left Turn	N.A.[1]	N.A.[1]	2035-2040
I-19	SH 44 & Channel Road[2]	No	Restricted Left Turn	N.A.[1]	N.A.[1]	2035-2040
I-20	SH 44 & Lansing Lane	Yes	Traffic Signal	$1,977,000	$0	2025-2030
I-21	SH 44 & River Road[2]	No	Restricted Left Turn	N.A.[1]	N.A.[1]	2035-2040
I-22	SH 44 & Freezeout Road[2]	No	Traffic Signal	$1,977,000	$687,920	2035-2040
I-23	SH 44 & Old Highway 30[2]	Yes	Traffic Signal	$1,977,000	$0	2035-2040
I-24	SH 44 & Kingsbury Lane	No	Traffic Signal	$1,977,000	$687,920	2025-2030
I-25	SH 44 & Blessinger Road	No	Traffic Signal	$2,421,000	$1,114,160	2030-2035
I-26	SH 44 & Can Ada Road	Yes	Traffic Signal	$1,977,000	$0	2025-2030
I-27	Middleton Road & Sawtooth Lake Drive[9]	No	Multi-Lane Roundabout[5]	$3,000,000	$2,880,000	2020-2025
I-28	Middleton Road & Lincoln Road[7]	No	Multi-Lane Roundabout[5]	$6,941,000	$3,331,680	2025-2030
I-29	Middleton Road & Cornell Street[9]	No	Single-Lane Roundabout	$2,000,000	$1,920,000	2020-2025
I-30	Can Ada Road & Foothill Road[6]	No	Single-Lane Roundabout	$2,000,000	$1,440,000	2025-2030
I-31	Purple Sage Road & Cemetery Road	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2030-2035
I-32	Blessinger Road & Cornell Road	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2035-2040
I-33	Blessinger Road & 9th Street	No	Single-Lane Roundabout	$3,542,000	$3,400,320	2035-2040

Project ID	Roadway	Existing Deficiency	Project Description	Project Cost Estimate	TIF-Eligible Cost	Timeframe
R-1	Middleton Road[2] *Lincoln Road to Sawtooth Lake Drive*	Partial – Existing Deficiency	Widen to 5 Lanes (Lincoln Road to Bass Lane); Add Continuous Left Turn Lane (Bass	$34,643,844	$19,993,183	2025-2030

		Mitigated by Turn Lanes at Intersections	Lane to Middleton Rd) (3.2 lane miles)			
R-2	Middleton Road Alignment[2,4] *Sawtooth Lake Drive to SH 44*	Future Roadway	Construct a 4-5 Lane Roadway connecting Sawtooth Lake Drive to SH 44 at the N Middleton Road Alignment	$6,331,973	$5,698,776	2025-2030
R-3	Old Highway 30[2] *US 26 to Willis Road*	No	Widen to 4 Lanes and Add Left Turn Lanes at Intersections (where absent)	$27,573,331	$15,490,332	2035-2040
R-4	Purple Sage Road *Old Hwy 30 to Emmett Road*	No	Add Left Turn Lanes at Intersections (4 turn lanes)	$1,773,706	$1,720,494	2030-2035
R-5	Purple Sage Road[3] *Emmett Road to Middleton Road*	No	Add Left Turn Lanes at Intersections (4 turn lanes)	$1,773,706	$1,720,494	2035-2040
R-6	Purple Sage Road[3] *Middleton Road to Kingsbury Road*	No	Add Left Turn Lanes at Intersections (5 turn lanes)	$2,217,132	$2,150,618	2035-2040
R-7	Purple Sage Road[3] *Kingsbury Road to Can Ada Road*	No	Add Left Turn Lanes at Intersections (5 turn lanes)	$886,853	$860,247	2035-2040
R-8	Willis Road *Old Highway 30 to Ranch Road*	No	Add Left Turn Lanes at Intersections (2 turn lanes)	$1,064,223	$1,032,297	2030-2035
R-9	Blessinger Road[3] *SH 44 to Willis Road*	No	Add Left Turn Lanes at Intersections (4 turn lanes)	$1,773,706	$1,1,720,494	2035-2040
R-10	Can Ada Road[6] *SH 44 to Willis Road*	No	Add Left Turn Lanes at Intersections (3 turn lanes)	$1,330,279	$1,290,371	2025-2030

R-11	Can Ada Road[6] *Willis Road to Purple Sage Road*	No	Add Left Turn Lanes at Intersections (2 turn lanes)	$886,853	$860,247	2030-2035
R-12	Cemetery Road[4, 9] *Sawtooth Lake Drive to SH 44*	Future Roadway	Construct Two Lane Roadway	$2,749,242	$2,474,318	2020-2025
R-13	Blessinger Road[3] *Willis Road to Purple Sage Road*	Future Roadway	Construct Two Lane Roadway with Left Turn Lanes at Intersections (4 turn lanes)	$2,370,019	$2,133,017	2035-2040
R-14	Willis Road *Blessinger Road to Can Ada Road*	Future Roadway	Construct Two Lane Roadway (1.4 lane miles)	$5,674,629	$5,107,166	2030-2035
R-15	9th Street[9] *Connection west of Cemetery Road*	Future Roadway	Construct Two Lane Roadway (0.2 lane miles)	$256,061	$230,455	2020-2025
R-16	9th Street *Willow Drive to Magic Ave*	Future Roadway	Construct Two Lane Roadway (300 foot bridge over floodway)	$7,339,507	$6,605,556	2025-2030
Project ID	**Project**	**Project Type**	**Project Description**	**Project Cost Estimate**	**TIF-Eligible Cost**	**Timeframe**
P1	Update CIP/TIF	Planning	Comprehensive update of the CIP/TIF including COMPASS model run and operations analysis	$150,000	$150,000	2025-2030
Total Cost				$183,758,064	**$130,656,146**	

1. *Negligible capital costs*
2. *Previously Identified in HD4 Transportation Master Plan*
3. *Previously identified in City of Star Comprehensive Plan*
4. *Previously Identified in City of Middleton CIP*
5. *Minor roadway will have single-lane entry/exit*
6. *Reduced TIF Eligible costs due to anticipated participation by ACHD*
7. *Reduced TIF Eligible costs due to anticipated participation by new service area south of Mid-Star.*
8. *Roundabout to be constructed to accommodate a multi-lane configuration in the future, but only the cost of a single lane is impact fee eligible.*
9. *Project is substantially or entirely complete as of January 2025, so its cost estimate and implementation timeline was not changed in the 2025 update.*

FUNDING SOURCES

There are three separate roadway jurisdictions within the Mid-Star service area: HD4, City of Middleton, and City of Star. By agreement[2] with City of Star, HD4 acts as this highway jurisdiction for those city streets located within Canyon County, similar to the role of Ada County Highway District for Star within Ada County.

Each of these agencies receives, or is eligible to receive, funding for transportation improvements from a variety of sources:

- Property taxes
- Highway User Fund taxes (fuel taxes)
- Vehicle Registration Fees
- Federal Aid or State grant programs
- Traffic Impact Fees (currently City of Middleton only)

Over the 2015-2019 period, total transportation revenues as described in the Annual Road and Streets Report for each agency is shown in Table 11.

Table 11. Annual Transportation Revenues by Agency ($1,000)

Year	HD4	City of Middleton	City of Star
2019	9,439	1,614	0.587
2018	8,402	1,639	0.598
2017	8,019	1,331	0.553
2016	7,422	1,694	0.541
2015	6,336	2,344	0.528

Note: City of Star collects only 50% of property tax revenue allocated for Road & Bridge construction over a small (< 660 acres) portion of Canyon County. It submits this revenue to HD4 for use in road maintenance.

Average annual transportation revenues for the service area during the previous 5 reported years is approximately $9.65 M. Assuming a 5% annual growth rate in funding (historical average for HD4), total transportation revenues for the 2021-2040 CIP horizon can be estimated to be $319,013,000. Historically, capital improvement expenditures have accounted for 5% or less of HD4 and Middleton's transportation budget, as maintenance and operation of the existing system has been the principal focus for small urban and rural areas. The projected $53,101,917 non-impact fee eligible cost for the CIP projects is equivalent to 16.6% of the estimated total revenue over the 20-year CIP. The agencies participating in funding the CIP will need to account for a moderate additional increment of annual expenditures on capital improvements, which is consistent with the current recognized needs.

[2] Canyon 4/Star Public Agency Coordination Agreement, June 6, 2007.

INTERGOVERMENTAL AGREEMENTS

The land use and transportation agencies active within the Mid-Star service area will enter into intergovernmental agreements to fund and construct the multi-jurisdictional transportation improvement projects. Those intergovernmental agreements will detail the proportionate share of funding for each agency based on contributing trips from each jurisdiction, location with each jurisdiction, and anticipated new growth within each jurisdiction.

REFERENCES

1. Kittelson & Associates. HD4 Traffic Impact Fee Program. 2020.
2. Highway District No. 4. Transportation Master Plan. 2020.
3. City of Middleton. Transportation Study and Capital Improvement Plan 2017 Update. 2017.
4. City of Star. City of Star Comprehensive Plan. 2019.
5. Idaho Transportation Department, District 3. SH-44, I-84 to Eagle, Corridor Study. 2019.
6. Kittelson & Associates. Middleton Road Corridor Plan. 2016.
7. Canyon County. Canyon County 2020 Comprehensive Plan. 2016.
8. City of Middleton. City of Middleton Comprehensive Plan. 2016.
9. City of Star. City of Star Comprehensive Plan. 2019.
10. National Cooperative Highway Research Program. NCHRP Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual. 2016.

APPENDIX A:

Meeting Materials & Summary Notes

DATE **6/3/2020**

CHD4 SUBDISTRICT NO.1 TRAFFIC IMPACT FEE STUDY

PROJECT BACKGROUND, SCOPE OF WORK AND SERVICE AREA

Development Impact Fee Advisory Committee Meeting #1

KITTELSON & ASSOCIATES

Meeting Purpose and Agenda

- Purpose
  - Introduce Partner Agencies and Development Impact Fee Advisory Committee to the Study
  - Understand and Confirm Service Area
  - Discuss Next Steps
- Agenda
  - Study Background
  - Study Overview
  - Service Area
  - Next Steps

Study Objectives

- Establish a Traffic Impact Fee Program for CHD4 Subdistrict No. 1 to meet requirements in Idaho Code 67-82
- Facilitate a collaborative decision-making process between Star, Middleton, Canyon County, and the Development Impact Fee Advisory Committee (DIFAC)

STUDY BACKGROUND

Study Background

- New development growth results in the need for roadway capacity improvements now and over the next 20 years.
- CHD4 is unable to collect traffic impact fees from new developments by law and must partner with Canyon County.
- CHD4 has intergovernmental agreements with City of Star and City of Middleton regarding roadways.
- Traffic Impact Fee (TIF) Feasibility Study was completed in January 2020.

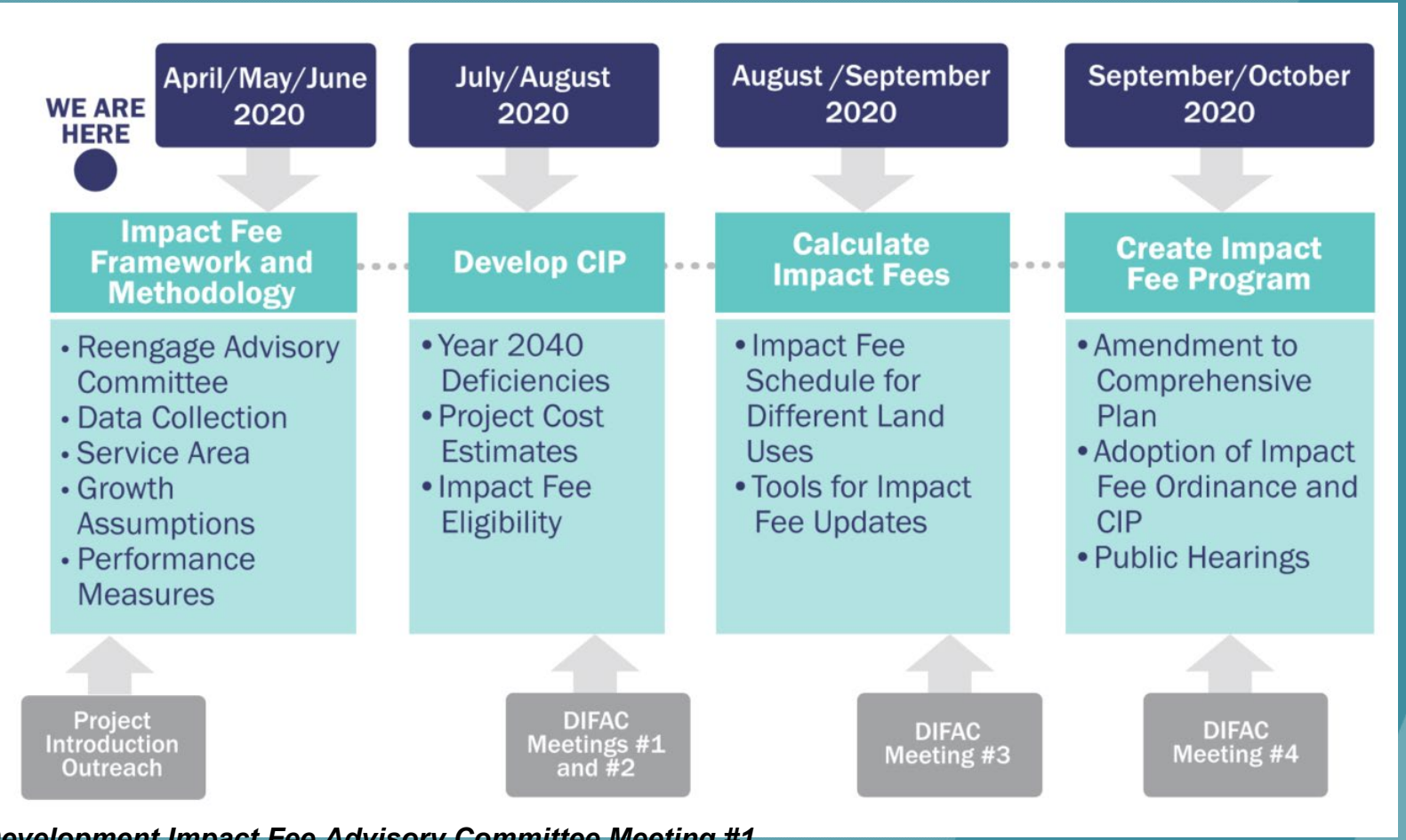
TIF Feasibility Study

- Examined what is required and what should be considered in a traffic impact fee program
- Key findings:
  - Create one service area with CHD4, the City of Middleton, and the City of Star
  - Develop capital improvement plan (CIP) for entire service area
  - Utilize COMPASS travel demand model data
  - Calculate impact fees using average vehicle-miles-traveled (VMT) methodology, similar to ACHD

STUDY OVERVIEW

KITTELSON & ASSOCIATES

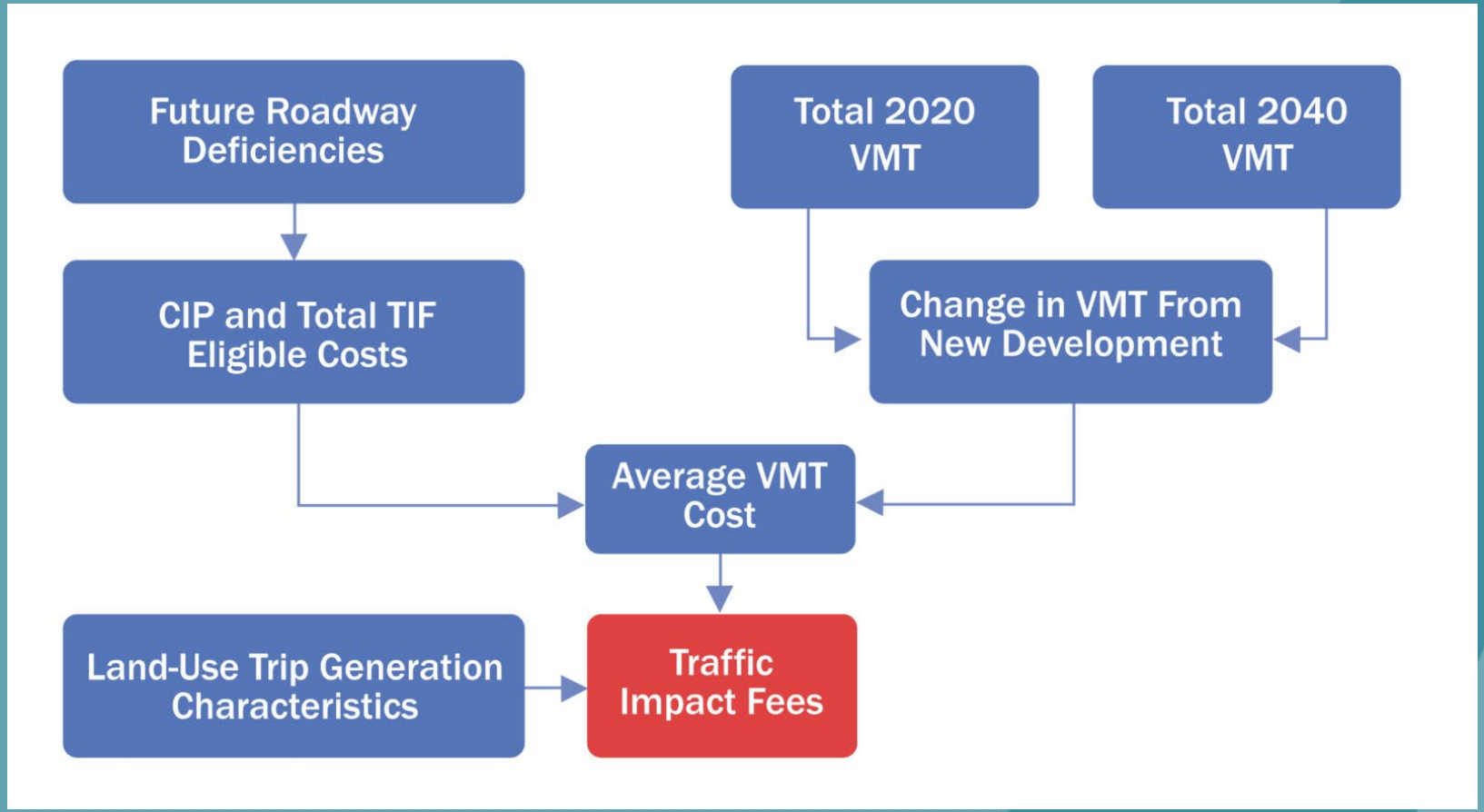
Schedule


WE ARE HERE
April/May/June 2020
July/August 2020
August /September 2020
September/October 2020
Impact Fee Framework and Methodology
• Reengage Advisory Committee
• Data Collection
• Service Area
• Growth Assumptions
• Performance Measures
Develop CIP
• Year 2040 Deficiencies
• Project Cost Estimates
• Impact Fee Eligibility
Calculate Impact Fees
• Impact Fee Schedule for Different Land Uses
• Tools for Impact Fee Updates
Create Impact Fee Program
• Amendment to Comprehensive Plan
• Adoption of Impact Fee Ordinance and CIP
• Public Hearings
Project Introduction Outreach
DIFAC Meetings #1 and #2
DIFAC Meeting #3
DIFAC Meeting #4

Key Terms

- VMT = Vehicle-Miles-Traveled
  - A measure of how much the average person drives
  - Common measure used in impact fees
- Land-Use Trip Generation Characteristics
  - Different land-uses generate different amounts of daily vehicle trips and vehicle trips of different lengths
    - Retail (shopping center, gas station, restaurants, etc.)
    - Industrial (warehouse, manufacturing, distribution, etc.)
    - Residential (single-family, apartments, etc.)

Traffic Impact Fee Calculation Process



Example Traffic Impact Fee Calculations

Example Traffic Impact Fee Calculations for Single Family Housing		
Project Costs		
Total TIF Eligible Costs:	$ 50,000,000	*Includes all TIF Eligible Costs for 2040 Capital Improvement Projects.*
VMT Estimates (PM Peak Hour)		
2020 Total VMT	10,000	*PM peak hour VMT in service area on arterial and collector roadways.*
2050 Total VMT	20,000	*Can be determined via COMPASS model output for Link-Based VMT.*
Change in VMT	10,000	*= 2050 Link Based VMT - 2020 Link Based VMT*
VMT Cost		
VMT Cost	$ 5,000	*= Total TIF Eligible Costs / Change in VMT*
Impact Fee Schedule Factors		
Peak Hour Trip Gen Rate	0.445	*Single Family Housing (210) ITE 10th Edition - One-Way Trip*
New Trip Factor	1	*Factor can be used to account for pass-by trips*
Average Trip Length (miles)	10.0	*Average trip length within Service Area. Can be determined via COMPASS model output.*
Network Adjustment Factor	0.250	*Proportion of average trip lengths occuring on non-ITD facilities.*
Impact Fee for Residential (Single Family Housing)		
Residential Impact Fee	$ 5,563	*=VMT Cost x Peak Hour Trip Gen Rate x New Trip Factor x Avg. Trip Length x Network Adjustment Factor*

How Are Impact Fees Collected?

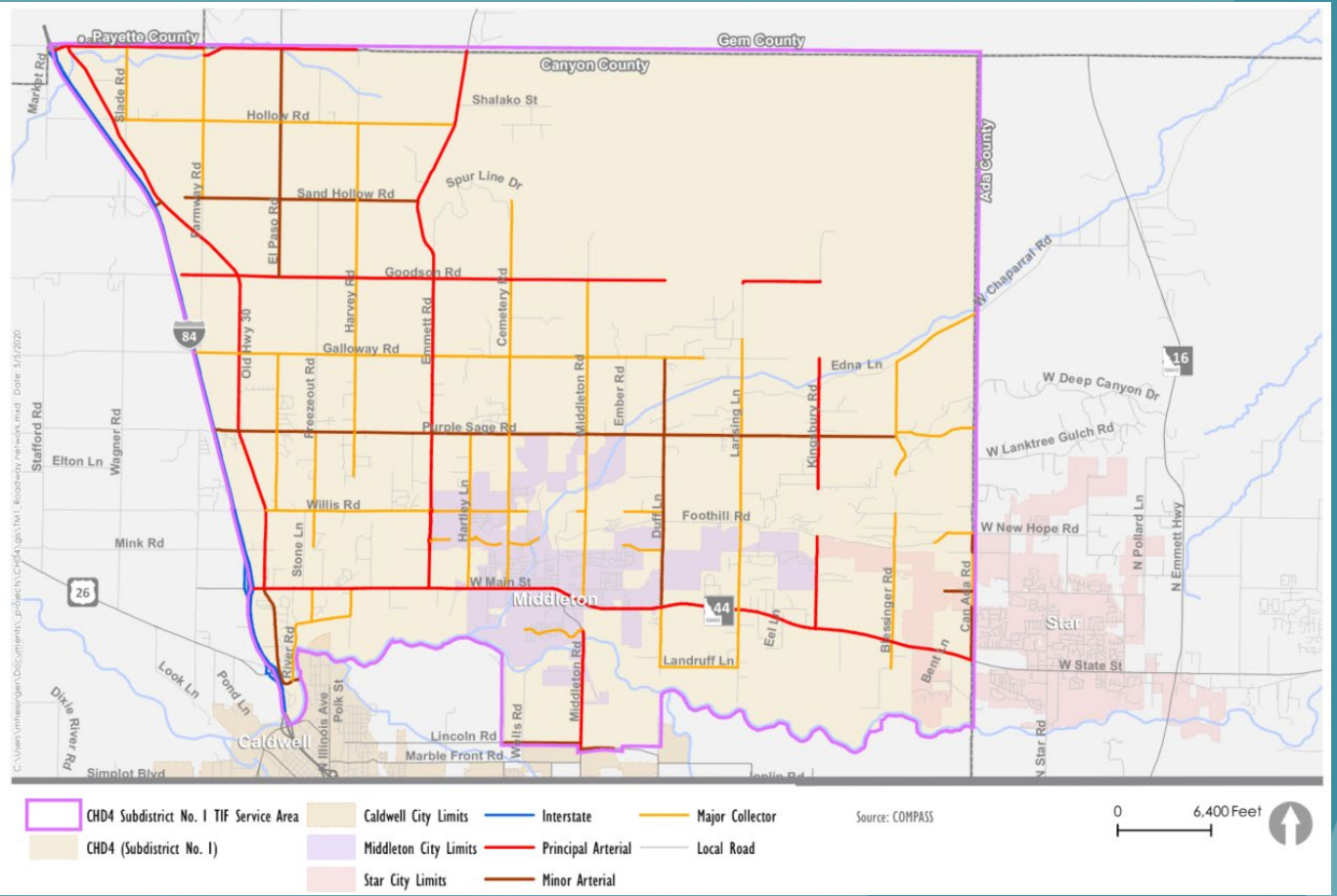
- Step 1: New development comes into service area.
- Step 2: Developer applies for building permit and pays impact fees to subject agency (Star, Middleton, or Canyon County).
- Step 3: Partner agencies will undertake individual or joint projects based on proportionate share (determined as part of the CIP).

Key Study Deliverables

- Traffic Impact Fee Program - Final Report
  - Capital Improvement Plan for Service Area
  - Impact Fee Schedule
- Excel Database
  - CIP Analysis
  - Updates to Impact Fees
- CIP Online GIS Platform

SERVICE AREA

Service Area and Existing Roadway Functional Classification



Service Area Demographics

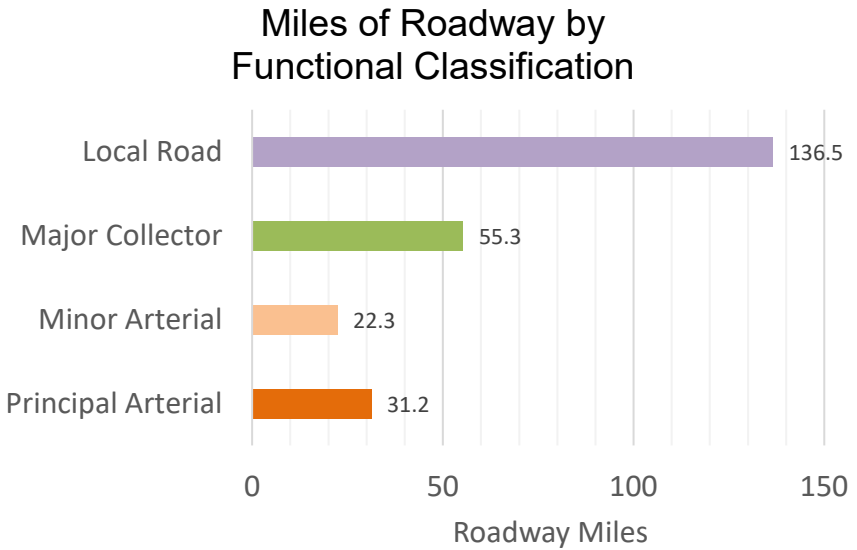
Jurisdiction	2020 Population	Estimated 2040 Population	2020 Jobs	Estimated 2040 Jobs
City of Middleton	9,780	19,596	1,521	3,333
City of Star (within Canyon County)	150	521	20	73
Unincorporated Canyon County	10,544	8,769	801	705
Total Service Area	**20,414**	**28,886**	**2,342**	**4,111**

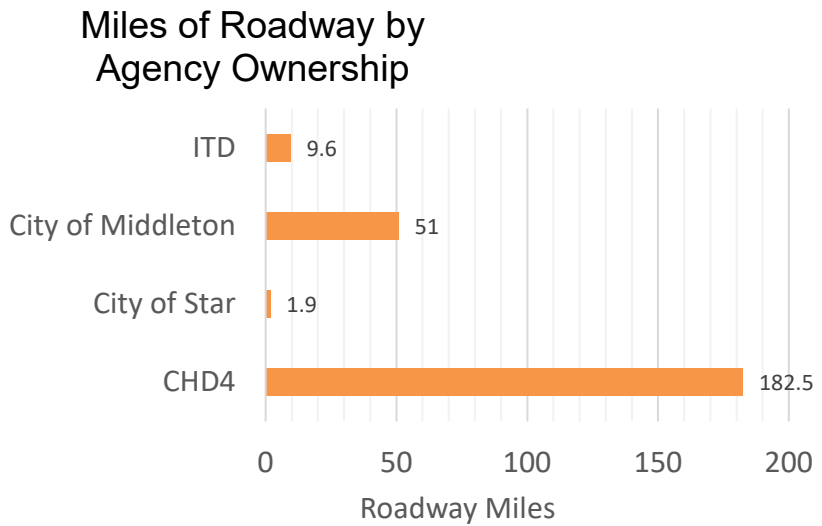
Source: COMPASS

Population Growth Rates

- COMPASS Communities in Motion 2.0 (2020-2040)
  - 1.8%
- CHD4 Draft Transportation Plan (2018-2040)
  - 2.8%
- City of Middleton Transportation Plan (2015-2035)
  - 5.0%

Service Area Roadway Facilities





Source: COMPASS

NEXT STEPS

Next DIFAC Meeting

- Impact Fee Methodology Assumptions
  - COMPASS Data
  - Performance Measures
  - Proportionate Share
  - Background on CIP

DATE **9/15/2020**

CHD4 SUBDISTRICT NO.1 TRAFFIC IMPACT FEE STUDY

DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE - MEETING #2:
TRAFFIC IMPACT FEE PROGRAM METHODOLOGY AND ASSUMPTIONS

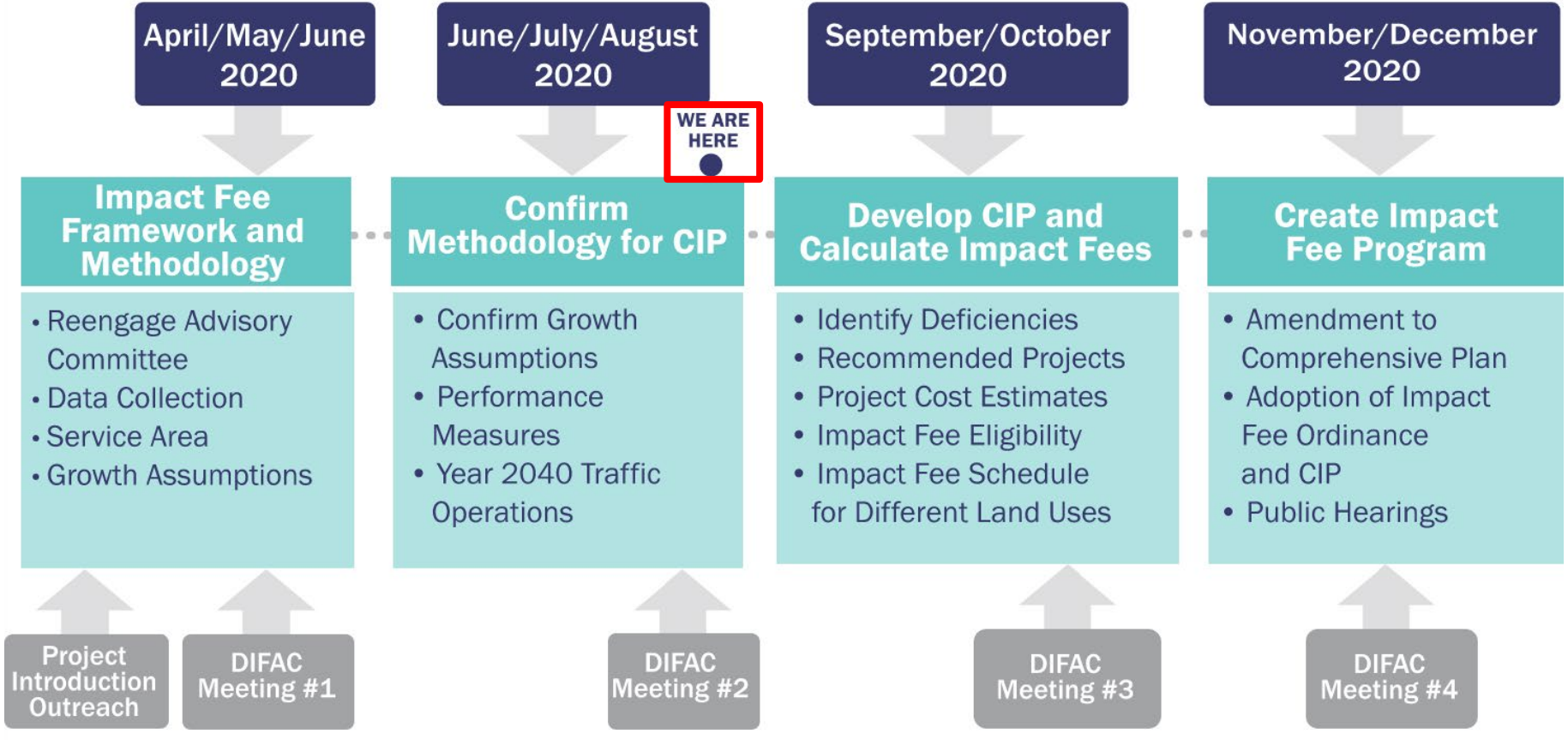
KITTELSON & ASSOCIATES

Meeting Purpose and Agenda

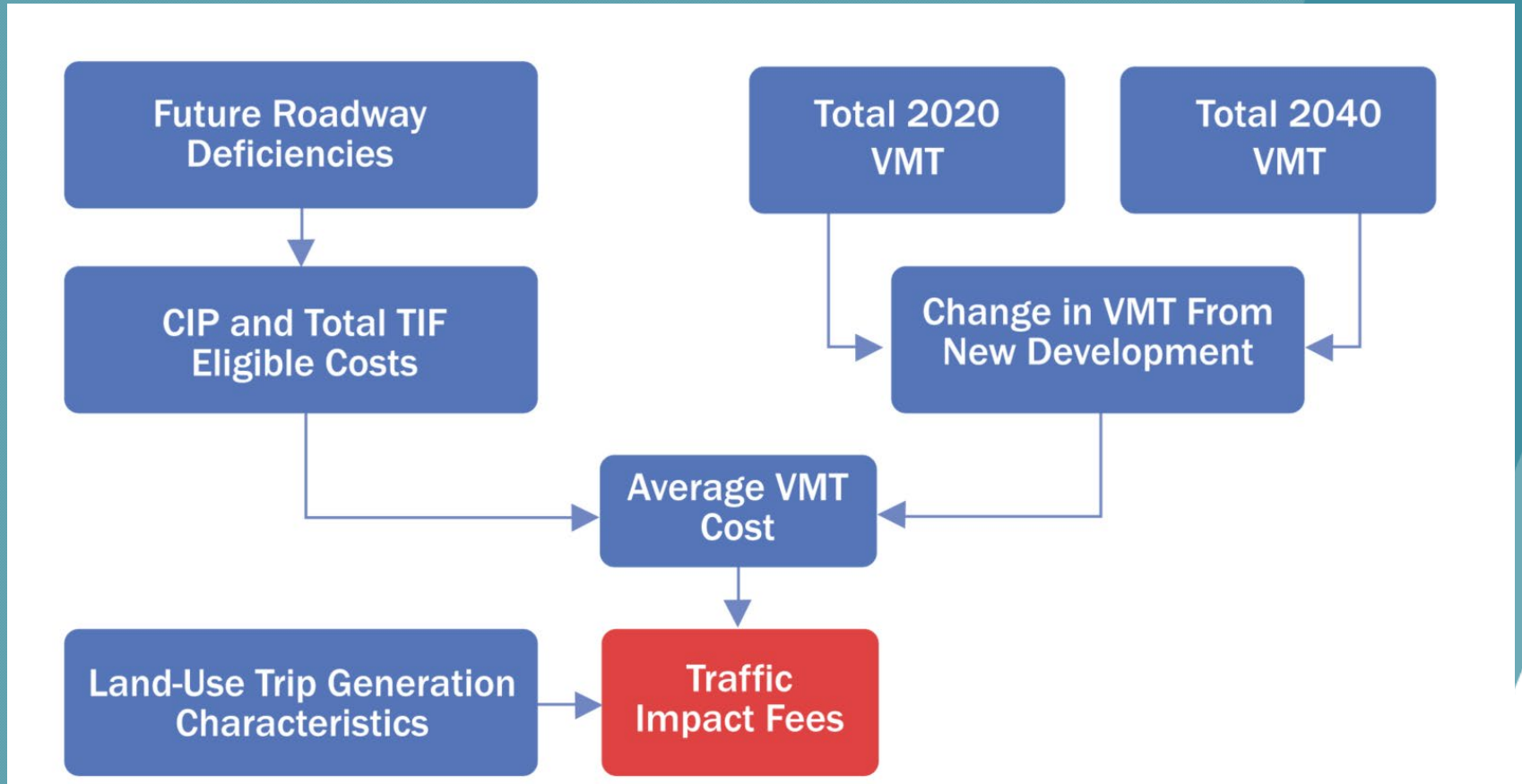
- Purpose
  - Review and Confirm
    - Year 2040 Demographic Projections
    - Performance Measures
    - Traffic Operations Methodology
  - Discuss Agency Proportionate Share

- Agenda
  - Study Schedule
  - Traffic Impact Fee Calculation Process
  - Year 2040 Demographics
  - Performance Measures
  - Traffic Operations Methodology
  - Proportionate Share
  - Next Steps

Study Schedule



Traffic Impact Fee Calculation Process



YEAR 2040 DEMOGRAPHICS

KITTELSON & ASSOCIATES

Year 2040 Demographics

- Why are they important?
  - Year 2040 demographics inform projected traffic volumes.
  - Traffic volumes are used to analyze traffic operations and identify roadway and intersection capacity projects.

- Year 2040 COMPASS demographics were used as a baseline and revised based on input from Canyon County, Star, and Middleton.

Year 2040 Demographics

Jurisdiction	COMPASS 2020 Population	Estimated 2040 Population		COMPASS 2020 Jobs	Estimated 2040 Jobs	
		COMPASS Model	*Proposed*		*COMPASS Model*	*Proposed*
City of Middleton	9,780	19,189	27,528	1,521	3,270	4,003
City of Star (within Canyon County)	150	5,701	12,463	20	241	361
Unincorporated Canyon County	10,554	3,996	4,324	801	600	639
Total Service Area	**20,414**	**28,886**	**44,315**	**2,342**	**4,111**	**5,004**
		117% Increase from 2020			*110% Increase from 2020*	
		4% annual growth rate			*3.9% annual growth rate*	

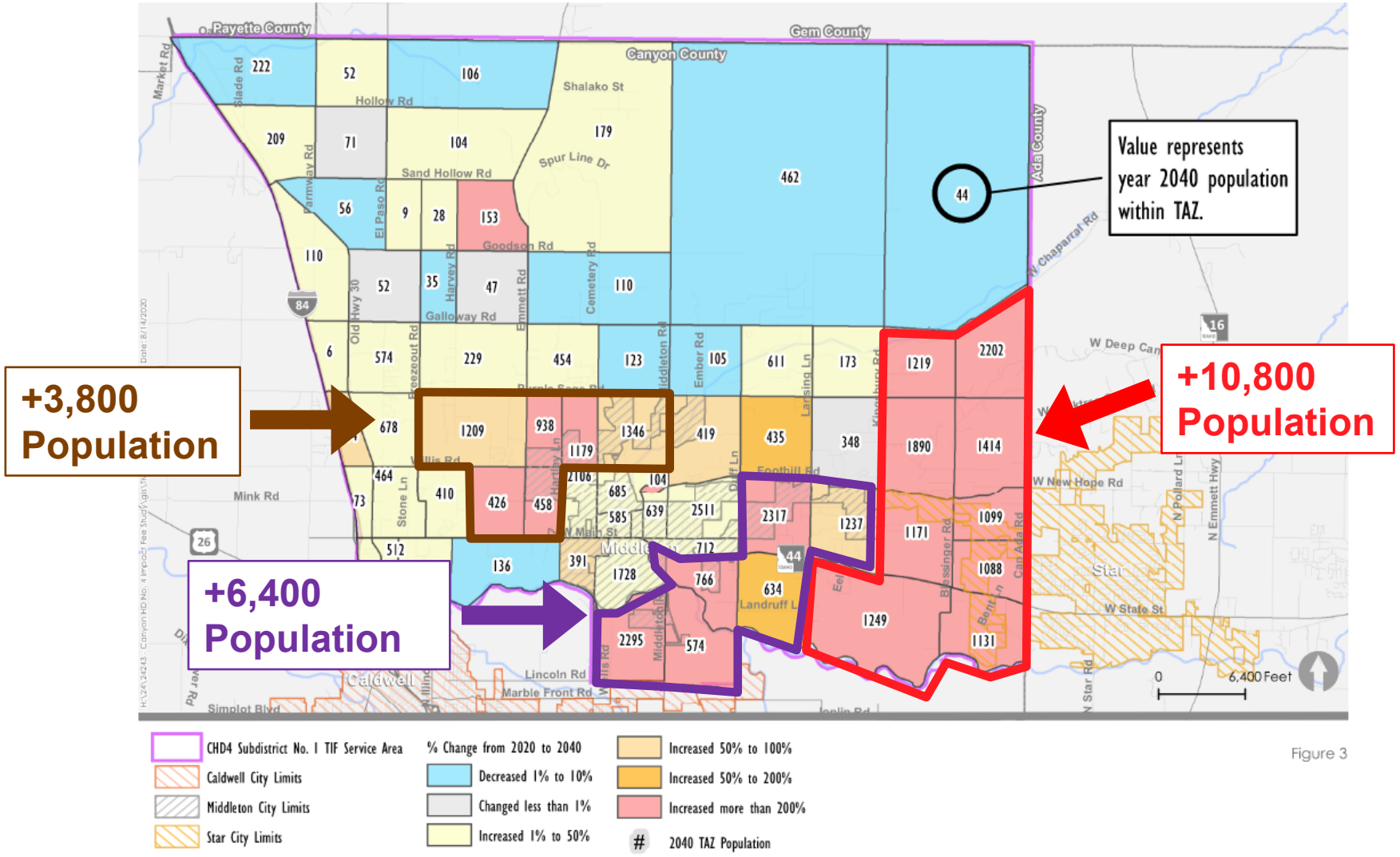

Payette County
Gem County
Canyon County
Ada County
Value represents year 2040 population within TAZ.
+3,800 Population
+10,800 Population
+6,400 Population
Shalako St
Hollow Rd
Sand Hollow Rd
Spur Line Dr
Goodson Rd
Galloway Rd
Cemetery Rd
Emmett Rd
Harvey Rd
Old Hwy 30
Parma Way Rd
El Paso Rd
Market Rd
Blade Rd
Middleton Rd
Ember Rd
Larsing Ln
Kingsbury Rd
W Chaparral Rd
W Deep Canyon
Foothill Rd
W New Hope Rd
N Emmett Hwy
N Pollard Ln
Can Ada Rd
Blessinger Rd
Ben Ln
W State St
Star
Middleton
Caldwell
Mink Rd
Willis Rd
Stone Ln
Hartley Ln
Diff Ln
W Main St
Lincoln Rd
Marble Front Rd
Simplot Blvd
N Star Rd
Landruff L
84
26
44
16
0
6,400 Feet
CHD4 Subdistrict No. 1 TIF Service Area
Caldwell City Limits
Middleton City Limits
Star City Limits
% Change from 2020 to 2040
Decreased 1% to 10%
Changed less than 1%
Increased 1% to 50%
Increased 50% to 100%
Increased 50% to 200%
Increased more than 200%
2040 TAZ Population

Figure 3

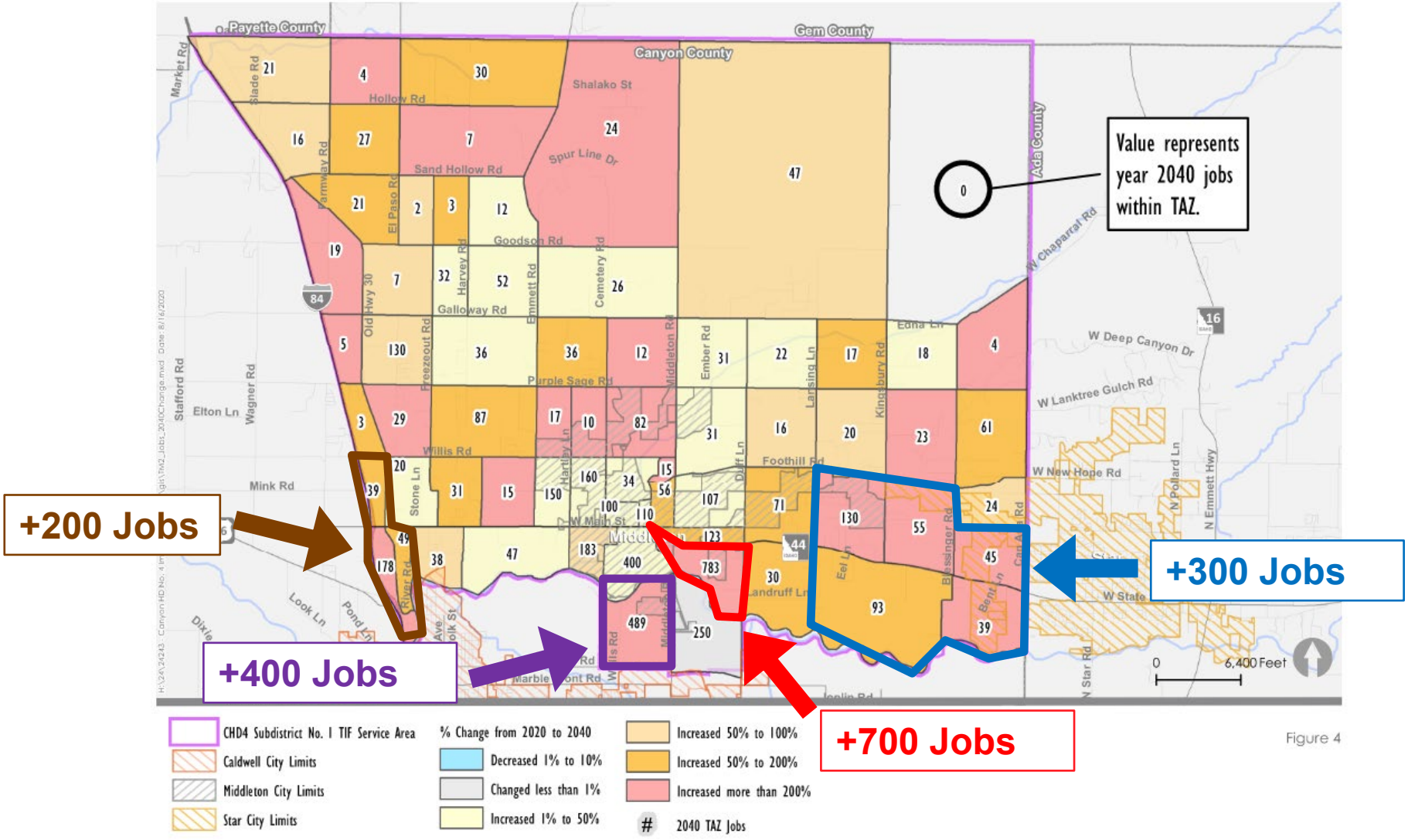


Figure 4

Year 2020 to 2040 Employment Change by TAZ
Canyon County, ID

PERFORMANCE MEASURES

KITTELSON & ASSOCIATES

Performance Measures

- Why are they important?
  - Used to monitor traffic operations and identify roadway facilities that require capacity improvements

- Level-of-Service (LOS)
  - Delay-based (average)
  - If the average driver waits at a stop sign for < 10 seconds, the intersection would be LOS “A”. If the average driver waits at a stop sign for > 1 minute, the intersection would be LOS “F”.

Performance Measures

Agency	Performance Measure
Canyon Highway District No. 4	**LOS D**
City of Middleton	LOS C
City of Star	**LOS D**
Ada County Highway District (ACHD)	LOS E (Roadways), **LOS D (Intersections)**
City of Nampa	**LOS D**
City of Caldwell	**LOS D**
Idaho Transportation Department (ITD)	**LOS D**

Performance Measures

- LOS D recommended
  - Consistent with current practice by CHD4 and Star
  - Consistent with other agencies in the Treasure Valley
  - Appropriate for rural area trending towards suburban
  - The measure can be calculated via Highway Capacity Manual (HCM) methodology

TRAFFIC OPERATIONS METHODOLOGY

KITTELSON & ASSOCIATES

Traffic Operations Methodology

- Analysis is used to identify roadway and intersection improvement projects in service area.
  - Created separate methodologies for roadways and intersections
  - Perform initial screening followed by detailed analysis
- Projects are incorporated in the Capital Improvement Plan (CIP).

Proposed Methodology for Roadways

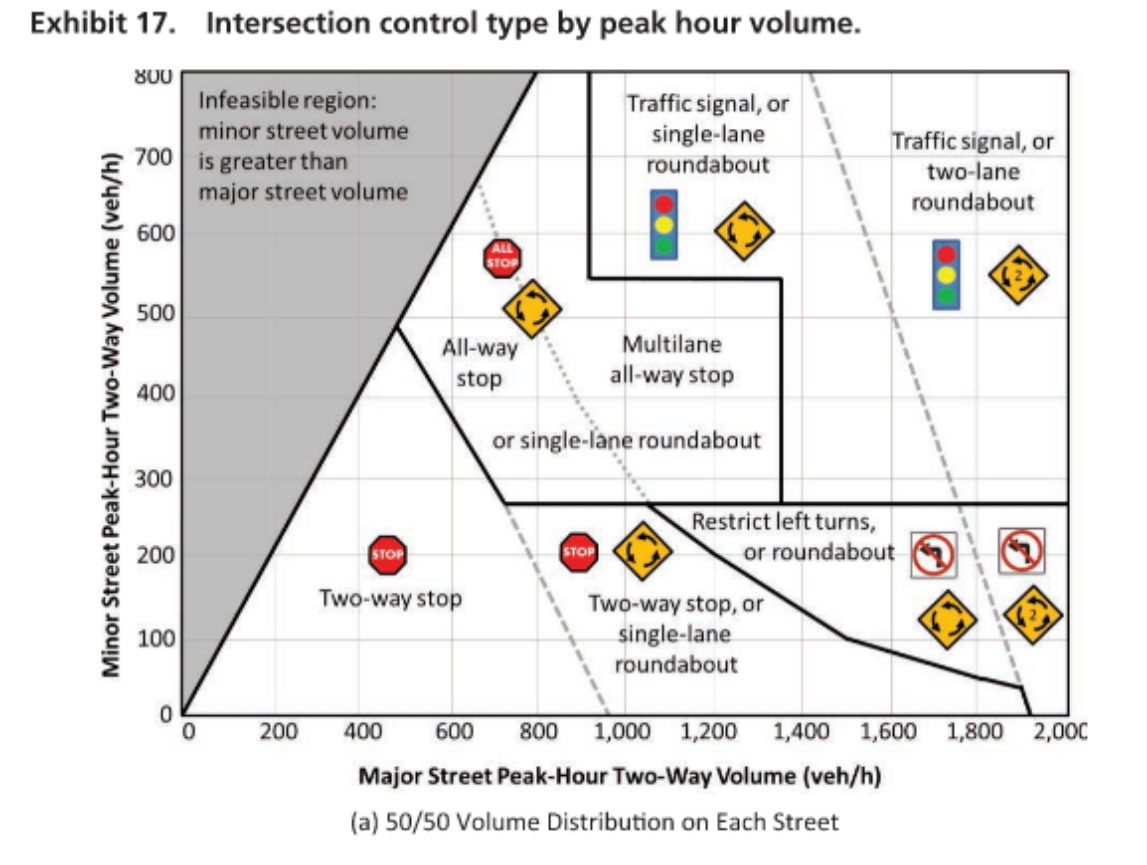
- **Step 1**: Determine peak-hour, directional roadway volumes (refer to table on next slide)
- **Step 2**: Compare roadway volumes with select thresholds (i.e., LOS D) and identify which roadways require widening
- **Step 3**: Develop list of roadway projects for inclusion in CIP

Proposed Roadway Volume Thresholds (Urbanized or Transitioning Areas)

Classification	Characteristics	# of Lanes per Direction	Directional Peak Hour Volume Thresholds	
			Urbanized Areas	Transitioning Areas
			LOS D	LOS D
Principal Arterial	Undivided with no LTL's	1	620	560
	Undivided with LTL's	1	790	720
		2	1,700	1,550
	Divided (Continuous LTL or Median)	1	840	760
		2	1,800	1,640
Minor Arterial	Undivided with no LTL's	1	530	480
	Undivided with LTL's	1	680	610
		2	1,390	1,240
	Divided (Continuous LTL or Median)	1	710	650
		2	1,470	1,310
Collectors	Undivided with no LTL's	1	340	310
	Undivided with LTL's	1	490	440
		2	980	880
	Divided (Continuous LTL or Median)	1	530	480
		2	1,060	950

Proposed Methodology for Intersections

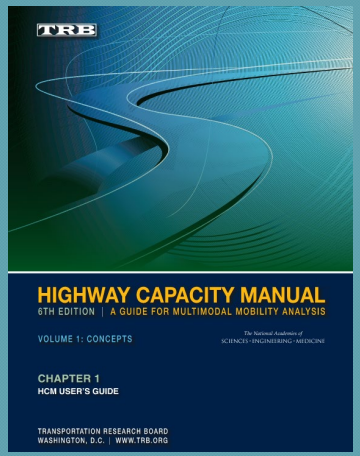
- **Step 1**: Initial screening of service area intersections with roadway volumes



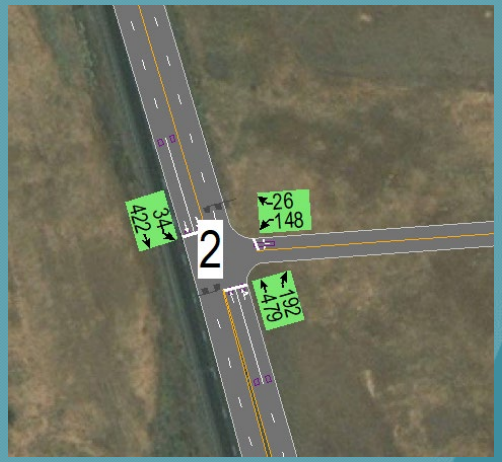
Source: Exhibit 17 from NCHRP Report 825

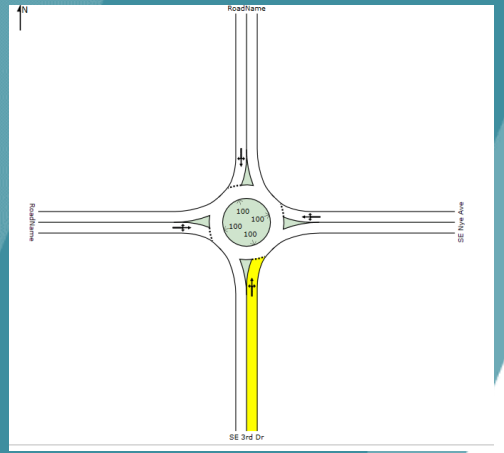
Proposed Methodology for Intersections

- **Step 2**: Identify intersections for further evaluation
- **Step 3**: Detailed evaluation of select intersections









- **Step 4**: Develop list of intersection projects for inclusion in CIP

PROPORTIONATE SHARE

Agency Proportionate Share

- Partner agencies collect TIFs for development in boundaries.
- Fees are put into separate accounts for Middleton, Star, and Canyon County.
- Fees are spent on projects by agencies within their jurisdictions based on prioritization.

- Advantages
  - Agencies have direct control on how fees are spent within their jurisdiction.
- Challenges
  - Agency may need to delay projects due to lack of funding within the agency impact fee fund.

NEXT STEPS

Next DIFAC Meeting

- Traffic Operations Findings
- Draft Project List for CIP
- Traffic Impact Fee Elements
  - Project Costs
  - Impact Fee Eligibility
  - Impact Fee Schedule

DATE **11/10/2020**

CHD4 SUBDISTRICT NO.1 TRAFFIC IMPACT FEE STUDY

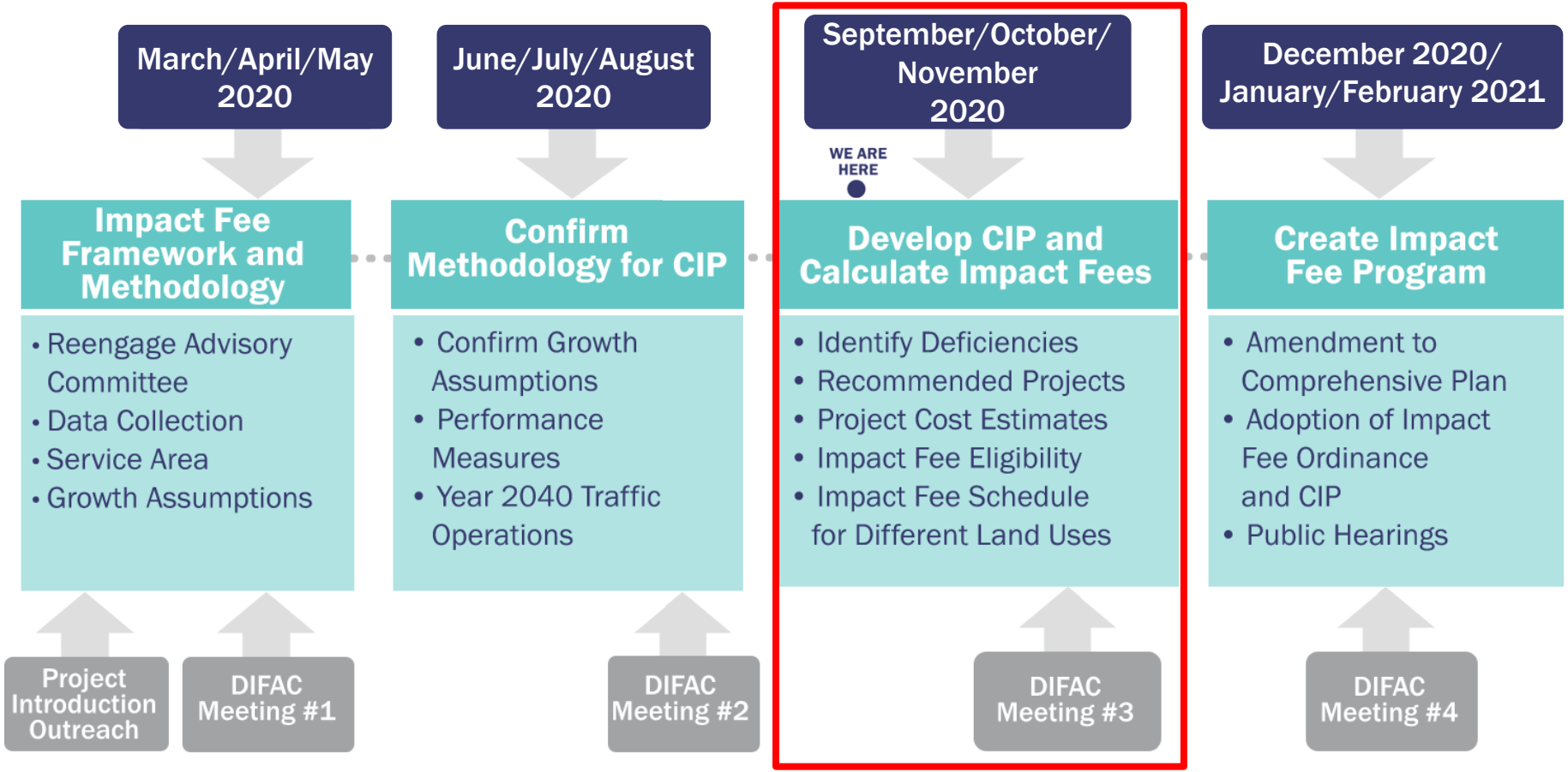
DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE
MEETING #3: PRELIMINARY FINDINGS FOR CAPITAL IMPROVEMENT PLAN (CIP)

KITTELSON & ASSOCIATES

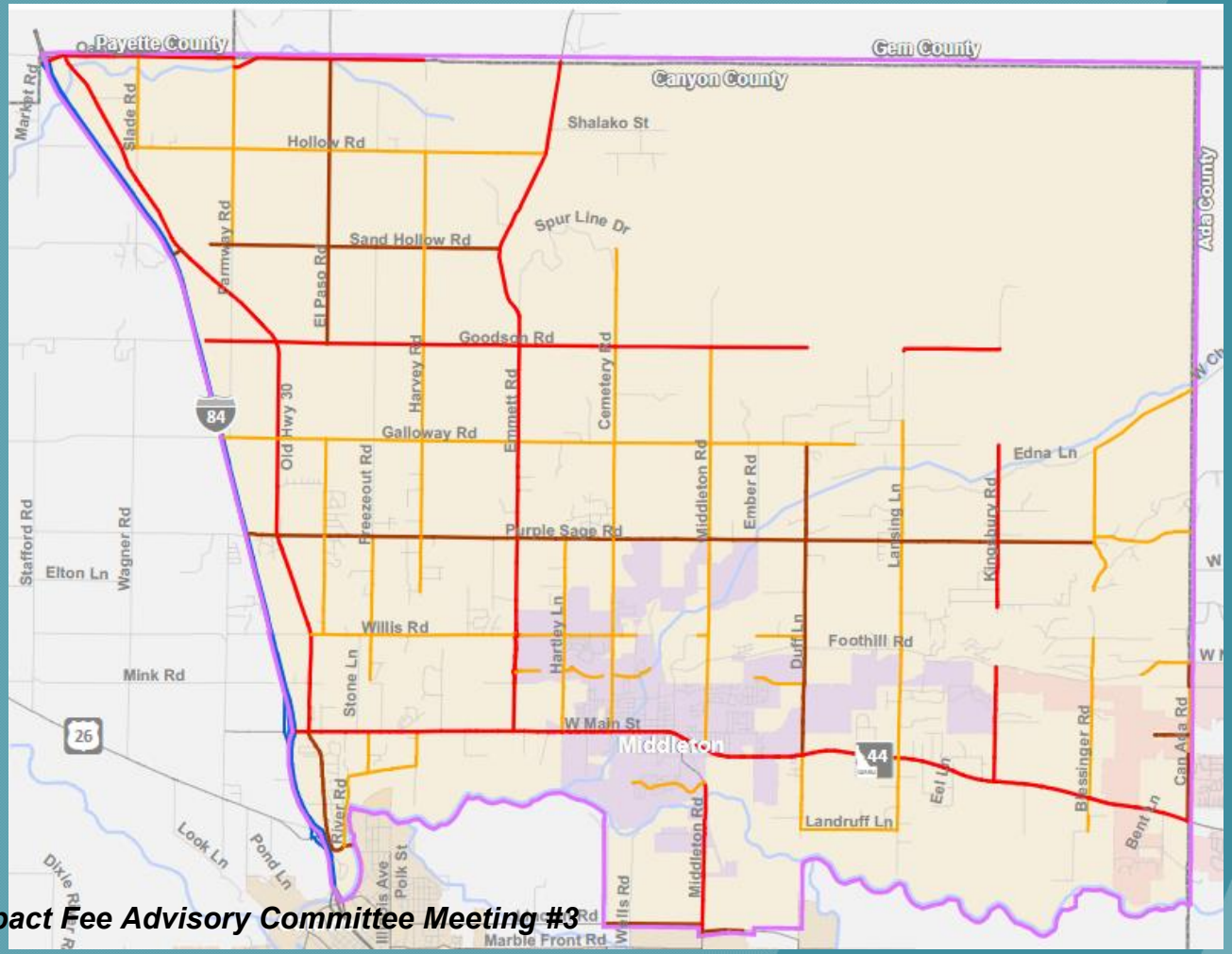
Meeting Purpose and Agenda

- Purpose
  - Review preliminary findings for Capital Improvement Plan (CIP)
  - Address questions from DIFAC
- Agenda
  - Study Schedule and Progress
  - Preliminary Findings for CIP
    - Traffic Operations Results
    - Draft Project List for CIP

Study Schedule



Service Area



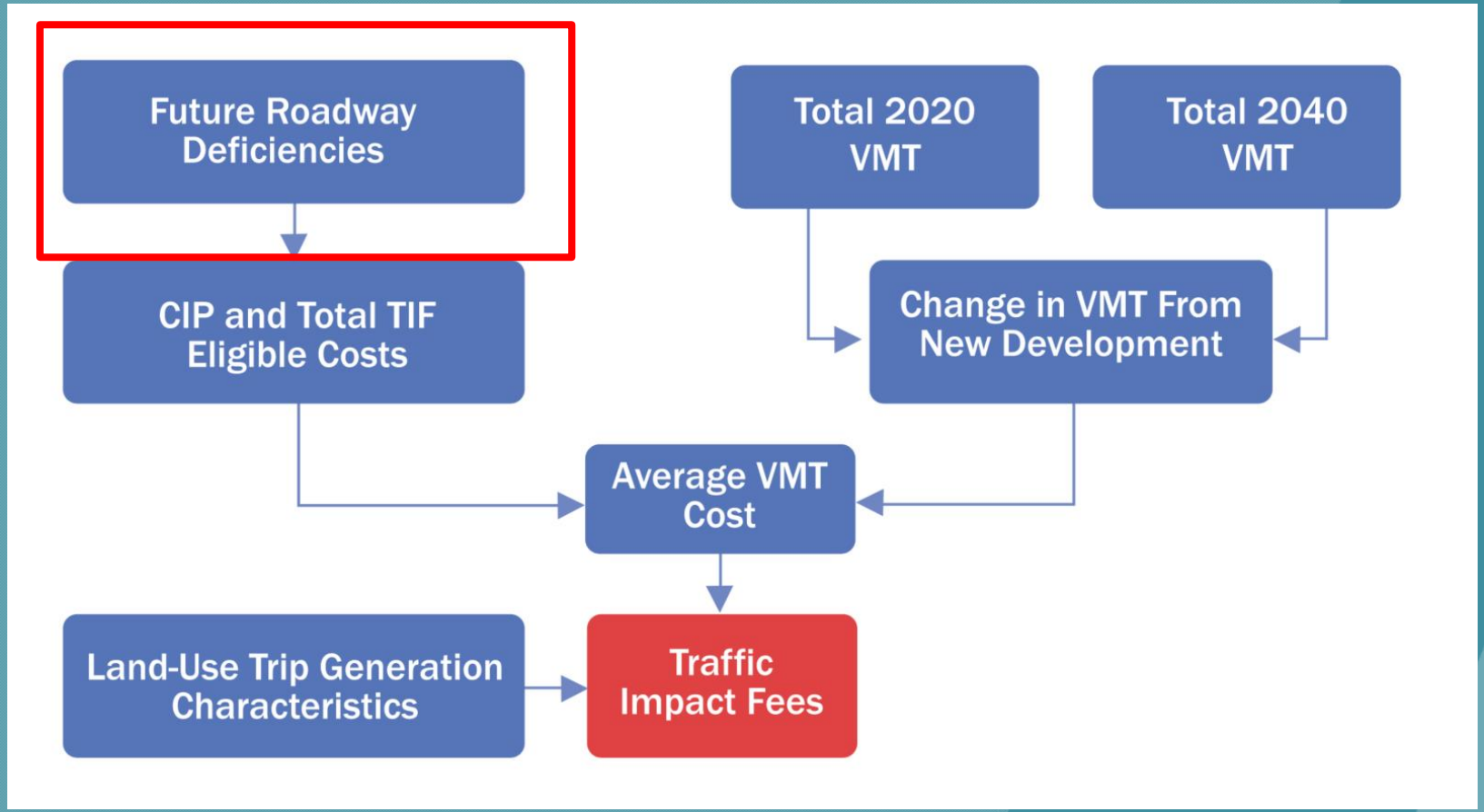
Refresher on Key Assumptions

- Population and Employment Estimate used in COMPASS Model

Jurisdiction	2040 Population	2040 Jobs
City of Middleton	27,528	4,003
City of Star (within Canyon County)	12,463	361
Unincorporated Canyon County	4,324	639
Total Service Area	**44,315 (117% from 2020)**	**5,004 (110% from 2020)**

- Performance Measure
  - **LOS D** for intersections and roadways
- Traffic Operations Analysis Approach
  - Applied roadway thresholds for LOS
  - Assessed intersection operations (initial screening -> detailed operations as needed)

Traffic Impact Fee Calculation Process



PRELIMINARY FINDINGS FOR CAPITAL IMPROVEMENT PLAN (CIP)

Development Impact Fee Advisory Committee Meeting #3

KITTELSON & ASSOCIATES

Methodology for Roadways

- **Step 1**: Determine peak-hour, directional roadway volumes (refer to table on next slide)
- **Step 2**: Compare roadway volumes with select thresholds (i.e., LOS D) and identify which roadways require widening
- **Step 3**: Develop list of roadway projects to address capacity deficiencies and to include in CIP

Step 1: Determine peak-hour, directional roadway volumes

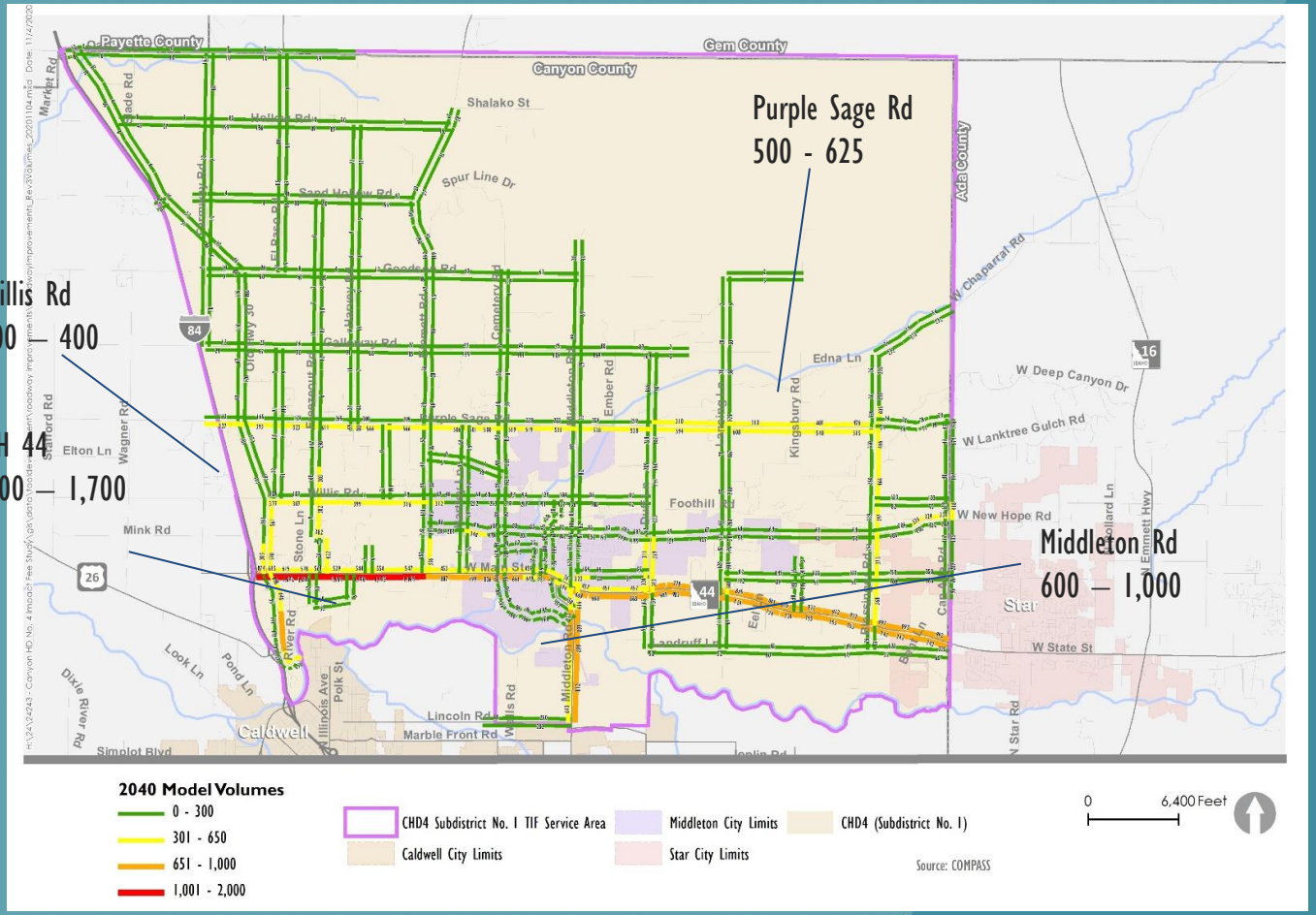
- COMPASS travel demand model output
  - Includes updated socioeconomics
  - Includes updated roadway network

CHD4_Peak40_Rev3

OBJECTID *	Shape *	A	B	DISTANCE	SPEED	COUNTY	FTYPE	DIRECTION	THRULANES	TTLLANES	ROAD	ROADDIR	PM_ID	STATE	HWYDIST	IMPACTFEE	V_1	VT_1	Shape_Length
2951	Polyline	376	5755	0.4318	25	2	14	2	1	2	Blessinger Rd	S	Ble1000015	0	2	21	35.66105	267.7825	2298.81437
2952	Polyline	376	6052	0.4019	25	2	14	2	1	2	Chaparral Rd	N	C41500001001	0	2	21	232.12144	267.7825	2096.349608
5628	Polyline	470	5688	0.6314	35	2	14	2	1	2	El Paso Rd	N	El 100005	0	2	21	70.62675	102.69737	3335.872176
5629	Polyline	470	5694	0.1288	40	2	14	2	1	2	Willis Rd	W	Wil100006	0	2	21	189.43236	566.65894	680.575767
5630	Polyline	470	10090	0.50764	40	2	14	2	1	2	Willis Rd	E	Wil100007	0	2	21	306.59982	463.96155	2682.485222
6421	Polyline	512	5129	0.5103	55	2	6	2	1	2	SH 44	W	SH440021301 1c	1	4	21	992.40381	1734.63367	2695.627327
6422	Polyline	512	7091	0.281	55	2	6	2	1	2	SH 44	E	SH440021301 1c	1	4	21	742.22992	1734.63367	1484.537612
6423	Polyline	512	5128	0.5103	55	2	6	2	1	2	SH 44	E	SH440021301 1c	1	4	21	742.22992	1734.63367	2695.627327
6424	Polyline	512	5130	0.2653	55	2	6	2	1	2	SH 44	W	SH440021301 1c	1	4	21	992.40381	1734.63367	1401.307103
6425	Polyline	513	5129	0.2653	55	2	6	2	1	2	SH 44	E	SH440021301 1c	1	4	21	742.22992	1734.63367	1401.307103
6426	Polyline	513	7301	0.3279	55	2	6	2	1	2	SH 44	W	SH440021301 1b	1	4	21	921.81665	1675.04077	1732.163133
6427	Polyline	513	10977	0.3193	45	2	18	2	1	2	Blessinger	S	Ble100001	0	2	21	76.30397	172.95465	1686.725772
6428	Polyline	513	11165	0.65357	45	2	11	2	1	2	Blessinger	N	Ble100002	0	2	21	367.59	633.25189	3453.05916
6429	Polyline	513	5132	0.3238	55	2	6	2	1	2	SH 44	W	SH440021301 1b	1	4	21	921.81665	1675.04077	1710.473823
6430	Polyline	513	7301	0.3573	55	2	6	2	1	2	SH 44	E	SH440021301 1b	1	4	21	753.22412	1675.04077	1887.390374
6431	Polyline	513	5131	0.3238	55	2	6	2	1	2	SH 44	E	SH440021301 1b	1	4	21	753.22412	1675.04077	1710.473823
6432	Polyline	513	5133	0.2329	55	2	6	2	1	2	SH 44	W	SH440021301 1a	1	4	21	845.05145	1569.37683	1230.59554

1 (0 out of 712 Selected)

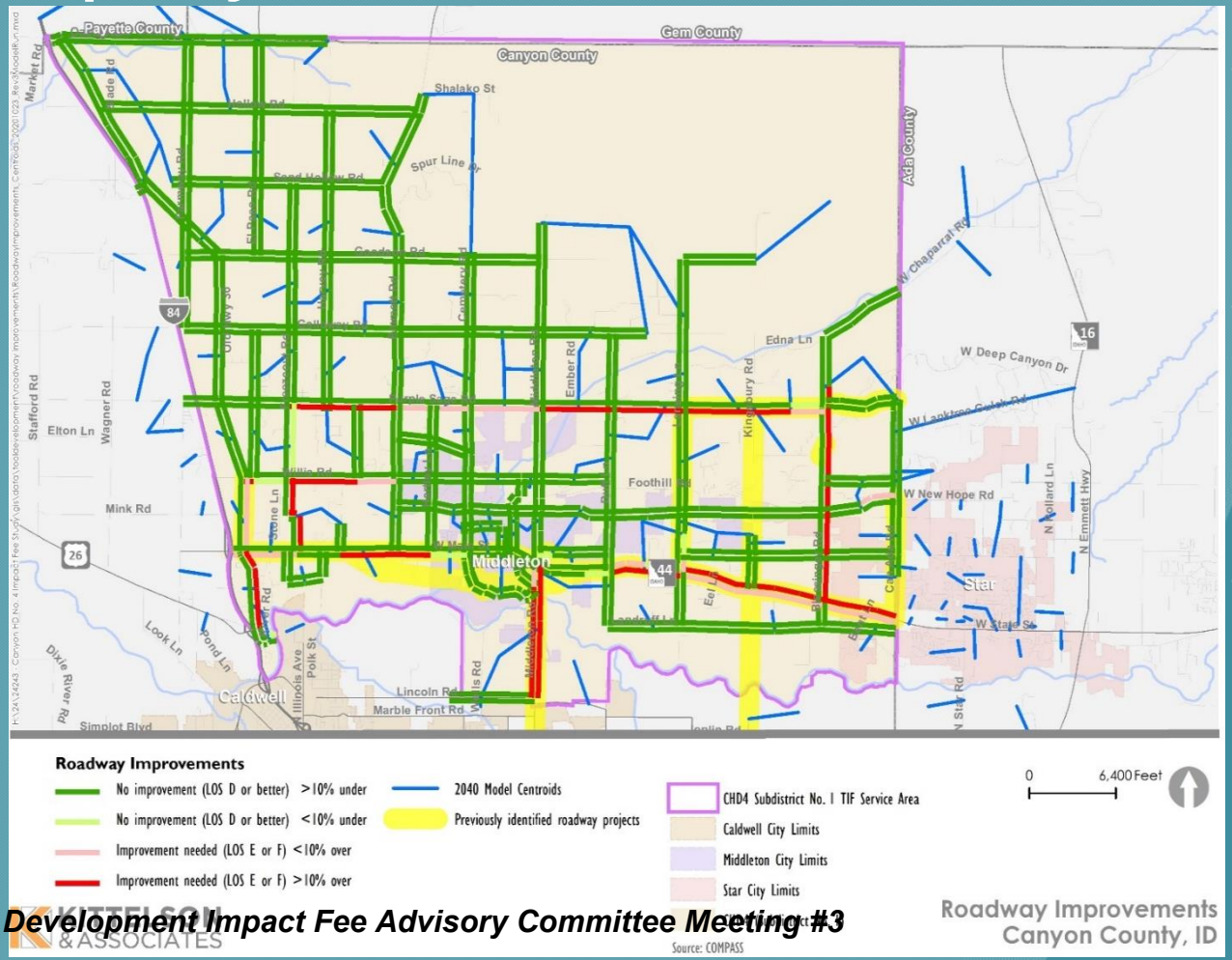
Roadway Segment Volumes
(Year 2040 Weekday PM Peak Hour)



Step 2: Compare roadway volumes with select thresholds (i.e., LOS D) and identify which roadways require widening

Classification	Characteristics	# of Lanes per Direction	Directional Peak Hour Volume Thresholds	
			Urbanized Areas	*Transitioning Areas*
Principal Arterial	Undivided with no LTL's	1	620	560
	Undivided with LTL's	1	790	720
		2	1,700	1,550
	Divided (Continuous LTL or Median)	1	840	760
		2	1,800	1,640
Minor Arterial	Undivided with no LTL's	1	530	480
	Undivided with LTL's	1	680	610
		2	1,390	1,240
	Divided (Continuous LTL or Median)	1	710	650
		2	1,470	1,310
Collectors	Undivided with no LTL's	1	340	310
	Undivided with LTL's	1	490	440
		2	980	880
	Divided (Continuous LTL or Median)	1	530	480
		2	1,060	950

Step 3: Develop list of roadway projects to address capacity deficiencies and to include in CIP



- East-West Roadways (LOS E/F)
  - Purple Sage Road
  - Willis Road
  - Foothill Road
  - SH 44 (ITD facility)
- North-South Roadways (LOS E/F)
  - Old Highway 30
  - Freezeout Road
  - Middleton Road
  - Lansing Lane
  - Blessinger Road
- New Roadway Connections
  - 9th Street
  - Cornell Road
  - Willis Road
  - Blessinger Road
  - Cemetery-Sawtooth
  - Ranch Road
  - Meadow Park
  - Landruff Lane

Road	From	To	Analysis Improvement	Previously Identified Project	Volume Range and Threshold	Notes
Identified in Current Analysis + Previously Identified Projects						
Middleton Rd	Lincoln Rd	SH44	Widen to 4 lanes; either LTLs at intersections or divided	Widen to 4 lanes, divided (Ustick Rd to SH44)	Vol. Range: 527 – 899 Threshold Range: 490 – 620	Widening to 3 lanes would almost increase threshold (840 meet PM peak hour volume (899).
Lansing Ln	SH44	Cornell St	Add turn lanes at intersections	Widen to 5 lanes (SH44 to Purple Sage Rd)	Volume: 340 Threshold: 310	Volume is close to turn lane threshold (<10%) between Co and 9th St. Consider extending project north to 9th St .
Old Highway 30	SH44	Willis Rd	Add turn lanes at intersections or continuous left turn lane	Add continuous left turn lane	Vol. Range: 561 – 570 Threshold: 560	Widening to 3 lanes would almost increase threshold (840 PM peak hour volume (873).
Purple Sage Rd	Lansing Ln	Blessinger Rd	Add turn lanes at intersections or continuous left turn lane	Widen to 5 lanes (Lansing Ln to Can Ada Rd)	Vol. Range: 515 – 608 Threshold: 480	
Identified in Current Analysis (NOT previously identified)						
Blessinger Rd	SH44	North of Purple Sage Rd	Add continuous left turn lane or widen to 4 lanes with turn lanes at intersections	---	Vol. Range: 368 – 466 Threshold: 310	
Foothill Rd	West of Can Ada Rd	Can Ada Rd	Add turn lanes at intersections	---	Volume: 324 Threshold: 310	PM peak hour volume (324) just above threshold (310) for segment. Likely needs turn lane at 1or 2 intersections.
Freezeout Rd	SH44	Willis Rd	Add turn lanes at intersections or continuous left turn lane	---	Vol. Range: 382 – 422 Threshold: 310	
Willis Rd	Old Highway 30	Emmett Rd	Add turn lanes at intersections or continuous left turn lane	---	Vol. Range: 307 – 399 Threshold: 310	
Old Highway 30	Highway 26	SH44	Widen to 4 lanes; either LTLs at intersections or divided	---	Vol. Range: 648 – 709 Threshold: 480	
Purple Sage Rd	Freezeout Rd	Lansing Ln	Add turn lanes at intersections or continuous left turn lane	---	Vol. Range: 500 – 611 Threshold: 480	Adding turn lanes at intersections will provide enough capa since this seems to serve as the primary E-W connector, v consider widening to 3 lanes
Previously Identified (NOT Identified in Current Analysis)						
Lansing Ln	9th Street	Purple Sage Road	---	Widen to 5 lanes	Vol. Range: 79 – 284 Threshold Range: 310 – 340	PM Peak Hour volume is 210. Threshold for turn lanes at intersections is 440
Kingsbury Rd	SH 44	Purple Sage Road	---	Widen to 5 lanes	Vol. Range: 3 – 196 Threshold: 560	PM Peak Hour volume is 196. Threshold for turn lanes at intersections is 440.
Can Ada Rd	SH 44	New Hope Rd	---	Add turn lanes	Vol. Range: 81 – 289 Threshold: 530	PM Peak Hour volume is 289. Threshold for turn lanes at intersections is 440
Purple Sage Rd	Blessinger Rd	Can Ada Rd	---	Widen to 5 lanes	Vol. Range: 24 – 34 Threshold: 310	PM Peak Hour volume is 34. Threshold for turn lanes at intersections is 440. PM Peak Hour volume likely low.

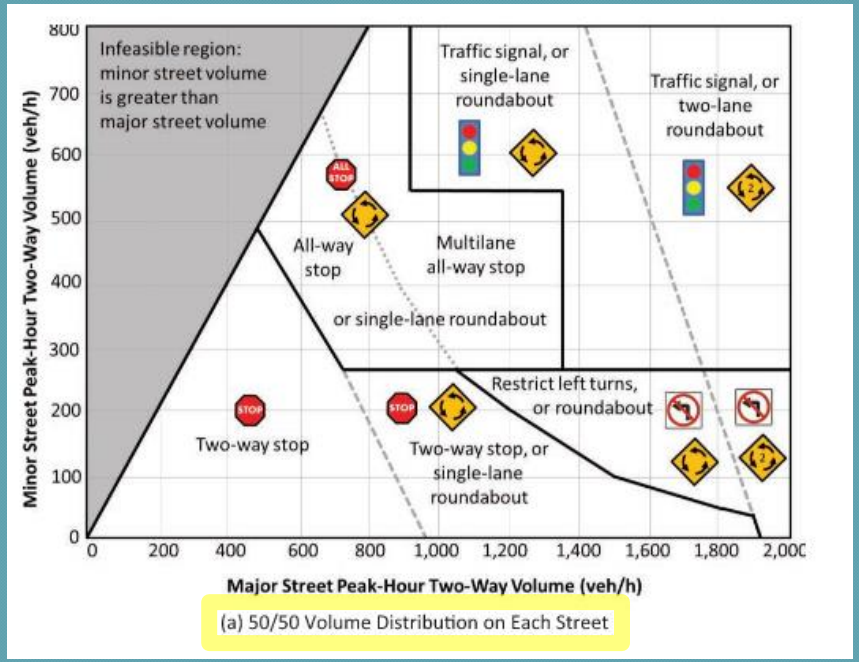
Notes:
All roadways currently exist as 3-lane cross-sections
SH44 is previously identified for widening; portions are also identified in current analysis but are not included in this table

Methodology for Intersection Analysis

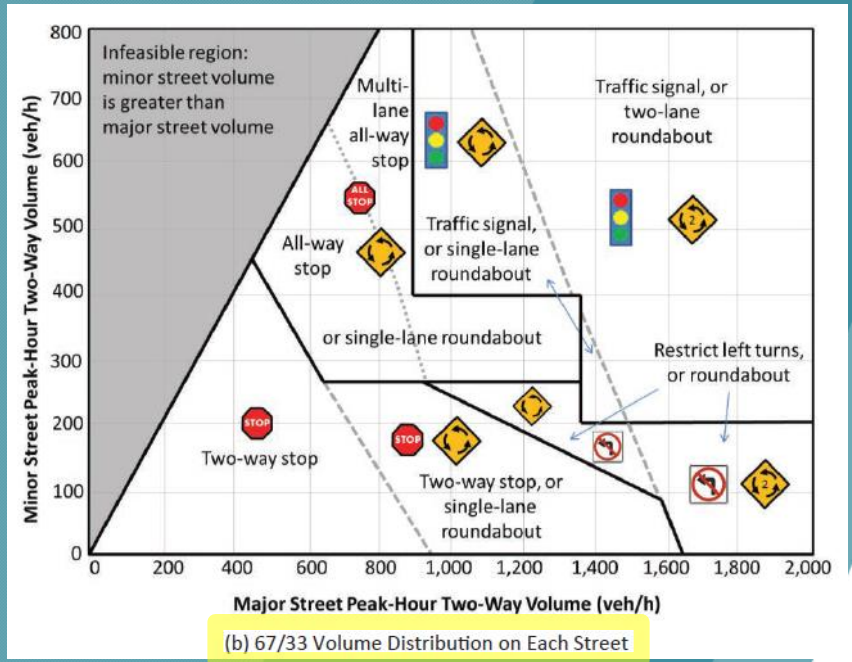
- **Step 1**: Initial screening of service area intersections with roadway volumes
- **Step 2**: Identify intersections for further evaluation

- **Step 3**: Detailed evaluation of select intersections
- **Step 4**: Develop list of intersection projects for inclusion in CIP

Step 1: Initial screening of service area intersections with roadway volumes



(a) 50/50 Volume Distribution on Each Street



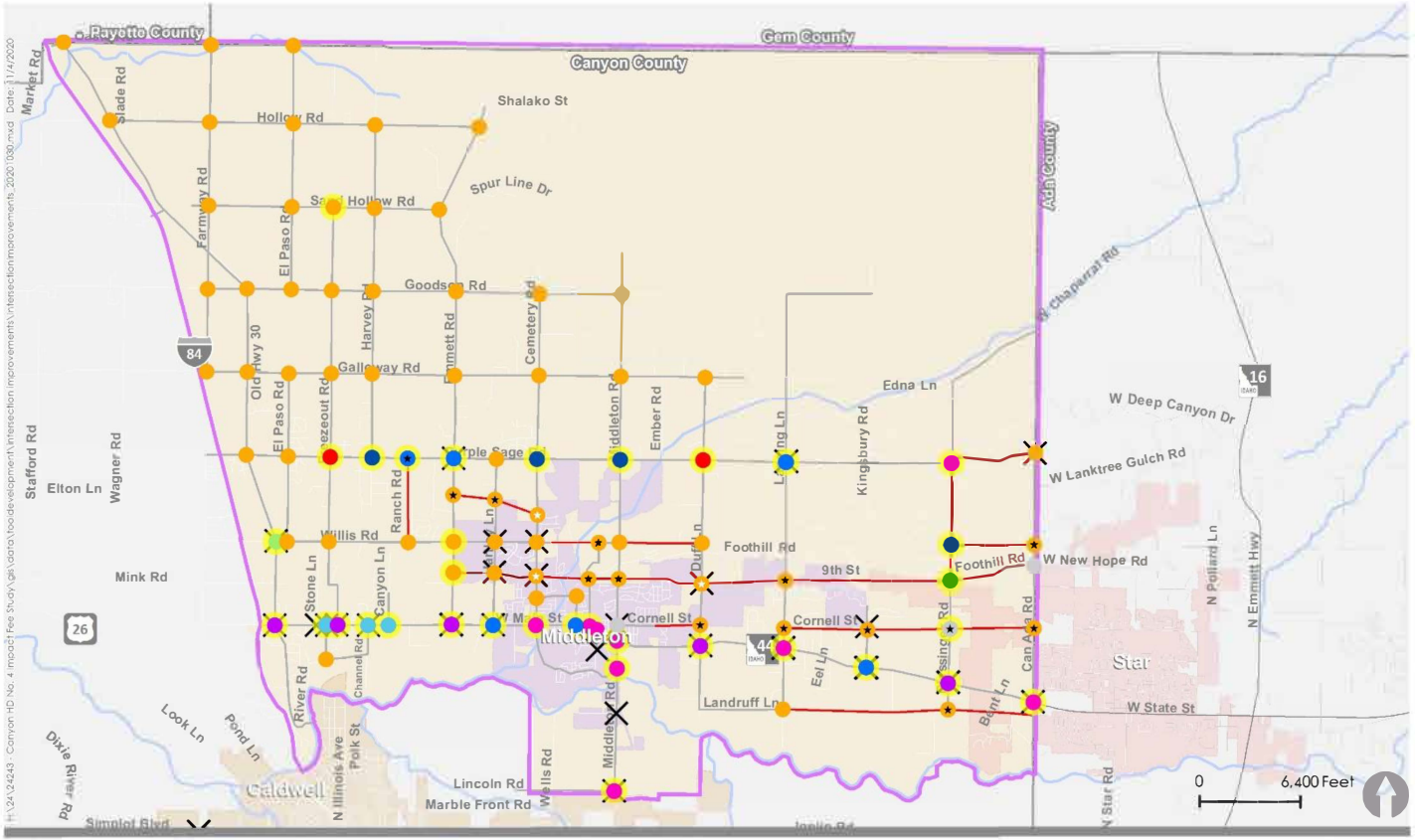
(b) 67/33 Volume Distribution on Each Street

Source: Exhibit 17. Intersection Control Type by Peak Hour Volume from National Cooperative Highway Research Program (NCHRP) Report 825

Step 1: Initial screening of service area intersections with roadway volumes (cont.)

- Identified 97 intersections for screening
  - 92 two-way stop control (TWSC)
  - 2 all-way stop control (AWSC)
  - 2 multi-lane roundabouts
  - 1 signal

- 31 of 97 intersections require a change from TWSC.
  - 3 future intersections
  - 16 intersections along SH44 (ITD facility)



Required Control Types

- Two-Way Stop Control
- All-Way Stop Control
- Multi-Lane All-Way Stop Control
- Two-Way Stop Control or Single-Lane Roundabout
- All-Way Stop Control or Single-Lane Roundabout
- Multilane All-Way Stop Control or Single-Lane Roundabout
- Restricted Left Turn or Roundabout
- Single-Lane Roundabout
- Single-Lane Roundabout or Signal
- Restricted Left Turn or Two-Lane Roundabout (None)
- Signal or Two-Lane Roundabout
- Future Intersection
- Future Leg
- Change in Control Type
- Previously Identified Intersection Project
- COMPASS Network Additions
- COMPASS Network

Source: COMPASS

- CHD4 TIF Service Area
- Caldwell City Limits
- Middleton City Limits
- Star City Limits
- CHD4 (Subdistrict No. 1)

High Level Intersection Screening
Canyon County, ID

Intersection	Existing Control Type	Required Control Type (Current Analysis)	Previously Identified Improvement	Total Entering Volume	Further Analysis	Comments
Identified in Current Analysis + Previously Identified Projects						
Lansing Ln & Purple Sage Rd	Two-Way Stop Control	Single-Lane Roundabout	Unknown	1,149	NO	
Old Hwy 30 & Willis Rd	Two-Way Stop Control	Multi-Lane All-Way Stop Control	Signal/Roundabout	861	YES	Approaching threshold for traffic signal or single-lane roundabout
Old Hwy 30 & SH 44	Two-Way Stop Control	Traffic Signal or Two-Lane Roundabout	Signal	3,169	YES	Close proximity to I-84 ramp intersections
River Rd & SH 44	Two-Way Stop Control	Restricted Left Turn or Roundabout	RCUT	2,195	YES	Low minor street volume (50 vehicles/hour)
Freezeout Rd & SH 44	Two-Way Stop Control	Traffic Signal or Two-Lane Roundabout	RCUT	2,148	YES	
Channel Rd & SH 44	Two-Way Stop Control	Restricted Left Turn or Roundabout	Unknown	1,715	YES	Low minor street volume (<50 vehicles/hour)
Emmett Rd & SH 44	Two-Way Stop Control	Traffic Signal or Two-Lane Roundabout	Unknown	1,770	YES	
Hartley Rd & SH 44	Two-Way Stop Control	Single-Lane Roundabout	Add left turn lane	1,384	YES	
Duff Ln & SH 44	Two-Way Stop Control	Traffic Signal or Two-Lane Roundabout	RCUT	1,930	YES	
Lansing Ln & SH 44	Two-Way Stop Control	Traffic Signal or Single-Lane Roundabout	RCUT	1,864	YES	
Kingsbury Ln & SH 44	Two-Way Stop Control	Single-Lane Roundabout	RCUT	1,794	YES	Approaching threshold for two-lane roundabout or traffic signal
Blessinger Rd & SH 44	Two-Way Stop Control	Traffic Signal or Two-Lane Roundabout	RCUT	2,108	YES	
Can Ada Rd & SH 44	Two-Way Stop Control	Single-Lane Roundabout or Traffic Signal	RCUT (CHD4); Signal (City of Star)	867	YES	
Middleton Rd & Lincoln Rd	Two-Way Stop Control	Traffic Signal or Single-Lane Roundabout	Roundabout	954	NO	
Emmett Rd & Purple Sage Rd	Two-Way Stop Control	Single-Lane Roundabout	Signal/Roundabout	835	NO	Volumes manually adjusted to match existing volumes

Intersection	Existing Control Type	Required Control Type (Current Analysis)	Previously Identified Improvement	Total Entering Volume	Further Analysis	Comments
Identified in Current Analysis (NOT previously identified)						
Freezeout Rd & Purple Sage Rd	Two-Way Stop Control	Multi-Lane All-Way Stop Control or Single-Lane Roundabout	---	911	NO	
Harvey Rd & Purple Sage Rd	Two-Way Stop Control	Two-Way Stop Control or Single-Lane Roundabout	---	895	YES	
Ranch Rd & Purple Sage Rd[1]	Two-Way Stop Control	Single-Lane Roundabout	---	775	NO	
Cemetery Rd & Purple Sage Rd	Two-Way Stop Control	Two-Way Stop Control or Single-Lane Roundabout	---	851	YES	
Middleton Rd & Purple Sage Rd	Two-Way Stop Control	Two-Way Stop Control or Single-Lane Roundabout	---	892	YES	
Duff Ln & Purple Sage Rd	Two-Way Stop Control	Multi-Lane All-Way Stop Control or Single-Lane Roundabout	---	1,161	NO	
Blessinger Rd & Purple Sage Rd	Two-Way Stop Control	Traffic Signal or Single-Lane Roundabout	---	806	NO	
Blessinger Rd & Willis Rd[1]	Two-Way Stop Control	Two-Way Stop Control or Single-Lane Roundabout	---	777	YES	Potential topographical constraints for roundabout
Blessinger Rd & Foothill Rd	Two-Way Stop Control	All-Way Stop Control or Single-Lane Roundabout	---	589	NO	Potential topographical constraints for roundabout
Canyon Ln & SH 44	Two-Way Stop Control	Restricted Left Turn or Roundabout	---	1,729	YES	Low minor street volume (<50 vehicles/hour)
Cemetery Rd & SH 44	Two-Way Stop Control	Traffic Signal or Single-Lane Roundabout	---	1,544	YES	
Hawthorne Dr & SH 44	Two-Way Stop Control	Single-Lane Roundabout	---	1,267	YES	
Dewey Ave & SH 44	Two-Way Stop Control	Traffic Signal or Single-Lane Roundabout	---	1,366	YES	
Middleton Rd & SH 44	Two-Way Stop Control	Single-Lane Roundabout or Traffic Signal	---	1,965	NO	
Blessinger Rd & Cornell St[1]	Two-Way Stop Control	All-Way Stop Control	---	932	NO	
Middleton Rd & Sawtooth Lake Dr	Two-Way Stop Control	Traffic Signal or Single-Lane Roundabout	---	1,692	NO	

Intersection	Existing Control Type	Required Control Type (Current Analysis)	Previously Identified Improvement	Total Entering Volume	Further Analysis	Comments
Previously Identified Projects (NOT identified in current analysis)						
Can Ada Rd & Purple Sage Rd	Two-Way Stop Control	Two-Way Stop Control	Unknown	140	NO	
Hartley Ln & Willis Rd	Two-Way Stop Control	Two-Way Stop Control	Roundabout	103	NO	
Cemetery Rd & Willis Rd	Two-Way Stop Control	Two-Way Stop Control	Roundabout	283	NO	
Hartley Ln & 9th St	Two-Way Stop Control	Two-Way Stop Control	Roundabout	349	NO	
Cemetery Rd & 9th St	Two-Way Stop Control	Two-Way Stop Control	Roundabout	292	NO	
Duff Ln & 9th St	Two-Way Stop Control	Two-Way Stop Control	Roundabout	665	NO	
Middleton Rd & Cornell St	All-Way Stop Control	All-Way Stop Control	Roundabout	702	NO	
Kingsbury Rd & Cornell St	Two-Way Stop Control	Two-Way Stop Control	Roundabout	509	NO	
Stone Ln & SH44[2]	Two-Way Stop Control	---	RCUT	N/A	NO	
Middleton Rd & River St[2]	---	---	Roundabout	N/A	NO	
Middleton Rd & Bass Ln[2]	Two-Way Stop Control	---	Roundabout	N/A	NO	
Intersections approaching improvement thresholds (NOT previously identified or identified in current analysis)						
Can Ada Rd & Cornell St	Two-Way Stop Control	Two-Way Stop Control	---	550	NO	Approaching threshold for all-way stop control
Freezeout Rd & Willis Rd	Two-Way Stop Control	Two-Way Stop Control	---	868	NO	Approaching threshold for all-way stop control

[1] Future intersection

[2] Intersection not in analysis

Step 2: Identify intersections for further evaluation

- Intersections for detailed analysis
  - Old Hwy 30 & Willis Rd
  - Old Hwy 30 & SH 44
  - River Rd & SH 44
  - Freezeout Rd & SH 44
  - Channel Rd & SH 44
  - Emmett Rd & SH 44
  - Hartley Rd & SH 44
  - Duff Ln & SH 44
  - Lansing Ln & SH 44
  - Kingsbury Ln & SH 44
  - Blessinger Rd & SH 44
  - Can Ada Rd & SH 44
  - Canyon Ln & SH 44
  - Cemetery Rd & SH 44
  - Hawthorne Dr & SH 44
  - Dewey Ave & SH 44
  - Harvey Rd & Purple Sage Rd
  - Cemetery Rd and Purple Sage Rd
  - Middleton Rd and Purple Sage Rd
  - Blessinger Rd & Willis Rd

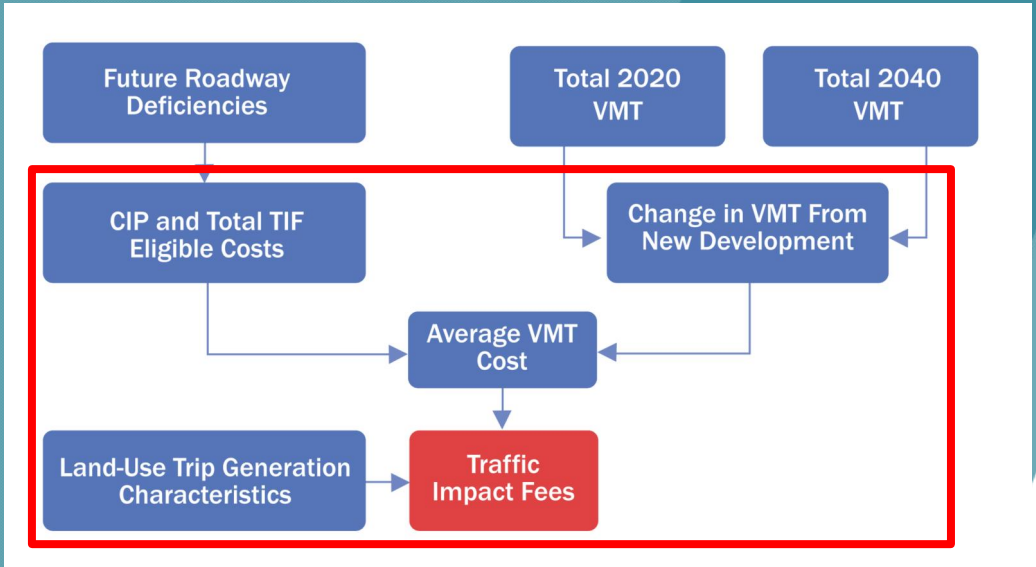
- Items for further evaluation?
  1. Intersection control types (Signal, roundabout, RCUT, or other) for SH 44
     - Checking with ITD and agency partners
  2. Active design projects at any of the intersections
     - Checking with agency partners
  3. Intersection control type preference between signal and roundabout?
     - Roundabout is the default per agency partner discussion.

NEXT STEPS

KITTELSON & ASSOCIATES

Next DIFAC Meeting (~Jan 2021)

- Prepare draft CIP
  - Refine project list
  - Develop cost estimates
  - Identify impact-fee eligibility criteria
- Prepare TIF program
  - Document methodology
  - Summarize traffic impact fees by land use



KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 600
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

Canyon Highway District No. 4 Traffic Impact Fee Study

DIFAC Meeting #3 – Preliminary CIP Findings

November 10, 2020 – 3:00-4:30 PM

Virtual Meeting

DRAFT MEETING NOTES

In Attendance: Chris Hopper, CHD4
Bruce Bayne, City of Middleton
Michael Keyes, City of Star
Tricia Nilsson, Canyon County
Andy Daleiden, KAI
Mark Heisinger, KAI
Andrew McIntyre, KAI
Brett Bishop
John Carpenter
John Tensen
Jon Turnipseed
Spencer Kofoed
Trevor Chadwick
Zach Wesley

Action items are highlighted in **bold text**.

SCHEDULE

- January Goal: Present recommended CIP and impact fee schedule to DIFAC

PRELIMINARY CIP FINDINGS

- Roadway map shows which roadway volumes are above the threshold for LOS D and require improvements (widening or turn lanes at intersections)
- Intersection map represents minimum control type at intersections - determined by an initial screening
  - Intersections that have different options for control type (i.e., could function as signal or roundabout), or are close to the threshold for requiring a different control type, will be evaluated further
- Canyon County: Are new roadways represented on functional classification map?
  - Chris: Yes, most of them
- Would widening of state highways in the model make a difference?

- Not necessarily - model volumes are using roadways like Purple Sage to travel to SH 44 and other regional highways
- How did we determine SH 44 intersections, any direction from ITD?
  - We are still looking into this and coordinating with partner agency - traffic signals will be default
  - We will consider restricting right-turns at some intersections on SH 44
- City of Star intention is to connect Floating Feather to where we show Cornell
  - Star and Middleton/CHD4 to connect internally
- CHD4 to send a follow-up after meeting regarding protocol and deadline for comments
  - **Comments by 11/24 would be most helpful**
- Next meeting will be first or second week of January
- - Do our plans fit ITD's construction plans?
  - One of our action items is to understand intersection control and SH 44 assumptions, including ITD's schedule
- What are ramifications between roundabouts and traffic signals?
  - Roundabouts have much higher safety benefits, and can also have operations benefits, depending on traffic volumes
  - The more info about traffic signals vs. roundabout would be great
- Alternate route beyond Middleton could also affect this section of SH 44
- CIP will be given to COMPASS after adoption

NEXT STEPS

- January Goal: Present recommended CIP and impact fee schedule to DIFAC
- **Kittelson to look into COMPASS model issues and update findings**
  - Purple Sage (Can Ada to Blessinger)
    - Existing volume is 1410/day, model is showing ~400/day
  - CHD4 has identified 14 segments that are mostly lower than existing data
    - More vehicles utilizing Blessinger than Can Ada
      - Blessinger speed is too high
    - Model is showing main connection from Canyon to Gem through Farmway, Emmett is probably main connection
    - Goodson Road volumes are low, especially west of Emmett
    - Old Hwy 30 is low, especially between purple sage and willis

ACTION ITEMS

- **Kittelson to look into COMPASS model issues and update findings**
- **CHD4 to reach out to ITD and see if they have updated plans for SH 44 intersection treatments**
- **DIFAC to provide comments on preliminary CIP findings and send to CHD4 by 11/24**

DATE **6/25/2025**

MID-STAR CIP/TIF 2025 MINOR UPDATE



MARK HEISINGER, JUSTIN DELGADO, ANDY DALEIDEN

KITTELSON & ASSOCIATES

Agenda

- Project Introduction
  - Idaho Code
  - Background on Previous Mid-Star CIP and TIF Program
  - Purpose and Scope of Mid-Star Minor Update
- Changes as part of Mid-Star Minor Update:
  - Base CIP Project Costs
  - CIP Project List
  - Traffic Impact Fee Calculation Factors
- Changes to TIF Schedule
- Next Steps/Schedule

Idaho Code Requirements (67-82)

- Impact fees can only be used to fund projects identified in the CIP (maximum 20-year timeframe)
- Impact fees can be used only for the construction or improvement of public facilities for the needs of future development
- Impact fees can not be used to:
  - Address existing deficiencies
  - Upgrade infrastructure to stricter safety standards
- Focus on system-level improvements (as opposed to project-level)
- Deficiencies must be measured by a pre-defined performance measure or level of service
- Development Impact Fee Advisory Committee (DIFAC) shall serve in advisory capacity

2021 Mid-Star CIP and TIF Program

- Adopted in 2021 by City of Middleton, City of Star, HD4
  - Joint-DIFAC Committee
- New traffic impact fee calculation methodology
  - Consistent with ACHD and City of Caldwell
- Fees paid by development to fund system, capacity improvements that are needed due to future development

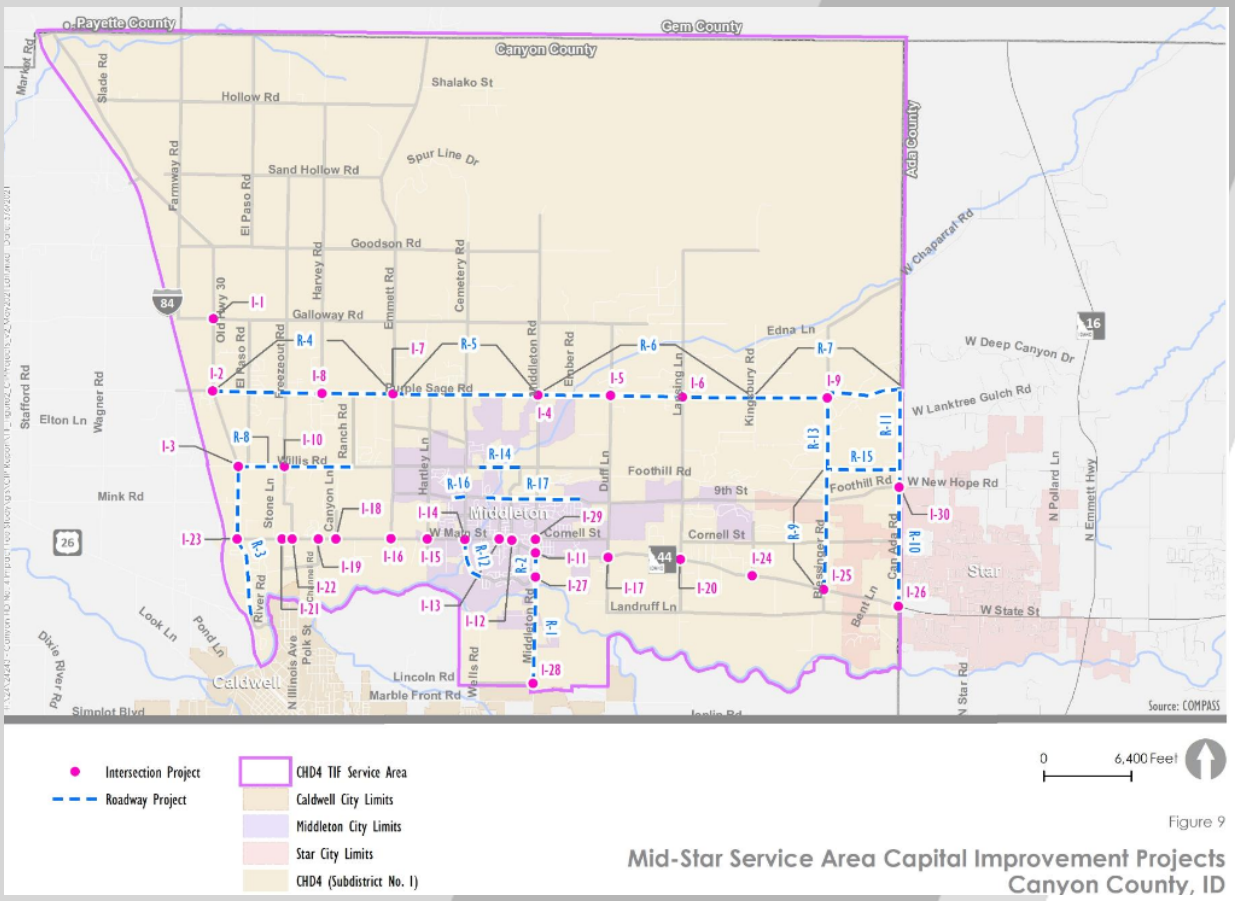


Figure 9

Mid-Star Service Area Capital Improvement Projects
Canyon County, ID

Purpose of Mid-Star 2025 Minor Update

- CIP must be updated every 5-years (Idaho Code)
- Address rising construction costs
  - Current CIP based on project costs from 2020 and earlier
- Minor modifications to project list based on development patterns and project completions

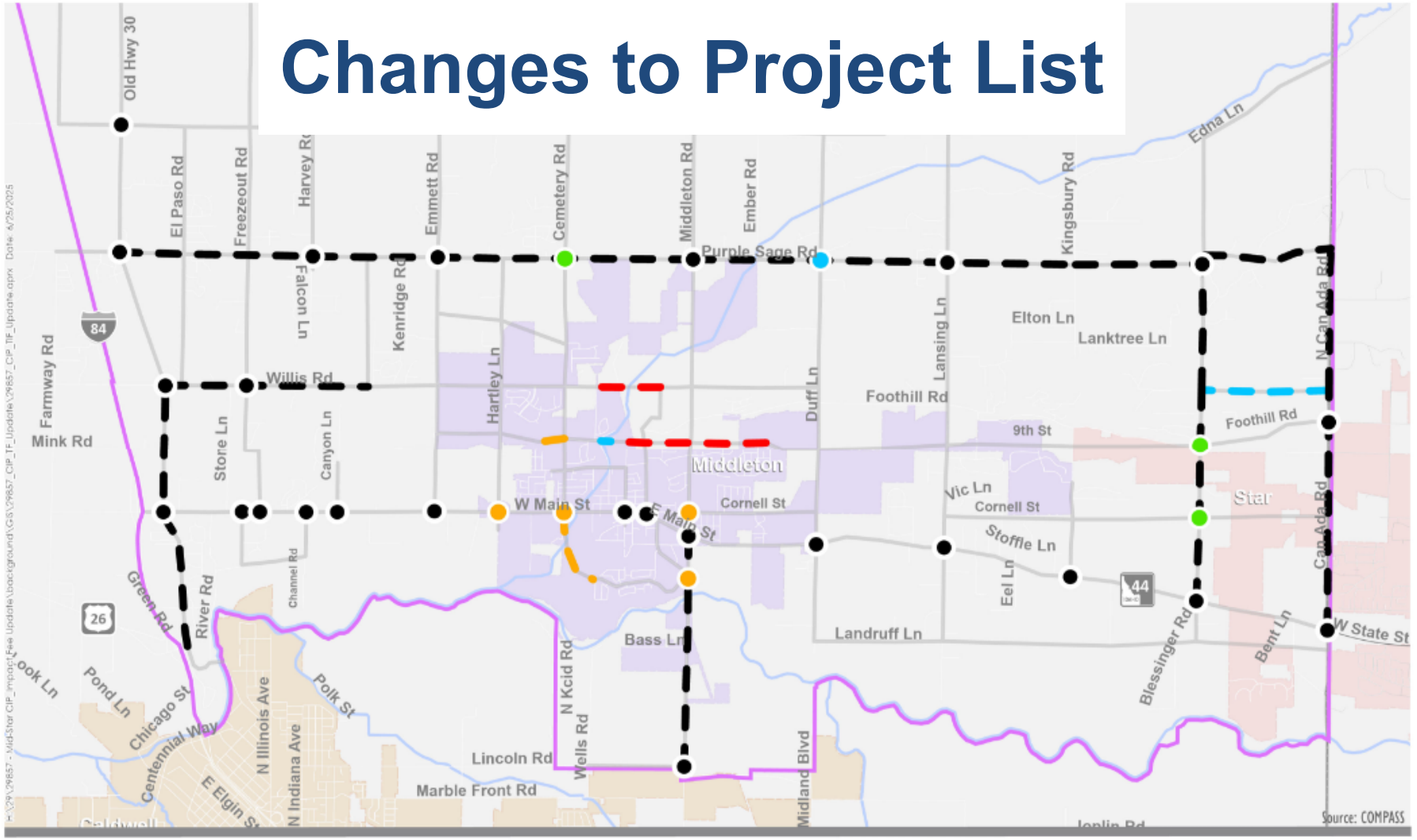
Scope of Mid-Star 2025 Minor Update

- What is being updated?
  - Project Costs
  - Minor Changes to Project List
  - Project Timing
  - Traffic Impact Fee calculation factors
- What is not being updated?
  - 20-year growth forecasts (population and jobs)
  - Level-of-service analysis of transportation system (existing and future)

Updates to CIP Project Costs

- Increases are based on local bids received from 2022-2024, including:
  - Hartley Road and Cemetery Road Traffic Signals on SH-44
  - Sawtooth Lake Drive / Middleton Road roundabout
  - Farmway Road Re-Construction
  - 9th Street New Roadway Construction
- 50% increase in signal base costs from 2021
- 45% increase in roundabout costs from 2021
- 20% increase in turn lane costs from 2021
- 20% increase in new roadway costs from 2021
- 68% increase in roadway widening costs from 2021

Changes to Project List



2025 Intersection Updates

- Project Complete (Costs Frozen)
- Project Addition
- Project Update
- Unchanged

2025 Roadway Updates

- Project Complete (Costs Frozen)
- Project Update
- Removed
- Unchanged

- HD4 TIF Service Area
- Caldwell City Limits
- Middleton City Limits
- Star City Limits
- HD4 (Subdistrict No. 1)

0 4,000 Feet

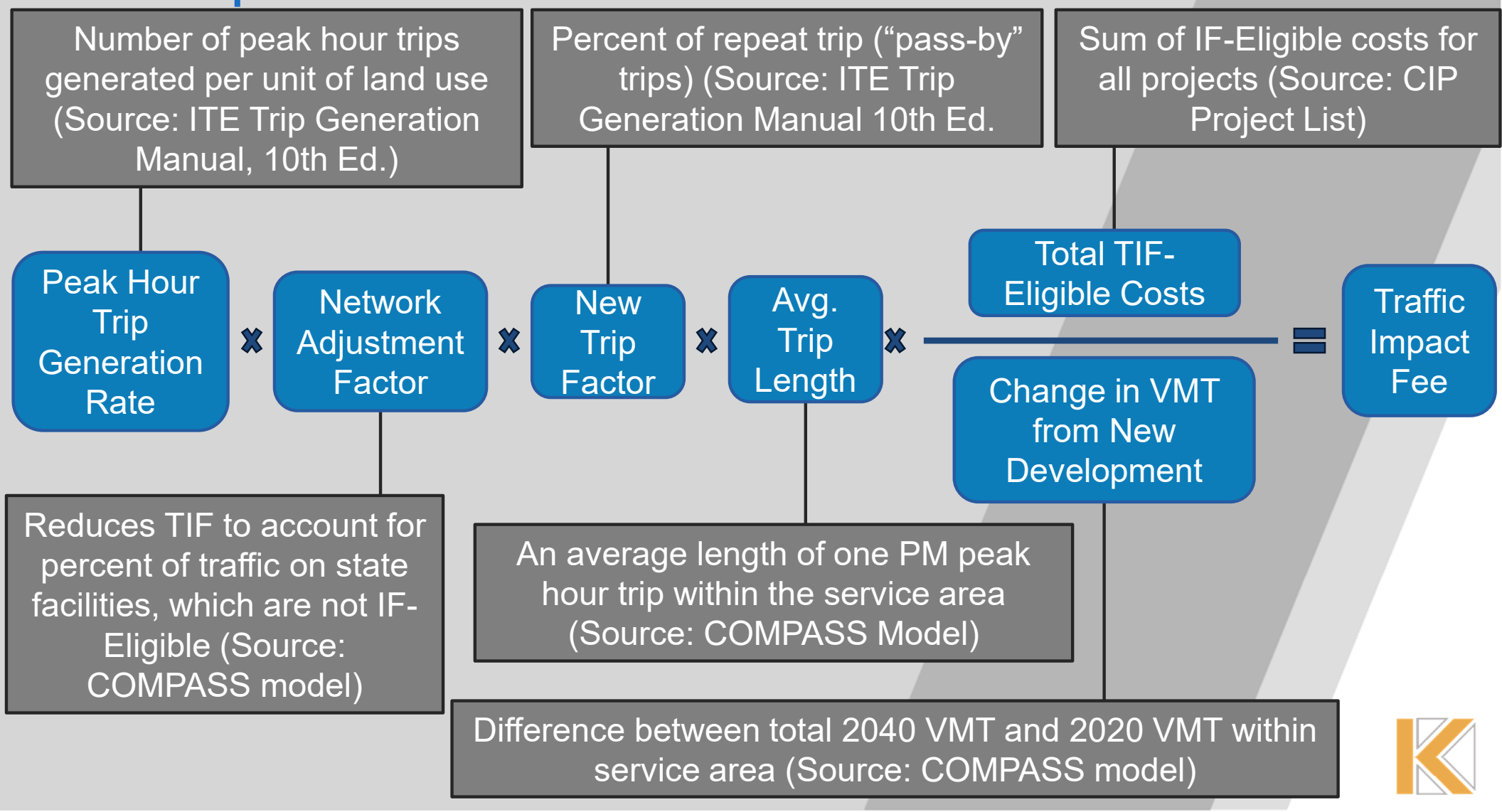
Mid-Star Service Area
Capital Improvement Projects
Canyon County, ID

Resulting Total Project Costs

	2021 Mid-Star CIP	2025 Update	% Change
Total Project Costs	$86,537,579	$183,758,064	**112%**
Total TIF-Eligible Costs	$67,126,695	$130,656,146	**95%**

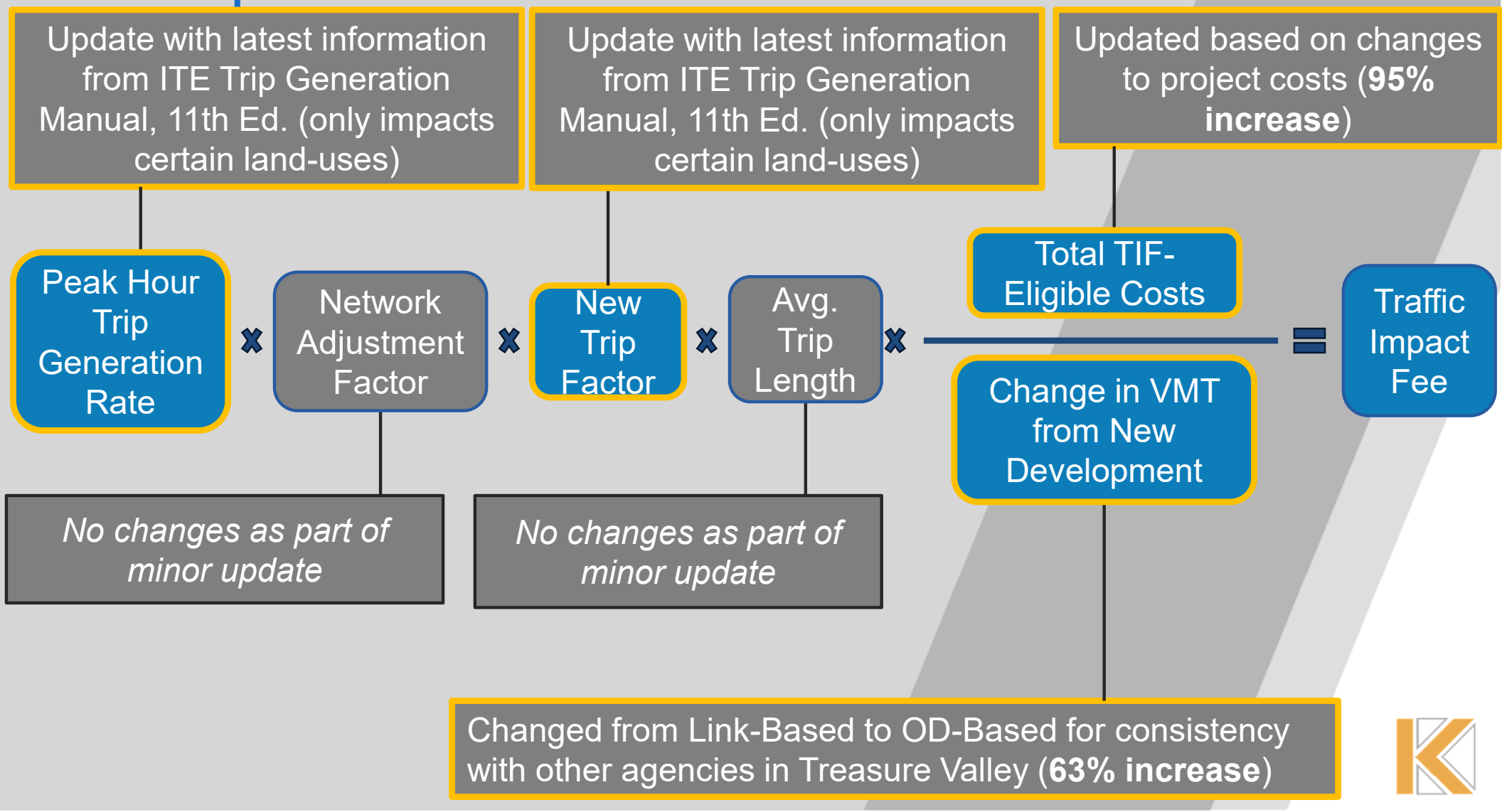
Mid-Star CIP Background

Traffic Impact Fee Factors



Mid-Star CIP Background

Traffic Impact Fee Factors



Resulting Traffic Impact Fees

	2021 Mid-Star CIP	2025 Update	% Change
Single-Family Home (per dwelling unit)	$5,050	$5,896	**+17%**
Shopping Center (per 1000 sf)	$6,414	$7,571	**+18%**
Office (per 1000 sf)	$4,400	$6,775	**+54%**

TIF's for other, 40+ land-uses shown on TIF schedule

Next Steps

- Respond to City of Middleton DIFAC comments and questions
  - *Comments and questions are requested by July 4th*
- Adoption by City of Middleton
- Engage Canyon County DIFAC and begin adoption process with HD4

KITTELSON & ASSOCIATES
101 South Capitol Boulevard, Suite 600
Boise, ID 83702
P 208.338.2683

JUNE 25TH DIFAC - MEETING NOTES

June 25, 2025

Project #29857

Project Name: Mid-Star CIP/Impact Fee Update

Meeting Location: City of Middleton

Project Team Attendees:

- Chris Hopper (HD4)
- Robert Stewart (Middleton)
- Jason VanGilder (Middleton)
- Mark Heisinger (Kittelson)
- Andy Daleiden (Kittelson)
- Justin Delgado (Kittelson)

Project Team Attendees:

- Jackie Hutchison
- Jim Taylor
- Dave Rogers
- Brett Bishop
- Don Reynolds
- Richard Babineaux

Meeting Notes

Mark presented on the agenda for the meeting, Idaho Code requirements associated with impact fee programs, a basic overview of the current CIP and TIF, and why an update if being pursued now. A committee member asked when the impact fee is applied to a development, and city staff responded that it is applied when a building permit is pulled.

Mark continued to present on the scope of this update what is and is not being updated and why. Updated to projects costs were shared along with changes to the project list, resulting project costs, and changes to the TIF factors and why. The resulting impact fee factors were shown for the committee along with next steps.

A committee member asked what RV parks are charged if they are not on the TIF schedule, and city staff explained the individual assessment process used by the city. A committee member asked why the 9th street bridge is being included here and city staff explained the constraints to its construction and the regional connectivity it would provide.

Determinations/Requests/Action Items

DETERMINATIONS

- The DIFAC were supportive of the changes to the CIP and TIF and did not request any direct revision in the meeting

ACTION ITEMS

- DIFAC to provide comments to the project team by July 4th
- An adoption hearing will be scheduled with the city of Middleton for August
- Engagement with the Canyon County DIFAC will occur and the adoption process with HD4 will begin.

DIFAC WRITTEN COMMENTS

After the June 25th Meeting, DIFAC were asked to provide comments on the draft CIP and TIF Schedule. Only one DIFAC member shared comments. Those comments and the responses and actions took are described below.

COMMENTS RECEIVED

One DIFAC member shared the following comments:

1. I feel that a specific rate should be stated for RV resorts.
2. That the rate charged for mobile homes I feel should be the same as for single family.
3. Add auto repair and quick oil change shops.

In conversations with the project team the following actions were taken in response to the provided comments:

1. **No Change Made:** The City of Middleton and HD4 would like to keep from adding additional land uses to the TIF schedule and will keep to the existing process of individually assessing RV resorts as their land use applications are received.
2. **No Change Made**: The 11th Edition of the ITE Trip Generation Manual used in the creation of the CIP and TIF identifies different trip generation rates for mobile and single family homes. The city would like to follow ITE guidance and keep two different trip generation rates for those land uses.
3. **No Change Made**: Auto repair and oil change shops are already included in the TIF schedule, as such, no change is necessary.

APPENDIX B:

Capital Improvement Plan Requirements

Table B-1. CIP Requirements

Requirement	How the Requirement is Addressed in the CIP
(a) A general description of all existing public facilities and their existing deficiencies within the service area or areas of the governmental entity and a reasonable estimate of all costs and a plan to develop the funding resources related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding or replacing of such facilities to meet existing needs and usage;	Existing roadway facilities are described in the Existing Service Network. Existing roadway and intersection deficiencies were identified in a capacity analysis and discussed in Existing Capacity & Deficiencies. Costs and revenue sources are discussed on page 35.
(b) A commitment by the governmental entity to use other available sources of revenue to cure existing system deficiencies where practical;	CHD4, Star, and Middleton by adoption of this Capital Improvement Plan commit to using revenue sources other than development impact fees to cure existing system deficiencies, where practical. See page 4.
(c) An analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing capital improvements, which shall be prepared by a qualified professional planner or by a qualified engineer licensed to perform engineering services in this state;	Total capacity on roadway and intersections in the service area was analyzed for existing and year 2040 conditions. Traffic volumes for existing and year 2040 conditions were developed via the COMPASS travel demand model. The analysis methodology is explained in Performance Measures & Traffic Operations, and the results are summarized in Existing Capacity and Deficiencies.
(d) A description of the land use assumptions by the government entity;	Land use assumptions were reviewed with the Development Impact Fee Advisory Committee and developed in coordination with COMPASS to appropriately reflect existing and future transportation conditions. A detailed discussion of land use assumptions is included in the section on Land Use.
(e) A definitive table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial;	This analysis uses a performance measure of LOS D for roadways and intersections. Definitions of the level of service performance measure and traffic operations methodology are discussed in Performance Measures beginning on page 13.
(f) A description of all system improvements and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions, to provide a level of service not to exceed the level of service adopted in the development impact fee ordinance;	Future deficiencies attributable to new development were identified through the traffic operations analysis on roadways and intersection within the service area. Projects necessary to address the deficiencies created by new growth and development are detailed in the Project List.

(g) The total number of service units necessitated by and attributable to new development within the service area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;	Traffic volumes on service area roadway facilities were calculated for existing and year 2040 conditions based on land use assumptions approved by the DIFAC. The change in traffic volumes between existing and year 2040 conditions reflects traffic volumes attributable to new development. See 2040 Capacity & Deficiencies.
(h) The projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty (20) years;	Level of service was determined for each roadway and intersection using methodologies outlined in the HCM and NCHRP reports. Features that exceeded the performance measure of LOS D were identified as deficient. Traffic operations methodology is discussed in the Performance Measures section beginning on page 13; Existing and future deficiencies are identified in the Roadway & Intersection Deficiencies section beginning on page 20.
(i) Identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements;	See Funding Sources.
(j) If the proposed system improvements include the improvement of public facilities under the jurisdiction of the state of Idaho or another governmental entity, then an agreement between governmental entities shall specify the reasonable share of funding by each unit, provided the governmental entity authorized to impose development impact fees shall not assume more than its reasonable share of funding joint improvements, nor shall the agreement permit expenditure of development impact fees by a governmental entity which is not authorized to impose development impact fees unless such expenditure is pursuant to a developer agreement under section 67-8214, Idaho Code; and	See Intergovernmental Agreements.
(k) A schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.	The CIP Project list (page 32 to 34) assigns 5-year timeframes to each project based on project priority and funding availability.

APPENDIX C:

Population and Employment Maps (2020)

Figure C-1. Year 2020 Population by Traffic Analysis Zone

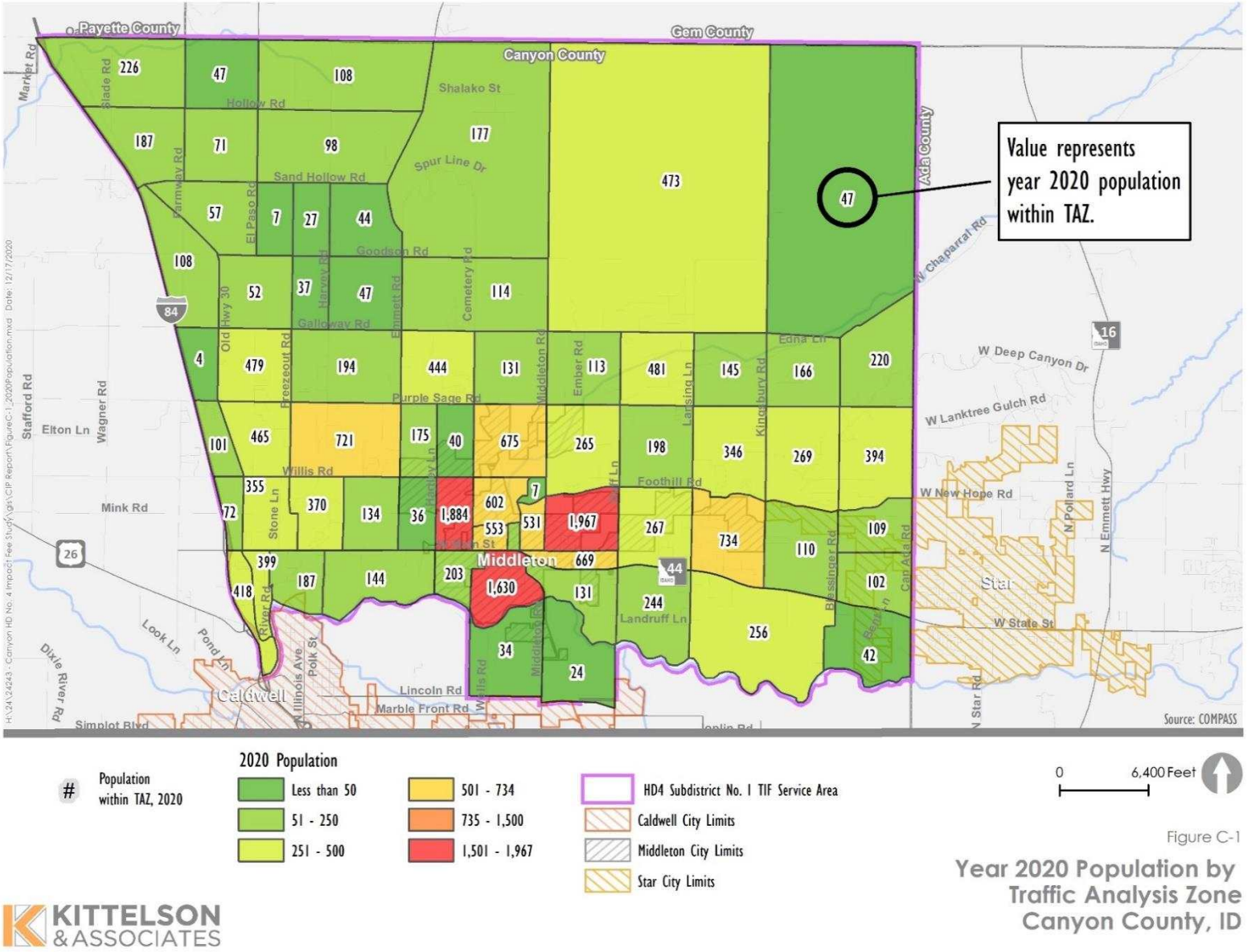
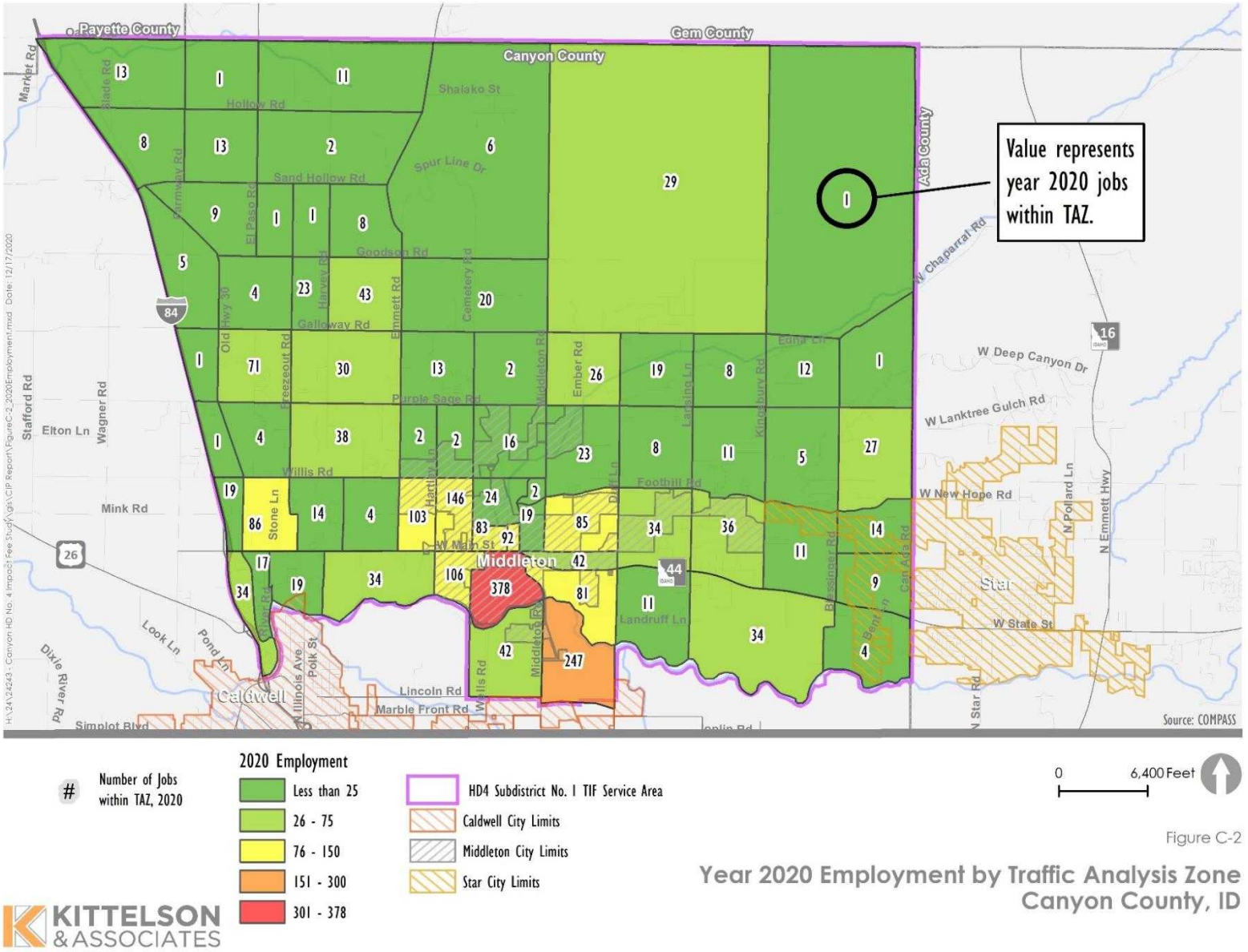


Figure C-2. Year 2020 Employment by Traffic Analysis Zone



APPENDIX D:

Technical Memorandum #1A

KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 600
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

TECHNICAL MEMORANDUM #1A

CHD4 Subdistrict No. 4 Traffic Impact Fee Study - Phase 2

Technical Memorandum #1A - Overview of Scope of Work, Methodology and Assumptions

Date:	May 13, 2020	Project #: 24243
To:	Chris Hopper, PE	
From:	Mark Heisinger, EIT and Andy Daleiden, PE	

INTRODUCTION

This is the first technical memorandum for Phase 2 of the Canyon Highway District No. 4 (CHD4) Traffic Impact Fee (TIF) Study, herein referred as "study". This technical memorandum was made concurrently with *Technical Memorandum 1B – Service Area for CHD4 Subdistrict No. 1 TIF Program*. This memorandum provides a background to the study, summarizes the findings from Phase 1 of the study and describes key components of the Phase 2 scope of work of the study.

PROJECT BACKGROUND

CHD4 initiated Phase 1 of the study, a TIF Feasibility Study, in 2019 to determine the feasibility of establishing traffic impact fees for CHD4 Subdistrict No. 1. Phase 1 reviewed Idaho Code 67-82, the Idaho Development Impact Fee Act, which provides the legal framework associated with impact fees in the State of Idaho. Phase 1 also reviewed local agency studies, policies and ordinances and identified the basic requirements for establishing an impact fee program for CHD4. The TIF Feasibility Study identified a series of tasks for establishing a TIF program for the CHD4 Subdistrict No. 1, which would serve as the basis for Phase 2 of the study.

TIF Feasibility Study

Impact fee programs in Idaho must meet the requirements set forth in Idaho Code 67-82. There are several key assumptions that contribute to the development of an impact fee program regarding methodology factors and data sources, each with potential advantages and disadvantages. The TIF Feasibility Study examined what is required and what should be considered in the development of an impact fee program within the CHD4 service area.

The TIF Feasibility Study identified the following assumptions for use in developing TIF Program.

- **Service Area**: One service area will be established within CHD4 Subdistrict No.1 and include the City of Middleton, Canyon County, and the City of Star (within Canyon County).
- **Forecast Year and Growth Assumptions:** Use Community Planning Association of Southwest Idaho (COMPASS) travel demand model for growth assumptions and future traffic volumes within the service area. The current approved model is associated with Communities in Motion 2040 2.0 Plan. The current COMPASS traffic demand model will be updated and calibrated to better reflect growth projections and traffic volumes within the service area.
- **Capital Improvement Plan (CIP):** Develop a service area-wide CIP using a consistent set of performance measures and leveraging existing CIP's within the service area.
- **Traffic Impact Fee Calculations**: Calculate traffic impact fees based on average vehicle-miles-traveled (VMT) cost and vehicle trip characteristics, similarly to the Ada County Highway District (ACHD) impact fee calculation methodology. The goal will be to have a single traffic impact fee schedule for Star, Middleton, and unincorporated Canyon County within the service area.

TIF PROGRAM STUDY OVERVIEW

The study will develop the framework, methodology and implementation details of establishing a TIF process and ordinance for CHD4 Subdistrict No. 1 that meets the requirements set forth in Idaho Code 67-82. Figure 1 shows a schedule for the study.

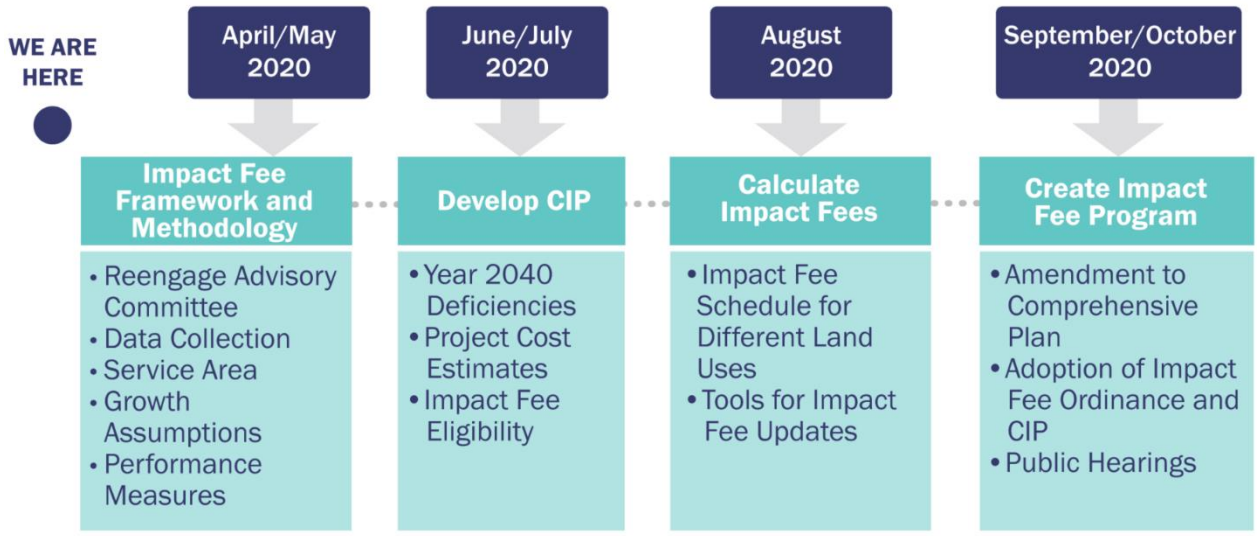


Figure 1 Study Schedule

Impact Fee Framework and Methodology

This task includes reengaging the development impact fee advisory committee and developing the impact fee study methodology for CHD4 Subdistrict No. 1.

Service Area

Figure 2 shows the service area for the proposed CHD4 Subdistrict No. 1 TIF Program. The service area includes multiple jurisdictions: City of Middleton, the western portion of the City of Star, unincorporated-Canyon County and CHD4. The service area is bounded to the north by Gem County, to the south by the Boise River and Lincoln Road, to the west by I-84, and to the east by Ada County.

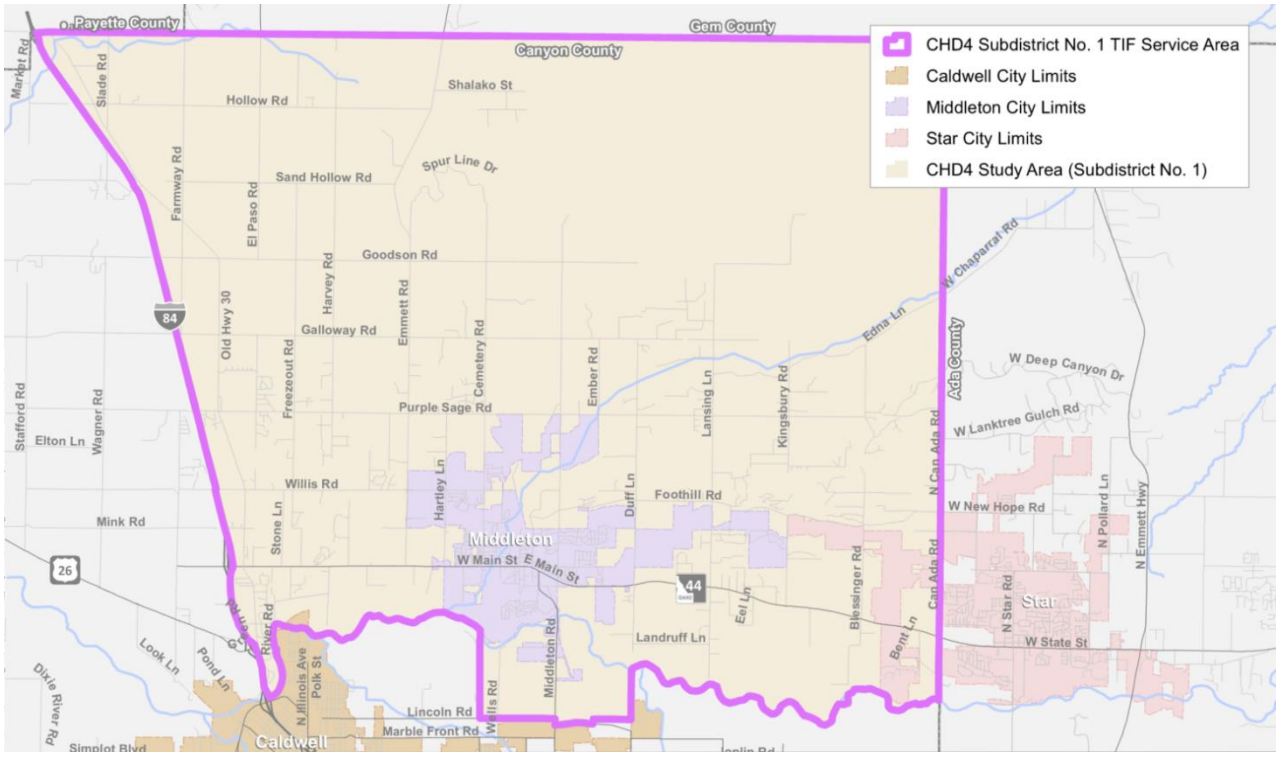


Figure 2 Subdistrict No. 1 Traffic Impact Fee Service Area

CHD4 identified the initial service area boundary as Subdistrict No. 1. The service area was confirmed through the TIF Feasibility Study, as it captures the City of Middleton Area of Impact and the City of Star within Canyon County. The intent of this study is to create a TIF program for Subdistrict No.1 and use as TIF program pilot, with the possibility of expanding to other parts of CHD4 in the future.

The service area is described in greater detail in *Technical Memorandum #1B - Service Area for CHD4 Subdistrict No. 1 TIF Program*.

Development Impact Fee Advisory Committee

The establishment of a development impact fee advisory committee is a requirement of the Idaho Code 67-82. Development impact advisory committees have already been formed within the service area and this task will engage those committees for the development of the study. Engaging partner agencies in the development of the study allows for input and collaboration, and is critical for the establishment of an impact fee program. The primary roles and responsibilities of the development impact fee advisory committee as per Idaho Code 67-82 is as follows:

- Assist in adopting and updating land use assumptions
- Monitor the development and implementation of the CIP
- Report any perceived inequities in the TIF program

TIF Methodology and Assumptions

This task includes developing the TIF methodology and assumptions, including the framework for the CHD4 Subdistrict No. 1 CIP. The major components of this task are as follows:

- **Data Collection**: Collect and consolidate traffic volume and analysis data within the service area, including COMPASS travel demand model data.
- **Land-Use and Growth:** Review and establish year 2040 land use and demographic assumptions within service area.
- **TIF Methodology Assumptions**: Establish performance measures for identifying future deficiencies on roadways and intersections in the CIP (e.g., what capacity-improvement projects will be required as a result of new development in the year 2040?) and proportionate share assumptions as required by Idaho Code 67-82. Examples of performance measures include level-of-service (LOS) or volume-to-capacity (v/c) ratios that can be applied to roadway corridors or intersections.

Develop Capital Improvement Plan (CIP)

This task includes the development of a CIP for CHD4 Subdistrict No. 1. A CIP is a long-range transportation plan that identifies future roadway network deficiencies as a result of expected future development and growth. The CIP includes roadway and/or intersection capacity-improvement projects to address the future deficiencies. Typical CIP projects include traffic signals, roundabouts and/or roadway widening projects.

This task will include a high-level traffic analysis of roadways and intersections within the service area to identify future roadway network deficiencies. Cost estimates and impact fee eligibility will then be developed for each individual project to create the CIP. The total cost of the CIP projects will be used to calculate impact fees for CHD4 Subdistrict No. 1.

Calculate Traffic Impact Fee (TIF) Schedule

This task includes the calculation of the TIFs and development of the TIF implementation guide. TIFs will be calculated for different land uses (i.e., residential, commercial, industrial) based on their trip generation characteristics using an average vehicle-miles-traveled (VMT) cost. The COMPASS travel demand model will be used to calculate total VMT within the service area for year 2020 and year 2040. The change in VMT over that 20-year period can be attributed to new development in the region. Figure 3 illustrates the process used to calculate TIFs.

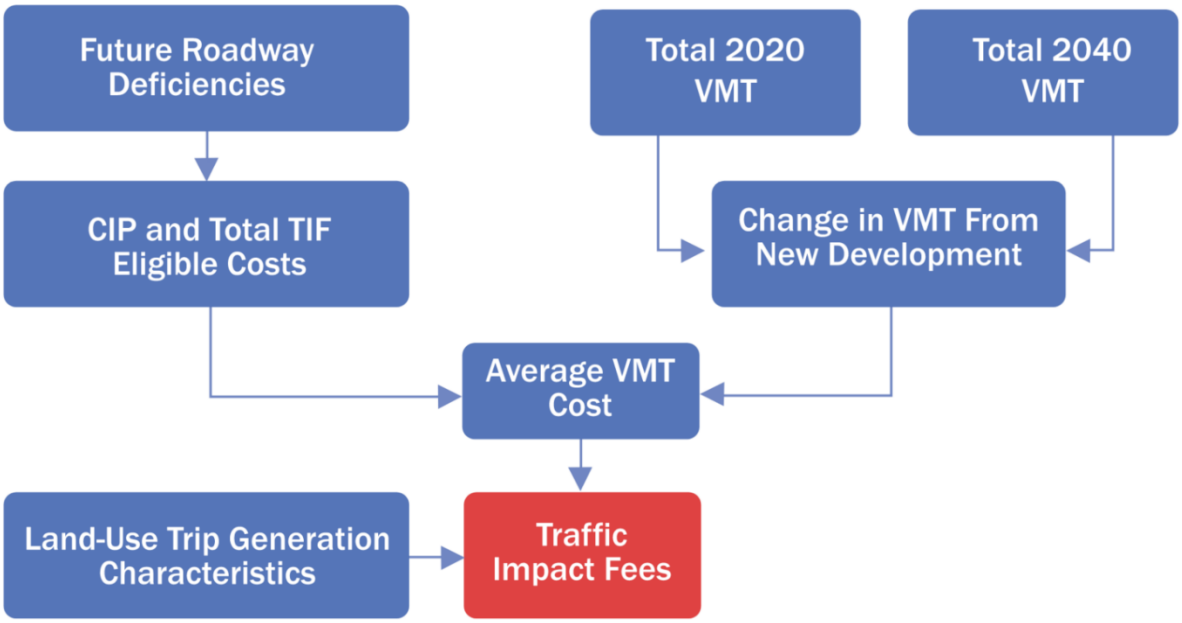


Figure 3 TIF Calculation Process

Develop CIP and Impact Fee Calculation Tools

This study will create spreadsheet and GIS tools that will allow the TIF program to be updated on a continual basis as new data is available. This study will develop the following tools:

- **Excel Database for CIP Analysis:** Spreadsheet tool that identifies capacity improvement projects based on high-level traffic analysis of roadways and intersections. Includes a high-level cost estimate tool.
- **Excel Database for Impact Fee Calculation**: Spreadsheet tool that calculates impact fees for different land uses.
- **CIP Online GIS Platform**: Online GIS web map application to host and display the CIP project locations and project information.

COMPASS is expected to develop year 2050 demographic estimates as part of Communities in Motion 2050 updates. The TIFs developed for this study can be updated with this new data when it becomes available. The year 2050 demographic data is anticipated to be complete by December 2020 followed by updates to the COMPASS travel demand model to reflect year 2050 conditions.

NEXT STEPS

Questions or comments on this memorandum should be directed to Andy Daleiden at adaleiden@kittelson.com. This memorandum will serve as a baseline for the development of the impact fee methodology and CIP.

Technical Memoranda #1A and #2B are the initial deliverables to the development impact fee advisory committee for the CHD4 TIF Study. CHD4 is currently coordinating with partner agencies to schedule the first development impact fee advisory committee meeting. The first development impact fee advisory committee meeting will be used to discuss initial land use, demographic, and roadway network assumptions and other Technical Memoranda 1A and 2B findings.

APPENDIX E:

Technical Memorandum #1B

KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 600
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

TECHNICAL MEMORANDUM #1B

CHD4 Subdistrict No. 4 Traffic Impact Fee Study - Phase 2

Technical Memorandum #1B - Service Area for CHD4 Subdistrict No. 1 TIF Program

Date:	May 13, 2020	Project #: 24243
To:	Chris Hopper, PE	
From:	Mark Heisinger, EIT and Andy Daleiden, PE	

INTRODUCTION

This is the second technical memorandum for Phase 2 of the Canyon Highway District No. 4 (CHD4) Traffic Impact Fee (TIF) Study, herein referred as "study". This technical memorandum was made concurrently with *Technical Memorandum 1A – Overview of Scope of Work, Methodology and Assumptions*. This memorandum describes the study service area, including service area demographics and roadway facilities in the service area.

SERVICE AREA CHARACTERISTICS

One of the first steps to creating a TIF program is establishing a service area. Service areas are required with the establishment of an impact fee program. Service areas are defined in Idaho Code 67-82 as "geographic areas identified by a governmental entity or by intergovernmental agreement in which the public facilities provide service to development within the area". Impact fees collected from a development in a service area must be spent on facilities within that service area. Figure 1 shows the service area for the proposed CHD4 Subdistrict No. 1 TIF program.

The service area includes multiple jurisdictions: City of Middleton, the western portion of the City of Star, unincorporated-Canyon County and CHD4. The City of Caldwell also has a small park in the southwest corner of the service area. The service area is bounded to the north by Gem County, to the south by the Boise River and Lincoln Road, to the west by I-84, and to the east by Ada County.

CHD4 identified the initial service area boundary as Subdistrict No. 1. The service area was confirmed through the TIF Feasibility Study, as it captures the City of Middleton Area of Impact and the City of Star within Canyon County. The intent of this study is to create TIF program for Subdistrict No.1 and use as TIF program pilot, with the possibility of expanding to other parts of CHD4 in the future.

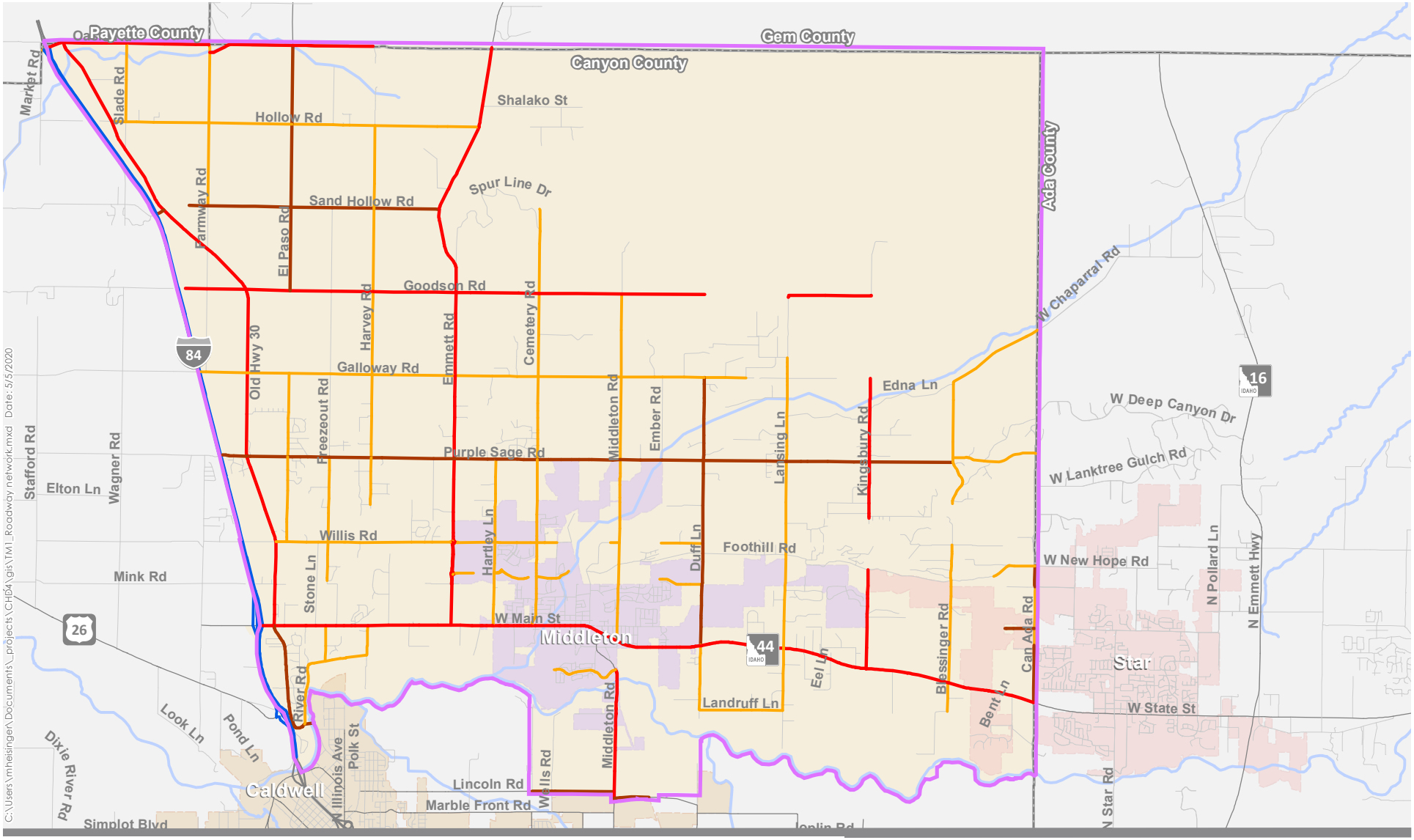


Figure 1

KITTELSON & ASSOCIATES

Service Area and Existing Roadway Functional Classification
Canyon County, ID

Service Area Demographics

Table 1 shows the demographics of the service area broken out by governing jurisdictions. The demographics are based on data from Community Planning Association of Southwest Idaho (COMPASS) Traffic Analysis Zones (TAZs) and COMPASS City Limit Population Estimates.

Table 1 Service Area Demographics[1]

Jurisdiction	Year 2020 Population	Estimated Year 2040 Population	Year 2020 Jobs	Estimated Year 2040 Jobs
City of Middleton[2]	9,710	19,596	1,521	3,333
City of Star (in Canyon County)[3]	150	521	20	73
Unincorporated Canyon County	10,554	8,769	801	705
Total Service Area	**20,414**	**28,886**	**2,342**	**4,111**

[1] Source: COMPASS TAZ Demographics Data. [2]Year 2040 data assumes Middleton Area of Impact (excluding areas that Star has already annexed).
[3]The City of Star data is approximate. COMPASS TAZ boundaries do not align exactly with Middleton and Star city boundaries.

As shown in Table 1, COMPASS projects that the population of the service area will grow by an average annual growth rate of 1.8%, resulting in 42% total growth between year 2020 and year 2040. Jobs within the service area are expected to grow by approximately 76% between year 2020 and year 2040.

The City of Middleton Transportation Plan assumes that the City of Middleton population will grow by an annual average growth rate of 5% between year 2015 and year 2035. The CHD4 Draft Transportation Plan assumes that the population within the CHD4 jurisdiction will grow by an average annual growth rate of 2.8% between year 2018 and year 2040. CHD4 historical traffic count data shown 3.3% annual traffic growth on CHD4 roads in the service area.

The COMPASS population projections within the service area are significantly less than the City of Middleton's projections. Year 2040 demographics in the service area will be evaluated further in later stages of the study. It should be noted that COMPASS is currently revising its demographic projections as part of the Communities in Motion 2050 update.

Service Area Roadway Facilities

Roadway facilities within the service area and their COMPASS functional classification are shown in Figure 1. Roadways classified as arterials or collectors provide regional connections and are typically eligible for impact fees. Local roadways are used to access arterials or collectors and are typically not eligible for impact fees as they are built as part of a development project.

There are approximately 240 miles of roadway within the service area. The miles of roadways for each functional classification within the service area is shown in Figure 2. As shown in Figure 2, most roads within the service area, approximately 70%, are classified as local roads. Approximately 19% and 11% of roads within the service area are classified as collectors and arterials, respectively.

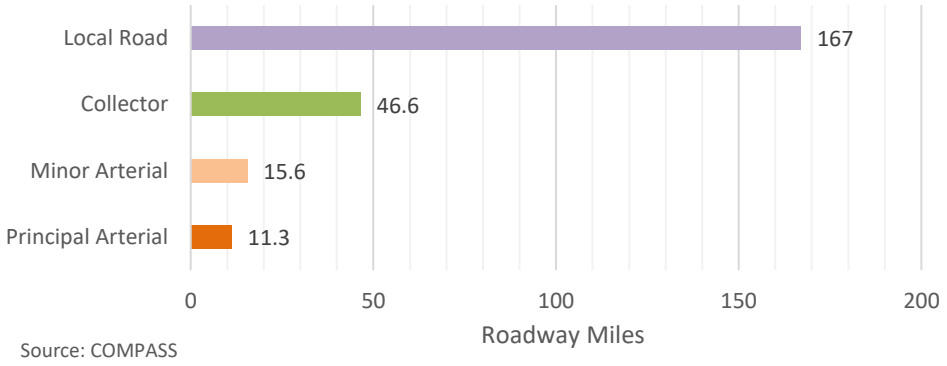


Figure 2 Miles of Roadway in Service Area by Functional Classification

Roadways within the service area are owned and maintained by four different governmental agencies, which is described below:

- CHD4 owns and maintains the roadways within unincorporated Canyon County.
- The City of Middleton owns and maintains the roadways within their city limits.
    - By Agreement, CHD4 and Middleton divide jurisdiction of jointly owned roadways by ½ mile segments or logical boundaries.
- The City of Star owns the roadways within their city limits. CHD4 maintains the roadways within the City of Star as per an intergovernmental agreement.
- ITD owns and maintains state highways within the service area. SH 44 is the only state highway in the service area, as Interstate 84 is located outside the western boundary of the service area.

Figure 3 shows the estimated roadway miles within the service area that are maintained by each governmental agency. Most roadways within the service area, approximately 75%, are owned and maintained by CHD4. Middleton owns and maintains approximately 21% of roadways within the service area and ITD owns and maintains approximately 4% of the roadways within the service area. Star owns approximately 2 miles of mostly local roads within the service area.

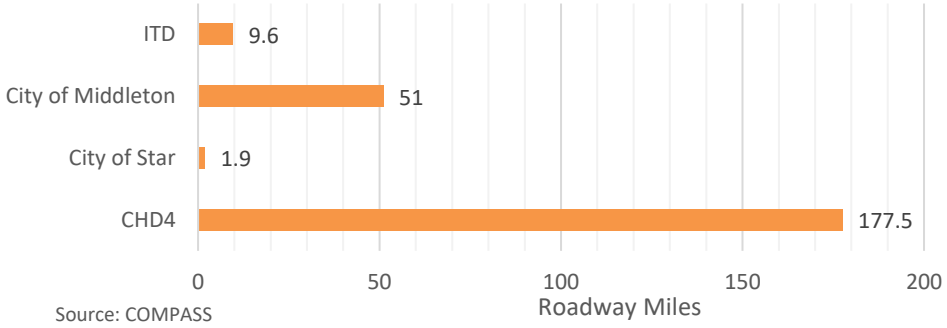


Figure 3 Miles of Roadway in Service Area by Agency Ownership

NEXT STEPS

Questions or comments on this memorandum should be directed to Andy Daleiden at adaleiden@kittelson.com. The service area presented in this memorandum will serve as a baseline for the development of the CHD4 Subdistrict No. 1 TIF Program. We will continue to have agencies review the service area and data presented in this memorandum, including roadway functional classifications, land use assumptions, and growth projections.

Technical Memoranda #1A and #2B are the initial deliverables to the development impact fee advisory committee for the CHD4 TIF Study. CHD4 is currently coordinating with partner agencies to schedule the first development impact fee advisory committee meeting. The first development impact fee advisory committee meeting will be used to discuss initial land use, demographic, and roadway network assumptions and other Technical Memoranda 1A and 2B findings.

APPENDIX F:

Technical Memorandum #2

KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 600
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

TECHNICAL MEMORANDUM #2

CHD4 Subdistrict No. 4 Traffic Impact Fee Study - Phase 2

Traffic Impact Fee Program Methodology and Assumptions

Date:	August 14, 2020	Project #: 24243
To:	Chris Hopper, PE	
From:	Mark Heisinger, EIT, Andrew McIntyre, and Andy Daleiden, PE	

INTRODUCTION

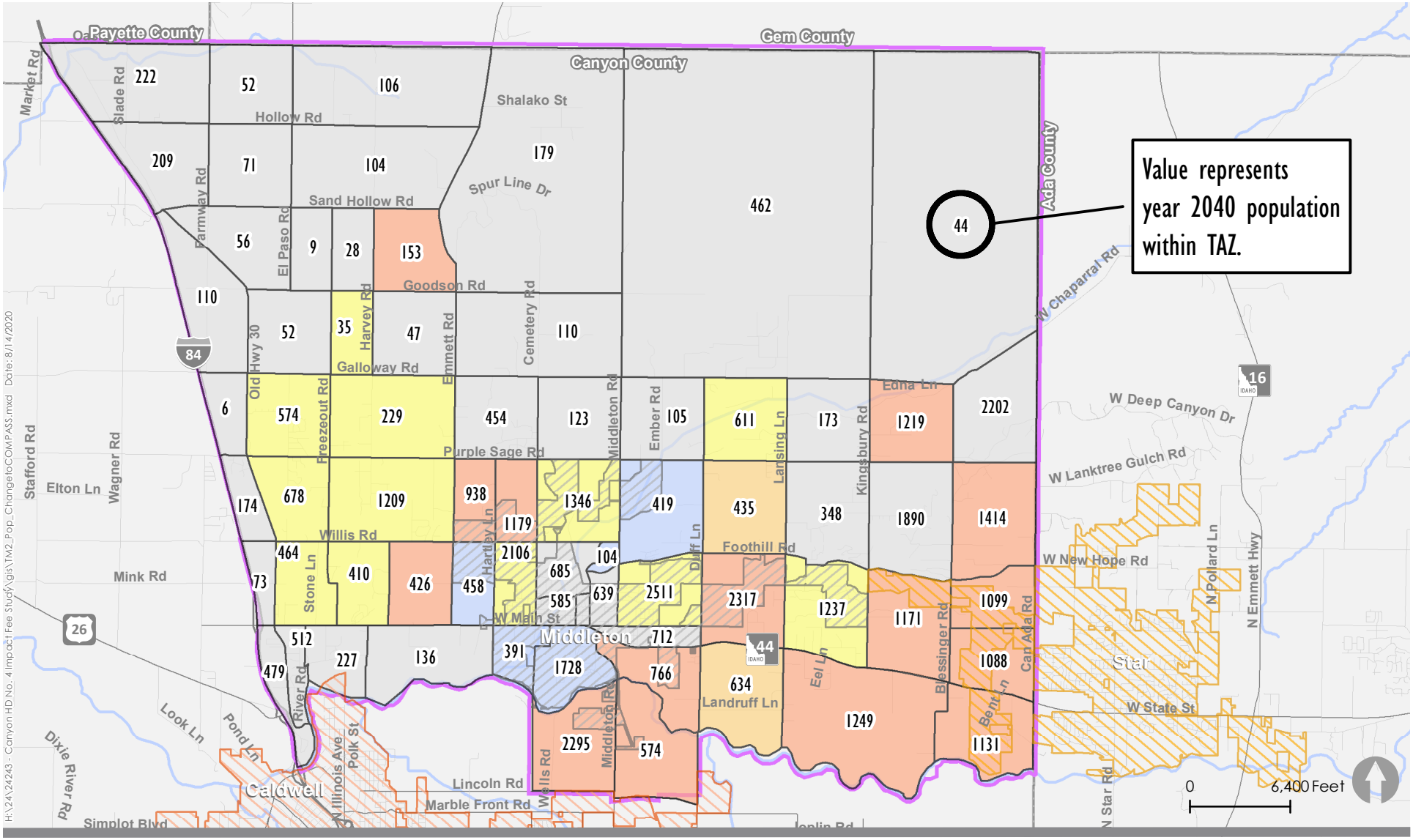
This is the second technical memorandum for Phase 2 of the Canyon Highway District No. 4 (CHD4) Traffic Impact Fee (TIF) Study, herein referred as "study". This memorandum summarizes the proposed methodology and assumptions that will be used to develop the Capital Improvement Plan (CIP) and traffic impact fee program. This memorandum is organized as follows:

- COMPASS Regional Travel Demand Model
- Performance Measures
- Traffic Operations Methodology
- Proportionate Share
- Next Steps

COMPASS REGIONAL TRAVEL DEMAND MODEL

The traffic impact fee program will rely on demographic and traffic data from the Community Planning Association of Southwest Idaho (COMPASS). COMPASS provides existing and future year traffic volumes for roadways, based on the existing and projected future year demographic data in Traffic Analysis Zones (TAZ's).

Kittelson worked with CHD4, Canyon County, the City of Star and the City of Middleton, to modify the year 2040 demographics in certain TAZs within the service area. The modifications were identified to better reflect expected development in the service area. Table 1 summarizes the 2040 demographics prior to and after refinement of the TAZs. Figure 1 shows the 2040 population by TAZ and changes within the service area. Figure 2 shows the 2040 employment by TAZ and changes within the service area. Additional figures showing the total growth in population and employment from 2020 to 2040 by TAZ are shown in Attachment A.



CHD4 Subdistrict No. 1 TIF Service Area
Caldwell City Limits
Middleton City Limits
Star City Limits

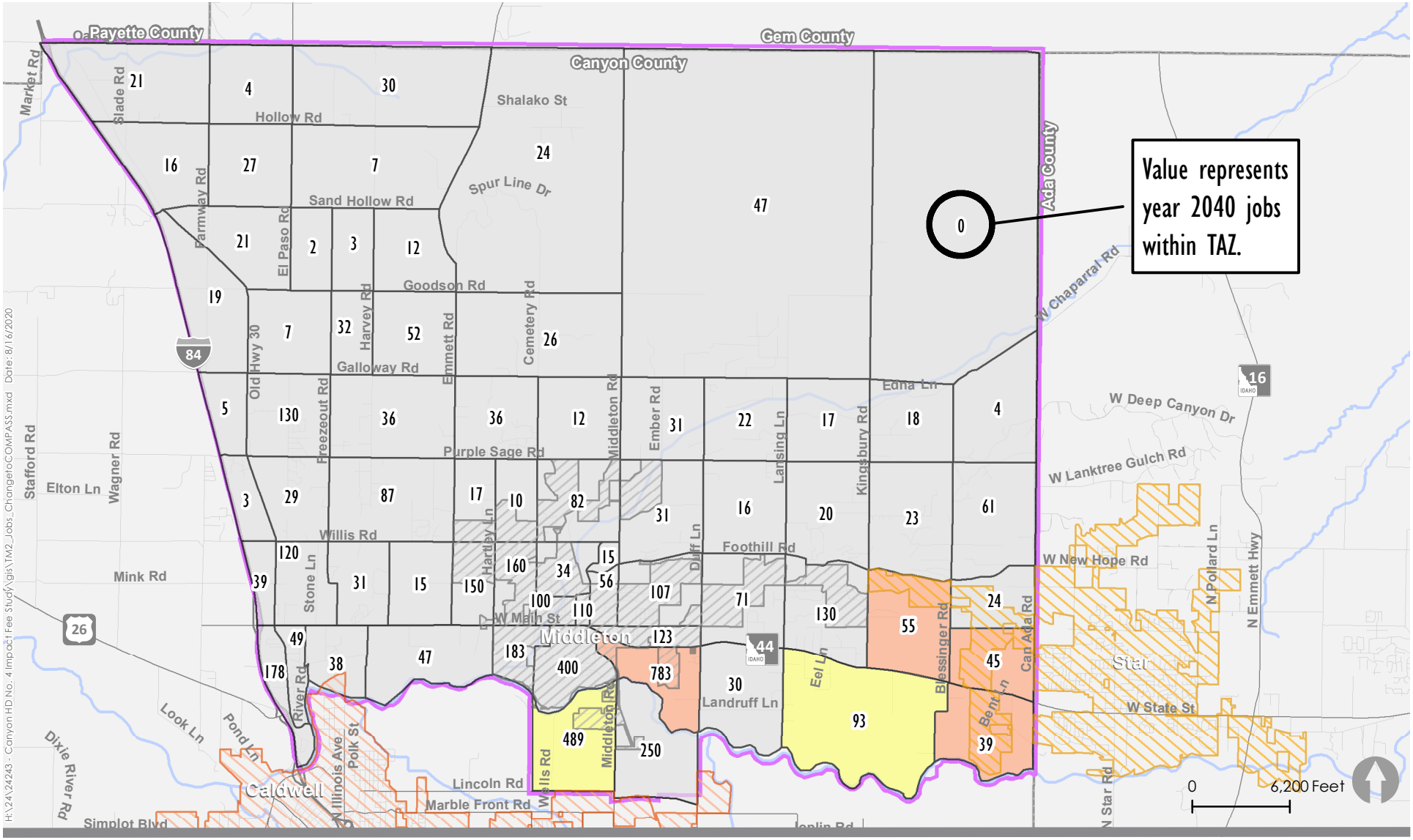
% Change to COMPASS 2040 Population
Decreased 1% to 50%
Changed less than 1%
Increased 1% to 50%
Increased 50% to 100%
Increased more than 100%

TAZ Population

Figure 1

KITTELSON & ASSOCIATES

2040 Population by TAZ & Changes to COMPASS Demographics Canyon County, ID



CHD4 Subdistrict No. 1 TIF Service Area
Caldwell City Limits
Middleton City Limits
Star City Limits

% Change to COMPASS 2040 Jobs
Changed less than 1%
Increased 1% to 50%
Increased 50% to 100%
Increased more than 100%

TAZ Jobs

Figure 2

KITTELSON & ASSOCIATES

2040 Employment by TAZ & Changes to COMPASS Demographics Canyon County, ID

Table 1 Revised Service Area Demographics[1]

Jurisdiction	Year 2020 Population	Estimated Year 2040 Population		Year 2020 Jobs	Estimated Year 2040 Jobs	
		COMPASS Model	Revised		COMPASS Model	Revised
City of Middleton[2]	9,780	19,189	27,528	1,521	3,270	4,003
City of Star (in Canyon County)[3]	150	5,701	12,463	20	241	361
Unincorporated Canyon County	10,554	3,996	4,324	801	600	639
Total Service Area	**20,414**	**28,886**	**44,315**	**2,342**	**4,111**	**5,004**

[1] Source: COMPASS TAZ Demographics Data (Reference 1). [2]Year 2040 data assumes Middleton Area of Impact (excluding areas that Star has already annexed or is expected to annex). [3]The City of Star data is approximate. COMPASS TAZ boundaries do not align exactly with Middleton and Star city boundaries.

The revised year 2040 demographics increase the total service area population by approximately 53 percent and the total number of jobs in the service area by 22 percent. The revised service area population correlates with a 4.0 percent annual growth rate between year 2020 and year 2040. The largest year 2040 population revisions were increases in the City of Star (in Canyon County) and in the south and east portions of the City of Middleton. The largest employment revision was an increase of approximately 600 jobs in the TAZ to the south-east of the Middleton Road and SH 44 intersection.

We will use the revised demographics, shown in Table 1 and on Figures 1 and 2, in developing year 2040 traffic volumes. We will coordinate with COMPASS to run the regional travel demand model with the revised demographic data. COMPASS will provide us with the year 2040 traffic volumes (e.g. daily, PM peak hour link volumes) in the service area. We will use the year 2040 traffic volumes for the traffic operations analysis, as described in the Traffic Operations Methodology section later in this memorandum.

PERFORMANCE MEASURES

Performance measures are criteria that can be used to monitor traffic operations and identify roadway facilities that require capacity improvements. Common performance measures for traffic operations

- **Level of Service (LOS)** is a delay-based performance measure. A letter-grade is used for LOS that indicates the amount of delay that a user experiences at a roadway or intersection, typically during the weekday AM or PM peak hour of traffic congestion.
    - **Example**: If a driver approaches an intersection with a stop sign and waits less than 10 seconds before turning onto a road, the intersection is assigned a letter grade of "A" and it would be reported as LOS "A". If the driver waits more than 50 seconds before turning onto a road, the intersection would be reported as LOS "F".
- **Volume-to-Capacity (V/C) Ratio** is a capacity-based performance measure. The expected volume demand is compared to the total available capacity on a roadway or intersection, typically during the weekday AM or PM peak hour of traffic congestion.

- **Example**: 1,000 cars travel through an intersection during the peak hour of traffic congestion. The intersection's capacity would allow up to 2,000 cars to travel through it in an hour. The V/C ratio would be 0.5 (1,000 divided by 2,000).

PERFORMANCE MEASURES USED IN TREASURE VALLEY

The performance measures used by agencies in the service area and in Treasure Valley are summarized in Table 2.

Table 2 Agency Performance Measures

Agency	Performance Measure	Source
Canyon Highway District No. 4	LOS D	CHD4 Draft Transportation Plan (In-Progress)
City of Middleton	LOS C	City of Middleton Transportation Plan (2016)
City of Star	LOS D	City of Star Comprehensive Plan – Traffic Analysis Memorandum (2019)
Ada County Highway District (ACHD)	LOS E (Roadways), LOS D (Overall Intersection[1]), LOS E (Intersection Lane Group[1])	ACHD Capital Improvements Plan – Exhibit C (2016)
City of Nampa	LOS D	City of Nampa Transportation Plan (2019)
City of Caldwell	LOS D	*Correspondence with City staff (2020)*
Idaho Transportation Department (ITD)	LOS D (Overall Intersection), V/C ≤ 0.90 (Intersection Lane Group)	*Correspondence with ITD staff (2020)*
COMPASS	Vehicles miles traveled (VMT), Congested VMT, Vehicle Hours of Delay	Communities in Motion 2040 2.0 (2018)

[1]Assumes that V/C of 0.9 = LOS D and V/C of 1.0 = LOS E

As shown in Table 2, agencies in the Treasure Valley primarily use a LOS performance measure. To maintain consistency with partner agencies and other agencies in the Treasure Valley, it is recommended that this study use a LOS performance measure.

POTENTIAL OUTCOMES OF A SELECTED PERFORMANCE MEASURE

The Highway Capacity Manual (HCM) 6th Edition (Reference 2) provides criteria for calculating and defining LOS. The HCM recommends that roadways be designed to provide a LOS that balances roadway user's desires and financial resources. The HCM recommends that roadways not be designed to LOS A for cost, environmental impact, and other reasons. The performance measures used for the study should be selected by the land-use characteristics of the service area, the roadway user's desires, and the financial resources of the agencies within the service area.

A more aggressive performance measure (e.g., one that requires a higher quality of service such as LOS C or LOS D) will trigger more capacity-improvement projects then a less aggressive performance measure (LOS E). If LOS C is selected as the performance measure, the service area should anticipate more roadway widening and intersection capacity improvement projects than LOS D or LOS E.

A more aggressive performance measure is typically more appropriate for rural settings. Roadway users in rural settings typically have higher expectations for quality of service (i.e., delay at intersections or congestion on roadways) and roadways in rural settings can experience significant safety benefits with higher levels of service. A less aggressive performance measure is more appropriate for urban settings. Drivers in urban settings have lower expectations for quality of service and capacity improvement projects in urban areas can have a diminishing rate of return, primarily due to the high cost of urban projects.

The service area for this study has predominantly suburban and rural characteristics. Since the rural areas of the service area are trending towards suburban, it is recommended that the performance measure for this study reflect a service area that is primarily suburban.

RECOMMENDED PERFORMANCE MEASURE

We recommend using a performance measure of LOS D for all roadway segments and intersections based on the following:

- Goals and objectives for the service area.
- Consistent with current practice by CHD4 and City of Star.
- Consistent with other transportation agencies in the Treasure Valley.
- The measure can be calculated via HCM methodology.

TRAFFIC OPERATIONS METHODOLOGY

The traffic operations analysis will identify existing and future deficiencies on roadways and intersections within the service area. The goal is to develop a traffic operations methodology with the following characteristics:

- Incorporates national guidance for traffic operations
- Provides efficiency and results that are re-producible
- Utilizes a specific performance measure, such as LOS
- Allows the user to identify deficiencies on the roadways and at intersections
- Provides the ability to distinguish between different intersection and roadway improvements for inclusion in the CIP

PROPOSED METHODOLOGY FOR INTERSECTIONS

This section outlines the proposed methodology for evaluating intersection operations in the service area. This methodology requires the following data:

- Year 2040 peak hour traffic volume projections on all service area roadways
- Year 2040 peak hour intersection turning movement volume projections on certain service area intersections
- Existing peak hour traffic volumes on service area roadways and intersections (not a requirement, but preferred where data is available)

Step 1: Each intersection within the service area will be evaluated under year 2040 traffic conditions (weekday PM peak hour) using Exhibit 17 from National Cooperative Highway Research Program (NCHRP) Report 825 (Reference 3), as shown in Figure 3. This exhibit identifies intersections that warrant a different intersection control type (e.g. stop control, all-way stop, roundabout, signal), based on their existing control type and by the traffic volumes on the roadway approaches. This exhibit is based on the methodologies of the 6th Edition of the Highway Capacity Manual (HCM). The year 2040 traffic volumes on the roadway approaches will be based on COMPASS 2040 travel demand model data and the use of NCHRP Report 765 (Reference 4).

The results of this Step 1 would be a list of intersections in the service area that may warrant different intersection control types, based on Exhibit 17 from NCHRP 825.

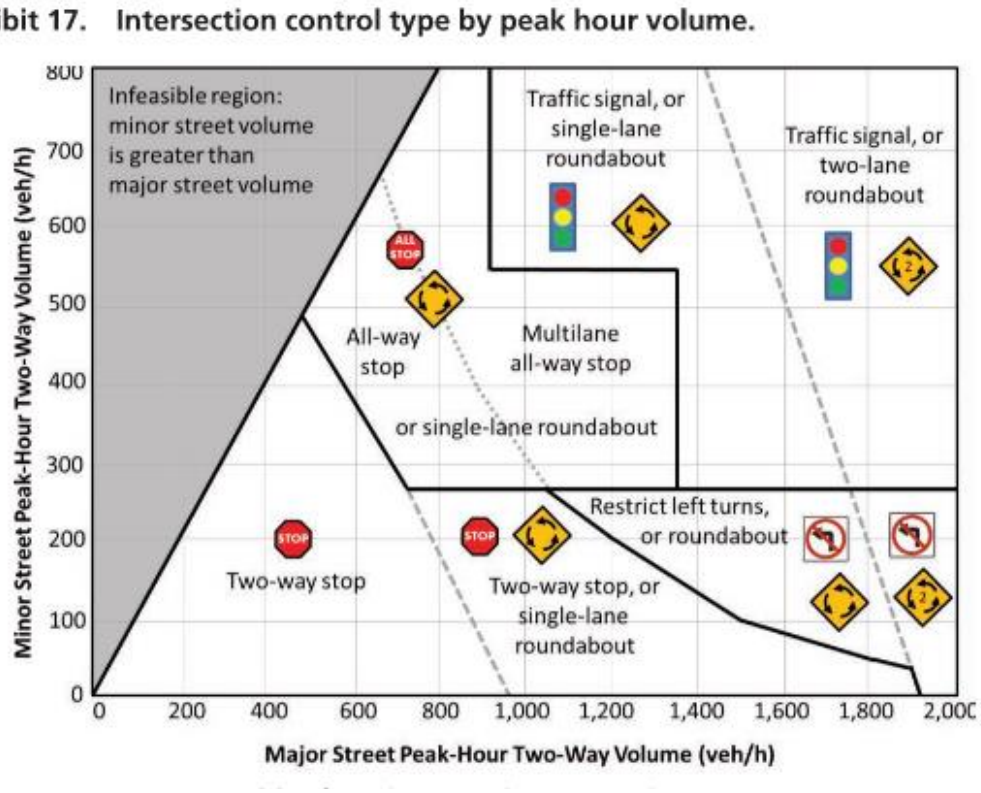


Figure 3 Intersection Control Type by Volume (Exhibit 17 from NCHRP Report 825)

Step 2: The compiled list of intersections and preliminary recommendations for intersection control types (created in Step 1) would be sent to partner agencies for review and comment. Based on feedback

from partner agencies and further discussion, a refined list of intersections and respective control types would be developed for further evaluation.

The results of this Step 2 would be a refined list of intersections for further evaluation.

Step 3: The intersections identified in Step 2 would be analyzed using software that implements the 6th Edition of the HCM (i.e., Highway Capacity Software, Synchro and/or SIDRA). Year 2040 PM peak hour turning movement volumes would be developed at all intersections identified for further evaluation. These intersections would be evaluated based on the defined performance measure (e.g. LOS D). Project types would be recommended for each intersection so that they meet the performance measure. Project types would include traffic control modifications (i.e., converting a stop-controlled intersection to a roundabout or traffic signal) and minor lane geometry modifications (i.e., adding a turn-lane on the major street or minor street roadway of a stop-controlled intersection).

Step 3 will require existing and future year turning movement volumes at each intersection. Where existing turning movements have been counted (e.g. obtain from CHD4, Middleton, Star or other source), future year turning movement volumes would be developed using COMPASS link volumes via the methods presented in NCHRP Report 765. Where existing turning movement counts have not been counted, future year turning movement volumes should be based on the intersection turning movement volume outputs from the COMPASS travel demand model.

The results of this Step 3 would be a detailed intersection operations analysis and recommended list of intersection projects for inclusion in the CIP.

Step 4: The list of recommended projects would be sent to partner agencies. The project list would be refined based on input from partner agencies and incorporated into the CIP.

The results of this Step 4 would be a final list of intersection projects for inclusion in the CIP.

Other Tools and Resources

Attachment A discusses other intersection operation tools and resources that were examined in the development of the proposed methodology.

PROPOSED METHODOLOGY FOR ROADWAYS

This section outlines the proposed methodology for evaluating roadway operations in the service area. The thresholds used in this study are based on methodologies in the HCM - the specific values identified in Table 3 (shown on page 10) were developed using the Florida Department of Transportation's (FDOT) 2020 generalized service volume tables (Reference 5). The process used to calculate the service volumes is similar to the one used by ACHD to develop its Street Service Capacity Guidelines (Reference 6) but utilizes the latest base volumes from the HCM and FDOT. For more information regarding this process and other service volume tables, see Attachment B. Other Tools and Resources

Attachment B discusses other roadway service volume tables and their relationships to the one proposed here, as well as a description of the process used to calculate the proposed volumes.

Table 3 provides three distinct sets of service volumes for different roadway classifications and lane configurations. These sets include:

- *ACHD Service Capacity Guidelines* – developed using 2009 FDOT "Urbanized Area" service volume table (with local adjustment factors)
- *Proposed CHD4 Service Volumes: Urbanized Areas* – developed using 2020 FDOT "Urbanized Area" service volume table
- *Proposed CHD4 Service Volumes: Transitioning Areas* – developed using 2020 FDOT "Transitioning and Areas Over 5,000 Not in Urbanized Areas" service volume table

One of the two proposed sets of service volumes will be selected for use in developing the CIP. Given CHD4's population growth and development projections, utilizing service volumes applicable to urban areas may be more appropriate over the lifespan of the CIP. Using service volumes applicable to "transitioning areas", however, may be more appropriate given CHD4's present conditions. It also represents a more conservative approach.

The following describes the proposed methodology for evaluating roadway segments:

Step 1: COMPASS Regional Travel Demand Model output will be obtained. Future peak-hour directional volumes (weekday PM peak hour) for each roadway will be calculated in accordance with NCHRP 765, using the 2020 and 2040 model link volumes and existing counts. Where existing counts are not available, 2040 model link volumes will be used without calibration.

Step 2: Each roadway segment will be evaluated by comparing the peak-hour directional volumes calculated in Step 1 with the selected thresholds outlined in Table 3 (on the next page). Using LOS D as the threshold, roadways that require capacity improvements will be identified, and project types will be recommended for each roadway to meet this performance measure.

Step 3: The list of recommended projects will be sent to partner agencies. The project list will be refined based on input from partner agencies and incorporated into the CIP

Other Tools and Resources

Attachment B discusses other roadway service volume tables and their relationships to the one proposed here, as well as a description of the process used to calculate the proposed volumes.

Table 3 Proposed Service Volumes

Classification	Characteristics	Number of lanes per direction of travel	Directional Peak Hour Volume Level of Service Planning Thresholds					
			ACHD Service Capacity Guidelines[1]		Proposed CHD4 Service Volumes – Urbanized Areas[2]		Proposed CHD4 Service Volumes – Transitioning Areas[2]	
			LOS D	LOS E	LOS D	LOS E	LOS D	LOS E
Principal Arterial	Undivided; No Left Turn Lanes at Intersections	1	600	690	620	**	560	**
	Undivided; Left Turn Lanes at Intersections	1	-	-	790	**	720	**
		2	-	-	1,700	**	1,550	**
		3	-	-	2,570	**	2,330	**
	Divided (Continuous Center Left Turn Lane or Median); Left Turn Lanes at Intersections	1	770	880	840	**	760	**
		2	1,680	1,780	1,800	**	1,640	**
		3	2,560	2,720	2,720	**	2,470	**
Minor Arterial	Undivided; No Left Turn Lanes at Intersections	1	540	575	530	560	480	500
	Undivided; Left Turn Lanes at Intersections	1	-	-	680	720	610	650
		2	-	-	1,390	1,450	1,240	1,360
		3	-	-	2,140	2,180	1,940	2,060
	Divided (Continuous Center Left Turn Lane or Median); Left Turn Lanes at Intersections	1	675	720	710	760	650	680
		2	1,395	1,540	1,470	1,530	1,310	1,440
		3	2,155	2,370	2,270	2,300	2,050	2,180
Collectors	Undivided; No Left Turn Lanes at Intersections	1	425[3]	525[3]	340	360	310	320
	Undivided; Left Turn Lanes at Intersections	1	-	-	490	520	440	470
		2	-	-	980	1020	880	960
		3	-	-	1,510	1,540	1,370	1,450
	Divided (Continuous Center Left Turn Lane or Median); Left Turn Lanes at Intersections	1	530[3]	660[3]	530	560	480	500
		2	1,080[3]	1,250[3]	1,060	1,110	950	1,040

[1] Developed using FDOT 2009 Generalized Service Volume Tables and localized adjustment factors – In reviewing ACHD Service Capacity Guidelines, we were not able to recreate these values by applying local adjustment factors per the FDOT methodology.
[2] Developed using FDOT 2020 Generalized Service Volume Tables
[3] ACHD does not this include Collector roadways in their CIP. In ACHD's Policy Manual, these values are identified in the traffic impact study guidelines, so reported here for comparison purposes. (Ada County Highway District Policy Manual, 7106.4.1)

PROPORTIONATE SHARE

The impact fee program should be developed using a proportionate share concept. The proportionate share concept means that, a.) impact fees do not charge development more than their proportionate share for roadway facility improvement and that b.) all partner agencies are contributing their proportionate share to projects in the CIP.

DEVELOPMENT PROPORTIONATE SHARE

Idaho Code 67-82 has several items related to development proportionate share. Notably, it states that the development impact fees will not exceed the proportionate share of the cost of roadway facility improvements attributable to growth and development in the service area. The vehicle-miles-traveled (VMT) methodology will be used to calculate the impact fees and will take into consideration the unique impacts that different development types have on roadway facility capacity. The impact fee study will also identify existing capacity deficiencies in the roadway network to ensure that projects that address existing deficiencies are not charged to development.

This overall CHD4 TIF study will develop a methodology that accounts for development proportionate share. The VMT methodology accounts for the specific impacts of development on roadway facilities and the CIP will specify the impact fee eligibility of each project. Additional details regarding development proportionate share will be included in the CIP and final CHD4 TIF program.

AGENCY PROPORTIONATE SHARE

CHD4, the City of Middleton, and the City of Star will need to agree on how to collect and allocate traffic impact fees so that they are all contributing their proportionate share to CIP projects. It is recommended that traffic impact fees are collected and allocated through separate accounts for the City of Middleton, the City of Star, and Canyon County. This method would give agencies direct control on how fees are spent within their jurisdiction and ensure that fees are collected and spent in the same jurisdiction. The following steps should be taken to ensure that partner agencies contribute their proportionate share, and receive proportionate benefits, from the impact fee program:

Step 1: Partner agencies collect development impact fees for developments within jurisdictional boundary.

Step 2: All development impact fees collected in the service area are put into separate accounts for the City of Middleton, the City of Star, and Canyon County.

Step 3: The fees collected are spent on projects by agencies within their jurisdiction based on prioritization.

Project prioritization will be primarily based on when the project is expected to be required (based on the traffic operations analysis) and input from partner agencies. Project prioritization is also contingent

on when and where development occurs within the service area and will be re-established when the impact fee program is updated every four to five years. The initial project prioritization will be established in the development of the CIP.

The cost estimates for each project in the CIP will include the proportion of the cost that is impact fee eligible and the proportion of the cost that each agency is responsible for. Impact eligibility will be based on the requirements in Idaho Code 67-82. Generally, only the proportion of project costs that are associated with capacity improvements will be impact fee eligible (i.e., if a three lane roadway is expanded to five lanes, only the costs associated with the two new lanes are impact fee eligible). The details regarding impact fee eligibility will be established in the development of the CIP. Partner agencies will be responsible for the costs of projects within their jurisdictional boundaries that are not impact fee eligible.

NEXT STEPS

This memorandum provides the methodology for the development of the CIP and impact fee program. Further discussion on this memorandum will occur at upcoming meetings August/September with CHD4, Star, Middleton and Canyon County, and the Development Impact Fee Advisory Committee (DIFAC). Questions or comments on this memorandum should be directed to Andy Daleiden at adaleiden@kittelson.com.

ATTACHMENTS

A – 2020 to 2040 Growth by TAZ Figures

B - Intersection Operations Supplemental Tools and Resources

C - Roadway Operations Supplemental Tools and Resources

REFERENCES

1. Community Planning Association of Southwest Idaho. Communities in Motion 2040 2.0. 2018.
2. Transportation Research Board. *Highway Capacity Manual 6th Edition*. 2016.
3. National Cooperative Highway Research Program. *Report 825 - Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual.* 2016.
4. National Cooperative Highway Research Program. *Report 765 - Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. 2016.
5. Florida Department of Transportation. *Quality/Level of Service Handbook*. 2020.
6. Ada County Highway District. *Capital Improvement Plan – Exhibit C*. 2016.

Attachment A
2020 to 2040 Growth by TAZ
Figures

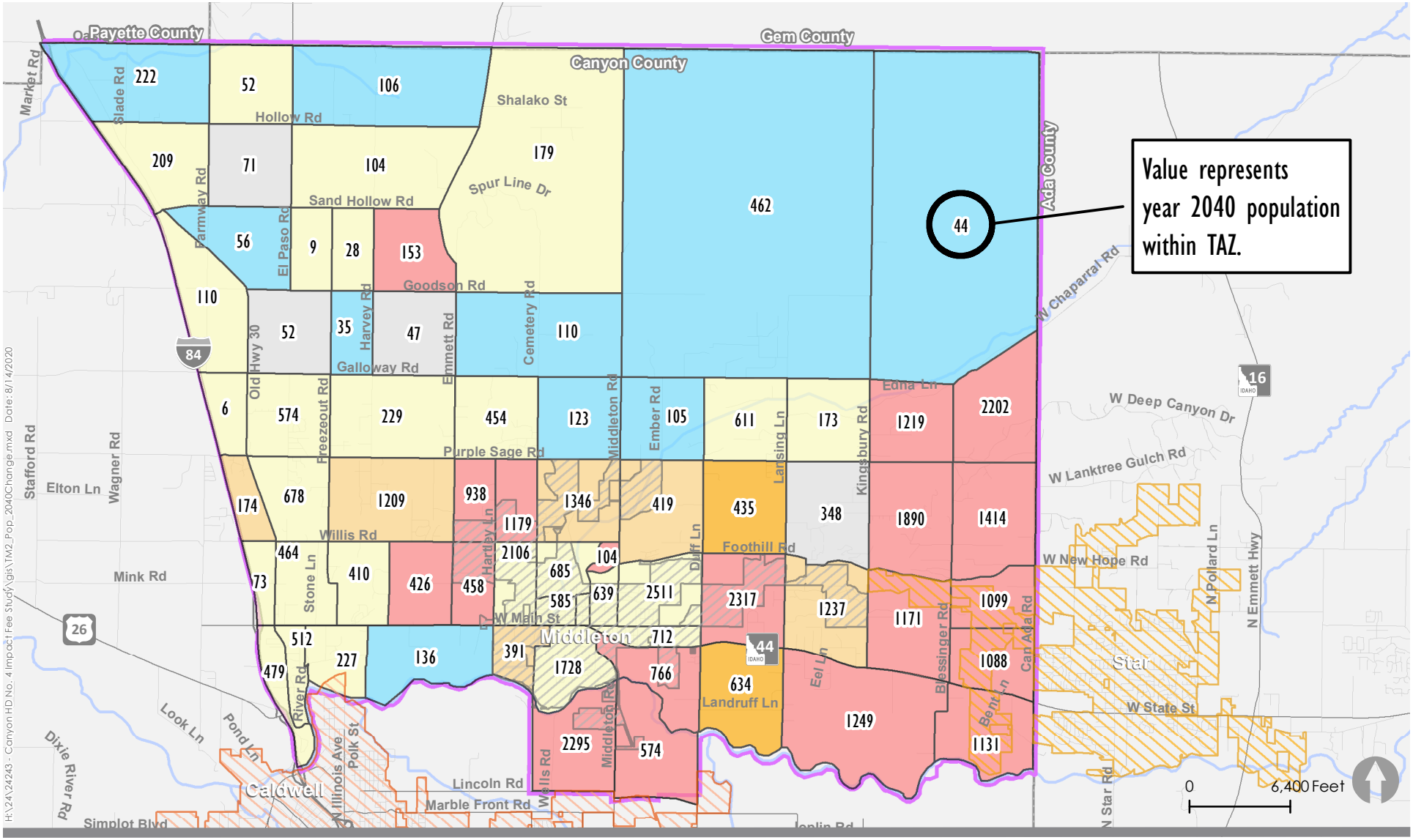
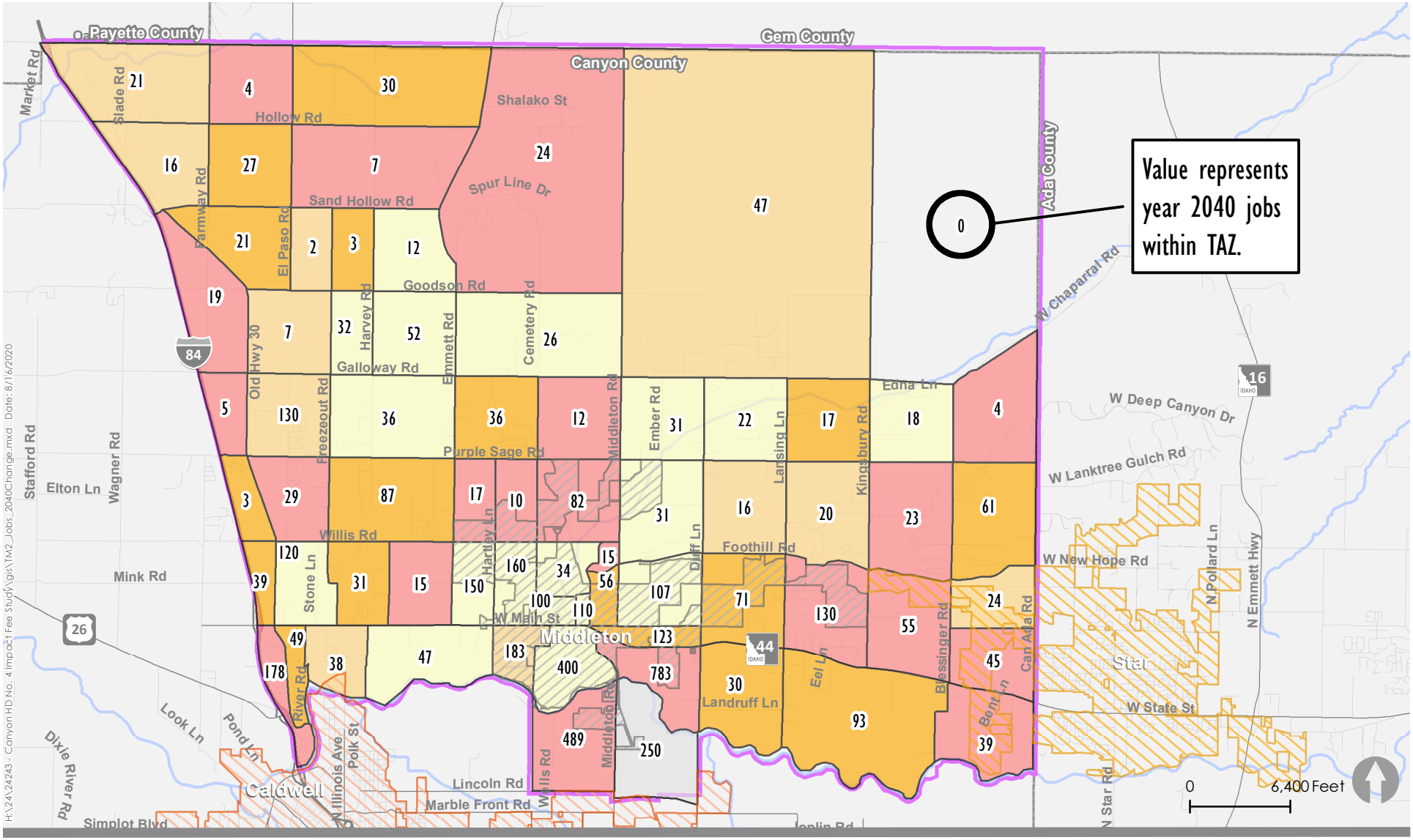


Figure 3

KITTELSON & ASSOCIATES

Year 2020 to 2040 Population Change by TAZ
Canyon County, ID



CHD4 Subdistrict No. 1 TIF Service Area
Caldwell City Limits
Middleton City Limits
Star City Limits

% Change from 2020 to 2040
Decreased 1% to 10%
Changed less than 1%
Increased 1% to 50%
Increased 50% to 100%
Increased 50% to 200%
Increased more than 200%
2040 TAZ Jobs

Figure 4

KITTELSON & ASSOCIATES

Year 2020 to 2040 Employment Change by TAZ
Canyon County, ID

Attachment B
Intersection Operations Supplemental Tools and Resources

ATTACHMENT B – Intersection Operations Supplemental Tools and Resources

This document discusses intersection operation methodologies that were examined in the development of the proposed methodology presented in Technical Memorandum #2. This document describes different tools, resources, and methodologies, including potential pros and cons

SERVICE VOLUME TABLE METHODOLOGY

Potential Strategy For All Intersection Types

Description: Create service volume thresholds with dummy HCS, Synchro, or Sidra files. Thresholds would be calculated by measuring the performance of certain intersection types based on different vehicle volume levels (assuming a default volume distribution).

Pros: Easy to implement in excel tool. Can customize thresholds.

Cons: Provides approximate analysis results. Requires time to develop. Results of analysis are not exact enough of an analysis to identify minor geometry improvements (like turn lanes).

Potential Strategy For Two-Way Stop Controlled Intersections

Description: Exhibit 10-29 of HCM 2000 (shown at the end of this document) provides a general service volume table that identifies LOS based on major and minor street peak hour volumes

Pros: Low level of effort to analyze intersections (tool is fully developed, easy to implement in excel tool). Applicable to most intersections in the service area.

Cons: Does not use most recent HCM methodology. Results of analysis are not exact enough of an analysis to identify minor geometry improvements (like turn lanes).

Potential Strategy For All-Way Stop Controlled Intersections

Description: Exhibit 77 from NCHRP 825 provides a general service volume graph, which identifies the critical movement delay based on major and minor street peak hour volumes.

Pros: Low level of effort to analyze intersections (tool is fully developed, easy to implement in excel tool). Uses most recent HCM 6th Edition methodology.

Cons: Results of analysis are not exact enough of an analysis to identify minor geometry improvements (like turn lanes). Limited number of AWSC intersections in service area.

OTHER TOOLS AND RESOURCES

Capacity Analysis for Planning of Junctions (CAP-X) Tool

Description: CAP-X is an excel tool that can be used to evaluate selected types of intersection/interchange designs using peak hour turning movement volumes. The intersections and interchanges are evaluated using the method of critical lane volume summation to provide planning capacity assessment (e.g., v/c ratio) for each intersection/interchange type. The tool implements HCM methodology. Example inputs and outputs are shown at the end of this document.

Pros: Free to use. Relatively low level of effort (approximately 30 minutes per intersection). Provides a moderate level of detail and comparison of intersection alternatives.

Cons: Does not provide LOS results. Limited ability to analyze the effect of minor geometric changes (like added turn lanes) on intersection operations.

SERVICE VOLUME TABLE EXAMPLES

EXHIBIT 10-29. EXAMPLE OF MINOR STREET SERVICE VOLUMES FOR FOUR-LEG INTERSECTION, TWO-WAY STOP
(SEE FOOTNOTE FOR ASSUMED VALUES)

Major Street 2-Way Volume (veh/h)	LOS				
	A	B	C	D	E
Minor Street Approach Service Volumes (veh/h), Major Street = 1 Lane Plus Turn Pockets, Minor Street = 1 Lane, No Turn Pockets					
500	N/A	90	220	260	300
1000	N/A	N/A	30	70	100
1500	N/A	N/A	N/A	N/A	N/A
Minor Street Approach Service Volumes (veh/h), Major Street = 1 Lane Plus Turn Pockets, Minor Street = 1 Lane, Plus Turn Pockets					
500	N/A	170	370	420	470
1000	N/A	N/A	60	130	180
1500	N/A	N/A	N/A	N/A	10
Minor Street Approach Service Volumes (veh/h), Major Street = 2 Lane Plus Turn Pockets, Minor Street = 1 Lane, No Turn Pockets					
500	N/A	120	240	300	340
1000	N/A	N/A	40	100	130
1500	N/A	N/A	N/A	N/A	20
Minor Street Approach Service Volumes (veh/h), Major Street = 2 Lane Plus Turn Pockets, Minor Street = 1 Lane, Plus Turn Pockets					
500	N/A	240	440	500	550
1000	N/A	N/A	110	180	230
1500	N/A	N/A	N/A	N/A	40

Figure 1 Exhibit 10-29 from HCM 2000

Exhibit 77. AWSC intersection planning method, street 1 delay, 20% turns, one-lane approaches.

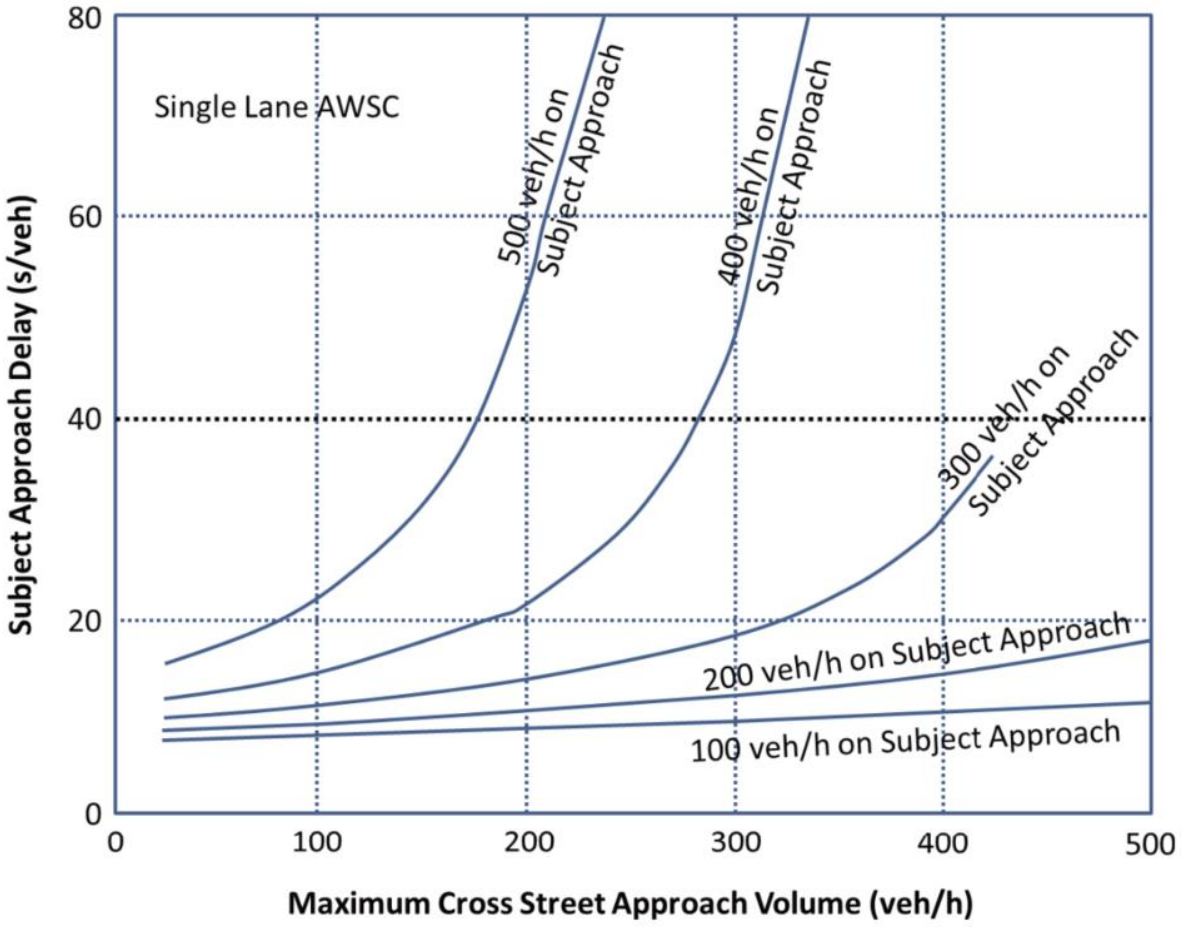


Figure 2 Exhibit 77 from NCHRP 825

CAP-X INPUT AND OUTPUT EXAMPLES

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn	Left	Thru	Right	Heavy Vehicles	Volume Growth
Eastbound	0	30	200	50	2.00%	0.00%
Westbound	0	30	200	50	2.00%	0.00%
Southbound	0	30	200	50	2.00%	0.00%
Northbound	0	100	500	200	2.00%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	**0.80**	**0.95**		**0.85**		
Truck to PCE Factor				**Suggested = 2.00**	2.00	
Multimodal Activity Level			**Low**	**Multimodal Ped**	**Multimodal Bike**	
Critical Lane Volume Sum Limit	2-phase signal		**Suggested = 1800 (Urban), 1650 (Rural)**		**1800**	
	3-phase signal		**Suggested = 1750 (Urban), 1600 (Rural)**		**1750**	
	4-phase signal		**Suggested = 1700 (Urban), 1550 (Rural)**		**1700**	

Equivalent Passenger Car Volume				
	Volume (Veh/hr)			
	U-Turn	Left	Thru	Right
Eastbound	0	31	204	51
Westbound	0	31	204	51
Southbound	0	31	204	51
Northbound	0	102	510	204

Figure 3 CAP-X Example Input

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL		1	1	1		1	1	1		1	1	1		1	1	1
Two-Way Stop Control	N-S		1	1	1		1	1	1		1	1	1		1	1	1
	E-W		1	1	1		1	1	1		1	1	1		1	1	1
All-Way Stop Control	FULL		0	1	0		0	1	0		0	1	0		0	1	0
Continuous Green T	W		1	1				2	1		1		1				
	N						1		1		1	2				2	1
	E			2	1		1	2							1		1
	S		1		1							2	1		1	2	
Quadrant Roadway	S-W	Use the respective intersection tab(s) to specify the # of lanes inputs.															
	N-E																
	S-E																
	N-W																
Partial Displaced Left Turn	N-S		1	1	1		1	1	1		1	2	1		1	2	1
	E-W		1	2	1		1	2	1		1	1	1		1	1	1
Displaced Left Turn	FULL		1	2	1		1	2	1		1	2	1		1	2	1
Signalized Restricted Crossing U-Turn	N-S	1	1	2	1	1	1	2	1				1				1
	E-W				1				1	1	1	2	1	1	1	2	1
Unsignalized Restricted Crossing U-Turn	N-S	1	1	2	1	1	1	2	1				1				1
	E-W				1				1	1	1	2	1	1	1	2	1
Median U-Turn	N-S	1		2	1	1		2	1			2	1			2	1
	E-W			2	1			2	1	1		2	1	1		2	1
Partial Median U-Turn	N-S	1		2	1	1		2	1		1	2	1		1	2	1
	E-W		1	2	1		1	2	1	1		2	1	1		2	1
Bowtie	N-S			1	1			1	1			1	1			1	1
	E-W			1	1			1	1			1	1			1	1

Figure 4 CAP-X Example Input

Attachment C
Roadway Operations Supplemental Tools and Resources

ATTACHMENT C – Roadway Service Volume Tables and Process Used to Calculate Proposed Volumes

This attachment describes service volume tables and outlines the process of defining thresholds for CHD4's CIP/TIF.

DESCRIPTIONS OF OTHER SERVICE VOLUME TABLES

Highway Capacity Manual Generalized Daily Service Volume Tables

The HCM provides generalized daily service volumes for several facility types, including urban streets, two-lane highways, multi-lane highways, and basic freeway segments. Volume thresholds for each facility type are provided for different combinations of roadway characteristics, including number of lanes, posted speed limit, highway class (class I; class II), terrain (level; rolling), roadway context (urban; rural), and K- (peaking) and D- (directional) factors.

Florida Department of Transportation (FDOT) Generalized Service Volume Tables

The Florida Department of Transportation (FDOT) has developed generalized service volume tables based on the HCM methodology as part of its Quality/Level of Service Handbook (Q/LOS Handbook). These tables are recognized as the most extensively researched in the country and are used broadly at the planning level to provide high-level LOS analysis, including for initial identification of deficiencies and needs. FDOT provides daily, peak hour two-way, and peak hour directional service volumes for arterials, highways, and freeways in urbanized areas, transitioning/urban areas, and rural areas. FDOT released its 2020 Q/LOS Handbook to reflect changes stemming from the release of the HCM, 6th Edition.

Ada County Highway District's Street Service Capacity Guidelines

Ada County Highway District established LOS planning thresholds for its arterial streets by customizing the 2009 FDOT tables with local parameters. The ACHD service capacity guidelines provide peak hour volume LOS planning thresholds for different combinations of arterial type (principal arterials, minor arterials, PA/MA in Central Business District), roadway characteristics (continuous center left turn lane, median control, etc.), and number of lanes. These thresholds are embedded in the COMPASS Regional Travel Demand Model for Ada County to analyze future roadway operations.

DEVELOPING CHD4 SERVICE VOLUMES

Technical Memorandum #2 proposes service volumes developed using FDOT's 2020 service volume tables.

The study team spoke with current and former ACHD staff regarding the development of their CIP and corresponding service capacity guidelines to assess whether it was appropriate to utilize ACHD's existing guidelines. The team was able to learn that ACHD utilized the 2009 FDOT tables as a base, applying FDOT-provided adjustments and customizing parameters to better reflect local conditions. A spreadsheet was obtained that provided an early draft version of the tables, showing various adjustments to FDOT's raw values. However, we were unable to identify the specific adjustment factors to achieve the final values included in ACHD's service volume tables.

Considering this information, the study team decided to use a similar process to develop updated service volumes that reflect the 2020 FDOT tables and include values for facility types applicable to CHD4. Adjustments were applied to the base volumes depending on roadway characteristics, including facility type (state signalized roadway), number of lanes, presence of left turn lanes, etc. These adjustments are all based on FDOT recommendations.

The following assumptions were used to develop the proposed service volumes:

- Principal arterials are considered Class I arterials (as defined by FDOT).
- Minor arterials are considered Class II arterials (as defined by FDOT).
- Collectors are considered Class II arterials (as defined by FDOT). An additional 35% reduction from the raw values was applied per FDOT's 2009 Q/LOS adjustment for "Other Signalized Roadways".
- All roadway types are considered "Non-State Signalized Roadways" and values were reduced 10% accordingly.

The final service volumes are included in Table 3 in the memorandum.

OTHER SERVICE VOLUME TABLES

Highway Capacity Manual Generalized Daily Service Volume Tables[1]

Table 1 HCM Generalized Daily Service Volumes for Urban Street Facilities

K-Factor	*D*-Factor	Daily Service Volume by Lanes, LOS, and Speed (1,000 veh/day)											
		Two-Lane Streets				Four-Lane Streets				Six-Lane Streets			
		LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E	LOS B	LOS C	LOS D	LOS E
Posted Speed = 30 mi/h													
0.09	0.55	NA	1.7	11.8	17.8	NA	2.2	24.7	35.8	NA	2.6	38.7	54.0
	0.60	NA	1.6	10.8	16.4	NA	2.0	22.7	32.8	NA	2.4	35.6	49.5
0.10	0.55	NA	1.6	10.7	16.1	NA	2.0	22.3	32.2	NA	2.4	34.9	48.6
	0.60	NA	1.4	9.8	14.7	NA	1.8	20.4	29.5	NA	2.2	32.0	44.5
0.11	0.55	NA	1.4	9.7	14.6	NA	1.8	20.3	29.3	NA	2.1	31.7	44.1
	0.60	NA	1.3	8.9	13.4	NA	1.7	18.6	26.9	NA	2.0	29.1	40.5
Posted Speed = 45 mi/h													
0.09	0.55	NA	7.7	15.9	18.3	NA	16.5	33.6	36.8	NA	25.4	51.7	55.3
	0.60	NA	7.1	14.5	16.8	NA	15.1	30.8	33.7	NA	23.4	47.4	50.7
0.10	0.55	NA	7.0	14.3	16.5	NA	14.9	30.2	33.1	NA	23.0	46.5	49.7
	0.60	NA	6.4	13.1	15.1	NA	13.6	27.7	30.3	NA	21.0	42.7	45.6
0.11	0.55	NA	6.3	13.0	15.0	NA	13.5	27.5	30.1	NA	20.9	42.3	45.2
	0.60	NA	5.8	11.9	13.8	NA	12.4	25.2	27.6	NA	19.1	38.8	41.5

Notes: NA = not applicable; LOS cannot be achieved with the stated assumptions.
General assumptions include no roundabouts or all-way STOP-controlled intersections along the facility; coordinated, semiactuated traffic signals; Arrival Type 4; 120-s cycle time; protected left-turn phases; 0.45 weighted average *g/C* ratio; exclusive left-turn lanes with adequate queue storage provided at traffic signals; no exclusive right-turn lanes provided; no restrictive median; 2-mi facility length; 10% of traffic turns left and 10% turns right at each traffic signal; peak hour factor = 0.92; and base saturation flow rate = 1,900 pc/h/ln.
Additional assumptions for 30-mi/h facilities: signal spacing = 1,050 ft and 20 access points/mi.
Additional assumptions for 45-mi/h facilities: signal spacing = 1,500 ft and 10 access points/mi.

[1] Source: Highway Capacity Manual, 6th Edition (2016). Chapter 16. Exhibit 16-16.

Florida Department of Transportation Generalized Service Volume Tables[2]

Table 2 FDOT Generalized Peak Hour Directional Volumes for Urbanized Areas

2009

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	510	820	880	***
2	Divided	1,560	1,890	1,960	***
3	Divided	2,400	2,860	2,940	***
4	Divided	3,240	3,830	3,940	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	560	810	860
2	Divided	**	1,330	1,770	1,870
3	Divided	**	2,080	2,680	2,830
4	Divided	**	2,830	3,590	3,780

Class III/IV (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790
2	Divided	**	670	1,500	1,700
3	Divided	**	1,050	2,330	2,570
4	Divided	**	1,440	3,170	3,450

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

[2] Source: Florida Department of Transportation. *Quality/Level of Service Handbook* (2009 & 2020).

Table 3 FDOT (2012) Generalized Peak Hour Directional Volumes for Transitioning and Areas Over 5,000 Not in Urbanized Areas

2009

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	470	750	800	***
2	Divided	1,430	1,710	1,800	***
3	Divided	2,210	2,590	2,720	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	500	730	780
2	Divided	**	1,210	1,600	1,690
3	Divided	**	1,900	2,420	2,550

Class III (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	250	570	710
2	Divided	**	610	1,360	1,540
3	Divided	**	960	2,120	2,340

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways - 10%
Other Signalized Roadways - 35%

2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

Ada County Highway District Street Service Capacity Guidelines

Table 4 ACHD Street Service Capacity Guidelines[3]

Principal Arterials (PA)	# of Lanes per Direction of Travel	Peak Hour Volume Level of Service Planning Thresholds D	E
No Left Turn Lane			
	1	600	690
Continuous Center Left Turn Lane			
	1	770	880
	2	1680	1780
	3	2560	2720
Median Control, Channelized Left Turn Lanes at Major Intersections			
	1	850	920
	2	1860	1960
	3	2800	3000
Minor Arterials (MA)	# Lanes	D	E
No Left Turn Lane			
	1	540	575
Continuous Center Left Turn Lane			
	1	675	720
	2	1395	1540
	3	2155	2370
Median Control, Channelized Left Turn Lanes at Major Intersections			
	1	710	770
	2	1465	1670
	3	2270	2530
PA/MA in Central Business District	# Lanes	D	E
One Way Street	1	680	850
	2	1360	1700
	3	2040	2550
	4	2720	3400

[3] Source: Ada County Highway District Capital Improvements Plan (2016).

Table 5 ACHD Level of Service Planning Thresholds for Roadway Segments (Peak Hour Volume)[4]

Functional Classification	Lanes		
		LOS D	LOS E
Principal Arterials			
No Left-Turn Lanes			
	1	600	690
Continuous Center Left-Turn Lane			
	1	770	880
	2	1680	1780
	3	2560	2720
Median-Control, Channelized Left-Turn Lanes @ Major Intersections			
	1	850	920
	2	1860	1960
	3	2800	3000
Minor Arterials			
No Left-Turn Lane			
	1	540	575
Unrestricted Median, Continuous Left-Turn Lane			
	1	675	720
	2	1395	1540
	3	2155	2370
Median-Control, Channelized Left-Turn Lanes @ Major Intersections			
	1	710	770
	2	1465	1670
	3	2270	2530
Collectors			
No Left-Turn Lanes			
	1	425	525
Unrestricted Median, Continuous Left-Turn Lane			
	1	530	660
	2	1080	1250

[4] Source: Ada County Highway District Policy Manual, 7106.4.1

APPENDIX G:

2025 Capital Improvement Plan Update Details

2025 CAPITAL IMPROVEMENT PLAN UPDATES

This memorandum outlines the modifications that occurred to the Capital Improvement Plan (CIP) as part of the 2025 Minor Update. The 2025 update is classified as a "minor" update, since it did not re-assess transportation system capacity improvements that would be needed to accommodate future development. Any project additions or traffic control changes are based on the original analysis completed for the 2021 CIP. The primary purpose of the 2025 Minor Update was to update CIP project costs to reflect the increase in construction costs from 2020 to 2025. The 2025 Minor Update also included modifications to the project list to reflect changes in development patterns and project completions since 2020.

Introduction

As part of the 2025 Mid-Star CIP minor update, the project costs, project list, and implementation timelines were updated to reflect current conditions.

Modifications to Project Costs

UPDATED BASE COSTS

Updates to project base costs were informed by bids received from local agencies in the past 5 years, including the Sawtooth Lake Dr/Middleton roundabout, Hartley/SH-44 signal, Cemetery/SH-44 signal, Middleton/Linden roundabout, Midland/Iowa roundabout, Farmway Road re-construction, and 9th Street new roadway construction. The change in base costs from the 2021 Mid-Star CIP to 2024 costs are seen in Table 1.

Table 12 Base Cost Updates in the 2025 CIP

2025 Mid-Star CIP Update			2021 Mid-Star CIP
Project Type	**Cost**	**Notes**	**Cost**
3x3 Traffic Signal	$450,000	Does not include roadway widening costs. Turn-lane/ widening costs added based on need to widen approaches. Assumes bike/ped facilities and limited ROW.	$300,000
3x5 Traffic Signal	$525,000		$362,000
3x7 Traffic Signal	$600,000		NA
5x5 Traffic Signal	$600,000		NA
5x7 Traffic Signal	$675,000		NA
7x7 Traffic Signal	$750,000		NA
Single-Lane Roundabout	$2,875,000	Cost includes bike/ped facilities and limited ROW impacts. Other high-cost items included on a case-by-case basis.	$2,000,000
Multi-Lane Roundabout (One Multi-Lane)	$3,450,000		$3,000,000
Multi-Lane Roundabout	$4,025,000		$3,000,000
New Roadway	$1,560,000	lane/mile	$1,300,000
Widening (rural/suburban)	$2,520,000	lane/mile	$1,500,000
Widening (urban)	$3,000,000	lane/mile	NA
Turn-Lane	$360,000	per turn lane ($75/sf, lane with 150’ of storage)	$300,000
ROW rural/suburban	$5	SF	$2.50
ROW urban	$15	SF	NA
Turn Lane ROW	$24,000	per lane	$24,000
Bridge	$19,713	Per linear foot (assumes roadway width of 36’ with 2x12’ lanes, 2x5’ bike lanes, 2x5’ sidewalks, 2x1’ railings.	400$ (per sq/ft)
Middleton Road Bridge	$10,384,457	Total	NA
AWSC	$10,000	each	NA
TWSC	$5,000	each	NA
Restricted Access	$75,000	each	NA

Reconstruction of existing travel lanes

The 2021 Mid-Star CIP assumed that roadway widening projects (R-1 and R-3) would be implemented with minimal impact to existing travel lanes. The 2025 Minor Update assumes that the entire roadway cross-section will be re-constructed at the time of widening. The re-construction of existing travel lanes is still assumed to be non TIF-eligible, so while this change in cost estimate methodology has a significant impact on overall project costs, it has a minor impact on TIF-eligible costs.

Middleton Road widening

A cost estimate for the Middleton Road Bridge widening was developed separately to better capture the complexity and unique nature of the structure within the planning area. An engineer's estimate for the project calculated that the cost of widening the bridge would come to approximately $10,384,457. This cost is included in the total cost of project R-1 in the CIP.

Bridge Cost estimates

In the 2021 CIP, a planning level cost of $400 per square foot was applied for bridges within the study area. This update developed a different methodology for estimating the cost of bridge projects in the planning area. A standard assumption for facilities to be included as part of any bridge project that included 2x12 foot lanes, 2x5 foot bike lanes, 2x5 foot sidewalks, and 2x1 foot railings was established and applied for all bridge projects in the planning area except for the Middleton Road Bridge. This resulted in a per linear foot cost estimate of $19,713.

Inflation Factor

Inflation rates were applied to all project costs. An inflation rate of 3.9% was assumed, based on Consumer Price Index (CPI) information for U.S. cities between 2019 and 2023. Since project costs are estimated using primarily 2023 dollars, the 3.9% inflation rate over 5-years was applied to final project costs under the assumption that 5 years is the earliest these projects would be constructed.

Frozen Project Costs

Projects I14, I15, I27, I29, R12, and R15 are complete or are substantially complete as of January 2025. As such, their costs were frozen and still reflect their cost estimates in the 2021 CIP. Staff decided to not fully remove those projects from the CIP for transparency and to accurately account for the fact that they were or are being funded with impact fee dollars. Once a major update to the CIP is completed in the next 5 years, those projects along with others completed between the adoption of this 2025 Minor Update and the beginning of the major update, will be removed from the project list in the CIP.

Updated Project List and Implementation Timelines

Updates to the project lists include project removals, additions, substantial modifications in project extents, or previously unaccounted for project complexity. Changes to implementation timelines were informed by conversations with city staff, observations of where growth is occurring, and funding constraints.

PROJECT LIST UPDATES:

Project Additions

Intersection projects I31, I32, and I33, all single-lane roundabouts, were added to the project list in the 2025 Minor Update. These intersections were previously analyzed in the 2021 CIP and capacity improvements at these locations were found to be eligible for funding via traffic impact fees. In the 2021 CIP, those projects were not included or included as all-way stop controlled intersections because staff wanted to see if new growth projected by the model materialized in the areas and how it would affect intersection operations. In the years since 2021, growth in the areas impacting those intersections has supported the need for a change in traffic control to single-lane roundabouts.

Project P-1 was added in the 2025 Minor Update. This project is to complete a major CIP update in its next cycle (within 5-years). This major update is expected to include an updated COMPASS Model run, future demographics evaluation, traffic operations analysis, and project list/cost updates. An update to a capital improvement plan is explicitly identified as impact fee eligible in the Idaho Impact Fee Act.

Project Removals

Formerly project R-14 (Willis Road from Wanda Way to Old Middleton Road in the 2021 CIP) was removed from the CIP in the 2025 Minor Update. That collector roadway connection is expected to be completed by private development in the area.

Project Modifications

Projects I-5, R-3, R-14, and R16 were substantially modified in the 2025 Minor Update:

- Project I-5 was updated from a single-lane to multi-lane roundabout. HD4 expects that this will be its necessary configuration in the future. The operational analysis completed in the 2021 CIP did not justify the additional capacity need, so while the total project cost reflects a multi-lane roundabout, the TIF eligible cost was factored down to reflect the impact fee eligible cost of a single-lane roundabout.
- Project R-3's cost changed substantially in the 2025 Minor Update due to a calculation error in the previous 2021 CIP. That error resulted in an incorrect accounting for the cost of widening the two-lane roadway to four lanes.
- Project R-14 was modified to accommodate a change in roadway orientation to match a portion of the roadway that is currently under construction by a private development. This modification also included the cost of constructing a bridge needed to cross the Farmers Union Canal.
- Project R-16 was originally a collector roadway project that would connect 9th Street from Willow Drive to Magic Avenue. Most of that roadway is now expected to be completed by private development except for a significant bridge over Willow Creek and its surrounding floodplain. The collector roadway was removed from the CIP in this update and the bridge was added. The bridge now comprises the complete project extents and cost estimate. This bridge is not expected to be completed by any one developer and would provide a significant regional connection if completed with the roadway.

Implementation Timelines

Projects are assigned to 5-year implementation time periods based on their estimated date of completion. Timelines are based on agency priorities and funding constraints. Projects I-4, I-5, I-11, I-12, I-13, I-16, I-17, I-20, I-24, I-26, I-28, and R-1 all had their implementation timelines updated to reflect agency estimates.

KITTELSON & ASSOCIATES

Exhibit 7A-2

2.3 HD4 Caldwell Area Capital Improvements Plan

City of Caldwell & Highway District No. 4

Caldwell Area Capital Improvements Plan & Traffic Impact Fee Program

Prepared by Kittelson & Associates, Inc.
December 12, 2024

Prepared for:

City of Caldwell, Idaho
Highway District No. 4

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INTRODUCTION

The City of Caldwell and Highway District No. 4 (HD4) has prepared this Caldwell Area Capital Improvements Plan (herein referred to as "CATS 2041 CIP") to identify, plan, and prioritize transportation projects through the year 2041 within the defined service area which includes the City of Caldwell and parts of the HD4 planning area. This document also serves as the Traffic Impact Fee (TIF) program which has been developed in conjunction with the CATS 2041 CIP. The TIF program identifies impact-fee eligible projects from this CATS 2041 CIP to be funded through traffic impact fees collected from new growth and development within the CATS service area. The City of Caldwell and HD4 will jointly use this document to collect traffic impact fees to fund improvements to the roadway system, to serve new growth and development, and to protect the health, safety, and general welfare of the citizens of these communities.

Background – The Caldwell Area Transportation System Plan

Prior to the creation of this CATS 2041 CIP and TIF Program, the City of Caldwell and HD4, in coordination with representatives from City of Nampa and Nampa Highway District No. 1 (NHD1), developed the Caldwell Area Transportation Systems (CATS) Plan[1]. The CATS Plan is a 30-year long-range transportation planning resource which provides a framework for implementing and prioritizing transportation projects within the study area. The Caldwell City Council and HD4 Commission adopted the CATS Plan in February 2024.

The CATS Plan assessed existing conditions (Year 2021), which included an evaluation of elements related to roadway facilities, land-use, safety, active transportation, traffic volumes, and traffic operations. It also assessed future conditions (Year 2050) for land-use, traffic volumes, and traffic operations. The CATS Plan culminated in the identification of a list of projects that aim to improve the transportation system. This document, the CATS 2041 CIP, includes improvements (roadway and intersection projects identified in the CATS Plan) that address traffic operations and fit within the 20-year timeframe of the CATS 2041 CIP (Years 2021 to 2041). Details regarding how projects from the CATS Plan were selected for the CIP project list that fit within the 20-year timeframe are outlined in the Roadway & Intersection Deficiencies section.

Traffic Impact Fee (TIF) Program

The TIF program was developed to meet the requirements of the Idaho Development Impact Fee Act (Idaho Code 67-82)[2]. The TIF program identifies impact-fee eligible projects from the CATS 2041 CIP to fund through traffic impact fees collected from new growth and development within the CATS service area.

Traffic impact fees are one-time fees charged to new developments to pay for capital improvement projects made necessary by the new vehicle trips generated by the developments. Impact fees are attributed to new developments using a proportionate share concept, ensuring that developments and all partner agencies only pay their proportionate share for roadway facility improvements. Capital improvement project costs may

[1] Kittelson & Associates. *Caldwell Area Transportation System Plan.* 2024.
[2] State of Idaho. *Idaho Development Impact Fee Act (Idaho Code 67-82).* 2023.

be entirely or partially eligible for traffic impact fees, based on the characteristics of the project, and the requirements in the Idaho Code 67-82[2].

This TIF program establishes traffic impact fees that represent the cost *per service unit* for new developments. Service units are defined as the additional vehicle miles traveled on the eligible highway network in the PM peak hour resulting from new growth and development. Service units from a variety of land use types (e.g. single-family residential, multi-family residential, retail, office, light industrial) are considered based on established trip generation rates and other factors related to the land use.

Development Impact Fee Advisory Committees (DIFAC) from the City of Caldwell and the City of Nampa were engaged for the development of the CATS 2041 CIP and TIF Program. The joint DIFAC met two (2) times to review materials and provide comments on development of the CATS 2041 CIP and TIF. *Meeting materials and summary notes are included in Appendix A. Appendix B contains the requirements laid out in the Idaho code and a general description of how each is addressed in this CATS 2041 CIP and TIF Program.*

In order to meet the requirements set forth in Idaho Code 67-8208 (1) (b)- "Commitment for non-Impact Fee revenues to cure Existing System Deficiencies", City of Caldwell and HD4 commits to using revenue sources other than development impact fees to cure existing system deficiencies, where practical, with the adoption of this CATS 2041 CIP.

CIP PROCESS, METHODOLOGY & ASSUMPTIONS

Projects included in the CATS 2041 CIP were selected through a planning-level traffic operations analysis performed as part of the CATS Plan. The details of the analysis can be found in the CATS Plan[1]. The analyses used for the CATS 2041 CIP were completed to identify corridors and intersections with existing (2021) and future (2041) capacity-related deficiencies. The CIP development process is briefly outlined below.

- A project list was developed based on the existing (year 2021) and future (year 2041) deficiencies identified through a planning level traffic operations analysis.
- Cost estimates for the CIP projects were developed based on recent projects that have been completed within and around the CATS service area and from other local sources.
- TIF-eligibility and other funding mechanisms were determined through discussions with partner agencies, review of funding sources for transportation projects by jurisdiction, and a review of the Idaho Code 62-82[2].

Service Area & Service Network

Service areas are boundaries in which impact fees are assessed, collected, and spent. As per Idaho Code 67-8208, impact fees collected within a service area may only fund projects located within that service area. The service area for the CATS 2041 CIP and TIF program includes multiple jurisdictions: City of Caldwell's Area of Impact, sections of HD4's planning area (unincorporated Canyon County), sections of the City of Nampa's Area of Impact, and sections of City of Star's Area of Impact. The CATS service area is bounded to the north generally by the Boise River and Lincoln Road between Kcid Road and Midland Boulevard. The south is bounded by Marsing Road and Ustick Road. The west side of the CATS service area is bounded by Beet Road, the east is bounded by Can Ada Road, north of Ustick Road, and by Midway Road south of Lonkey Lane.

Arterial roadways within the CATS service area were identified as the service network for the CATS 2041 CIP. These roadways are eligible for traffic impact fees as they are utilized by trips of significant length within or through the CATS service area and generally serve regional, as opposed to local, trips. Local and collector roadways are not included in this CATS 2041 CIP, as their principal purpose is to distribute trips to and from the regional arterial network. However, collector roadways may be included in future updates of the CIP if they are expected to serve regional traffic.

US 20/26, SH-55, SH-19, and I-84 are maintained by the Idaho Transportation Department (ITD) and were included in the traffic analysis performed for this study. Those state highways may also require improvements due to new growth and development. Improvements to the state highway system maintained by ITD are not included in the CATS 2041 CIP and are not eligible for impact fee funding.

Figure 1 shows the boundaries of the CATS service area and the arterial roadways included in the service network. Additional discussion on CATS service area demographics and roadway facilities in the study area can be found in the CATS Plan[1].

Existing Service Network

There are two (2) separate roadway jurisdictions within the CATS service area: City of Caldwell and Highway District No. 4 (HD4).

The City of Caldwell owns and maintains all roadways and intersections within the city limits, except for state facilities (i.e., I-84, SH-55, SH-19, and sections of Cleveland Boulevard). Any roadway or intersection that is outside of the city limits is owned and maintained by HD4, except for roadways and intersections which border the city limits. These roadways and intersections are owned and maintained by either the City of Caldwell or HD4 in accordance with the Exchange Maintenance Agreement that the City and HD4 have. Sections of the CATS service area to the east and the south also overlap some of the City of Nampa's jurisdiction. Roadways and intersections that border the City of Nampa's city limits and are within the CATS service area are jointly owned and maintained by HD4 and City of Nampa.

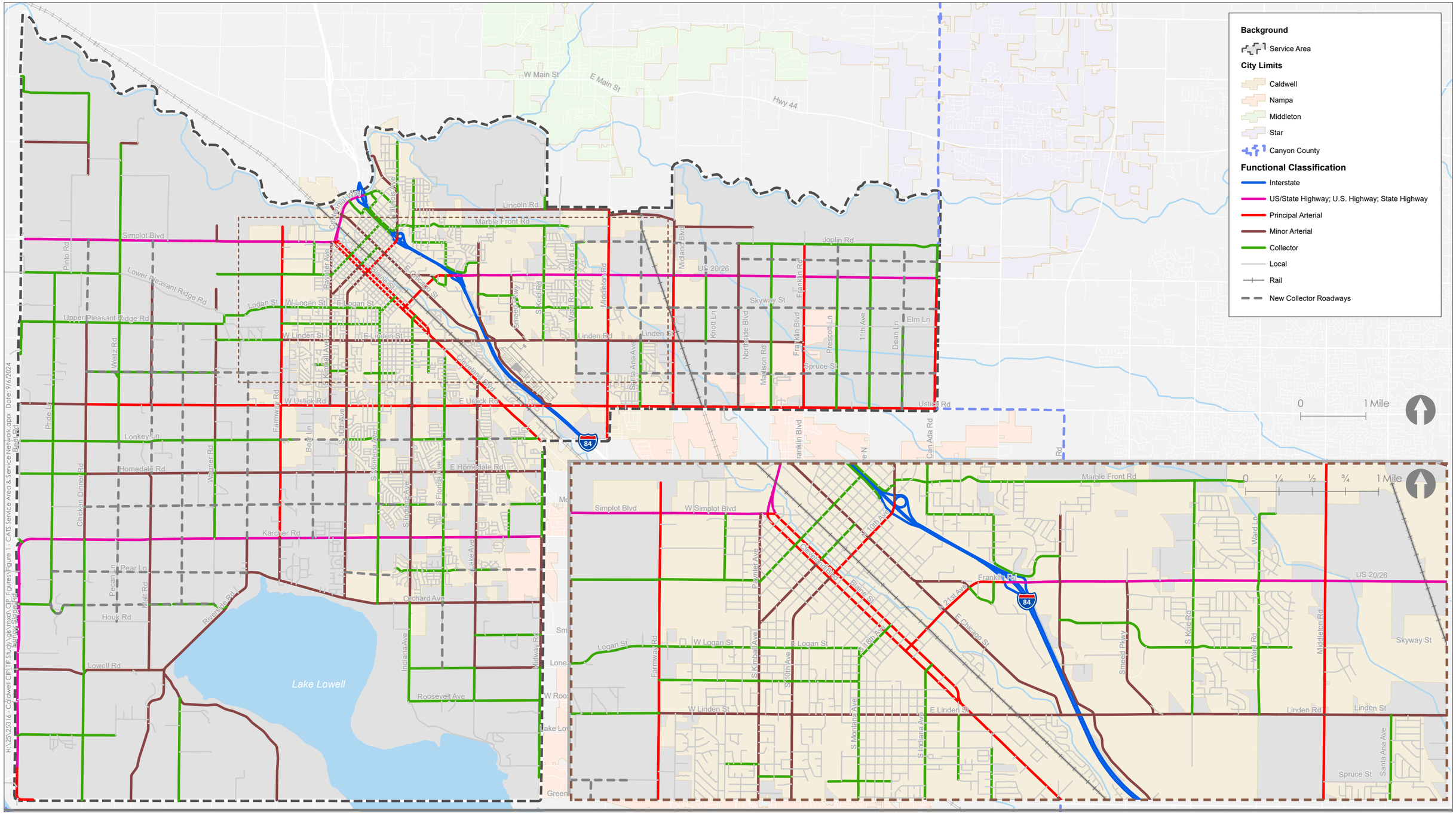


Figure 1

CATS PLAN

CATS Service Area & Service Network
Canyon County, ID

The existing and anticipated year 2041 service network is described in Table 1, and consists of approximately 208.6 miles of existing roadways:

Table 1. 2021 and 2041 Service Network Mileage by Functional Classification

	2021 Network	2041 Network
Total Network Mileage	208.6	243.0
State Highway	23.9 (11.4%)	23.9 (9.8%)
Principal Arterial	35.4 (17.0%)	35.4 (14.6%)
Minor Arterial	78.6 (37.7%)	78.6 (32.4%)
Collector	70.7 (33.9%)	105.1 (43.2 %)

Note: Data excludes local roadways.
Source: COMPASS

Existing system deficiencies are described in the section "Existing Year 2021 Capacity & Deficiencies" of this document.

CIP Horizon Year

The CATS 2041 CIP's timeframe is between the existing year 2021 and future year 2041. The year 2021 was used as the existing base year to be consistent with the CATS Plan[1]. The year 2041 was used as the horizon year to meet the requirement set forth in the Idaho Code 67-82[2] that the horizon year shall be within a time-period that does not exceed 20 years. The projects identified in the CATS Plan that are needed by year 2041 were included in the project list of this CATS 2041 CIP.

Land Use

Existing and future roadway and intersection deficiencies were identified using output from the COMPASS Travel Demand Model. COMPASS provided existing and future year traffic volumes for roadways, based on the existing and projected future year demographic data in the Traffic Analysis Zones (TAZ). The COMPASS network includes arterial and collector roadways within the CATS service area. Figure 1 shows the roadways included in the COMPASS model and considered in development of the CATS 2041 CIP plus local and collector roadways within the CATS service area.

For purposes of this study, the 2021 COMPASS Travel Demand Model was used as a basis for the demographic and land use assumptions in the CATS service area. Future year 2050 demographics were also modified from the base COMPASS travel demand model to reflect recent and expected development trends in the CATS service area, based on current and planned growth patterns identified in the City of Caldwell and Canyon County Comprehensive Plans[3][4] and discussions with the agencies. Details pertaining to these adjustments can be found in the CATS Plan: Year 2050 Demographics[1].

Future year 2041 demographics were developed through interpolation of year 2021 and year 2050 demographics. Table 2 summarizes the year 2021 and year 2041 demographics for the CATS service area. Figure 2 and Figure 3 show the year 2041 population and employment estimates by TAZ, respectively. *Appendix C includes figures showing year 2021 population and employment by TAZ as well as the growth between 2021 and 2041 for population and employment by TAZ.*

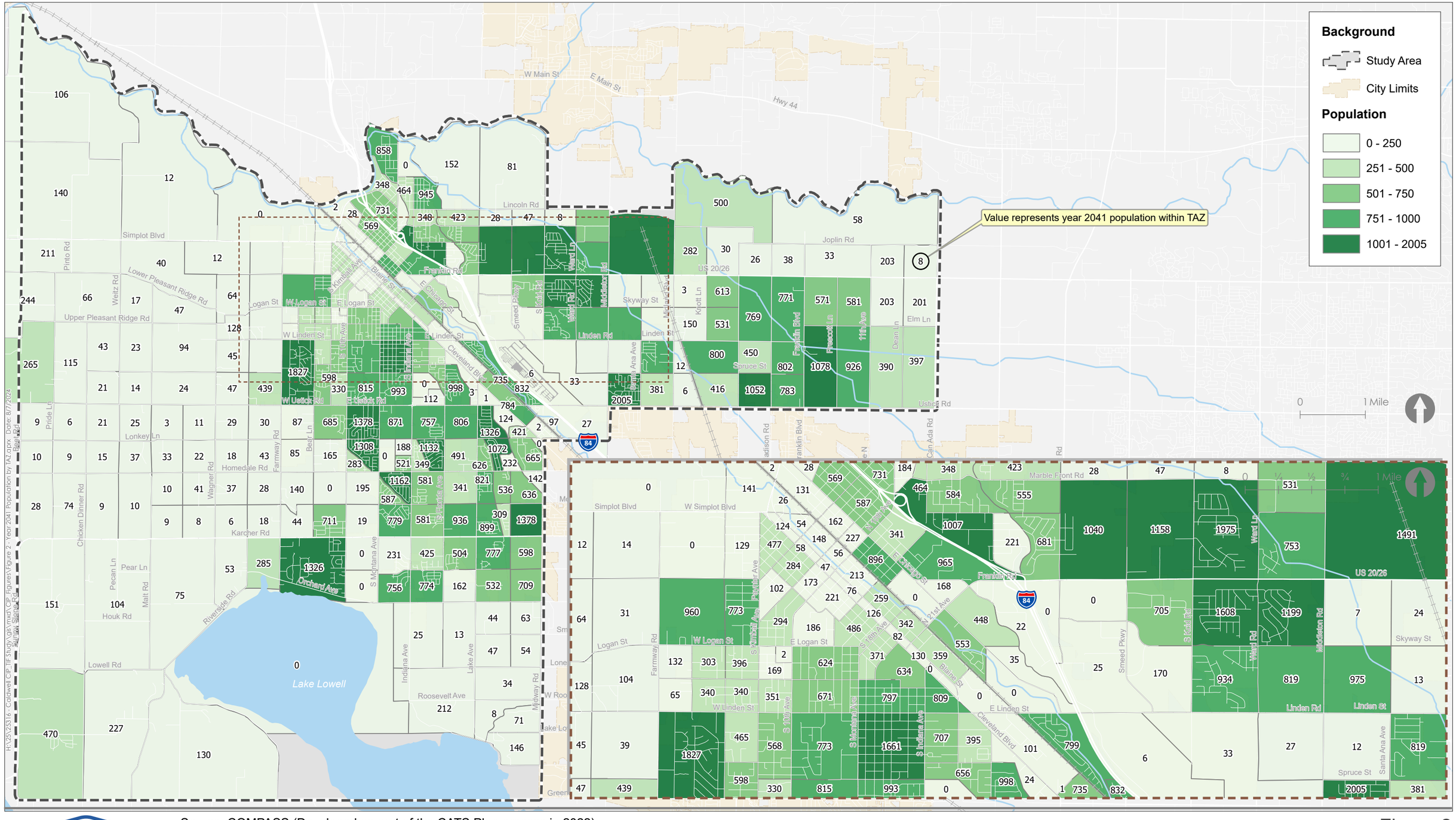
Table 2. Year 2021 and Year 2041 Demographics in CATS Service Area

	Population					Employment				
	2021	2041	Change	Percent	Annual Growth Rate	2021	2041	Change	Percent	Annual Growth Rate
Total Service Area	69,919	105,204	35,285	50%	2.06%	20,366	34,573	14,207	70%	2.68%

Note: Year 2041 data was interpolated using data from the COMPASS Model for Year 2021 and Year 2050.

Additional coordination occurred with COMPASS and relevant agencies to identify new arterial and collector roadway alignments that are likely to be constructed by year 2041 for inclusion in the model. These roadway alignments were primarily in areas that are expected to experience high population and employment growth by the year 2041 and that provide logical connectivity within the network.

[3] City of Caldwell. *2040 Caldwell Comprehensive Plan*. 2020.
[4] Canyon County. *Canyon County 2030 Comprehensive Plan*. 2022.

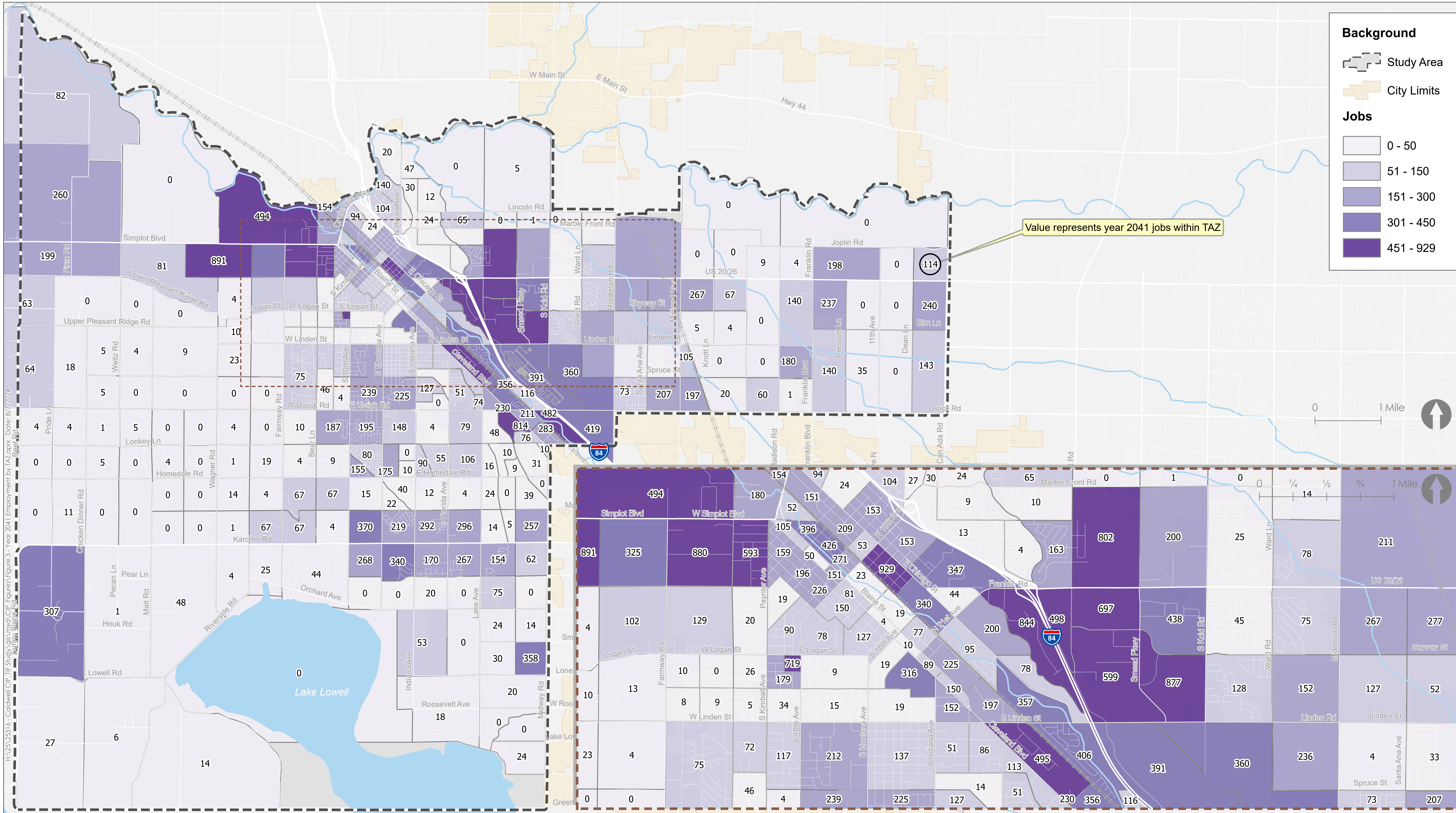


Source: COMPASS (Developed as part of the CATS Plan process in 2022)

Figure 2

CATS PLAN

Year 2041 Population by Traffic Analysis Zone (TAZ)
Canyon County, ID



Source: COMPASS (Developed as part of the CATS Plan process in 2022)

CATS PLAN

Figure 3

Year 2041 Employment by Traffic Analysis Zone (TAZ)
Canyon County, ID

Performance Measures & Traffic Operations

A traffic operations analysis was conducted for existing and future roadways and intersections within the CATS service area as part of the CATS Plan[1] and refined based on a threshold analysis for year 2041 as part of the CIP development process. The projects identified in the CATS 2041 CIP are directly tied to the results of the operations analysis of the CATS Plan. The following section outlines the methodologies and processes used in the analysis, as well as the performance measure used to determine deficient segments and intersections.

Performance Measure

The traffic operations analysis performed in the CATS 2041 CIP utilized a performance measure of **level of service (LOS) D** for roadway segments and intersections, based on the following characteristics:

- Goals and objectives for the service area.
- Consistent with current practice by City of Caldwell, HD4, and the Mid-Star CIP.
- Consistent with other transportation agencies in the Treasure Valley.
- The measure is tied to the capacity of the roadway segments and intersections consistent with the Idaho Code 67-82[2].
- The measure can be calculated via Highway Capacity Manual (HCM) methodology.

Roadway Volumes

The year 2041 land use assumptions were used to develop future roadway volumes for the service network using the COMPASS travel demand model. The traffic operations analysis used the daily volumes as well as PM peak hour, directional volumes for years 2021 and 2041 analysis years. Additional details on the roadway volumes can be found in the CATS Plan. Note that the future traffic operations analysis used year 2050 traffic volumes; the results of this analysis were further interpolated to identify improvements needed by year 2041 based on an interpolation of traffic volumes between year 2021 and 2050 and anticipated growth in the surrounding area.

Roadway Methodology

Roadway operations were evaluated within the CATS service area using service volume thresholds based on methodologies from the Highway Capacity Manual (HCM), 6th Edition[5]. The specific values used in the operations analysis were developed using the Florida Department of Transportation's (FDOT) 2020 generalized service volume tables and correlate with a threshold of LOS D (see Table 3). Using LOS D as the threshold, roadways that required capacity improvements under existing and future conditions or that were close to the threshold were identified and project types were recommended for each roadway to meet the performance measure. The list of recommended roadway projects was then presented to partner agencies and refined based on agency input. Projects that fell within the CIP timeframe (year 2021 to year 2041) were incorporated into the CATS 2041 CIP. The CATS Plan[1] provides additional detail and the specific planning thresholds used for the roadway operations analysis.

[5] Transportation Research Board. *Highway Capacity Manual, 6th Edition.* 2016.

Table 3. Roadway Service Volumes						
Classification	Characteristics	Number of lanes per direction of travel	Directional Peak Hour Volume LOS Planning Thresholds			
			Urbanized Areas		Transitioning Areas	
			LOS D	LOS E	LOS D	LOS E
Principal Arterial	Undivided; No Left Turn Lanes at Intersections	1	620	**	560	**
	Undivided; Left Turn Lanes at Intersections	1	790	**	720	**
		2	1,700	**	1,550	**
		3	2,570	**	2,330	**
	Divided (Continuous Center Left Turn Lane or Median); Left Turn Lanes at Intersections	1	840	**	760	**
		2	1,800	**	1,640	**
		3	2,720	**	2,470	**
Minor Arterial	Undivided; No Left Turn Lanes at Intersections	1	530	560	480	500
	Undivided; Left Turn Lanes at Intersections	1	680	720	610	650
		2	1,390	1,450	1,240	1,360
		3	2,140	2,180	1,940	2,060
	Divided (Continuous Center Left Turn Lane or Median); Left Turn Lanes at Intersections	1	710	760	650	680
		2	1,470	1,530	1,310	1,440
		3	2,270	2,300	2,050	2,180
Collectors	Undivided; No Left Turn Lanes at Intersections	1	340	360	310	320
	Undivided; Left Turn Lanes at Intersections	1	490	520	440	470
		2	980	1020	880	960
		3	1,510	1,540	1,370	1,450
	Divided (Continuous Center Left Turn Lane or Median); Left Turn Lanes at Intersections	1	530	560	480	500
		2	1,060	1,110	950	1,040

Intersection Methodology

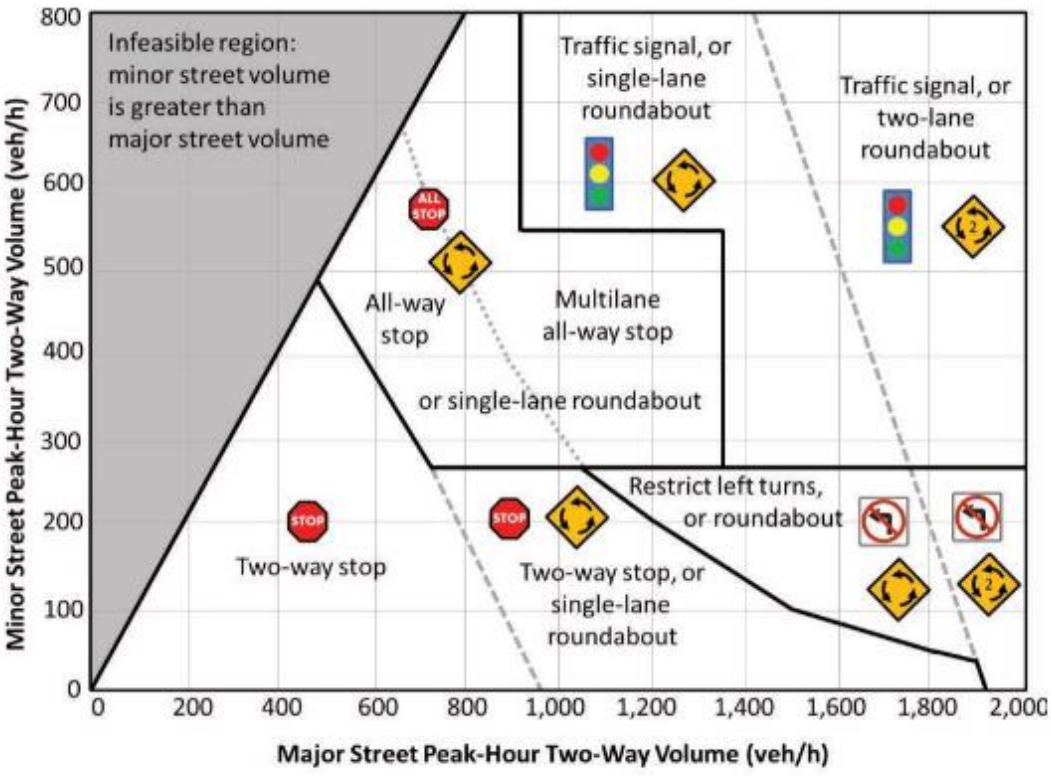
Intersection operations were evaluated using methodologies outlined in the HCM[5] and the National Cooperative Highway Research Program (NCHRP) *Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual*[6]. The methodology required the following data:

- Year 2021 and 2041 peak hour traffic volume projections on all service area roadways
- Year 2021 and 2041 peak hour intersection turning movement volume projections on certain service area intersections
- Existing peak hour traffic volumes on service area roadways and intersections (not a requirement, but preferred where data is available)

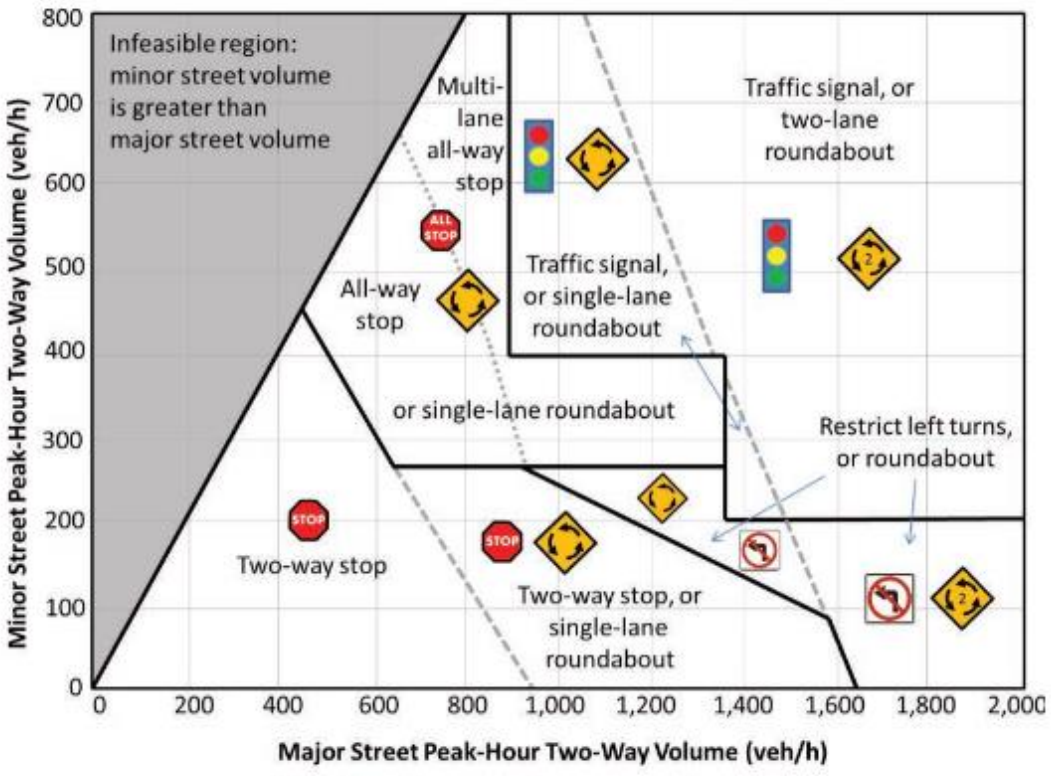
This methodology led to identifying deficiencies and improvements, such as converting a two-way stop-control intersection to an all-way stop-control, roundabout or traffic signal at the intersections. The operational threshold used in this analysis was LOS D. Exhibit 1 provides the evaluation criteria used to evaluate each intersection based on the peak hour traffic volumes. Additional details pertaining to the specific thresholds used in the intersection operations analysis can be found in the CATS Plan[1].

[6] Transportation Research Board. *Highway Capacity Manual, 6th Edition.* 2016.

Exhibit 1. Exhibit 17 from NCHRP 825



(a) 50/50 Volume Distribution on Each Street



(b) 67/33 Volume Distribution on Each Street

ROADWAY & INTERSECTION DEFICIENCIES

This section outlines the results of the operations analysis for roadways and intersections under existing year 2021 conditions and interpolated future year 2041 conditions using the methodologies outlined above.

The results presented in the following sections are used to determine what capital improvements are impact fee eligible based on requirements set forth in the Idaho Code 67-82[2].

Existing Year 2021 Capacity & Deficiencies

This section identifies the existing deficiencies of the transportation system as required by Idaho Code 67-82[2]. Capacity improvements that address existing deficiencies are not eligible for TIF funding. Figure 4 shows the existing system deficiencies. The total estimated cost to address existing system deficiencies is $30,757,274.

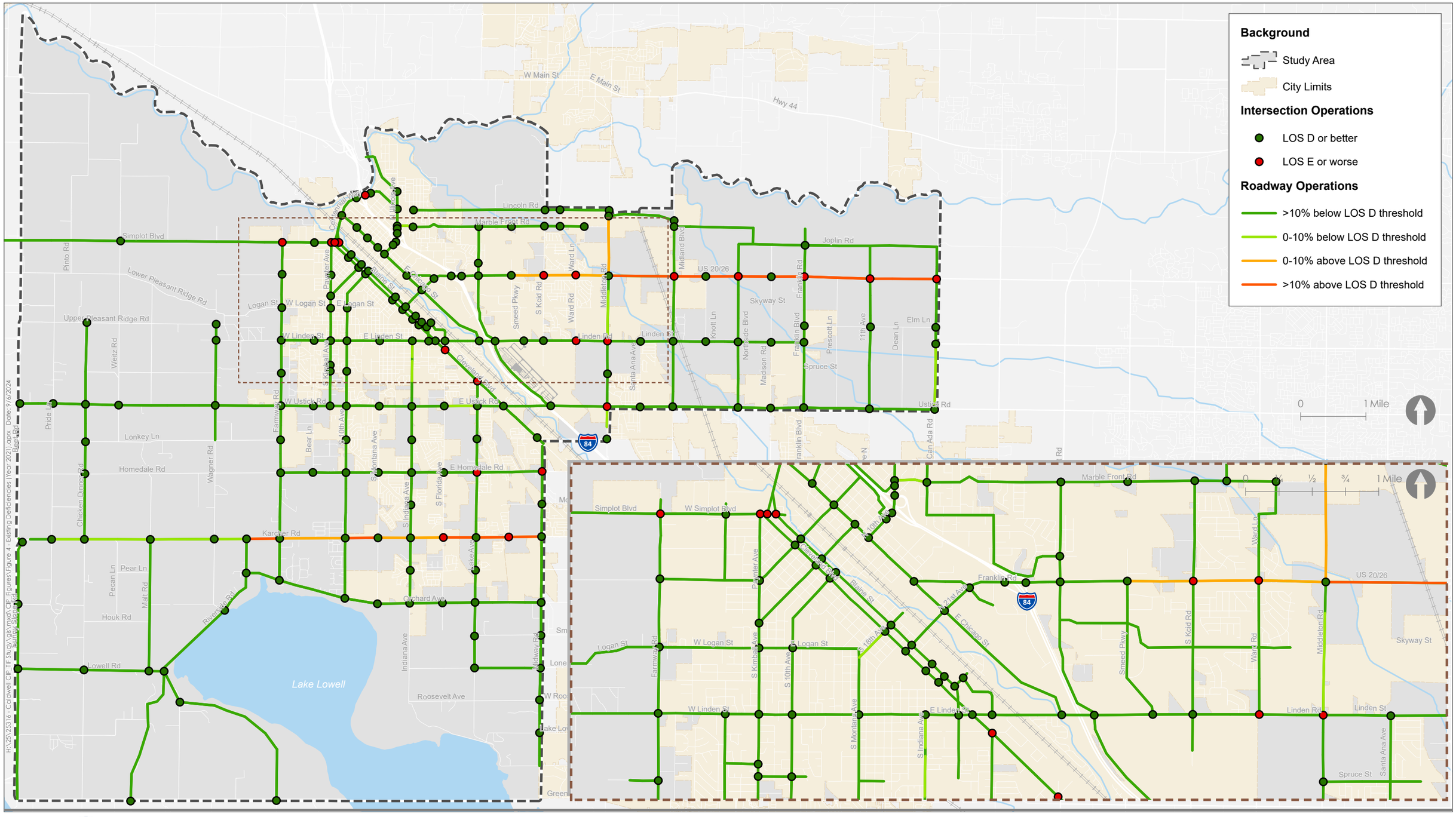


Figure 4

Existing Intersection and Roadway Deficiencies (Year 2021)
Canyon County, ID

Future Year 2041 Capacity & Deficiencies

Future travel demand estimates for the CATS service area are based on the land use and growth assumptions described above and are developed through output from the COMPASS travel demand model. The model forecasts the PM peak hour vehicle trips for 2050 horizon year based on the growth assumptions (size, type, and location of new developments), and assigns these trips to roadway segments in the service network. To meet the requirements in Idaho Code 67-82[2] for a 20-year maximum analysis period, the results of the 2050 CATS Plan were interpolated to identify deficiencies for year 2041, the CIP horizon year for this CATS 2041 CIP.

The threshold analysis to determine year 2041 deficiencies involved a planning level evaluation of the year 2050 project volumes of each identified deficiency, the expected 20-year growth within the project area, and engineering judgement and local agency knowledge to determine if operational thresholds would be reached within the 2041 timeframe.

Figure 5 illustrates the intersection and roadway deficiencies identified in the year 2041.

The service network was evaluated using the 2041 total demand. Those improvements needed to return the service network intersections and roadway corridors to a LOS D (excluding any 2021 existing deficiencies) are considered the proportionate share of improvements attributable to new growth and development.

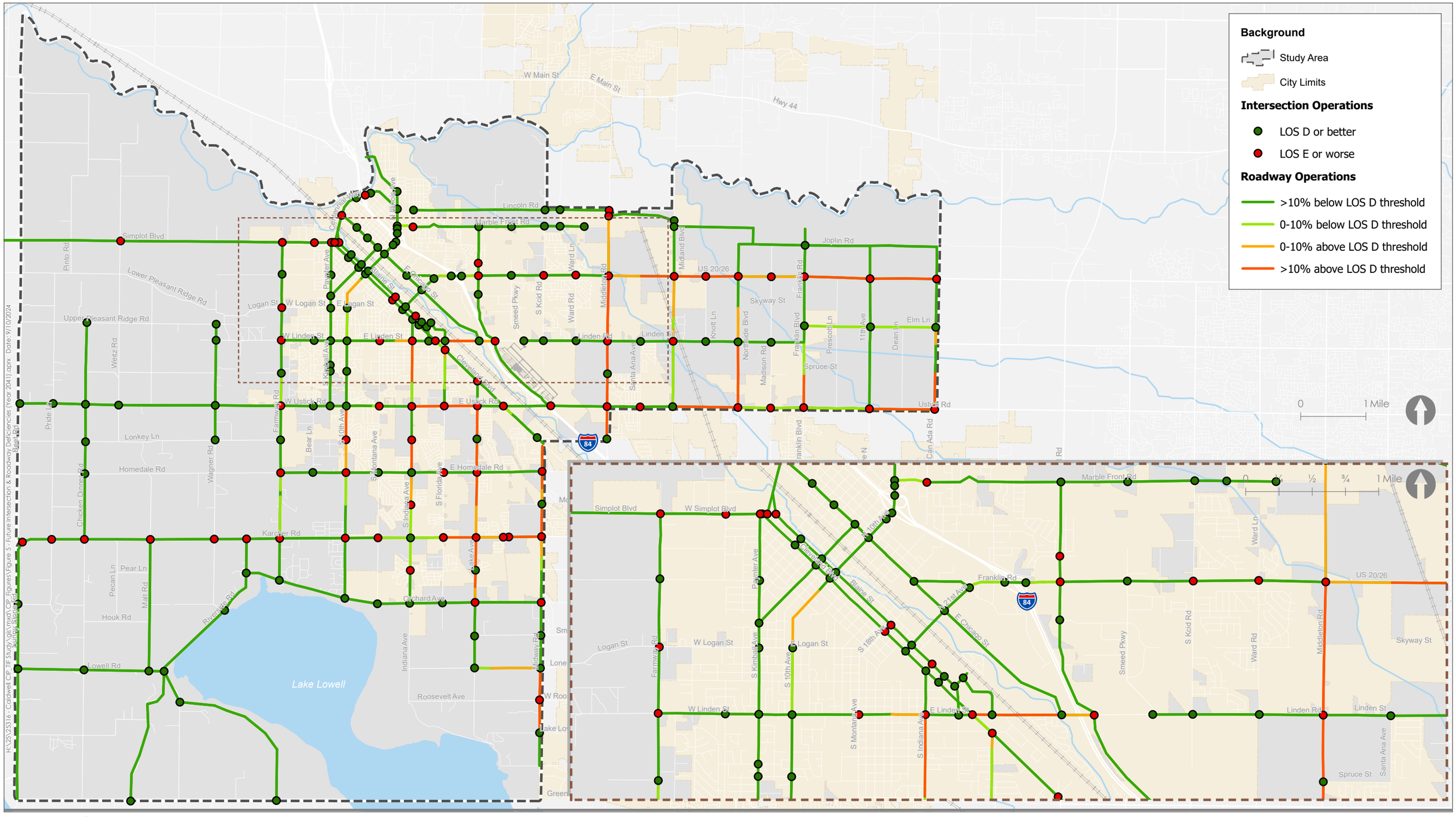


Figure 5

Future Intersection and Roadway Deficiencies (Year 2041)
Canyon County, ID

CIP PROJECTS

This section presents the proposed CIP projects to address the intersection and roadway deficiencies identified in the years 2021 and 2041.

Cost Estimates

The total cost of each project in the CATS 2041 CIP was estimated at the planning level. Table 4 shows unit cost assumptions for different project types that were used as a baseline for project costs. The project unit costs were developed based on recent cost estimates for similar projects in the region and collaboration with City of Caldwell and HD4. The final CIP project costs were adjusted from the baseline costs shown in Table 4 to account for right-of-way (ROW) impacts, topography challenges, bridges or large culverts, and other potential constraints or design considerations (i.e., number of turn lanes required).

ROW costs are included in the intersection project unit costs. ROW costs for roadway projects were determined on a case-by-case basis using available parcel data and a unit cost of $5.00 and $15.00 per square feet for rural and urban areas, respectively. The unit cost was based on recent project costs in the region. It was assumed that a ROW width of 98 feet is required for two-three lane roadways and that a ROW width of 110 feet is required for four-five lane roadways.

Bridge and/or culvert costs were added for significant waterway crossings using $400 per square foot for design and construction costs. A contingency factor was applied to each project unit cost on a case-by-case basis to account for topographic features and other potential constraints.

The timeline of when projects are recommended to be constructed was determined through the prioritization process and projected revenue streams; inflation rates were applied as appropriate. Based on Consumer Price Index (CPI) information for U.S. cities between 2018 and 2022 from the Bureau of Labor Statistics (BLS), an inflation rate of 3.9% was assumed. Project unit costs were estimated using 2023 dollars; the 3.9% inflation rate over 5-years was applied to the final project costs under the assumption that 5 years is the earliest these projects would be constructed.

Table 4. Roadway and Intersection Project Cost Estimates – Unit Costs

Project Type	Project Unit Cost	Notes
Single-Lane Roundabout	$2,500,000 per intersection	Cost includes bicycle and pedestrian facilities and limited ROW impacts.
Multi-Lane Roundabout	$3,500,000 per intersection	
Traffic Signal (3x3)[1]	$300,000 per intersection	Cost does not include widening of roadway. Costs associated with turn-lanes added based on need to widen roadway approaches. Cost includes limited ROW impacts and bicycle and pedestrian facilities.
Traffic Signal (5x5)[2]	$400,000 per intersection	
Traffic Signal (7x7)[3]	$500,000 per intersection	
All-Way Stop-Control	$10,000 per intersection	
Restricted Access	$75,000 per intersection	
Roadway Widening	$2,100,000 to $2,500,000 per lane per mile	ROW not included and determined on a case-by-case basis. Assumes cross-section with 12′ travel lanes, 14′ center-turn lanes, sidewalks, bike lanes, and/or multi-use path. Low-end of cost range is for rural/suburban settings. High-end of cost range is for urban/constrained settings.
New Roadway	$1,300,000 per lane per mile	ROW not included and determined on a case-by-case basis. Assumes general cross-section with 11′ travel lanes, 12′ center-turn lanes, sidewalks, bike lanes, and/or multi-use path.
Turn-Lane Improvement	$300,000 per turn lane	Assumes cost of $75 per square foot. Project unit cost is for 250′ turn lane with 150′ taper.
Bridge or Major Culvert	$400 per square foot	From ITD planning level estimates.

1. 3x3 assumes one through lane, one left-turn lane, and one right-turn lane on each approach.
2. 5x5 assumes two through lanes, one left-turn lane, and one right-turn lane on each approach.
3. 7x7 assumes three through lanes, one left-turn lane, and one right-turn lane on each approach.

Impact Fee Eligibility

The overall cost of impact fee eligible projects is used to determine the final impact fee schedule. The proportion of impact fee eligible costs was calculated for each CIP project. Impact fee eligibility is based on the requirements in Idaho Code 67-82[2] which states that impact fee funding should meet the following criteria:

- Address deficiencies in capacity on components of the roadway system that serves regional traffic
- Address deficiencies that are attributable to future development (not existing deficiencies)
- Are included in the CIP (requiring updating every five years)

The CATS 2041 CIP assumes that projects located on ITD facilities are not impact eligible. Projects, or portions of projects, that address existing deficiencies are not impact fee eligible.

Certain other projects that lie on the boundaries of the CATS service area (for example, Can Ada Road, or the Middleton Road /Lincoln Road intersection), are only partially eligible for impact fee funds collected within the CATS service area. Those projects' costs are estimated as a percentage of the total cost, as portions of the total project cost will be borne by the adjacent jurisdiction or service area. The percentage varies with the specific project location and configuration.

In accordance with Idaho Code 67-82[2], development impact fees may not charge growth and development more than their proportionate share of the system improvements required to serve that growth. Portions of the CIP project costs are fully impact fee eligible to serve this new demand, including right-of-way costs, storm drain facilities, traffic signal equipment, roundabouts, curbs and gutters, intersection approaches, and additional travel lanes. Other project costs do not serve the demand created by new growth and are not impact fee eligible. These components include re-construction of existing travel lanes, bicycle lanes, multi-use pathways, and sidewalks. The percentage of each project cost that is attributable to these non-eligible components was determined based on regional project cost estimates and used to create a series of impact fee eligible adjustment factors. The adjustment factors represent the percent of each project's cost estimate that is not impact fee eligible due to the project components. The impact fee eligible project cost adjustment factors are as follows:

- Bicycle and Pedestrian Facilities:
    - Intersection Projects – 4% of total cost
    - New Roadway and Roadway Widening Projects – 10% of total cost
- Re-Construction of Existing Travel Lanes
    - Intersection Projects – 0% of total cost
    - Roundabout projects planned for use throughout the CATS service area change intersection configuration and do not utilize existing intersection capacity. The project costs associated with traffic signals are assumed to utilize existing travel lanes and the costs consist primarily of traffic signal equipment and the addition of turn lanes as needed.
    - Roadway Widening Projects
    - Widening from 2 to 3 lanes or addition of turn lanes – 3% of total cost
        - Project costs assume that widening from 2 to 3 lanes does not include reconstruction of entire cross-section and impacts to existing travel lanes is limited to sawcut, fog seal, and striping.
    - Widening from 2 to 5 lanes – About 25% of total cost
        - Project costs assume that widening from 2 to 5 lanes includes reconstruction of entire cross-section.

The costs associated with ROW acquisition services, utility relocation, engineering design and engineering inspection were assumed to be impact fee eligible and are calculated as 20% of the total cost of the project. The project costs associated with new roadways were considered for impact fee eligibility if the roadways were expected to serve significant amounts of regional traffic. Future roadways shown on the map but not included in the CIP project list are principally for local property access, are not impact fee eligible, and will be constructed by development. These future roadways may be added to subsequent capital improvement plans for the CATS service area if their function becomes more regionally significant as the area develops.

Project List

The final CIP project list is shown in Table 5 and project locations are displayed in Figure 6. Projects include roadways and intersections with existing and future deficiencies. Note that the CIP projects that were identified under existing conditions are included in the project list but are not impact fee eligible. Table 5 includes the project cost estimates, TIF eligible costs, and estimated project timeframe. The CIP project list also includes a separate project cost that accounts for an update of the CATS 2041 CIP within the next five (5) years, as permitted under Idaho Code 67-82[2].

Table 5. CATS Service Area CIP Projects

Project ID	Report/Plan Update	Existing Deficiency	Project Type	Project Cost Estimate	TIF-Eligible Cost	Timeframe
P-1	CIP Update	No	Update CIP.	$250,000	$250,000	2025-2030
Project ID[3]	**Intersection**	**Existing Deficiency**	**Project Type**	**Project Cost Estimate**	**TIF-Eligible Cost**	**Timeframe**
I-3	10th Avenue/Homedale Road	No	3x3 Traffic Signal	$2,543,000	$2,441,280	2025 - 2030
I-5	10th Avenue/Laster Street	No	3x3 Traffic Signal	$364,000	$349,440	2031 - 2035
I-7	11th Avenue/Ustick Road[1]	No	3x5 Traffic Signal	$424,000	$203,520	2031 - 2035
I-11	Aviation Way/Muller Drive	No	AWSC[2]	$13,000	$12,480	2025 - 2030
I-13	Aviation Way/Linden Street	No	TWSC[2]	$8,000	$7,680	2036 - 2041
I-16	Can Ada Road/Ustick Road[1]	No	3x5 Traffic Signal	$424,000	$101,760	2025 - 2030
I-24	Centennial Way/Chicago Street	No	Restricted Access	$100,000	$96,000	2025 - 2030
I-28	Cleveland Boulevard/Lake Avenue	Yes	3x5 Traffic Signal	$1,151,000	$0	2025 - 2030
I-29	Cleveland Boulevard/18th Avenue	No	3x3 Traffic Signal	$364,000	$349,440	2031 - 2035
I-30	Cleveland Boulevard/Linden Street	No	5x5 Traffic Signal	$3,996,000	$3,836,160	2025 - 2030
I-33	Farmway Road/Homedale Road	No	Multi-Lane Roundabout	$3,633,000	$3,487,680	2031 - 2035
I-36	Farmway Road/Linden Street	No	Multi-Lane Roundabout	$3,996,000	$3,836,160	2036 - 2041
I-37	Farmway Road/Logan Street	No	Multi-Lane Roundabout	$3,996,000	$3,836,160	2036 - 2041
I-38	Farmway Road/Ustick Road	No	Single-Lane Roundabout (Anticipated construction by 2025)	$3,936,000	$0	2025 - 2030
I-39	Florida Avenue/Homedale Road	Yes	Single-Lane Roundabout	$3,633,000	$0	2025 - 2030
I-40	Florida Avenue/Cleveland Boulevard	Yes	3x5 Traffic Signal	$424,000	$0	2025 - 2030
I-44	Franklin Boulevard/Ustick Road[1]	No	5x5 Traffic Signal	$485,000	$232,800	2025 - 2030
I-51	Indiana Avenue/Linden Street	No	3x3 Traffic Signal	$364,000	$349,440	2036 - 2041
I-53	Indiana Avenue/Cirrus Drive	No	AWSC[2]	$13,000	$12,480	2025 - 2030
I-54	Indiana Avenue/Laster Street	No	Single-Lane Roundabout	$3,028,000	$2,906,880	2031 - 2035
I-55	Indiana Avenue/Marble Front Road	No	AWSC[2]	$13,000	$12,480	2025 - 2030
I-56	Indiana Avenue/Moss Street	No	Single-Lane Roundabout	$3,330,000	$3,196,800	2036 - 2041
I-62	Lake Avenue/Moss Street	No	Single-Lane Roundabout	$3,028,000	$2,906,880	2036 - 2041
I-63	Lake Avenue/Homedale Road	Yes	Single-Lane Roundabout	$3,330,000	$0	2025 - 2030
I-65	Lake Avenue/Orchard Avenue	No	Single-Lane Roundabout	$3,028,000	$2,906,880	2036 - 2041
I-69	Madison Road/Ustick Road[1]	No	Multi-Lane Roundabout	$3,633,000	$1,743,840	2031 - 2035
I-74	Middleton Road/Linden Road	Yes	Multi-Lane Roundabout	$4,723,000	$0	2025 - 2030
I-77	Middleton Road/Lincoln Road[1]	No	Multi-Lane Roundabout	$5,449,000	$2,615,520	2025 - 2030
I-79	Middleton Road/Skyway Street	No	Multi-Lane Roundabout (Anticipated construction by 2024)	$3,633,000	$0	2025 - 2030
I-82	Midland Boulevard/Linden Road	No	Single-Lane Roundabout	$3,936,000	$3,778,560	2025 - 2030
I-87	Midway Road/Homedale Road	Yes	Single-Lane Roundabout	$3,028,000	$0	2025 - 2030
I-89	Midway Road/Orchard Avenue[1]	No	Single-Lane Roundabout	$3,028,000	$1,453,440	2031 - 2035
I-90	Midway Road/Roosevelt Avenue[1]	No	Single-Lane Roundabout	$3,028,000	$1,453,440	2036 - 2041
I-92	Montana Avenue/Linden Street	No	3x3 Traffic Signal	$727,000	$697,920	2031 - 2035
I-94	Northside Boulevard/Ustick Road[1]	No	Multi-Lane Roundabout	$5,039,540	$2,418,979	2025 - 2030
I-106	Ward Road/Linden Road	Yes	Single-Lane Roundabout (Under construction)	$3,330,000	$0	2025 - 2030

Project ID[3]	Roadway	Existing Deficiency	Project Type	Project Cost Estimate	TIF-Eligible Cost	Timeframe
R-1	Middleton Road[1] *US 20/26 to Lincoln Road*	Partial[4]	Widen 2 to 5 Lanes	$16,419,000	$5,280,726	2025 - 2030
R-2	Middleton Road *Ustick Road to US 20/26*	No	Widen 2 to 5 Lanes	$29,898,000	$19,299,434	2025 - 2030
R-5	Northside Boulevard *Ustick Road to US 20/26*	No	Widen 2 to 3 Lanes	$11,892,000	$10,346,040	2036 - 2041
R-6	Franklin Boulevard *Ustick Road to US 20/26*	No	Widen 2 to 3 Lanes	$8,881,000	$7,726,470	2036 - 2041
R-7	Ustick Road *Montana Avenue to Lake Avenue*	No	Widen 2 to 5 Lanes	$36,262,000	$24,197,980	2025 - 2030
R-8	Ustick Road *Lake Avenue to I-84*	No	Widen 2 to 5 Lanes	$3,027,000	$2,036,407	2025 - 2030
R-10	Ustick Road *I-84 to Midland Boulevard*	No	Widen 2 to 5 Lanes	$24,372,000	$15,414,768	2025 - 2030
R-11	Ustick Road[1] *Midland Boulevard to Franklin Boulevard*	No	Widen 2 to 3 Lanes	$14,338,000	$6,237,030	2025 - 2030
R-12	Ustick Road[1] *Franklin Boulevard to Can Ada Road*	No	Widen 2 to 3 Lanes	$9,020,000	$3,923,700	2031 - 2035
R-45	Indiana Avenue *Fairoaks Drive to Linden Lane*	No	Widen 2 to 3 Lanes	$4,373,000	$3,804,510	2036 - 2041
R-46	Lake Avenue *Karcher Road to Ustick Road*	No	Add Turn Lanes at Intersections	$11,262,000	$9,797,940	2031 - 2035
R-47	Linden Street *Montana Avenue to Aviation Way*	No	Widen 2 to 3 Lanes	$15,774,000	$13,723,380	2031 - 2035
R-49	Midway Road[1] *Lake Lowell Avenue to Roosevelt Avenue*	No	Add Turn Lanes at Intersections	$3,528,000	$1,534,680	2036 - 2041
R-50	Midway Road[1] *Flamingo Avenue to Cleveland Boulevard*	No	Add Turn Lanes at Intersections	$13,335,000	$5,800,725	2036 - 2041
R-52	Farmway Road *SH-19 (Simplot Boulevard) to Ustick Road*	No	Widen 2 to 3 Lanes	$19,125,000	$16,638,750	2036 - 2041
R-53	Farmway Road *Ustick Road to SH-55 (Karcher Road)*	No	Widen 2 to 3 Lanes	$7,526,000	$6,547,620	2031 - 2035
R-54	10th Avenue *Fillmore Street to Ustick Road*	No	Widen 2 to 3 Lanes	$8,700,000	$7,569,000	2025 - 2030
R-56	Can Ada[1] *US 20/26 to Ustick Road*	No	Widen 2 to 3 Lanes	$14,556,000	$6,331,860	2036 - 2041
Total Cost				**$337,716,540**	**$211,705,119**	

[1] Project located along Service Area and borders neighboring AOI (e.g., Nampa, Middleton, Star); project is partially impact fee eligible.
[2] TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control
[3] Project IDs correlate with project IDs in the CATS Plan project list.
[4] Existing deficiency is mitigated by widening from 2 to 3 lanes. Widening from 3 to 5 lanes is impact fee eligible.

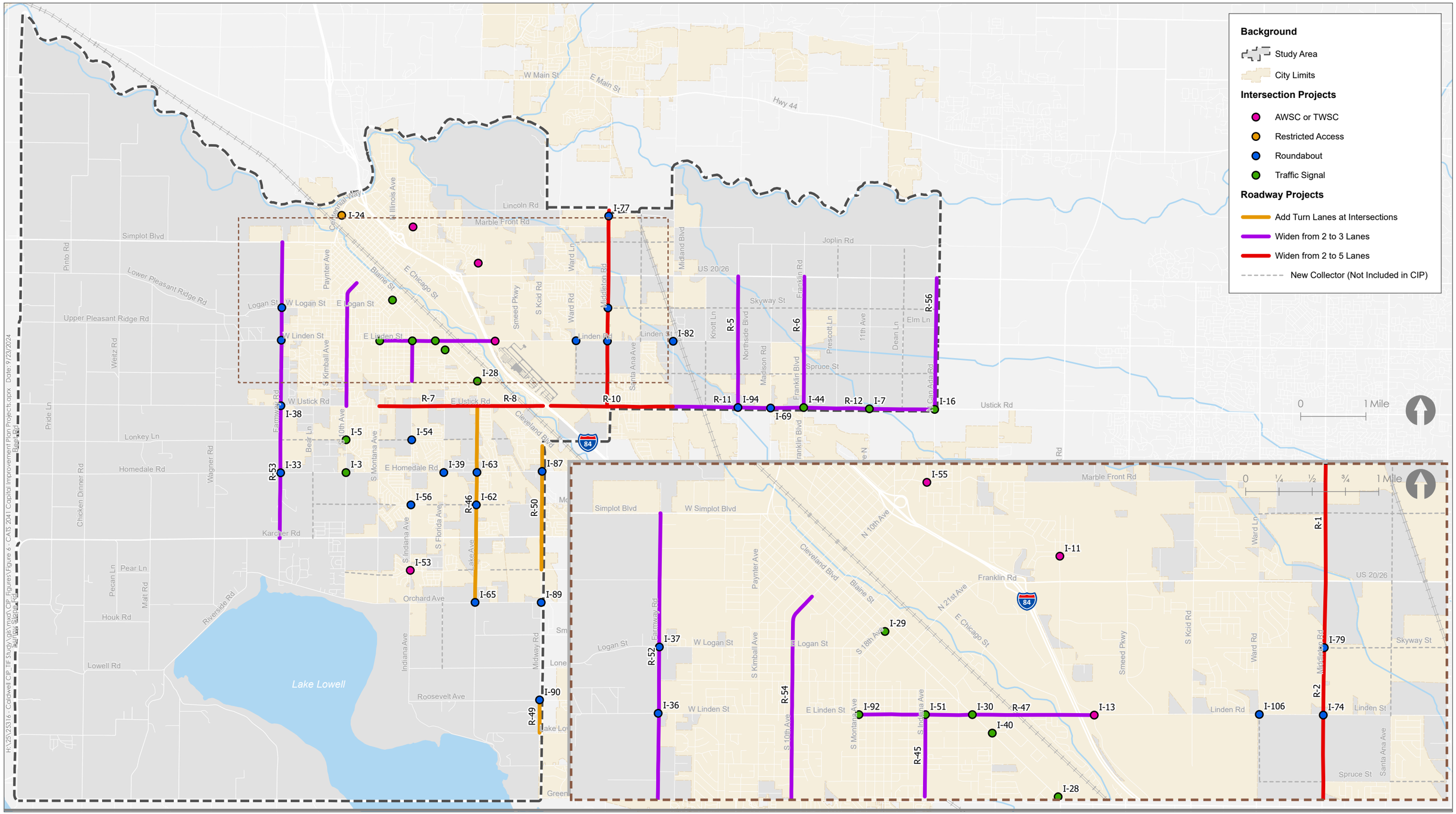


Figure 6

CATS 2041 Capital Improvement Plan Projects
Canyon County, ID

TRAFFIC IMPACT FEE CALCULATION & SCHEDULE

Traffic impact fees are calculated for different land uses (i.e., single-family residential, multi-family residential, retail, office, light industrial) based on their trip generation characteristics using an average vehicle-miles-traveled (VMT) cost.

Impact fees are calculated by multiplying the proportionate share cost-per-mile value by the total number of new vehicle-miles-traveled (VMT) generated by a development. The TIF calculation is shown below followed by a description of each factor included in the TIF calculation.

$$\textit{Traffic Impact Fee} = \frac{\textit{Total TIF-Eligible Costs}}{\textit{Change in VMT from New Development}} \times \textit{Peak Hour Trip Generation Rate} \times \textit{New Trip Factor} \times \textit{Average Trip Length} \times \textit{Network Adjustment Factor}$$

Total TIF-Eligible Costs

Total TIF-eligible costs were determined for each capital improvement project. Each project includes a total project cost as shown in the CIP project list (see Table 5), as well as the proportion of that cost that is TIF-eligible. The sum of these TIF-eligible costs represents the maximum amount that may be charged as impact fees. Impact fee eligibility is based on the requirements in Idaho Code 67-82[2], which states that impact fee funding should meet the following criteria:

- Address deficiencies in capacity on the system network
- Address deficiencies that are attributable to new growth and development (not existing deficiencies)
- Are included in the CIP (requiring updating every five years)

The total TIF-Eligible cost in the CATS 2041 CIP is equal to $211,705,119.

Change in VMT & VMT Cost

Vehicle-Miles-Traveled (VMT) measures the total number of miles traveled on the City's and HD4's arterials and collectors within the CATS service area during the PM peak hour. Trips on facilities maintained by the Idaho Transportation Department are excluded from the VMT calculation.

The change in total VMT within the CATS service area between the year 2021 and year 2041 is used to determine the relative impact of new growth and development. Dividing total TIF-eligible costs by the change in VMT results in cost per mile associated with new development (VMT cost) and acts as the basis for the TIF calculation. This VMT cost is then multiplied by various factors to determine final TIF values.

COMPASS's travel demand model provides total VMT for the CATS service area based on land use characteristics approved by partner agencies and the DIFAC. The COMPASS model used for this exercise captures year 2021 and 2050. The projected VMT was interpolated to arrive at year 2041 VMT. Table 6 shows the total system VMT for years 2021 and 2041 from the COMPASS travel demand model.

Table 6. Change in Vehicle Miles Traveled (Year 2021 to Year 2041)	
	Total CATS Service Area VMT
Year 2021	121,704
Year 2041	219,399
Net New System VMT (Change in VMT from New Development)	**97,695**

The resulting VMT cost calculation is shown below. **The VMT cost is equal to $2,167 per VMT.**

$$VMT\ Cost = \frac{Total\ TIF\ Eligible\ Costs}{Change\ in\ VMT\ from\ New\ Development} = \frac{\$211{,}705{,}119}{97{,}695\ VMT} = \mathbf{\$2{,}167/VMT}$$

Peak Hour Trip Generation Rate & New Trip Factor

Peak hour trip generation rates are used to estimate the number of peak hour trips generated by various land uses. This program uses rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*[7], except where modified by local data. For each new development, the number of new peak hour trips is determined using the trip generation per unit shown in Table 7 to establish the proportionate share of growth attributable to the development. Peak hour trips are used for the PM peak hour and are divided by two to reduce to one-way trips and avoid double counting both the origin and destination.

Some new developments attract trips that are already in the system, rather than generating new trips. These are known as pass-by trips. Since impact fees are associated with new trips to the system, pass-by trips are eliminated from the calculation. A new trip factor is applied to the total peak hour trips for each land use to account for pass-by trips. New trip factors are provided for each land use type as established in Table 7.

Average Trip Length

The average trip length within the CATS service area is multiplied by the number of generated trips to determine the total number of vehicle-miles-traveled generated by a new development. COMPASS's travel demand model provides an average trip length for all PM peak hour trips within the CATS service area.

The average trip length used in the traffic impact fee calculation is equal to 9.6 miles.

Different land uses can result in different trip patterns and trip lengths. According to the National Household Travel Survey: *Summary of Travel Trends*[8], trip lengths vary by trip purpose, and trips to shopping destinations are approximately 32% shorter than average trip lengths. Trip length adjustment factors of 75%, 50%, and 25% are applied to the average trip length for certain commercial and industrial uses as shown in Table 7.

[7] Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. 2021.
[8] Federal Highway Administration. *National Household Travel Survey Summary of Travel Trends*. 2017.

Network Adjustment Factor

A network adjustment factor is applied to the VMT to account for vehicle-miles-traveled on ITD roadways within the CATS service area, since ITD facilities are not TIF-eligible. These include I-84, US 20/26, SH-55 and SH-19. COMPASS's travel demand model provides a network adjustment factor for all trips within the CATS service area and shows that approximately 57% of all VMT within the CATS service area is on ITD facilities.

The network adjustment factor used in the traffic impact fee calculation is equal to 0.431.

The traffic impact fee schedule for the CATS service area is shown in Table 7. Traffic impact fees were calculated using the process and equation described in this section.

Individual Assessment Methodology

As per Idaho Code 67-82[2], development impact fee ordinances shall allow the developer to provide an individual assessment of the proportionate share of development impact fees. The individual assessment process shall permit consideration of studies, data, and other relevant information submitted by the developer to adjust the amount of the fee. *The methodology for individual assessments is presented in Appendix D.*

FUNDING SOURCES

There are two separate roadway jurisdictions within the CATS service area: City of Caldwell and HD4. The projects identified in the CATS 2041 CIP can be funded through a variety of sources and jurisdictions, including federal, state, and local sources, which are outlined below:

- Federal Funding:
    - Highway Safety Improvement Program
    - Surface Transportation Block Grant Program (STBG)
    - Transportation Alternatives Program (TA)
    - New Federal Competitive Grants
- State Funding:
    - Idaho's Highway Distribution Account (HDA) (i.e., fuel taxes, vehicle registration fees, etc.)
    - Transportation Expansion and Congestion Mitigation (TECM) Program
    - Grant Anticipation Revenue Vehicle (GARVEE) Transportation Program
    - Sales Tax Anticipation Revenue (STAR) Program
- Local Funding
    - Property Taxes
    - Traffic Impact Fees (currently HD4 and Nampa only)

The revenue received by the City of Caldwell and HD4 for transportation improvement projects comes primarily from property tax, sales tax, and highway user tax (gas tax). In 2022, the City of Caldwell and HD4 had an estimated $5.4M and $3.8M available for capital expenditures, respectively. These funds are programmed to address existing deficiencies in the system network. The agencies have historically relied on state or federal grant programs to fund capital improvements needed to add additional capacity to the system, but these programs have limited available funding, are not a reliable or regular source of funds, and have extremely long delivery horizons (10 years or more to get a project constructed after award).

The CATS service area only includes a portion of the facilities maintained by HD4 – the CATS 2041 CIP assumes that HD4 will have approximately $1M annually available for improvements within the CATS service area to provide additional capacity made necessary by new growth and development. Using these estimates, and assuming a 4% per year growth rate, available yearly revenues were projected from 2024 to 2041. Over the 20-year life of the CIP, an estimated $109,289,446 (City of Caldwell - $79,887,083; HD4 - $29,402,363) will be available for transportation improvements based on current funding mechanisms. The projected non-impact fee eligible cost for the CIP projects is $199,251,457. The agencies participating in funding the CATS 2041 CIP will need to account for a significant additional increment of annual expenditures on capital improvements (approximately 180% of historical expenditures) to fund the portions of projects in the CATS 2041 CIP, which are not eligible for funding via impact fees.

INTERGOVERMENTAL AGREEMENTS

The land use and transportation agencies active within the CATS service area will enter into intergovernmental agreements to fund and construct the multi-jurisdictional transportation improvement projects. Those intergovernmental agreements will detail the proportionate share of funding for each agency based on contributing trips from each jurisdiction, location with each jurisdiction, and anticipated new growth within each jurisdiction.

Table 7. Impact Fee Schedule

	Land Use Type	ITE Land Use Code	Peak Hour Trip Gen Rate	Trip Gen Unit-Type	Network Adjustment Factor	New Trip Factor (Pass-By)	Average Trip Length (miles) (See Note 2)	VMT Cost (per mile)	**Traffic Impact Fee per Unit**
Residential Uses	Single Family Housing	210	0.470	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$4,226**
	Multifamily Housing, Low-Rise	220	0.255	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$2,293**
	Multifamily Housing, Mid-Rise	221	0.195	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$1,753**
	Mobile Home	240	0.290	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$2,607**
	Accessory Dwelling Unit	See Note 1	0.155	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$1,394**
	Senior Adult Housing - Attached	252	0.125	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$1,124**
	Senior Adult Housing - Detached	251	0.150	per dwelling unit	0.43138	1.00	9.6176	$2,167.00	**$1,349**
	Assisted Living	254	0.120	per bed	0.43138	1.00	9.6176	$2,167.00	**$1,079**
Commercial Uses	Hotel	310	0.295	per room	0.43138	1.00	9.6176	$2,167.00	**$2,652**
	Motel	320	0.180	per room	0.43138	1.00	9.6176	$2,167.00	**$1,618**
	Automobile Care Center/Repair	942	1.555	per 1000 SF	0.43138	0.75	4.8088	$2,167.00	**$5,243**
	Automobile Parts Sales	843	2.450	per 1000 SF	0.43138	0.57	4.8088	$2,167.00	**$6,278**
	Bank (No Drive-Thru)	911	6.065	per 1000 SF	0.43138	0.65	2.4044	$2,167.00	**$8,861**
	Bank (With Drive-Thru)	912	10.505	per 1000 SF	0.43138	0.65	2.4044	$2,167.00	**$15,347**
	Building Materials and Lumber	812	1.125	per 1000 SF	0.43138	1.00	9.6176	$2,167.00	**$10,114**
	Church	560	0.245	per 1000 SF	0.43138	1.00	4.8088	$2,167.00	**$1,101**
	Coffee / Donut Shop No Drive-Thru	936	16.145	per 1000 SF	0.43138	0.57	2.4044	$2,167.00	**$20,684**
	Coffee / Donut Shop with Drive-Thru	937	19.495	per 1000 SF	0.43138	0.57	2.4044	$2,167.00	**$24,976**
	Coffee Shop with Drive-Thru No Indoor Seats3	938	41.665	per drive-through lane	0.43138	0.11	2.4044	$2,167.00	**$10,301**
	Convenience Market (24hrs, No Gas)3	851	24.555	per 1000 SF	0.43138	0.49	2.4044	$2,167.00	**$27,043**
	Day Care	565	5.560	per 1000 SF	0.43138	0.56	2.4044	$2,167.00	**$6,998**
	Discount Club	857	2.095	per 1000 SF	0.43138	0.66	7.2132	$2,167.00	**$9,323**
	High-Cube Transload and Short-Term Storage Warehouse	154	0.050	per 1000 SF	0.43138	1.00	9.6176	$2,167.00	**$450**
	Drinking Place/Bar	975	5.680	per 1000 SF	0.43138	0.57	4.8088	$2,167.00	**$14,554**
	Free-standing Discount Store	815	2.430	per 1000 SF	0.43138	0.80	7.2132	$2,167.00	**$13,108**
	Free-standing Discount Superstore	813	2.165	per 1000 SF	0.43138	0.71	7.2132	$2,167.00	**$10,365**
	Furniture Store	890	0.260	per 1000 SF	0.43138	0.47	7.2132	$2,167.00	**$824**
	Hardware/Paint Store	816	1.490	per 1000 SF	0.43138	0.74	7.2132	$2,167.00	**$7,435**
	Home Improvement Superstore	862	1.145	per 1000 SF	0.43138	0.58	7.2132	$2,167.00	**$4,478**
	Hospital	610	0.430	per 1000 SF	0.43138	1.00	7.2132	$2,167.00	**$2,899**
	Light Industrial	110	0.325	per 1000 SF	0.43138	1.00	9.6176	$2,167.00	**$2,922**
	Manufacturing	140	0.370	per 1000 SF	0.43138	1.00	9.6176	$2,167.00	**$3,326**
	Mini-Warehouse (Self Storage)	See Note 1	0.052	per 1000 SF	0.43138	1.00	4.8088	$2,167.00	**$234**
	Automobile Sales, New	840	1.210	per 1000 SF	0.43138	1.00	7.2132	$2,167.00	**$8,159**
	Automobile Sales, Used	841	1.875	per 1000 SF	0.43138	1.00	7.2132	$2,167.00	**$12,643**
	Pharmacy/Drug store (No Drive-Thru)	880	4.255	per 1000 SF	0.43138	0.47	2.4044	$2,167.00	**$4,495**
	Pharmacy/Drug store (With Drive-Thru)	881	5.125	per 1000 SF	0.43138	0.51	2.4044	$2,167.00	**$5,875**
	Restaurant - Fast Food (No Drive-Thru)	933	16.605	per 1000 SF	0.43138	0.57	2.4044	$2,167.00	**$21,273**
	Restaurant - Fast Food (With Drive-Thru)	934	16.515	per 1000 SF	0.43138	0.45	2.4044	$2,167.00	**$16,704**
	Restaurant - High Turnover	932	4.525	per 1000 SF	0.43138	0.57	4.8088	$2,167.00	**$11,594**
	Shopping Center	820	1.700	per 1000 SF	0.43138	0.71	4.8088	$2,167.00	**$5,426**
	Supermarket (Free Standing)	850	4.475	per 1000 SF	0.43138	0.76	2.4044	$2,167.00	**$7,644**
	Tire Store	848	1.875	per 1000 SF	0.43138	0.75	7.2132	$2,167.00	**$9,482**
	Variety Store (Dollar Store)	814	3.350	per 1000 SF	0.43138	0.66	7.2132	$2,167.00	**$14,908**
	Warehousing	150	0.090	per 1000 SF	0.43138	1.00	9.6176	$2,167.00	**$809**
	Gas Station with Conv Mkt (Fueling Position)	945	9.210	per fueling position	0.43138	0.44	2.4044	$2,167.00	**$9,108**
	Gas Station (Fueling Position)	944	6.955	per fueling position	0.43138	0.43	2.4044	$2,167.00	**$6,722**
	Golf Course (Hole)	430	1.455	per hole	0.43138	1.00	9.6176	$2,167.00	**$13,081**
	Movie Theater	445	0.040	per seat	0.43138	1.00	7.2132	$2,167.00	**$270**
	Public Park	411	0.055	per acre	0.43138	1.00	4.8088	$2,167.00	**$247**
	Quick Lubrication	941	2.425	per servicing positions	0.43138	0.75	2.4044	$2,167.00	**$4,088**
	Self-Service Car Wash	947	2.770	per stall	0.43138	0.75	2.4044	$2,167.00	**$4,669**
	Sup Conv Mkt/Gas Station >3,000 sf and >10 FP3	960	11.480	per fueling position	0.43138	0.44	2.4044	$2,167.00	**$11,353**
Office Uses	Dental/Vision	See Note 1	1.315	per 1000 SF	0.43138	1.00	7.2132	$2,167.00	**$8,867**
	General Office	710	0.720	per 1000 SF	0.43138	1.00	7.2132	$2,167.00	**$4,855**
	Medical	720	1.965	per 1000 SF	0.43138	1.00	7.2132	$2,167.00	**$13,250**

[1]Trip generation data based on local data. Collected by Ada County Highway District (ACHD) through individual assessment process.
[2]Vehicle trips generated by commercial land uses typically have lower lengths than trips generated by residential or office land-uses. The U.S. Department of Transportation's Summary of Travel Trends: 2017 National Household Travel Survey states that the average trip length of shopping trips and other family/personal errands are approximately 32% shorter than the average trip lengths for all trips. Trip reduction factors of 75% (correlates with 25% decrease), 50%, and 25% were applied to land uses that are expected to have average trip lengths lower than 9.6 miles. These reduction factors were applied based on the guidance in the travel surveys and expected development patterns in the CATS service area.

REFERENCES

1. Kittelson & Associates. *Caldwell Area Transportation System Plan*. 2024.
2. State of Idaho. *Idaho Development Impact Fee Act (Idaho Code 67-82)*. 2023.
3. City of Caldwell. *2040 Caldwell Comprehensive Plan*. 2020.
4. Canyon County. *Canyon County 2030 Comprehensive Plan*. 2022.
5. Transportation Research Board. *Highway Capacity Manual, 6th Edition*. 2016.
6. National Cooperative Highway Research Program. *NCHRP Report 825: Planning and Preliminary Engineering Applications Guide to the Highway Capacity Manual*. 2016.
7. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. 2021.
8. Federal Highway Administration. *National Household Travel Survey Summary of Travel Trends*. 2017.

APPENDIX A:

Meeting Materials & Summary Notes

KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 600
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

Caldwell Area CIP and TIF Program

Development Impact Fee Advisory Committee – Meeting #1

3:00 p.m. to 5:00 p.m. – April 18, 2024

Caldwell Executive Airport (4814 E Linden St, Caldwell, ID 83605)

Meeting Purpose

This will be the first Development Impact Fee Advisory Committee (DIFAC) meeting for the Caldwell Area Capital Improvement Plan (CIP) and Traffic Impact Fee (TIF) program. The purpose of the meeting will be to introduce the DIFAC to the project, discuss the Idaho Code requirements pertaining to impact fees, the proposed traffic impact fee methodology, and initial assumptions for the Caldwell area CIP and TIF program.

Meeting Agenda

1. Introductions
    a. Attendees:
        i. Phil Whitbeck (Caldwell DIFAC)
        ii. Nagda Ruana (Caldwell DIFAC)
        iii. Rick Pilote (Caldwell DIFAC)
        iv. Colby Lampman (Caldwell DIFAC)
        v. Hubert Osborne (Nampa DIFAC)
        vi. Mike Grim (Nampa DIFAC)
        vii. Glen Rimbey (Nampa DIFAC)
        viii. Dave Moore (Nampa DIFAC)
        ix. Tyler Bosier (Nampa DIFAC)
        x. Mark Heisinger (Kittelson)
        xi. Andy Daleiden (Kittelson)
        xii. Chris Hopper (HD4)
        xiii. Bruce Bayne (HD4)
        xiv. Robb MacDonald (Caldwell)
        xv. Hallie Hart (Caldwell)
        xvi. RaeLynn North (Caldwell)
        xvii. Patrick Sullivan (Nampa)
        xviii. Crystal Craig (Nampa)

xix. Tom Points (Nampa)
xx. Mayor Debbie Kling (Nampa)
xxi. Councilmember Brad Doty (Caldwell)
xxii. Bryan Daniels (Caldwell)
xxiii. Richard Frawley (Caldwell)

2. Project Purpose / CATS Plan Background
    a. Mark presented an overview of the study area, plan purpose and findings
    b. A question on who was the lead agency to get this plan started? HD4 responded that they initiated the effort with City of Caldwell to move the plan forward.
3. Idaho Code Requirements (Title 67, Chapter 82)
    a. Mark presented an overview of the key requirements from the Idaho Code for Impact Fees. Refer to slide. CIPs need to be updated every five years.
4. Caldwell DIFAC
    a. Mark presented an overview of the DIFAC requirements.
    b. Chris highlighted a few of the specific requirements that the DIFAC role. We will be looking from the DIFAC to provide comment on the Draft CIP and Draft TIF program.
    c. Will this eliminate traffic impact studies from the City of Caldwell?
        i. The CATS Plan helps provide context on improvements throughout the CATS planning area. The City's transportation mitigation fee will go away with the adoption of the TIF program. TISs will still be required, but they will likely more focused on access locations and adjacent areas near
        ii. This approach is what has been used for the HD4 TIS—able to do a more focused area.
        iii. This approach can lead to someone developing in one area having to pay for improvements in other areas of the service area.
    d. Mark provided an overview
        i. What are you looking from City of Nampa Committee? See next slide.
        ii. When we annex land, we annex roads, how does that work within this service area. Chris explained this approach.
        iii. The City of Nampa provided an update on the CIP/Impact Fee program update that they are working on. This effort will be completed in September 2024.
        iv. How will an intersection costs be shared between two agencies?

1. HD4 has maintenance agreements in place with the local agencies on shared costs for transportation projects. The available funding sources will be expanded for the

v. 50/50 split for an intersection by the City of Nampa. The City of Nampa. How do the fees align up within two jurisdiction where City and HD4 are on the boundary?

1. 55% of costs are eligible for City of Nampa. Reach out to Crystal to
2. Will likely mean cost sharing.
3. Cost sharing is a key component that will need to be looked at further between the City, HD4, etc. The goal is to not overlap collections of the impact fee (e.g., double counting).

vi. Project selection will be important between the City of Nampa and CATS. Both projects are not collecting 100%. Having similar priorities and timelines for the projects.

5. Project Schedule
    a. Mark indicated that the DIFAC would meet three times for CIP/TIF program development.
    b. What is the budget cycle for City of Caldwell?
        i. Federal fiscal year
        ii. For HD4, we included the high priority project in the budget cycle for the first year but did not collect enough revenue within the first year.
6. TIF Methodology Overview
    a. Mark presented an overview of the proposed TIF methodology. HD4 shared additional insights
    b. What are the impact fees for the residential home in HD4 Mid-Star TIF? $5,040 for a single family home.
    c. The City of Nampa impact fees are similar.
    d. Was there any consideration for different vehicle uses?
        i. No. We are not defining pavement capacity.
    e. If you lower your impact fee cost from the maximum TIF, the difference in cost will need to be covered by other funding sources, such as general fund,
    f. What are the other sources of funds?
        i. HD4 → 60% from property taxes + other sources (Highway user fund fuel tax, vehicle registration fees, grant programs, sales tax)

g. How do you define LOS?
    i. Capacity/delay metric. Using the HCM 7th Edition. LOS D. Our baseline for this study is 2021.

h. The amount of funds generated by impact fees. Does this allow for more projects?
    i. For HD4, the impact fees help fill the gap to pay for the growth on the transportation system.

i. The City of Nampa LOS threshold is LOS D. LOS D is used in the City of Nampa's CIP/TIF program.

7. Assumptions for Caldwell Area CIP and TIF Program
    a. Service Area
        i. Mark provided an overview of the service area and that we will be reviewing the Nampa, HD4, and Caldwell for overlaps areas.
    b. Demographics
        i. Mark provided an overview of the demographics.
        ii. Jobs growth projection seems low. We used a combination of COMPASS model and historical growth trends. Is this based on an average? They utilize 5-year increments in their projections.
        iii. HD4 has seen 3.3% average annual growth rate on all of their roads.
        iv. The CATS Plan forecast year is 2050.
        v. Will the fees be calculated for a variety of uses? Yes. We have several categories for residential, office, retail, and industrial uses.
    c. Performance Measure
        i. Mark provided an overview of the performance measure. It was noted that we have had previous discussion on this topic during the meeting.
        ii. Action: Kittelson can send out a link to the CATS plan to the DIFAC.
        iii. Is ITD involved in this effort? ITD was involved in the planning effort with developing the CATS plan. ITD is not eligible to collect impact fees, so they are not part of the CIP/TIF program development.
    d. TIF Eligibility
        i. Mark provided an overview of the TIF eligibility criteria.

8. Next Steps

a. Do you foresee any issues with being defensible based on City of Elk Grove's decision?
    i. Any issues with this item.
b. Any consideration with developing multiple service areas?
c. How much time will you give to the DIFAC for reviewing? 1-2 weeks prior to the next meeting.

IMPACT FEE ADVISORY COMMITTEE
REGULAR MEETING MINUTES
Monday, September 23, 2024 @ 3:00 pm
Steunenberg Conference Room
205 S. 6th Avenue, Caldwell, Idaho 83605

ROLL CALL: Rob Pilote (Caldwell DIFAC), Phil Whitbeck (Caldwell DIFAC), Sharon Porter (Caldwell DIFAC), Colby Lampman (Caldwell DIFAC), Magda Ruano (Caldwell DIFAC), Leonard Riccio (HD4), Mark Heisinger (Kittelson), Andy Daleiden (Kittelson), Liz Kaniecki (Kittelson)

Staff: Council Member, Brad Doty, Robb McDonald, Raelynn North, Hallie Hart

REVIEW OF PROCEEDINGS (OPENING STATEMENT AND INTRODUCTIONS)

Meeting called to order at 3:00 pm.

CAPITAL IMPROVEMENT PLAN (CIP)

Mark Heisinger (Kittelson) outlined and identified the Traffic Impact Fees with a PowerPoint presentation. He presented information and provided an update on the project schedule and once again reviewed DIFAC #1.

Mr. Heisinger stated that the CIP was used by City of Caldwell, HD4, and Canyon County; however, City of Nampa was going through an update; therefore, would not be updating their plan. He noted that the CIP began with the CATS Plan. It only considered key capacity projects and factored to 2041, which initiated a CATS 2041 CIP Project List. Projects that address existing and future deficiencies are impact fee eligible. He also reviewed how level of service was calculated with maps to show projects and what areas would need projects due to growth.

He described what would be eligible for impact fee:

- Projects addressing future deficiencies
- Future updates to CIP
- Portions of construction/materials
- Design
- ROW

Mr. Heisinger indicated that the total cost for the project would be $337 Million, and the total TIF eligible costs would be $211 Million. He also reviewed how the Impact Fees were calculated.

He concluded by noting that the following step would be for the Impact Fee Committee to review CIP & TIF document and send their comments by October 9, 2024. Kittleson would finalize the documents and send to City Council for approval.

(DISCUSSION)

Discussion followed concerning the fees.

(ADJOURNMENT)

Meeting adjourned at 3:57 PM.

Respectfully submitted by Ellen Miller, Administrative Assistant.

MINUTES APPROVED AND SIGNED BY RAELYNN NORTH: on the date noted below.

Raelynn North, Finance Director — Date: 11/5/24

ATTEST: Debbie Geyer

CITY OF CALDWELL INCORPORATED JAN 15 1890 CANYON COUNTY, IDAHO

APPENDIX B:

Capital Improvements Plan Requirements

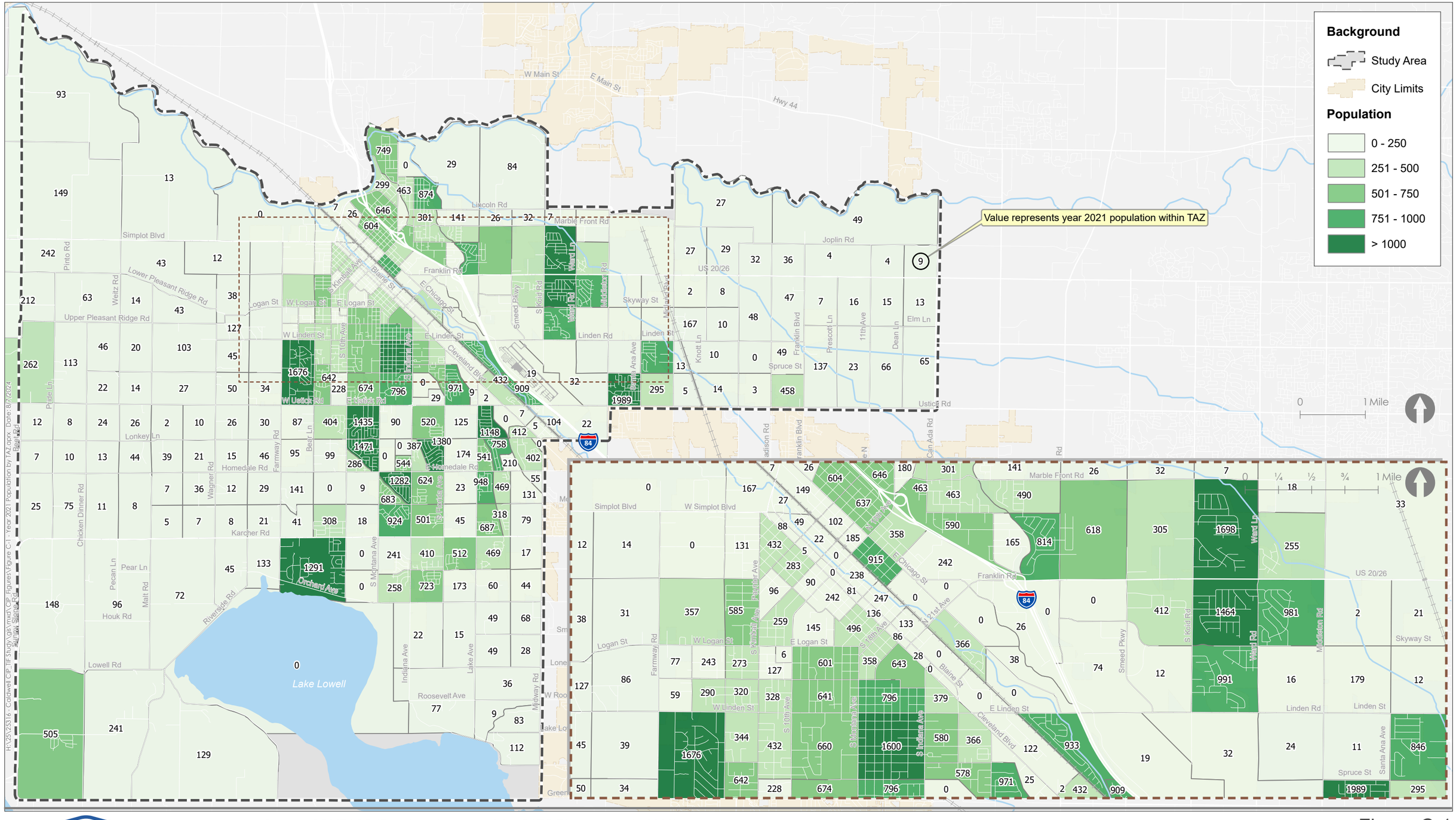
Table B-1. CIP Requirements

Requirement	How the Requirement is Addressed in the CATS 2041 CIP
(a) A general description of all existing public facilities and their existing deficiencies within the service area or areas of the governmental entity and a reasonable estimate of all costs and a plan to develop the funding resources related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding or replacing of such facilities to meet existing needs and usage;	Existing roadway facilities are described in the Existing Service Network. Existing roadway and intersection deficiencies were identified in a capacity analysis and discussed in the Existing Year 2021 Capacity & Deficiencies and Future Year 2041 Capacity & Deficiencies sections. Costs are discussed in the Cost Estimates section and revenue sources are discussed in Funding Sources.
(b) A commitment by the governmental entity to use other available sources of revenue to cure existing system deficiencies where practical;	City of Caldwell and HD4 by adoption of this Capital Improvement Plan commit to using revenue sources other than traffic impact fees to cure existing system deficiencies, where practical.
(c) An analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing capital improvements, which shall be prepared by a qualified professional planner or by a qualified engineer licensed to perform engineering services in this state;	Total capacity on roadway and intersections in the CATS service area was analyzed for existing year 2021 and future year 2041 conditions. Traffic volumes for existing and future conditions were developed via the COMPASS travel demand model. The analysis methodology is explained in Performance Measures & Traffic Operations, and the results are summarized in Existing Year 2021 Capacity & Deficiencies and Future Year 2041 Capacity & Deficiencies.
(d) A description of the land use assumptions by the government entity;	Land use assumptions were reviewed with the Development Impact Fee Advisory Committee (DIFAC) and developed in coordination with COMPASS to appropriately reflect existing and future transportation conditions. A detailed discussion of land use assumptions is included in the section on Land Use.
(e) A definitive table establishing the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural and industrial;	This analysis uses a performance measure of LOS D for roadways and intersections. Definitions of the level of service performance measure and traffic operations methodology are discussed in the Performance Measures & Traffic Operations section and in the CATS Plan (see the "Traffic Operations" section).
(f) A description of all system improvements and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions, to provide a level of service not to	Future deficiencies attributable to new development were identified through the traffic operations analysis on roadways and intersections within the CATS service area. Projects necessary to address the deficiencies created by

exceed the level of service adopted in the development impact fee ordinance;	new growth and development are detailed in the Project List.
(g) The total number of service units necessitated by and attributable to new development within the service area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;	Traffic volumes on the CATS service area roadway facilities were calculated for existing and future conditions based on land use assumptions approved by the DIFAC. The change in traffic volumes between existing and future conditions reflects traffic volumes attributable to new development. See Change in VMT & VMT Cost.
(h) The projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty (20) years;	Level of service was determined for each roadway and intersection using methodologies outlined in the HCM and NCHRP reports. Features that exceeded the performance measure of LOS D were identified as deficient. Traffic operations methodology is discussed in the Performance Measure section; Existing and future deficiencies are identified in the Existing Year 2021 Capacity & Deficiencies and Future Year 2041 Capacity & Deficiencies sections.
(i) Identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements;	See Funding Sources.
(j) If the proposed system improvements include the improvement of public facilities under the jurisdiction of the state of Idaho or another governmental entity, then an agreement between governmental entities shall specify the reasonable share of funding by each unit, provided the governmental entity authorized to impose development impact fees shall not assume more than its reasonable share of funding joint improvements, nor shall the agreement permit expenditure of development impact fees by a governmental entity which is not authorized to impose development impact fees unless such expenditure is pursuant to a developer agreement under section 67-8214, Idaho Code; and	See Intergovernmental Agreements.
(k) A schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.	The CIP Project List (page 24) assigns 5-year timeframes to each project based on project priority and funding availability.

APPENDIX C:

Demographic Maps

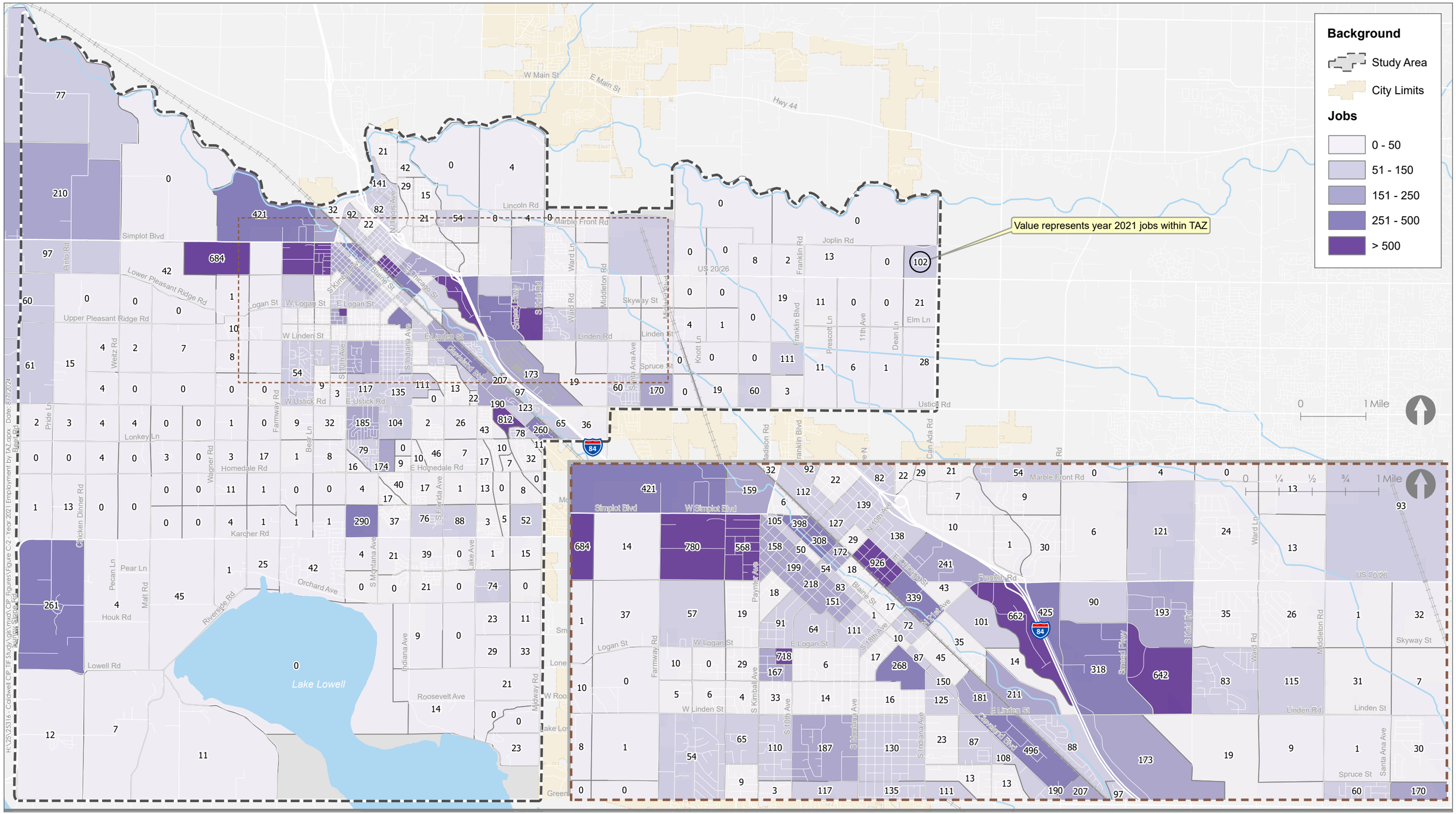


Source: COMPASS (Developed as part of the CATS Plan process in 2022)

Figure C-1

CATS PLAN

Year 2021 Population by Traffic Analysis Zone (TAZ)
Canyon County, ID

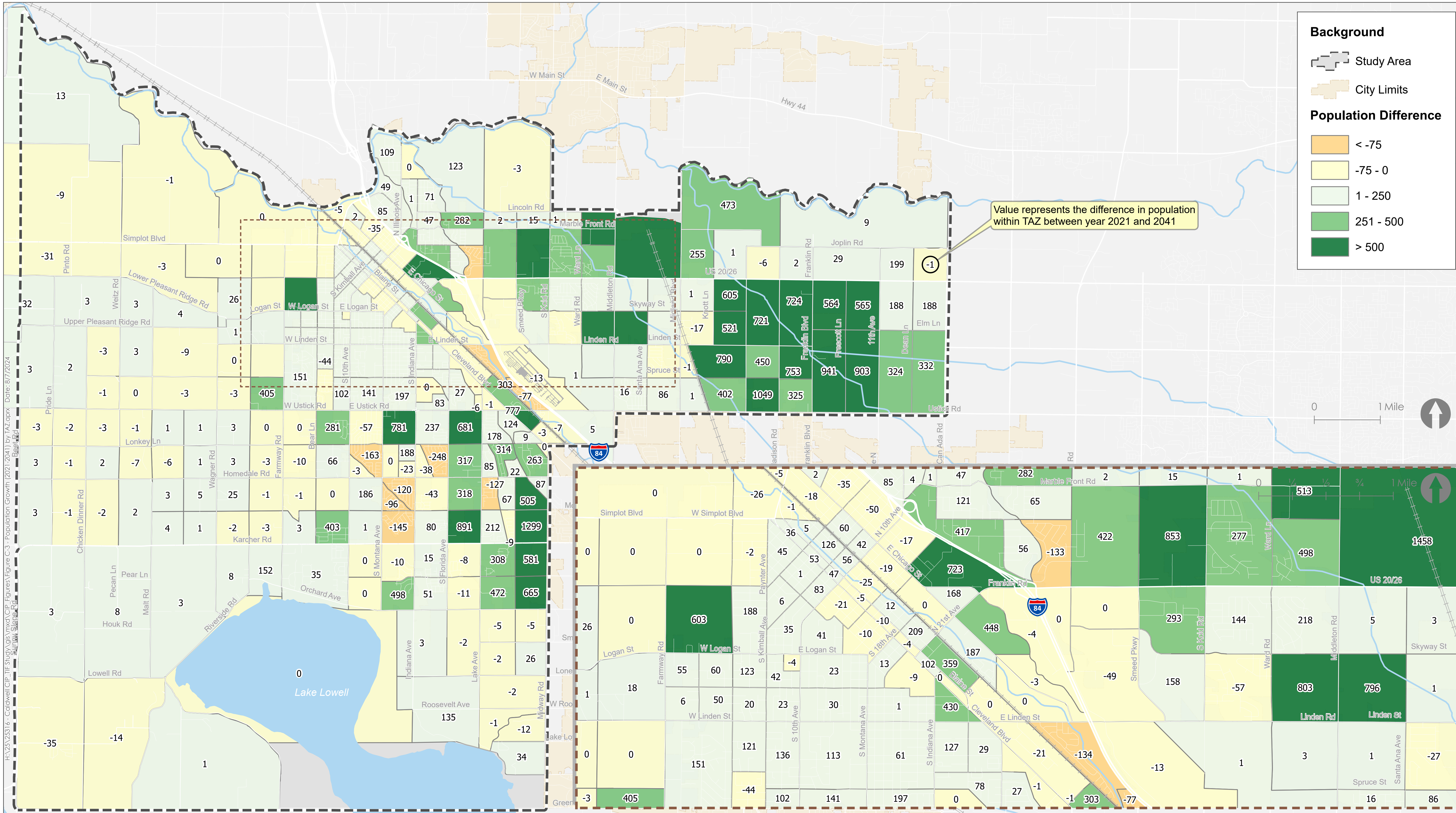


Source: COMPASS (Developed as part of the CATS Plan process in 2022)

Figure C-2

CATS PLAN

Year 2021 Employment by Traffic Analysis Zone (TAZ)
Canyon County, ID

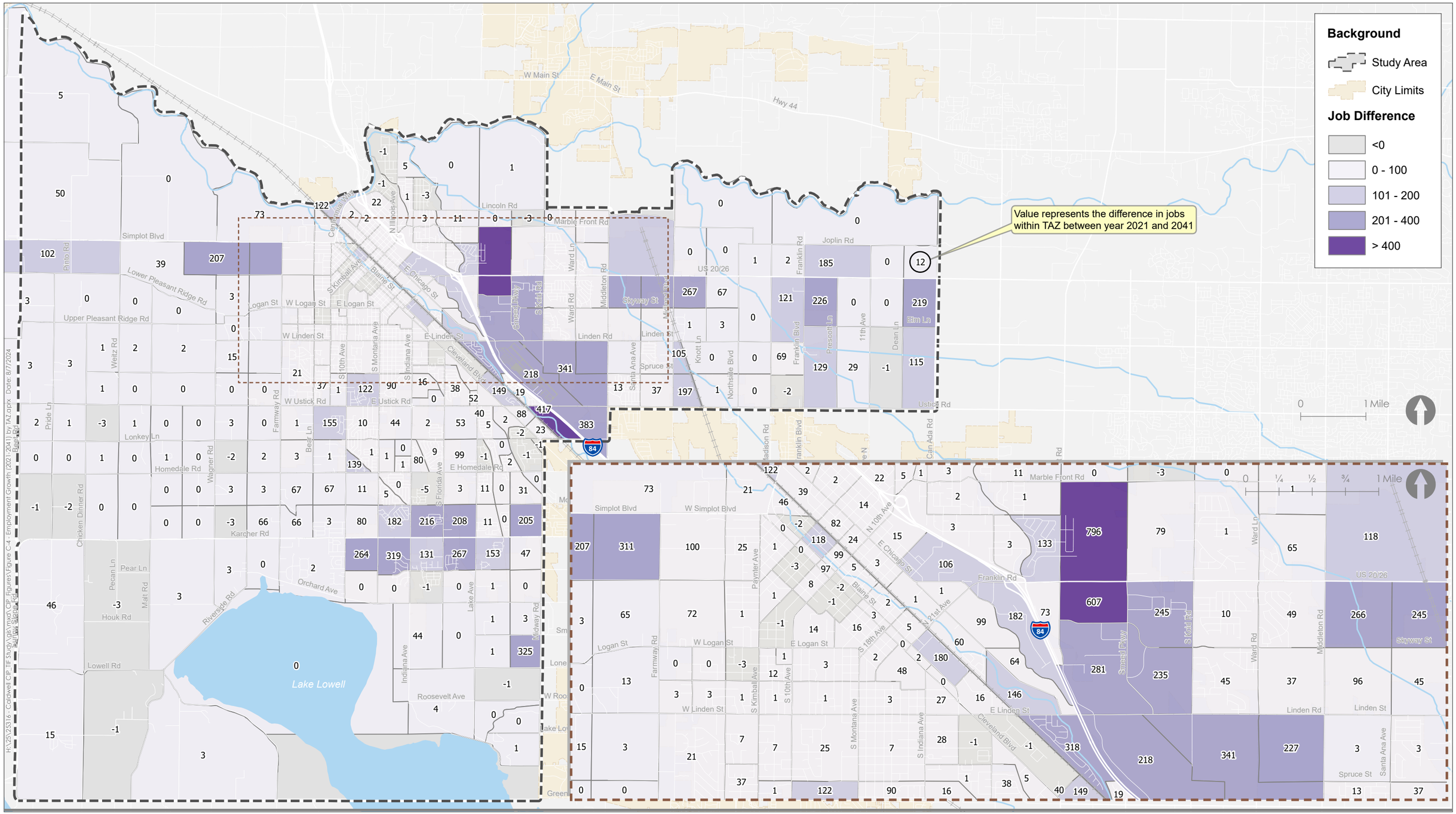


Source: COMPASS (Developed as part of the CATS Plan process in 2022)

CATS PLAN

Figure C-3

Population Growth (Year 2021 to Year 2041) by Traffic Analysis Zone (TAZ)
Canyon County, ID



Source: COMPASS (Developed as part of the CATS Plan process in 2022)

Figure C-4

CATS PLAN

Employment Growth (Year 2021 to Year 2041) by Traffic Analysis Zone (TAZ)
Canyon County, ID

APPENDIX D:

Individual Assessment Methodology

INDIVIDUAL ASSESSMENT METHODOLOGY

Introduction

The methodology for individual assessments of the Caldwell Area Traffic Impact Fee (TIF) Program is discussed in this document. As per Idaho Code 67-82, development impact fee ordinances shall allow the developer to provide an individual assessment of the proportionate share of development impact fees. The individual assessment may be used to justify traffic impact fees lower than required of a development as part of the Caldwell Area Traffic Impact Fee Program for the Caldwell service area.

Individual Assessment Methodology

An individual assessment consists of the evaluation of traffic impact fee calculation factors for site-specific conditions. The traffic impact fee calculation is shown below and the calculation factors that are eligible for individual assessment are underlined. The Vehicle-Miles-Traveled (VMT) Cost is calculated based on project costs in the Caldwell Service Area Capital Improvements Plan and COMPASS travel demand model output and cannot be changed based on site-specific assessments.

$$\textbf{\textit{Traffic Impact Fee}} = \textit{Vehicle-Miles-Traveled (VMT) Cost Rate} \times \underline{\textit{Peak Hour Trip Generation Rate}} \times \underline{\textit{New Trip Factor}} \times \underline{\textit{Average Trip Length}} \times \underline{\textit{Network Adjustment Factor}}$$

To show that a proposed development is paying impact fees greater than their proportionate share, the developer should prove that one or more of the impact fee calculation factors is not representative of the proposed development. Site-specific data should be used to support the re-calculation and assessment of the impact fee. This section describes the necessary steps and data required for assessment of each traffic impact fee calculation factor.

Site Selection

Site-specific data should be collected from the development after it has been constructed or from a representative development site. If the data is collected from the development, it should be collected after the development, or a representative portion of the development, is constructed and occupied. The *Institute of Transportation Engineer's (ITE) Trip Generation Handbook 3rd Edition* (Reference 1) recommends an occupancy rate of at least 75% to 90% depending on land use type. Collecting data from the development provides the most accurate data and can be used to justify a partial refund on impact fees that have already

been paid by the applicant. If the data is collected from a different site, the site should be representative of the proposed development in land-use type and location.

Assumptions related to site-specific data should be discussed with the Caldwell Service Area Impact Fee administrators prior to data collection.

Peak Hour Trip Generation

The Peak Hour Trip Generation represents the average number of one-way trips that a development unit (i.e., residential unit, 1,000 square feet of retail land use, 1,000 square feet of retail land use, 1,000 square feet of industrial land use) generates in the PM peak hour. The traffic impact fee schedule was calculated with peak hour trip generation rates from the *ITE Generation Manual 11th Edition* (Reference 2).

A developer may establish site-specific trip generation rates by collecting traffic counts at the development (post-construction) or at sites with representative land-uses to the proposed development. The traffic counts should be collected during a weekday PM peak period (4 p.m. to 6 p.m.). Traffic counts should be collected in fifteen-minute intervals and at each site access point.

Additional information regarding traffic count collection may be found in *ITE's Trip Generation Handbook 3rd Edition*.

New Trip Factor

The New Trip Factor represents the percent of trips that are newly generated. The factor is used to reduce the trip generation rate to account for pass-by trips. This factor is typically only applicable to retail land uses. *ITE's Trip Generation Handbook 11th Edition* provides pass-by trip reduction factors that are used to determine the New Trip Factors in the Caldwell Service Area traffic impact fee schedule.

A site-specific New Trip Factor should be determined through origin-destination surveys at the development (post-construction) or at sites with representative land-uses to the proposed development. The origin-destination survey should ask participants if the trip was of primary nature (e.g., was the development the primary destination of the trip). Trips to the development that are not primary in nature may be considered as pass-by trips.

Average Trip Length

The Average Trip Length indicates the average, one-way vehicle trip length generated by a land-use within the Caldwell Service Area. The Average Trip Length was determined from the COMPASS travel demand model (Reference 3) and adjusted based on data from the National Household Travel Survey (Reference 4).

A site-specific Average Trip Length should be determined through origin-destination surveys at the development (post-construction) or at sites with representative land-uses to the proposed development. The origin-destination survey should ask participants about their trip origin, trip destination and trip routes. This information can be used to determine average trip lengths.

Network Adjustment Factor

The Network Adjustment Factor indicates the proportion of trips that take place on non-impact fee eligible roadways (i.e., Idaho Transportation Department facilities) within the Caldwell Service Area. The Network Adjustment Factor is obtained from the COMPASS travel demand model.

A site-specific Network Adjustment Factor should be determined at the development (post-construction) or at sites with representative land-uses to the proposed development. The survey should ask participants about their trip route. The percent of the trip routes that take place on non-impact fee eligible roadways should determine the Network Adjustment Factor.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation Handbook 3rd Edition.* 2017.
2. Institute of Transportation Engineers. *Trip Generation Manual 11th Edition.* 2021.
3. Community Planning Association of Southwest Idaho. *Communities in Motion 2050.* 2022.
4. Federal Highway Administration. *Summary of Travel Trends 2017 National Household Travel Survey.* 2017.

KITTELSON & ASSOCIATES

Exhibit 7B-1

Letter of Agency Notification

CERTIFICATE OF LEGAL NOTIFICATION

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 North 11th Avenue, #310, Caldwell, ID 83605
Phone: 208-454-7458

CASE NAME: Highway District 4

CASE NO: OR2026-0001

HEARING BODY: Planning & Zoning Commission

I, Caitlin Ross, as the representative of Canyon County Development Services, hereby certify that on this 16th day of April, 2025, I mailed by regular first-class mail, or emailed, a true and correct copy of the notice attached hereto as Exhibit A to those referenced in Exhibit B in accordance with the requirements of the Canyon County Zoning Ordinance § 07-05-01.

- ☐ Agencies – Initial Notice for Comment
- ☐ JEPA / (City of Nampa)
- ☐ Agencies – 30 Day Notice of Hearing Date
- ☒ Full Political
- ☐ Property Owners

Signed: Caitlin Ross
(Signature of DSD staff who mailed/e-mailed notice)

Date Completed: 4/16/26

SCANNED



Canyon County, 111 North 11th Avenue, Suite 310, Caldwell, ID 83605

Administration : 208-402-4162 ▪ dsdadmin@canyoncounty.id.gov ▪ www.canyoncounty.id.gov

April 16, 2026

Dear Agencies:

Your agency is being notified pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, to all political subdivisions providing services within the planning jurisdiction of Canyon County, including school districts and media.

Pursuant to the Local Land Use Planning Act, Idaho Code §67-6509, §67-6511, and §67-6512, as applicable, your agency is being notified of an upcoming **Canyon County Planning & Zoning Commission's public hearing** for the following land use case:

Case No. OR2026-0001: To consider adopting the following development impact fee capital improvements plans as elements of the Canyon County 2030 Comprehensive Plan in accordance with Idaho Code § 67-8208(1):

- City of Caldwell and Highway District No. 4 "Caldwell Area Capital Improvements Plan and Traffic Impact Fee Program" dated December 12, 2024; and
- Highway District No. 4 "Mid-Star Service Area Capital Improvements Plan" and "Traffic Impact Fee Program" updates dated August 20, 2025.

To provide comments, please respond by ***May 11, 2026.*** If the comment deadline is on a weekend or holiday, it will move to close of business 5:00 p.m. the next business day. *Comments received by the due date will be added to the Staff Report and to the hearing body's packet. Your agency's comments are an important part of our decision-making process.* Please visit https://www.canyoncounty.id.gov/land-hearings/ for hearing details.

Contact the planner of record, **Jay Gibbons** at jay.gibbons@canyoncounty.id.gov with any questions or additional agency comments or concerns if applicable.

Respectfully,

Caitlin Ross

Caitlin Ross
Hearing Specialist
Canyon County DSD



Exhibit 7B-2

List of Notified Agencies

CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT
111 N. 11TH Ave. Ste 310 • Caldwell, Idaho 83605
Phone (208) 454-7458 • ZoningInfo@canyoncounty.id.gov

LEGAL NOTICE TRANSMITTAL

Case #: OR2026-0001 Transmittal Date: April 16, 2026 Planner: Jay Gibbons

Applicant: Highway District No. 4 Applicant's Representative: _____

☒ P&Z ☐ Hearing Examiner ☐ BOCC

JEPA: _____ ☒ FULL POLITICAL

City
- ☒ Caldwell
- ☒ Greenleaf
- ☒ Homedale
- ☒ Marsing
- ☒ Melba
- ☒ Middleton
- ☒ Nampa
- ☒ Notus
- ☒ Parma
- ☒ Star
- ☒ Wilder

School District
- ☒ Caldwell
- ☒ CWI
- ☒ Homedale
- ☒ Kuna
- ☒ Liberty Charter HC
- ☒ Marsing
- ☒ Melba
- ☒ Meridian/West Ada
- ☒ Middleton
- ☒ Nampa
- ☒ Notus
- ☒ Parma
- ☒ Vallivue
- ☒ Wilder

☒ **Southwest District Health**

Fire District
- ☒ Caldwell
- ☒ Homedale
- ☒ Kuna
- ☒ Marsing
- ☒ Melba
- ☒ Middleton
- ☒ Nampa Fire Dept
- ☒ Parma
- ☒ Star
- ☒ Upper Deer Flat
- ☒ Wilder
- ☒ State Fire Marshal

Highway District
- ☒ Highway District 4
- ☒ Golden Gate
- ☒ Nampa
- ☒ Notus-Parma

Library District
- ☒ Kuna
- ☒ Lizard Butte
- ☒ Wilder HC

Utilities
- ☒ CenturyLink
- ☒ Intermountain Gas
- ☒ Idaho Power
- ☒ Ziply Fiber

Irrigation, Drain & Flood Districts
- ☒ Black Canyon Irrigation Dist.
- ☒ Boise-Kuna Irrigation Dist.
- ☒ Boise Project Board of Control
- ☒ Caldwell Water & Sewer HC
- ☒ Canyon County Water Co.
- ☒ Canyon Hill Irrigation District
- ☒ Eureka Irrigation District HC
- ☒ Farmer Cooperative Ditch Co.
- ☒ Farmers Union Ditch Co.
- ☒ Franklin Ditch Co.
- ☒ Lower Center Point HC
- ☒ Mason Creek Ditch Co. HC
- ☒ Middleton Mill Ditch/Irrigation
- ☒ Nampa – Meridian
- ☒ New York
- ☒ Pioneer
- ☒ Pioneer Dixie Ditch
- ☒ Poor Boy Ditch HC
- ☒ Riverside Irrigation District
- ☒ Riverside Ditch
- ☒ Settlers Irrigation
- ☒ Siebenberg Co-op Ditch
- ☒ Star Sewer & Water
- ☒ Wilder Irrigation
- ☒ Drainage Ditch 2
- ☒ Drainage Ditch 3
- ☒ Drainage Ditch 4
- ☒ Drainage Ditch 6

- ☒ Flood District 10
- ☒ Flood District 11

Transportation
- ☒ ACHD
- ☒ Brown Bus Company
- ☒ Caldwell Transportation HC
- ☒ COMPASS
- ☒ Idaho Transportation Dept
- ☒ Valley Regional Transit

Emergency Services
- ☒ Canyon County Sheriff
- ☒ Emergency Mgmt. Coordinator
- ☒ CC Paramedics / EMT
- ☒ Homedale City Ambulance
- ☒ Marsing Ambulance HC
- ☒ Melba Quick Response HC
- ☒ Nampa Police Department

Other
- ☒ Farm Service Agency HC
- ☒ Fire Code Consultants Northwest
- ☒ Greater Middleton Area Rec
- ☒ Melba Gopher District HC
- ☒ Mosquito Abatement
- ☒ Natural Resource Conservation Dist.
- ☒ Ten-Davis Recreation
- ☒ Destination Caldwell
- ☒ Marathon Pipeline LLC
- ☒ Owyhee County, Dir of Planning
- ☒ US Postal Service _____
- ☒ Cemetery Wilder HC
- ☒ Media _____
- ☒ ID State Archaeologist & Director HC
- ☒ West Valley Humane Society HC

Canyon County
- ☒ CC Animal Control
- ☒ CC Assessor's Office
- ☒ CC Elections
- ☒ CC Farm Bureau
- ☒ CC Historical Society
- ☒ CC Parks & Recreation
- ☒ CC Soil Conservation District
- ☒ CC Weed & Gopher Control

Canyon County
- ☒ CC DSD Building Dept.
- ☒ CC DSD Code Enforcement
- ☒ CC DSD Engineering
- ☒ CC DSD GIS Department
- ☒ CC DSD Floodplain Manager

Government
- ☒ Bureau of Land Management
- ☒ Bureau of Reclamation
- ☒ Deer Flat Natl Wildlife Refuge
- ☒ ID Agricultural Aviation Association
- ☒ Environmental Protection Agency
- ☒ US Army Corps of Engineers

Government
- ☒ FEMA
- ☒ US Department of Agriculture
- ☒ ID Dept of Water Resources/floodplain
- ☒ ID Dept of Water Resources/water rights
- ☒ Idaho Fish & Game
- ☒ Idaho State Dept of Agriculture
- ☒ Dept of Environmental Quality
- ☒ Dept of Lands/SW Area Mgr. HC
- ☒ Energy and Mineral Resources

EXHIBIT
tabbies
B

Caitlin Ross

From: Caitlin Ross
Sent: Thursday, April 16, 2026 10:14 AM
To: rcollins@cityofcaldwell.org; kbuchan@cityofcaldwell.org; dgeyer@cityofcaldwell.org; jdodson@cityofcaldwell.org; mbessaw@cityofcaldwell.org; amy@civildynamics.net; alicep@cityofhomedale.org; jgreen@marsingcity.com; mayor@cityofmelba.org; cityclerk@cityofmelba.org; jhutchison@middletoncity.org; mhobbs@middletoncity.org; rstewart@middletoncity.org; sellersr@cityofnampa.us; watkinsk@cityofnampa.us; BadgerD@cityofnampa.us; addressing@cityofnampa.us; critchfieldd@cityofnampa.us; clerks@cityofnampa.us; timc@cityofnampa.us; notuscityclerk@gmail.com; clerk@cityofparmaidaho.org; mayor@cityofparmaidaho.org; publicworks@cityofparmaidaho.org; cityhalladmin@cityofparmaidaho.org; snickel@staridaho.org; jmckillican@cityofwilder.org; kbagley@cityofwilder.org; casanderson@caldwellschools.org; nicmiller@cwi.edu; ddenney@homedaleschools.org; bgraves@kunaschools.org; tejensen@kunaschools.org; nstewart@marsingschools.org; sadams@melbaschools.org; Horner.Marci@westada.org; lpennington@msd134.org; mgee@msd134.org; cstauffer@nsd131.org; dleon@nsd131.org; colesr@notusschools.org; tkelly@parmaschools.org; jenny.titus@vallivue.org; lisa.boyd@vallivue.org; joseph.palmer@vallivue.org; lshoemaker@wilderschools.org; lrichard@cityofcaldwell.org; aperry@cityofcaldwell.org; homedalefd@gmail.com; tlawrence@kunafire.com; Office@KunaFire.com; marsingfiredistrict@yahoo.com; marsingruralfire@gmail.com; brian.mccormack@melbafire.id.gov; kenny.hoagland@melbafire.id.gov; vislas@starfirerescue.org; permits@starfirerescue.org; eddy@heritagewifi.com; effingere@nampafire.org; prevention@nampafire.org; Jeff@parmafire.us; ParmaRuralFire@gmail.com; permits@starfirerescue.org; eddy@heritagewifi.com; wfdchief@wilderfire.org; jmaloney@wilderfire.org; knute.sandahl@doi.idaho.gov; mkaes@hwydistrict4.org; lriccio@hwydistrict4.org; bobw@gghd3.org; office@gghd3.org; eddy@nampahighway1.com; gwatkins@nphd.net; admin1@kunalibrary.org; admin2 @kunalibrary.org; lizardbuttelibrary@yahoo.com; brandy.walker@ForgedFiber37.com; eingram@idahopower.com; easements@idahopower.com; arobins@idahopower.com; monica.taylor@intgas.com; jessica.mansell@intgas.com; Contract.Administration.Bid.Box@ziply.com; developmentreview@blackcanyonirrigation.com; carl@blackcanyonirrigation.com; dpopoff@rh2.com; aflavel.bkirrdist@gmail.com; tritthaler@boiseproject.org; gashley@boiseproject.org; irr.water.3@gmail.com; kchamberlain.fcdc@gmail.com; office@idcpas.com; fcdc1875@gmail.com; farmers.union.ditch@gmail.com; irr.water.3 @gmail.com; wilders04@msn.com; irrigation.mm.mi@gmail.com; tammy.middletonirrigation@gmail.com; nmid@nmid.org; eolvera@nmid.org; nyirrigation@nyid.org; kirk@pioneerirrigation.com; sheepmama25@gmail.com; fcdc1875@gmail.com; fcdc1875@gmail.com; Mack@settlersirrigation.org; kchamberlain.fcdc@gmail.com; mitch.kiester@phd3.idaho.gov; anthony.lee@phd3.idaho.gov; wilderirrigation10@gmail.com; drain.dist.2@gmail.com; bryce@sawtoothlaw.com; scott_sbi@outlook.com; farmerhouston@gmail.com; projectmgr@boiseriver.org; testrada@starswd.com; jlucas@achdidaho.org; clittle@achdidaho.org; brentc@brownbuscompany.com; gis@compassidaho.org; D3Development.services@itd.idaho.gov; Kendra.Conder@itd.idaho.gov; ITDD3PERMITS@ITD.IDAHO.GOV; Airport.Planning@itd.idaho.gov; webmaster@valleyregionaltransit.org; smm5156@gmail.com; deb0815@yahoo.com; kunacemetery@gmail.com; 3tjj@frontiernet.net; melbacemetery@gmail.com; middletoncemdist13@gmail.com; ann_jacops@hotmail.com; prchuston@gmail.com;

To: Brian Crawforth; Christine Wendelsdorf; Michael Stowell; tryska7307@gmail.com; Curt Shankel; Dalia Alnajjar; Lucy Ostyn; Tom Crosby; Code Enforcement; GIS and Addressing Division; Loretta Tweedy; Assessor Website; Elections Clerk; roger@amgidaho.com; Historic Preservation (Canyon County Parks); Nichole Schwend; Rick Britton; middletown.rich@gmail.com; Jim Lunders; jshoemaker@blm.gov; MGRodriguez@usbr.gov; edward_owens@fws.gov; BRO.Admin@deq.idaho.gov; kenny.huston@oer.idaho.gov; Brenna.Garro@oer.idaho.gov; peter.jackson@idwr.idaho.gov; maureen.oshea@idwr.idaho.gov; file@idwr.idaho.gov; smith.carolyn.d@epa.gov; John.Graves@fema.dhs.gov; idahoaaa@gmail.com; Zlathim@IDL.idaho.gov; brandon.flack@idfg.idaho.gov; Aubrie.Hunt@dhw.idaho.gov; tricia.canaday@ishs.idaho.gov; dan.everhart@ishs.idaho.gov; patricia.hoffman@ishs.idaho.gov; stevie.harris@isda.idaho.gov; laura.johnson@isda.idaho.gov; tate.walters@id.usda.gov; shawn.cafferty@usda.gov; noe.ramirez@usda.gov; cenww-rd-boi-tv@usace.army.mil; laura.j.freedman@usps.gov; Rakesh.N.Dewan@usps.gov; Chad.M.Franklin@usps.gov; Melvin.B.Norton@usps.gov; Tammi.L.Barth@usps.gov; henry.medel@usps.gov; Khrista.M.Holman@usps.gov; Rochelle.Fuquay@usps.gov; leroy.eyler@usps.gov; marc.c.boyer@usps.gov; mhuff@co.owyhee.id.us; gmprdjennifer@gmail.com; lisaitano@me.com; scott@fccnw.com; srcsbinfo@gmail.com; tottens@amsidaho.com; melvin.b.norton@usps.gov; scott.hauser@usrtf.org; info@destinationcaldwell.com; makline2@marathonpetroleum.com; tammie@fareidaho.org; news@kboi2.com; news@kivitv.com; ktvbnews@ktvb.com; 670@kboi.com; Newsroom; middletonexpress1@gmail.com; rmorgan@kellerassociates.com

Subject: Legal Notice OR2026-0001 / Highway District 4

Attachments: NEW - P&Z Rezone full political agency notice.pdf

Dear Agencies,

Your agency is being notified pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, to all political subdivisions providing services within the planning jurisdiction of Canyon County, including school districts and media. A copy of the application can be found on our Land Hearings website at Land Hearings | Canyon County.

No response is required from your agency unless you have input on the proposed project.

Contact the planner of record, **Jay Gibbons** at jay.gibbons@canyoncounty.id.gov with any questions or additional agency comments or concerns if applicable.

Thank you,

Caitlin Ross
Hearing Specialist
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-7463
Email: Caitlin.Ross@canyoncounty.id.gov
Website: www.canyoncounty.id.gov

Development Services Department (DSD)
Public office hours:
Monday, Tuesday, Thursday and Friday
8am – 5pm
Wednesday
1pm – 5pm
**We will not be closed during lunch hour **

PUBLIC RECORD NOTICE: All communications transmitted within the Canyon County email system may be a public record and may be subject to disclosure under the Idaho Public Records Act and as such may be copied and reproduced by members of the public.

Exhibit 7B-3

Email from Idaho Department of Environmental Quality

Jay Gibbons

From: BRO Admin <BRO.Admin@deq.idaho.gov>
Sent: Tuesday, April 21, 2026 10:21 AM
To: Jay Gibbons
Cc: Jennifer Lahmon
Subject: [External] RE: Legal Notice OR2026-0001 / Highway District 4

The Boise Regional DEQ Administration has no comments at this time.

Sincerely,

Carlene Oberg
Administrative Assistant I
Idaho Department of Environmental Quality
1445 North Orchard Street Boise, Idaho 83706
P: (208) 373-0550 | www.deq.idaho.gov

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Thursday, April 16, 2026 10:14 AM
To: rcollins@cityofcaldwell.org; kbuchan@cityofcaldwell.org; dgeyer@cityofcaldwell.org; jdodson@cityofcaldwell.org; mbessaw@cityofcaldwell.org; amy@civildynamics.net; alicep@cityofhomedale.org; jgreen@marsingcity.com; mayor@cityofmelba.org; cityclerk@cityofmelba.org; jhutchison@middletoncity.org; mhobbs@middletoncity.org; rstewart@middletoncity.org; sellersr@cityofnampa.us; watkinsk@cityofnampa.us; BadgerD@cityofnampa.us; addressing@cityofnampa.us; critchfieldd@cityofnampa.us; clerks@cityofnampa.us; timc@cityofnampa.us; notuscityclerk@gmail.com; clerk@cityofparmaidaho.org; mayor@cityofparmaidaho.org; publicworks@cityofparmaidaho.org; cityhalladmin@cityofparmaidaho.org; snickel@staridaho.org; jmckillican@cityofwilder.org; kbagley@cityofwilder.org; casanderson@caldwellschools.org; nicmiller@cwi.edu; ddenney@homedaleschools.org; bgraves@kunaschools.org; tejensen@kunaschools.org; nstewart@marsingschools.org; sadams@melbaschools.org; Horner.Marci@westada.org; lpennington@msd134.org; mgee@msd134.org; cstauffer@nsd131.org; dleon@nsd131.org; colesr@notusschools.org; tkelly@parmaschools.org; jenny.titus@vallivue.org; lisa.boyd@vallivue.org; joseph.palmer@vallivue.org; lshoemaker@wilderschools.org; lrichard@cityofcaldwell.org; Alan Perry <aperry@cityofcaldwell.org>; homedalefd@gmail.com; tlawrence@kunafire.com; Office@KunaFire.com; marsingfiredistrict@yahoo.com; marsingruralfire@gmail.com; brian.mccormack@melbafire.id.gov; kenny.hoagland@melbafire.id.gov; vislas@starfirerescue.org; permits@starfirerescue.org; eddy@heritagewifi.com; effingere@nampafire.org; prevention@nampafire.org; Jeff@parmafire.us; ParmaRuralFire@gmail.com; permits@starfirerescue.org; eddy@heritagewifi.com; wfdchief@wilderfire.org; jmaloney@wilderfire.org; Knute Sandahl <Knute.Sandahl@doi.idaho.gov>; mkaes@hwydistrict4.org; lriccio@hwydistrict4.org; bobw@gghd3.org; office@gghd3.org; eddy@nampahighway1.com; gwatkins@nphd.net; admin1@kunalibrary.org; admin2@kunalibrary.org; lizardbuttelibrary@yahoo.com; brandy.walker@ForgedFiber37.com; eingram@idahopower.com; easements@idahopower.com; arobins@idahopower.com; monica.taylor@intgas.com; jessica.mansell@intgas.com; Contract.Administration.Bid.Box@ziply.com; developmentreview@blackcanyonirrigation.com; carl@blackcanyonirrigation.com; dpopoff@rh2.com; aflavel.bkirrdist@gmail.com; tritthaler@boiseproject.org; gashley@boiseproject.org; irr.water.3@gmail.com; kchamberlain.fcdc@gmail.com; office@idcpas.com; fcdc1875@gmail.com; farmers.union.ditch@gmail.com; irr.water.3@gmail.com; wilders04@msn.com; irrigation.mm.mi@gmail.com; tammy.middletonirrigation@gmail.com; nmid@nmid.org; eolvera@nmid.org; nyirrigation@nyid.org; kirk@pioneerirrigation.com; sheepmama25@gmail.com; fcdc1875@gmail.com; fcdc1875@gmail.com; Mack@settlersirrigation.org; kchamberlain.fcdc@gmail.com; Mitch Kiester

<mitch.kiester@phd3.idaho.gov>; anthony.lee@phd3.idaho.gov; wilderirrigation10@gmail.com; drain.dist.2@gmail.com; bryce@sawtoothlaw.com; scott_sbi@outlook.com; farmerhouston@gmail.com; projectmgr <projectmgr@boiseriver.org>; testrada@starswd.com; jlucas@achdidaho.org; clittle@achdidaho.org; brentc@brownbuscompany.com; gis@compassidaho.org; D3Development.services@itd.idaho.gov; Kendra.Conder@itd.idaho.gov; ITDD3PERMITS@ITD.IDAHO.GOV; Airport.Planning@itd.idaho.gov; webmaster@valleyregionaltransit.org; smm5156@gmail.com; deb0815@yahoo.com; kunacemetery@gmail.com; 3tjj@frontiernet.net; melbacemetery@gmail.com; middletoncemdist13@gmail.com; ann_jacops@hotmail.com; prchuston@gmail.com; Brian Crawforth <Brian.Crawforth@canyoncounty.id.gov>; Christine Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>; tryska7307@gmail.com; Curt Shankel <shankelc@cityofnampa.us>; Dalia Alnajjar <Dalia.Alnajjar@canyoncounty.id.gov>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Tom Crosby <Tom.Crosby@canyoncounty.id.gov>; Code Enforcement <CodeEnforcement@canyoncounty.id.gov>; GIS and Addressing Division <GISAddressing@canyoncounty.id.gov>; Loretta Tweedy <Loretta.Tweedy@canyoncounty.id.gov>; Assessor Website <2cAsr@canyoncounty.id.gov>; Elections Clerk <electionsclerk@canyoncounty.id.gov>; roger@amgidaho.com; Historic Preservation (Canyon County Parks) <pr.historicpreservation@canyoncounty.id.gov>; Nichole Schwend <Nichole.Schwend@canyoncounty.id.gov>; Rick Britton <Rick.Britton@canyoncounty.id.gov>; middletown.rich@gmail.com; Jim Lunders <jlunders@2cmad.org>; jshoemaker@blm.gov; MGRodriguez@usbr.gov; edward_owens@fws.gov; BRO Admin <BRO.Admin@deq.idaho.gov>; Kenny Huston <kenny.huston@oer.idaho.gov>; Brenna Garro <Brenna.Garro@oer.idaho.gov>; Jackson, Peter <Peter.Jackson@idwr.idaho.gov>; O'Shea, Maureen <Maureen.OShea@idwr.idaho.gov>; IDWR File <file@idwr.idaho.gov>; smith.carolyn.d@epa.gov; John.Graves@fema.dhs.gov; idahoaaa@gmail.com; Zlathim@IDL.idaho.gov; Flack,Brandon <brandon.flack@idfg.idaho.gov>; Aubrie.Hunt@dhw.idaho.gov; Tricia Canaday <Tricia.Canaday@ishs.idaho.gov>; Dan Everhart <Dan.Everhart@ishs.idaho.gov>; Patricia Hoffman <Patricia.Hoffman@ishs.idaho.gov>; Stevie Harris <Stevie.Harris@ISDA.IDAHO.GOV>; Laura Johnson <Laura.Johnson@ISDA.IDAHO.GOV>; tate.walters@id.usda.gov; shawn.cafferty@usda.gov; noe.ramirez@usda.gov; cenww-rd-boi-tv@usace.army.mil; laura.j.freedman@usps.gov; Rakesh.N.Dewan@usps.gov; Chad.M.Franklin@usps.gov; Melvin.B.Norton@usps.gov; Tammi.L.Barth@usps.gov; henry.medel@usps.gov; Khrista.M.Holman@usps.gov; Rochelle.Fuquay@usps.gov; leroy.eyler@usps.gov; marc.c.boyer@usps.gov; mhuff@co.owyhee.id.us; gmprdjennifer@gmail.com; lisaitano@me.com; scott@fccnw.com; srcsbinfo@gmail.com; tottens@amsidaho.com; melvin.b.norton@usps.gov; scott.hauser@usrtf.org; info@destinationcaldwell.com; makline2@marathonpetroleum.com; tammie@fareidaho.org; news@kboi2.com; news@kivitv.com; ktvbnews@ktvb.com; 670@kboi.com; Newsroom <newsroom@idahopress.com>; middletonexpress1@gmail.com; rmorgan@kellerassociates.com
Subject: Legal Notice OR2026-0001 / Highway District 4

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Dear Agencies,

Your agency is being notified pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, to all political subdivisions providing services within the planning jurisdiction of Canyon County, including school districts and media. A copy of the application can be found on our Land Hearings website at Land Hearings | Canyon County.

No response is required from your agency unless you have input on the proposed project.

Contact the planner of record, **Jay Gibbons** at jay.gibbons@canyoncounty.id.gov with any questions or additional agency comments or concerns if applicable.

Thank you,

Caitlin Ross
Hearing Specialist
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-7463
Email: Caitlin.Ross@canyoncounty.id.gov
Website: www.canyoncounty.id.gov

Development Services Department (DSD)
Public office hours:
Monday, Tuesday, Thursday and Friday
8am – 5pm
Wednesday
1pm – 5pm
**We will not be closed during lunch hour **

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Exhibit 7B-4

Email from City of Caldwell

Jay Gibbons

From: Caitlin Ross
Sent: Monday, May 11, 2026 8:12 AM
To: Jay Gibbons
Subject: FW: [External] RE: Legal Notice OR2026-0001 / Highway District 4

FYI – thanks!

Caitlin

From: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Sent: Friday, May 8, 2026 6:33 PM
To: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Subject: [External] RE: Legal Notice OR2026-0001 / Highway District 4

Hi Caitlin,
The City is supportive of the County adopting the CIP and TIF for Cadwell, Mid-Star, and HD4. We have no additional comments at this time.

Sincerely,

AMERICA 250
CITY OF CALDWELL

COMMUNITY DEVELOPMENT

Morgan Bessaw

Deputy Director

205 S. 6th Ave. •
www.cityofcaldwell.org • 2084554594

From: Caitlin Ross <Caitlin.Ross@canyoncounty.id.gov>
Sent: Thursday, April 16, 2026 10:14 AM
To: Robin Collins <rcollins@cityofcaldwell.org>; Kristina Buchan <kbuchan@cityofcaldwell.org>; dgeyer@cityofcaldwell.org; Joe Dodson <jdodson@cityofcaldwell.org>; Morgan Bessaw <mbessaw@cityofcaldwell.org>; amy@civildynamics.net; alicep@cityofhomedale.org; jgreen@marsingcity.com; mayor@cityofmelba.org; cityclerk@cityofmelba.org; jhutchison@middletoncity.org; mhobbs@middletoncity.org; rstewart@middletoncity.org; sellersr@cityofnampa.us; watkinsk@cityofnampa.us; BadgerD@cityofnampa.us; addressing@cityofnampa.us; critchfieldd@cityofnampa.us; clerks@cityofnampa.us; timc@cityofnampa.us; notuscityclerk@gmail.com; clerk@cityofparmaidaho.org; mayor@cityofparmaidaho.org; publicworks@cityofparmaidaho.org; cityhalladmin@cityofparmaidaho.org; snickel@staridaho.org; jmckillican@cityofwilder.org; kbagley@cityofwilder.org; casanderson@caldwellschools.org; nicmiller@cwi.edu; ddenney@homedaleschools.org; bgraves@kunaschools.org; tejensen@kunaschools.org; nstewart@marsingschools.org; sadams@melbaschools.org; Horner.Marci@westada.org;

lpennington@msd134.org; mgee@msd134.org; cstauffer@nsd131.org; dleon@nsd131.org; colesr@notusschools.org; tkelly@parmaschools.org; jenny.titus@vallivue.org; lisa.boyd@vallivue.org; joseph.palmer@vallivue.org; lshoemaker@wilderschools.org; Lisa Richard <lrichard@cityofcaldwell.org>; Alan Perry <aperry@cityofcaldwell.org>; homedalefd@gmail.com; tlawrence@kunafire.com; Office@KunaFire.com; marsingfiredistrict@yahoo.com; marsingruralfire@gmail.com; brian.mccormack@melbafire.id.gov; kenny.hoagland@melbafire.id.gov; vislas@starfirerescue.org; permits@starfirerescue.org; eddy@heritagewifi.com; effingere@nampafire.org; prevention@nampafire.org; Jeff@parmafire.us; ParmaRuralFire@gmail.com; permits@starfirerescue.org; eddy@heritagewifi.com; wfdchief@wilderfire.org; jmaloney@wilderfire.org; knute.sandahl@doi.idaho.gov; mkaes@hwydistrict4.org; lriccio@hwydistrict4.org; bobw@gghd3.org; office@gghd3.org; eddy@nampahighway1.com; gwatkins@nphd.net; admin1@kunalibrary.org; admin2@kunalibrary.org; lizardbuttelibrary@yahoo.com; brandy.walker@ForgedFiber37.com; eingram@idahopower.com; easements@idahopower.com; arobins@idahopower.com; monica.taylor@intgas.com; jessica.mansell@intgas.com; Contract.Administration.Bid.Box@ziply.com; developmentreview@blackcanyonirrigation.com; carl@blackcanyonirrigation.com; dpopoff@rh2.com; aflavel.bkirrdist@gmail.com; tritthaler@boiseproject.org; gashley@boiseproject.org; irr.water.3@gmail.com; kchamberlain.fcdc@gmail.com; office@idcpas.com; fcdc1875@gmail.com; farmers.union.ditch@gmail.com; irr.water.3@gmail.com; wilders04@msn.com; irrigation.mm.mi@gmail.com; tammy.middletonirrigation@gmail.com; nmid@nmid.org; eolvera@nmid.org; nyirrigation@nyid.org; kirk@pioneerirrigation.com; sheepmama25@gmail.com; fcdc1875@gmail.com; fcdc1875@gmail.com; Mack@settlersirrigation.org; kchamberlain.fcdc@gmail.com; mitch.kiester@phd3.idaho.gov; anthony.lee@phd3.idaho.gov; wilderirrigation10@gmail.com; drain.dist.2@gmail.com; bryce@sawtoothlaw.com; scott_sbi@outlook.com; farmerhouston@gmail.com; projectmgr@boiseriver.org; testrada@starswd.com; jlucas@achdidaho.org; clittle@achdidaho.org; brentc@brownbuscompany.com; gis@compassidaho.org; D3Development.services@itd.idaho.gov; Kendra.Conder@itd.idaho.gov; ITDD3PERMITS@ITD.IDAHO.GOV; Airport.Planning@itd.idaho.gov; webmaster@valleyregionaltransit.org; smm5156@gmail.com; deb0815@yahoo.com; kunacemetery@gmail.com; 3tjj@frontiernet.net; melbacemetery@gmail.com; middletoncemdist13@gmail.com; ann_jacops@hotmail.com; prchuston@gmail.com; Brian Crawforth <Brian.Crawforth@canyoncounty.id.gov>; Christine Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; Michael Stowell <mstowell@ccparamedics.com>; tryska7307@gmail.com; Curt Shankel <shankelc@cityofnampa.us>; Dalia Alnajjar <Dalia.Alnajjar@canyoncounty.id.gov>; Lucy Ostyn <lucy.ostyn@canyoncounty.id.gov>; Tom Crosby <Tom.Crosby@canyoncounty.id.gov>; Code Enforcement <CodeEnforcement@canyoncounty.id.gov>; GIS and Addressing Division <GISAddressing@canyoncounty.id.gov>; Loretta Tweedy <Loretta.Tweedy@canyoncounty.id.gov>; Assessor Website <2cAsr@canyoncounty.id.gov>; Elections Clerk <electionsclerk@canyoncounty.id.gov>; roger@amgidaho.com; Historic Preservation (Canyon County Parks) <pr.historicpreservation@canyoncounty.id.gov>; Nichole Schwend <Nichole.Schwend@canyoncounty.id.gov>; Rick Britton <Rick.Britton@canyoncounty.id.gov>; middletown.rich@gmail.com; Jim Lunders <jlunders@2cmad.org>; jshoemaker@blm.gov; MGRodriguez@usbr.gov; edward_owens@fws.gov; BRO.Admin@deq.idaho.gov; kenny.huston@oer.idaho.gov; Brenna.Garro@oer.idaho.gov; peter.jackson@idwr.idaho.gov; maureen.oshea@idwr.idaho.gov; file@idwr.idaho.gov; smith.carolyn.d@epa.gov; John.Graves@fema.dhs.gov; idahoaaa@gmail.com; Zlathim@IDL.idaho.gov; brandon.flack@idfg.idaho.gov; Aubrie.Hunt@dhw.idaho.gov; tricia.canaday@ishs.idaho.gov; dan.everhart@ishs.idaho.gov; patricia.hoffman@ishs.idaho.gov; stevie.harris@isda.idaho.gov; laura.johnson@isda.idaho.gov; tate.walters@id.usda.gov; shawn.cafferty@usda.gov; noe.ramirez@usda.gov; cenww-rd-boi-tv@usace.army.mil; laura.j.freedman@usps.gov; Rakesh.N.Dewan@usps.gov; Chad.M.Franklin@usps.gov; Melvin.B.Norton@usps.gov; Tammi.L.Barth@usps.gov; henry.medel@usps.gov; Khrista.M.Holman@usps.gov; Rochelle.Fuquay@usps.gov; leroy.eyler@usps.gov; marc.c.boyer@usps.gov; mhuff@co.owyhee.id.us; gmprdjennifer@gmail.com; lisaitano@me.com; scott@fccnw.com; srcsbinfo@gmail.com; tottens@amsidaho.com; melvin.b.norton@usps.gov; scott.hauser@usrtf.org; info@destinationcaldwell.com; makline2@marathonpetroleum.com; tammie@fareidaho.org; news@kboi2.com; news@kivitv.com; ktvbnews@ktvb.com; 670@kboi.com; Newsroom <newsroom@idahopress.com>; middletonexpress1@gmail.com; rmorgan@kellerassociates.com

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Thank you,

Caitlin Ross
Hearing Specialist
Canyon County Development Services Department
111 N. 11th Ave., #310, Caldwell, ID 83605

Direct Line: 208-454-7463
Email: Caitlin.Ross@canyoncounty.id.gov
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Exhibit 7C-1

Public Comments Received

(None)