

## NOTICE OF PUBLIC HEARING

On the 3<sup>rd</sup> day of December, 2025, commencing at 12:00 PM, or as soon thereafter as the matter may be heard, the Board of Commissioners of the Ada County Highway District (“ACHD”) will hold a public hearing to consider the approval and adoption of (i) a proposed Development Impact Fee Ordinance that authorizes the imposition of development impact fees, and (ii) a proposed Capital Improvements Plan. The hearing will be held at the Michael L Brokaw Auditorium at the ACHD office located at 3775 Adams Street, Garden City, Idaho. Any person wishing to participate in the public hearing may do so in-person or by joining the Zoom Meeting at: <https://us06web.zoom.us/j/83979416165>.

The proposed Development Impact Fee Ordinance has been developed in accordance with the Idaho Development Impact Fee Act, Idaho Code § 67-8201 et. seq. The proposed Capital Improvements Plan was developed in accordance with Idaho Code § 67-8208 and in coordination with the Capital Investment Citizens Advisory Committee (“CICAC”), which is the development impact fee advisory committee established pursuant to Idaho Code § 67-8205. Consideration at the same public hearing of both the proposed Development Impact Fee Ordinance and the Capital Improvements Plan is authorized pursuant to Idaho Code § 67-8206(5).

At the public hearing, the ACHD Board of Commissioners will have under consideration two alternative versions of the proposed Development Impact Fee Ordinance. Proposed Development Impact Fee Ordinance No. 254 would provide for one (1) Service Area for Ada County and the alternative proposed Development Impact Fee Ordinance No. 254A would provide for two (2) Service Areas within Ada County. Copies of the proposed Development Impact Fee Ordinance No. 254 and the alternative proposed Development Impact Fee Ordinance No. 254A, the proposed Capital Improvements Plan, and the proposed land use assumptions are available for review at the ACHD Headquarters at 5800 N Meeker Ave, Boise, Idaho. In addition, please review the Commission Meeting Agenda for the December 3, 2025 Commission Meeting for additional details. Any member of the public affected by the Development Impact Fee Ordinance and the Capital Improvements Plan is invited and encouraged to submit written comments prior to the public hearing and/or to appear at the public hearing and present evidence, comments and opinions.

ADA COUNTY HIGHWAY DISTRICT

Ryan Head  
Director

**END OF PUBLICATION.**

ADA COUNTY HIGHWAY DISTRICT  
IMPACT FEE  
ORDINANCE NO. 254

BY THE BOARD OF HIGHWAY DISTRICT COMMISSIONERS  
OF  
ADA COUNTY, IDAHO:  
GOLD, PICKERING, GOLDTORPE, McKINNEY, NILSSON

AN ORDINANCE REPLACING  
THE ADA COUNTY HIGHWAY DISTRICT IMPACT FEE ORDINANCE NO. 246A AND  
THE CAPITAL IMPROVEMENTS PLAN AND PROVIDING FOR PUBLICATION  
WITHIN ONE MONTH OF ADOPTION AND PRIOR TO TAKING EFFECT.

WHEREAS, it is in the best interest of the citizens of Ada County, Idaho for the Board of Commissioners of the Ada County Highway District to enact Impact Fee Ordinance No. 254 to replace the Impact Fee Ordinance No. 246A; and

WHEREAS, it is in the best interest of the citizens of Ada County, Idaho for the Board of Commissioners of the Ada County Highway District to replace the adopted Capital Improvements Plan. The Capital Improvements Plan was developed in accordance with Idaho Code § 67-8208 and in coordination with the Capital Investment Citizens Advisory Committee (“CICAC”), which is the development impact fee advisory committee established pursuant to Idaho Code § 67-8205; and

WHEREAS, legal notice of the public hearing and the availability of the proposed Ordinance No. 254 was published on November 12, 2025 and November 13, 2025 in The Idaho Press; and

WHEREAS, a public hearing on the proposed Ordinance No. 254 and the adoption of Ordinance No. 254 was held before the Board of the Highway District Commissioners of Ada County, Idaho, on December 3, 2025; and

NOW, THEREFORE, BE IT ORDAINED by the Board of Highway District Commissioners of Ada County, Idaho, that Capital Improvement Plans is amended and restated and Ordinance No. 246A is hereby replaced with Impact Fee Ordinance No. 254 as set forth in Exhibit 1; and

BE IT FURTHER ORDAINED that Ordinance No. 254 (or a summary thereof) be published as provided by law within one (1) month after its adoption and before it takes effect on March 1, 2026.

Adopted and approved by the Board of Commissioners of the Ada County Highway District on the 3<sup>rd</sup> day of December 2025.

BOARD OF HIGHWAY DISTRICT COMMISSIONERS OF ADA COUNTY, IDAHO:

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Miranda Gold, President

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Kent Goldthorpe, Commissioner

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Alexis Pickering, Vice President

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Dave McKinney, Commissioner

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Patricia Nilsson, Commissioner

ATTESTS

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Ryan Head, Director

**EXHIBIT 1**  
ORDINANCE NO. 254  
REPLACING ACHD IMPACT FEE ORDINANCE NO. 246A

**7300 SHORT TITLE, AUTHORITY AND APPLICABILITY**

This Ordinance shall be known and may be cited as the “Ada County Highway District Impact Fee Ordinance”.

The Board of Commissioners of the Ada County Highway District has the authority to adopt ordinances pursuant to the powers granted it under Section 40-1406, *Idaho Code* and to impose impact fees in conformance with the Idaho Development Impact Fee Act, Chapter 82, Title 67, *Idaho Code*.

This Ordinance shall apply in all areas under the control and jurisdiction of the Ada County Highway District.

**7301 FINDINGS AND PURPOSE**

In accordance with the Idaho Development Impact Fee Act, the Board of Commissioners of the Ada County Highway District finds that an equitable program for planning and financing those public facilities under its jurisdiction which are needed to serve new growth and development is necessary in order to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of Ada County, Idaho. It is the intent of the Commission by enactment of this Ordinance to:

- a. ensure that adequate roads, streets, bridges and associated public facilities are available to serve new growth and development;
- b. promote orderly growth and development by establishing uniform standards by which those who benefit from new growth and development pay a proportionate share of the cost of new public facilities under the jurisdiction of the Ada County Highway District which are needed to serve new growth and development; and
- c. ensure that those who benefit from new growth and development are required to pay no more than their Proportionate Share of the cost of new public facilities under the jurisdiction of the Ada County Highway District which are needed to serve new growth and development and to prevent duplicate and ad hoc development requirements. (Reference *Idaho Code*, Section 67-8202)

**7302 DEFINITIONS**

Following are definitions of certain terms used in this Ordinance. Definitions of terms used in the Impact Fee formula are set forth in Section 7306.2. Other terms which are not defined in this Ordinance shall have the meaning attributed to them in *Idaho Code*, Section 67-8203.

As used in this Ordinance the following terms shall have the following meanings:

“ACHD” means the Ada County Highway District.

“Available” and “Availability” when used in the context of revenue and funds available to pay for System Improvements shall mean revenue and funds that the Commission has determined are reasonably available, given statutory restrictions and other demands on ACHD resources, to lay out, construct, maintain, repair and improve the Highways under its jurisdiction and otherwise to perform the responsibilities imposed upon it by law.

“Capital Improvement” means an improvement with a useful life of ten (10) years or more, by new construction or other action, which increases the Service Capacity of the System. (Reference *Idaho Code*, Section 67-8203(3).)

“Capital Improvements Plan” means a plan adopted by the Commission pursuant to Section 7310 of this Ordinance that identifies Capital Improvements for which Impact Fees may be used as a funding source. (Reference *Idaho Code*, Section 67-8203(5).)

“Commission” means the Board of Commissioners of ACHD.

“COMPASS” means and refers to the Community Planning Association of Southwest Idaho, an Idaho nonprofit association designated by the Governor of the State of Idaho as the Transportation Management Area and the Metropolitan Planning Organization responsible for transportation planning in Ada County, of which ACHD is a member, and any successor organization responsible for transportation planning in Ada County, Idaho.

“Developer” means any Person or legal entity undertaking Development including a party that undertakes the subdivision of property pursuant to sections 50-1301 through 50-1334, Idaho Code. (Reference *Idaho Code*, Section 67-8203(6).)

“Development” means any construction or installation of a building or structure, or any change in use of a building or structure, or any change in the use, character or appearance of the land, which creates additional demand and need for System Improvements or the subdivision of property that would permit any change in the use, character, or appearance of land. (Reference *Idaho Code*, Section 67-8203(7).) “Development” shall also include the foregoing activities if conducted by a Taxing District except as provided by Section 7304.2 of this Ordinance. (Reference *Idaho Code*, Section 67-8203(7).)

“Development Approval” means written authorization which authorizes the commencement of a Development, from ACHD if the Development is a subdivision, otherwise from the general purpose government with jurisdiction over the Development.

“Development Unit” means a structure or a portion of a structure or a particular use of property that is listed on Exhibit “A”.

“Extraordinary Costs” means those costs incurred as a result of an Extraordinary Impact. (Reference *Idaho Code*, Section 67-8203(11).)

“Extraordinary Impact” means an impact to the System which will result from the Development which is reasonably determined by the Commission to: (i) result in the need for System Improvements, the cost of which will significantly exceed the sum of the Impact Fees to be generated from the proposed Development or the sum agreed to be paid pursuant to an agreement between ACHD and the Developer as allowed by Section 7324.2 of this Ordinance; or (ii) result in the need for System Improvements which are not

identified in the most recent Capital Improvements Plan. (Reference *Idaho Code*, Section 67-8203(12).)

“Fee Payer” means that Person who pays or is required to pay an Impact Fee. (Reference *Idaho Code*, Section 67-8203(13).)

“Highway” means roads, streets, alleys and bridges laid out or established for the public or dedicated or abandoned to the public. Highways shall include necessary culverts, sluices, drains, ditches, waterways, embankments, retaining walls, bridges, tunnels, grade separation structures, roadside improvements, adjacent lands or interests lawfully acquired, pedestrian facilities, and any other structures, works or fixtures incidental to the preservation or improvement of the highways. (Reference *Idaho Code*, Section 40-109(5).) The terms “roads” and “streets” as used in this Ordinance have the same meaning as “Highway”.

“Impact Fee” or “Traffic Impact Fee” means a payment of money imposed as a condition of Development Approval to pay for a Proportionate Share of the cost of System Improvements needed to serve Development. The term does not include the following:

- a. a charge or fee to pay the administrative, plan review, or inspection costs associated with permits required for Development (reference *Idaho Code*, Section 67-8203(9)(a));
- b. connection or hookup charges (reference *Idaho Code*, Section 67-8203(9)(b));
- c. availability charges for drainage, sewer, water, or transportation charges for services provided directly to the Development (reference *Idaho Code*, Section 67-8203(9)(c));
- d. amounts collected from a Developer in a transaction in which ACHD has incurred expenses in constructing Capital Improvements for the Development if the owner or Developer has agreed to be financially responsible for the construction or installation of the Capital Improvements, unless a written agreement is made pursuant to Section 7314 of this Ordinance for credit or reimbursement (reference *Idaho Code*, Section 67-8203(9)(d)); or
- e. an Overlay Fee imposed to cover Extraordinary Costs.

“Impact Fee Administrator” means the ACHD Director or the official designated by the Director to administer this Ordinance.

“Impact Fee Schedule” means that schedule of fees referenced in Section 7307 of this Ordinance and set forth in the Fee Schedule attached to this Ordinance as Exhibit “A”.

“Individual Assessment Application” means the ACHD Individual Assessment Application form as set forth in ACHD policies and procedures that notifies ACHD of the Developer or Fee Payer’s intent to provide an Individual Assessment Submittal.

“Individual Assessment Submittal” means the documentation required for an Individual Assessment as provided in Section 7312 of this Ordinance.

“ITE Manual” means the 12th edition of the manual and associated handbooks and supplements entitled *Trip Generation* published by the Institute of Transportation Engineers.

“Level of Service E Planning Threshold” is as defined in the ACHD Street Service Capacity Guidelines as set forth in Exhibit “C”.

“Overlay Fee” means a payment of money imposed by the Commission on the lots or parcels in an Overlay Zone in order to pay a Proportionate Share of the Extraordinary Costs incurred by a Developer to resolve an Extraordinary Impact resulting from a Development or multiple Developments.

“Overlay Zone” means the geographic area consisting of a Development or multiple Developments which collectively will cause an Extraordinary Impact to the System.

“Peak Hour” means the sixty (60) consecutive minutes of the work week (Monday through Friday, excluding holidays) when there is the highest volume of vehicles being operated on a particular Highway in the Regional Roadway Network.

“Person” means an individual, corporation, partnership, association, government agency, or other entity.

“Present Value” means the total current monetary value of past, present, or future payments, contributions or dedications of goods, services, materials, construction or money. (Reference *Idaho Code*, Section 67-8203(20).)

“Project Improvements” means site improvements and facilities that are planned and designed to provide service for a particular Development and that are necessary for the use and convenience of the occupants or users of that Development. (Reference *Idaho Code*, Section 67-8203(22).)

“Proportionate Share” means that portion of System Improvement Costs determined pursuant to Section 7305 of this Ordinance, which reasonably relate to the service demands and needs of the Development. (Reference *Idaho Code*, Section 67-8203(23).)

“Regional Roadway Network” means all ITD highways, and all ACHD arterial and collector roads within Ada County.

“Service Area” means a defined geographic area identified in Section 7317.1 of this Ordinance in which the System provides service to Development within the area defined, on the basis of sound planning or engineering principles or both. (Reference *Idaho Code*, Section 67-8203(26).)

“Service Capacity” means the planning threshold number of vehicles on any one segment of the ACHD System at Level of Service E Planning Threshold for minor arterials and principal arterials, consistent with the *ACHD Street Service Capacity Guidelines* (as found in Exhibit “C”).

“Service Unit” in general means a standardized measure of use attributable to a Development Unit calculated in accordance with generally accepted engineering or planning standards for a particular category of Capital Improvements, and, specifically as

used in this Ordinance, means the number of vehicle miles traveled (VMT) on the System, generated by a particular type of land use of a Development Unit during the Peak Hour. (Reference *Idaho Code*, Section 67-8203(27).)

"System" means roadways under the jurisdiction of ACHD designated as arterials by COMPASS and ACHD.

"System Improvements," in contrast to Project Improvements, means Capital Improvements to the System which are designed to provide service to a Service Area including, without limitation, the type of improvements described in *Idaho Code*, section 50-1703. (Reference *Idaho Code*, Section 67-8203(28).)

"System Improvement Costs" means costs incurred for construction or reconstruction of System Improvements, including costs of design, right-of-way acquisition, engineering and other costs attributable thereto, and also including, without limitation, the type of costs described in *Idaho Code*, section 50-1702(h), to provide additions to the System needed to serve new growth and Development. (Reference *Idaho Code*, Section 67-8203(29).)

"Taxing District" means any entity or unit with the statutory authority to levy a property tax. (Reference *Idaho Code*, Section 67-8203(7) and *Idaho Code*, Section 63-201.).

### 7303 RULES OF CONSTRUCTION

The provisions of this Ordinance shall be interpreted to be consistent with the mandatory provisions of the Idaho Development Impact Fee Act and liberally construed to effectively carry out its purpose.

### 7304 IMPOSITION OF IMPACT FEE

#### 7304.1 General Application.

On the terms, and consistent with the purposes and provisions of this Ordinance and the Idaho Development Impact Fee Act, Chapter 82, Title 67, *Idaho Code*, ACHD hereby imposes an Impact Fee as a condition of Development Approval on all Developments in Ada County, Idaho. Unless otherwise agreed in writing by ACHD and the Developer, the Impact Fee shall be collected no earlier than:

- a. the commencement of construction of the Development; or
- b. the issuance of a building permit; or
- c. the issuance of a manufactured home installation permit.  
(Reference *Idaho Code*, Section 67-8204(3).)

#### 7304.2 Application to Taxing Districts.

Taxing Districts shall be subject to payment of Impact Fees on all Developments in Ada County, Idaho pursuant to the terms of this Ordinance unless ACHD and the Taxing District enter into a written agreement that provides otherwise. (Reference *Idaho Code*, Section 67-8203(7).)

#### 7304.3 Application to Charter Schools.

Charter Schools shall be subject to payment of Impact Fees on all Developments in Ada County, Idaho pursuant to the terms of this Ordinance. (Reference *Idaho Code*, Section 67-8203(7).)

### 7305 METHODOLOGY

#### 7305.1 Basis for Formula.

The Idaho Development Impact Fee Act and subsequent analyses by ACHD provide the methodology for a reasonable and fair formula to ensure that those who benefit from Development pay their Proportionate Share of the cost of System Improvements needed to serve that Development. This methodology results in a formula for the calculation of the Impact Fee for each type of Development Unit within a given Service Area that is then used to create the Impact Fee Schedule. (Reference *Idaho Code*, Section 67-8207.)

#### 7305.2 Minimum Standards

Under this formula the Impact Fee:

- a. shall not exceed a Proportionate Share of the costs incurred or to be incurred by ACHD in the provision of System Improvements to serve new Development (reference *Idaho Code*, Sections 67-8204(1) and 67-8207(1));
- b. is based on actual System Improvement Costs or reasonable estimates of such costs (reference *Idaho Code*, Section 67-8204(1));
- c. is calculated on the basis of Level of Service E Planning Threshold for minor arterials and principal arterials on the System as applicable to existing Development as well as new growth and Development. Level of Service E Planning Threshold for minor arterials and principal arterials is the acceptable level of service planning threshold for System Improvements under this Ordinance (reference *Idaho Code*, Section 67-8204, subsections (2) and (23)); and
- d. is imposed for System Improvements that are attributable to the demands on the Service Capacity of the System generated by the new Development. (Reference *Idaho Code*, Section 67-8204(2).)

### 7305.3 Considerations in Determining Proportionate Share

The Proportionate Share is the cost of System Improvements attributable to the new Development after ACHD considers and accounts for the following:

- a. any appropriate credit, offset or contribution of money, dedication of land, or construction of System Improvements;
- b. payments reasonably anticipated to be made by or as a result of a new Development in the form of user fees and debt service payments;
- c. that portion of general tax and other revenue allocated by ACHD to System Improvements; and
- d. all other Available sources of funding such System Improvements. (Reference *Idaho Code*, Section 67-8207(1).)

### 7305.4 Factors Considered in Determination of Proportionate Share

In determining the Proportionate Share of the cost of System Improvements to be paid by the Developer, the following factors shall be considered and accounted for by ACHD in the calculation of the Impact Fee:

- a. the cost of existing System Improvements within the Service Area;
- b. the means by which existing System Improvements have been financed;
- c. the extent to which the new Development will contribute to the cost of System Improvements through taxation, assessment, or Developer or landowner contributions, or has previously contributed to the cost of System Improvements through Developer or landowner contributions;
- d. the extent to which the new Development is required to contribute to the cost of existing System Improvements in the future;
- e. the extent to which the new Development should be credited for providing System Improvements, without charge to other properties within the Service Area;
- f. Extraordinary Costs, if any, incurred in serving the new Development;
- g. the time and price differential inherent in a fair comparison of Impact Fees paid at different times; and
- h. the availability of other sources of funding System Improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation. The Capital Improvements Plan shall include consideration of alternative sources of revenue. (Reference *Idaho Code*, Sections 67-8204 (1) and 67-8207(2).)

## 7306 FORMULA FOR CALCULATING THE IMPACT FEE

### 7306.1 Basic Purpose and Concept

The basic purpose of the Impact Fee and the principal concept of the formula is to charge each Development Unit in a new Development with its Proportionate Share of System Improvement Costs of new or expanding arterial roads under the jurisdiction of ACHD to handle the increased vehicular traffic that will eventually result from all the new Developments that can be expected to be built in a given geographic area of Ada County according to adopted land use plans.

The number and type of new Development Units that can be projected to be built in a geographic area, the vehicular use that can be expected from each new Development Unit, the costs of expanding the Service Capacity of arterials, the Proportionate Share, and the other factors that under the Idaho Development Impact Fee Act must be considered for inclusion in the Impact Fee formula are based on reasonable estimates and averages using the best available sources and applied in accordance with generally accepted accounting principles and engineering and planning criteria. (Reference *Idaho Code*, Section 67-8204(23).)

### 7306.2 Definitions of Terms in Formula

For purposes of defining the various components of the Impact Fee formula set forth in Section 7306.3, the following terms have the following meanings:

The term “Average Trip Length” means the average distance of each vehicle trip Generated by a Development Unit on the Regional Roadway Network within Ada County, Idaho.

The terms “Generated” and “Generation” as used in these definitions mean, collectively, attracted by and produced from.

The term “Network Adjustment Factor” means the Vehicle Miles Traveled projected to occur on the System from the Development Unit divided by the Vehicle Miles Traveled projected to occur on the Regional Roadway Network from the Development Unit.

The term “New Trip Factor” means the percentage of vehicle trips that are non-pass-by trips as defined in the ITE Manual.

The term “Peak Hour Trip Rate (one-way)” means one-half (1/2) the number of vehicle trip ends Generated on the Regional Roadway Network during the Peak Hour by a Development Unit.

The term “Service Capacity” is defined in Section 7302.

The term “Vehicle Miles Traveled,” or VMT, means the total number of vehicle trips multiplied by the trip length, in miles, on the Regional Roadway Network.

The term “Vehicle Miles Traveled Cost,” or VMT Cost, means the total of all Traffic Impact Fee-eligible System costs divided by the System VMT generated by Development Units during the Peak Hour for the Service Area within which the Development Unit is being constructed.

### 7306.3 Summary of Formula

For each Development Unit, the following formula more particularly expresses the concept set forth in Section 7306.1 and the methodology set forth in Section 7305 of this Ordinance:

Traffic Impact Fee per Development Unit = Peak Hour Trip Rate (one way) x New Trip Factor x Average Trip Length x Network Adjustment Factor x VMT Cost.

A further explanation of the terms and application of the formula is set forth on Exhibit "B" attached to this Ordinance.

## 7307 IMPACT FEE SCHEDULE

Based on the formula set forth in Section 7306.3 of this Ordinance, the amount of the Impact Fee for a Development Unit at the specified land use is presumed to be the amount set forth in the Impact Fee Schedule found in Exhibit "A" and may be adjusted annually for inflation by the ACHD Director, as further described in Exhibit "B".

## 7308 EXEMPTIONS

The following Development activities are exempt from the requirement to pay an Impact Fee:

- a. rebuilding the same amount of floor space of a structure which was destroyed by fire or other catastrophe, providing the structure is rebuilt and ready for occupancy within two (2) years of its destruction and the land use of the rebuilt structure is similar to the land use before the destruction;
- b. remodeling or repairing a structure which does not increase the number of Service Units;
- c. replacing a residential unit, including a manufactured home, with another residential unit on the same lot, provided that the number of Service Units does not increase;
- d. placing a temporary construction trailer or office on a lot;
- e. constructing an addition on a residential structure which does not increase the number of Service Units;
- f. Public Safety emergency services stations (i.e. fire, police, or ambulance stations)
- g. adding uses that are typically accessory to a residential use, such as a tennis courts, clubhouse or detached garage, unless it can be clearly demonstrated that the use creates a significant impact on the capacity of System Improvements; (reference *Idaho Code*, Section 67-8204(20)); and
- h. placing a temporary stand, structure or similar facility for the sale or disbursement of seasonal farm produce, fireworks, election campaign material, or similar use, where

the total period of use will not exceed ninety (90) days during any twelve (12) month period.

## 7309 IMPACT FEE ADVISORY COMMITTEE

### 7309.1 Continuation of Existing Committee

An Impact Fee Advisory Committee (named by ACHD the "Capital Investments Citizens Advisory Committee") was first established in 1991 shortly after a predecessor to this Ordinance was initially adopted, and the Committee is still in place. It consists of a minimum of five (5) members appointed by the Commission and its actions and activities are hereby ratified and approved, and for the purposes of this Ordinance the Committee is hereby re-established and the members re-appointed to serve for the balance of their respective terms.

### 7309.2 Composition

The Impact Fee Advisory Committee shall be composed of not fewer than five (5) members appointed by the Commission. All members must reside in the service area. Two (2) or more members shall be active in the business of Development, building or real estate and two (2) members who are not employees or officials of a governmental entity shall also be appointed to the committee. (Reference *Idaho Code*, Section 67-8205(2).)

### 7309.3 Advisory Capacity

The Impact Fee Advisory Committee shall serve in an advisory capacity and is established to:

- a. assist ACHD in adopting land use assumptions made by the appropriate land use planning agencies;
- b. review the Capital Improvements Plan and proposed amendments utilizing the land use assumptions, and file written comments;
- c. monitor and evaluate implementation of the Capital Improvements Plan;
- d. file periodic reports, at least annually, with respect to the Capital Improvements Plan and report to the Commission any perceived inequities in implementing the Plan or imposing the Impact Fees; and
- e. advise the Commission of the need to update or revise the Capital Improvements Plan and Impact Fees. (Reference *Idaho Code*, section 67-8205 (4).)

### 7309.4 ACHD Support

ACHD shall make available to the Impact Fee Advisory Committee, upon request, all financial and accounting information, professional reports in relation to other Development and implementation of land use assumptions by appropriate land use planning agencies, the Capital Improvements Plan and periodic updates of the Capital Improvements Plan. (Reference *Idaho Code*, Section 67-8205 (5).)

## 7310 CAPITAL IMPROVEMENTS PLAN

### 7310.1 Adoption of Capital Improvements Plan

ACHD shall adopt and update the Capital Improvements Plan in accordance with *Idaho Code*, section 67-8208. The most recent update to the Capital Improvements Plan was adopted by the Commission on December 3, 2025.

### 7310.2 Contents

The Capital Improvements Plan, as referenced in Exhibit "C" and each update thereof which is adopted by the Commission shall contain all of the following:

- a. a general description of the System and its existing deficiencies within the Service Area and a reasonable estimate of all costs of, and a plan to develop the funding resources related to, curing such existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding or replacing the System to meet existing needs and usage;
- b. a commitment by ACHD to use other available sources of revenue to cure existing System deficiencies where practical;
- c. an analysis of the total Service Capacity, the level of current usage, and commitments for usage of the Service 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;
- d. a description of the land use assumptions most recently adopted by the appropriate land use planning agencies;
- e. a definitive table establishing the specific level or quantity of use by a Development Unit 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, and industrial;
- 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 less than Level of Service E Planning Threshold for minor arterials and principal arterials;
- g. the total number of Service Units necessitated by and attributable to new Developments within the Service Area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;
- 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;

- i. identification of all sources and levels of funding Available to ACHD for the financing of the System Improvements; and
- j. a schedule setting forth estimated dates for commencing and completing construction of all System Improvements identified in the Capital Improvements Plan. (Reference *Idaho Code*, Section 67-8208(1).)

#### 7310.3 Capital Improvement Plan Updates

- a. ACHD should update the Capital Improvements Plan at least once every four (4) years, and in no case less frequently than once every five (5) years consistent with Idaho Code, each update to be prepared by the Impact Fee Administrator in consultation with the Impact Fee Advisory Committee, and submitted to the Commission for adoption in accordance with procedures set forth in *Idaho Code*, section 67-8206. (Reference *Idaho Code*, Section 67-8208(2).)
- b. The Capital Improvements Plan shall be updated in conformance with the provisions of subsection a. of this section each time ACHD proposes the amendment, modification or adoption of a development impact fee ordinance. (Reference *Idaho Code*, Section 67-8208(4).)
- c. Updates to the Capital Improvements Plan shall include, for completion, all prior System Improvements from the existing Capital Improvements Plan for which Impact Fees have been expended if the System Improvement remains incomplete or has fallen below the Level of Service E Planning Threshold.

#### 7310.4 Annual Adoption of Capital Budget

The Commission must annually adopt a capital budget. (Reference *Idaho Code*, Section 67-8208(3).)

### 7311 FEE CERTIFICATION

A Developer shall receive, upon request, a written certification of the Impact Fee or individual assessment for a particular Development. The Impact Fee Administrator shall provide the Developer with written certification of the Impact Fee for that Development, which shall establish the Impact Fee so long as there is no material change to the particular project as identified in the Individual Assessment Application, or change to the Impact Fee Schedule. The certification shall include an explanation of the calculation of the Impact Fee including an explanation of factors considered by the Commission under Section 7305.4 of this Ordinance. The certification shall also specify the System Improvement(s) for which the Impact Fee is intended to be used. (Reference *Idaho Code*, Section 67-8204(6).)

## 7312 INDIVIDUAL ASSESSMENTS

### 7312.1 Initiating an Individual Assessment

- a. A Developer or Fee Payer may provide a written individual assessment of the Proportionate Share of the Impact Fee for the proposed Development. (Reference *Idaho Code Section 67-8204(5)*.)
- b. The individual assessment process allows the consideration of studies, data and any other relevant information submitted by the Developer or Fee Payer to adjust the amount of the Impact Fee. (Reference *Idaho Code Section 67-8204(5)*.)
- c. To initiate an individual assessment, the Developer or Fee Payer shall submit an Individual Assessment Application electronically via a link on the ACHD website to the Impact Fee Administrator no later than thirty (30) days after the date of payment of the Impact Fee. (Reference *Idaho Code Section 67-8204(14)*.)
- d. The Individual Assessment Submittal shall consist of all the required supporting documentation and analysis in conformance with ACHD policies and procedures.
- e. An Individual Assessment Submittal of the Impact Fee for the proposed Development shall be permitted sufficiently in advance of the time the Developer or Fee Payer may seek a building permit or related permits so that the issuance of a building permit or related development permits will not be delayed. To be approved before a building permit or related development permits are issued, the Individual Assessment Submittal must be received by ACHD at such a time as to permit the Impact Fee Administrator to render a decision in conformance with Sections 7301, 7303, 7305, and 7312.3. (Reference *Idaho Code Section 67-8204(14)*.)
- f. At the election of the Developer or Fee Payer, an Individual Assessment Submittal of the Impact Fee for the proposed Development may also be permitted any time after issuance of a building permit or related development permits within two (2) years from the date ACHD receives the Individual Assessment Application submitted in conformance with section 7312.1 (c). The Impact Fee Administrator may grant an extension of up to one (1) year upon showing of just cause. (Reference *Idaho Code Section 67-8204(14)*.)
- g. The Developer or Fee Payer shall present, and pay for, the cost of supporting documentation and analysis for the Individual Assessment Submittal. (Reference *Idaho Code, Section 67-8204(5)*.)
- h. If there is a material change to the particular project, the Impact Fee Administrator shall determine if the change warrants an update to the individual assessment.
- i. The Impact Fee Administrator shall review the Individual Assessment

Submittal and determine if it is complete. If the Impact Fee Administrator determines that the Individual Assessment Submittal is not complete, a written statement shall be sent to the Developer or Fee Payer submitting the individual assessment via email specifying the deficiencies. The Impact Fee Administrator shall take no further action on the Individual Assessment Submittal until the submittal is deemed complete. The Developer or Fee Payer shall have a minimum of thirty (30) days to respond and complete the Individual Assessment Submittal in the event the date of the written statement from the Impact Fee Administrator is dated within thirty (30) days of the end of the two (2) year period for the submission of the Individual Assessment Submittal.

- j. A Developer or Fee Payer submitting an individual assessment shall pay a review fee to ACHD to cover the cost of reviewing the Individual Assessment Submittal. The review fee amount shall be in accordance with ACHD's current fee schedule.

#### 7312.2 Assessment Procedures and Documentation

- a. The documentation and analysis supporting the Individual Assessment Submittal shall be signed by the Developer or Fee Payer and the individual preparing the Individual Assessment Submittal.
- b. The Individual Assessment Submittal, prepared by the Developer or Fee Payer, shall include a determination of each of the factors in the Impact Fee formula for the particular Development that is the subject of the individual assessment.
- c. The determination of the factors in the Impact Fee formula shall meet the following requirements below:
  - i. The Peak Hour Trip Rate should be determined by traffic counts at the Development site or at a similar land use's site(s) when possible. The use of the trip generation rates from the ITE Trip Generation Manual in lieu of traffic counts must be approved in writing by the Impact Fee Administrator prior to submitting the individual assessment.
  - ii. The New Trip Factor, Average Trip Length and the Network Adjustment Factor shall be determined through an origin/destination survey conducted at the Development site or at a similar land use's site(s).
  - iii. Such other information as the Impact Fee Administrator may reasonably request; and any studies, data, and any other relevant information submitted by the Developer or Fee Payer. (Reference *Idaho Code Section 67-8204(5)*.)
- d. Alternative methods for determining the factors in the Impact Fee formula must be approved in writing by the Impact Fee Administrator prior to submitting the Individual Assessment Submittal.

- e. The Individual Assessment Submittal shall include a calculation of the Impact Fee based on the facts presented, utilizing the same methodology and formula used in developing the Impact Fee Schedule as set forth in Sections 7305 and 7306 and more thoroughly described in Exhibit "B".
- f. Multi-phase projects – An individual assessment may only be conducted and applied to the current phase of multi-phase projects. The individual assessment shall be updated for each phase of multi-phase projects. The trip generation and characteristics shall include the current phase as well as all phases to date.

#### 7312.3 Decision

The Impact Fee Administrator may accept, accept with conditions or, reject the documentation and analysis or, require the Developer or Fee Payer to submit additional or different documentation.

No later than twenty (20) calendar days following the completion of the presentation of all documentation required by Section 7312.2, and after considering the same and making appropriate findings based thereon, the Impact Fee Administrator shall make a decision as to the Impact Fee to be charged for the particular Development. The decision shall be based upon the requirements of Section 67-8207, *Idaho Code*, and shall include an explanation of the calculation of the Impact Fee, including an explanation of factors considered under Section 67-8207, *Idaho Code* and shall specify the System Improvement(s) for which the Impact Fee is intended to be used. (Reference *Idaho Code*, Section 67-8204(5).)

#### 7312.4 Appeal from Decision

If the Developer or Fee Payer does not accept the decision of the Impact Fee Administrator, an appeal may be filed with the Commission under the provisions of Section 7321 of this Ordinance.

### 7313 EXTRAORDINARY IMPACTS; OVERLAY ZONES AND OVERLAY FEES

There will be situations where the anticipated impacts to the system of a proposed development will comprise an Extraordinary Impact. The Commission may calculate a pro rata share per parcel of the Development of the Extraordinary Costs. The Commission may by resolution adopt an Overlay Fee equal to such pro rata share of the Extraordinary Costs in addition to the Impact Fee. The resolution must be considered at a public hearing, notice of which has been published in accordance with the provisions of Idaho Code, Section 40-206(2), and notice of the public hearing shall also be sent by U.S. Mail to all property owners within the Overlay District not less than 10 days prior to the public hearing.

### 7314 CREDIT OR REIMBURSEMENT

#### 7314.1 For Construction, Contribution, Taxes and User Fees Generated

- a. In the calculation of Impact Fees for a particular project, credit or

reimbursement shall be given for the Present Value of any construction of System Improvements or dedication of land or money required by ACHD from a Developer for System Improvements of the category for which the Impact Fee is being collected, including such System Improvements paid for pursuant to a local improvement district. Credit or reimbursement shall not be given for Project Improvements. (Reference *Idaho Code*, Section 67-8209(1).)

- b. In calculation of Impact Fees for a particular project, credit shall be given for the Present Value of all tax and user fee revenue generated by the Developer, within the Service Area where the Impact Fee is being assessed and used by ACHD for System Improvements of the category for which the Impact Fee is being collected. If the amount of the credit exceeds the Proportionate Share for the particular project, the Developer shall receive a credit on future Impact Fees for the amount in excess of the Proportionate Share. The credit may be applied by the Developer as an offset against future Impact Fees only in the Service Area where the credit was generated. (Reference *Idaho Code*, Section 67-8209(2).)
- c. If a Developer is required to construct, fund or contribute System Improvements in excess of the Development's Proportionate Share of System Improvement Costs, including such System Improvements paid for pursuant to a local improvement district, the Developer shall receive a credit on future Impact Fees or be reimbursed at the Developer's choice for such excess construction, funding or contribution from Impact Fees paid by future Development which impacts the System Improvements constructed, funded or contributed by the Developer or Fee Payer. (Reference *Idaho Code*, Section 67-8209(3).)

#### 7314.2 Procedures and Documentation

- a. If credit or reimbursement is due, the Developer pursuant to this section from the construction of System Improvements or dedication of land or money required by ACHD, ACHD shall enter into a written agreement with the Developer or Fee Payer, negotiated in good faith, prior to the construction, funding or contribution. The agreement shall provide for the amount of credit or the amount, time and form of reimbursement. (Reference *Idaho Code*, Sections 67-8209(4).)
- b. To apply for credit for the Present Value of all tax and user fee revenue generated by the Developer within the Service Area where the Impact Fee is being assessed and used by ACHD for System Improvements of the category for which the Impact Fee is being collected, the Developer shall submit an application for Impact Fee credit and all supporting documentation to the Impact Fee Administrator within thirty (30) calendar days of the date of payment of the Impact Fee to which the credit is being applied. The Impact Fee Administrator shall determine if the Developer is eligible for credit towards the Impact Fee and calculate the amount of the credit. If credit is due the Developer, the credit amount will be deducted from the Impact Fee.

7315 UNLISTED LAND USES; CHANGES IN UNITS OR SCOPE; MODULAR BUILDING, MANUFACTURED HOME OR RECREATIONAL VEHICLE

7315.1 Unlisted Land Uses

Land uses of a Development Unit not specified in the Fee Schedule shall be assigned the trip generation factors as set forth in the ITE Manual, based on the methodology set forth in Section 7305 of this Ordinance. A copy of the ITE Manual shall be available for inspection by any member of the public during ACHD's normal business hours. For specific uses not listed in the ITE Manual, the Impact Fee Administrator shall apply the category of use in the ITE Manual which is most similar to the proposed land use. A list of Impact Fees so determined by the Impact Fee Administrator for land use categories not listed in the Fee Schedule shall be maintained by the Impact Fee Administrator and shall be available for public inspection.

7315.2 Change in Number of Units, Scope of Development.

After payment of the Impact Fees or execution of an agreement for payment of Impact Fees, additional Impact Fees or increases in fees may not be assessed unless the number of Development Units increases or the scope or schedule of the Development changes. In the event of an increase in the number of Development Units or the scope of the Development changes, the additional development Impact Fees to be imposed are limited to the amount attributable to the additional Development Units or change in scope of the Development. (Reference *Idaho Code*, Section 67-8204(18).)

7315.3 Modular Building, Manufactured Home or Recreational Vehicle

An Impact Fee will be assessed for installation of a modular building, manufactured home or recreational vehicle unless the Fee Payer can demonstrate by documentation such as aerial photographs, utility bills and tax records, either:

- a. that a modular building, manufactured home or recreational vehicle was legally in place on the lot or space prior to the effective date of this Ordinance; or
- b. that an Impact Fee has been paid previously for the installation of a modular building, manufactured home or recreational vehicle on that same lot or space. (Reference *Idaho Code*, Section 67-8204(21).)

## 7316 PAYMENT OF IMPACT FEE

### 7316.1 Place and Time of Payment

The payment of the Impact Fee and any extra fees for Extraordinary Impacts shall be made directly to ACHD or to a government entity authorized by ACHD to collect the same on its behalf. The Impact Fee shall be due at the time of the issuance of a building permit or a manufactured home installation permit or a similar permit, or, if no permit is required, at the time of the commencement of construction of the Development, or as may be otherwise agreed by the Developer and the Impact Fee Administrator. Impact Fees are subject to change if not paid in full prior to September 30<sup>th</sup> of the fiscal year in which they became due and any outstanding Impact Fees will be recalculated October 1st in accordance with the then current Fee Schedule and developments are subject to pay the outstanding Impact Fees as recalculated. (Reference *Idaho Code*, Section 67-8204(3).)

### 7316.2 Election

A Developer has the right to elect to pay a Development's Proportionate Share of System Improvement Costs by payment of Impact Fees according to the Fee Schedule as full and complete payment of the Development's Proportionate Share of System Improvement Costs, except for any costs of Extraordinary Impact under Section 7313 of this Ordinance. (Reference *Idaho Code*, Section 67-8204(17).)

## 7317 SERVICE AREA

### 7317.1 Service Area

There is one (1) Service Area encompassing all of Ada County. The Impact Fees collected from a Development in a Service Area shall be spent on System Improvements in the same Service Area. The Service Area is shown on the map entitled "Figure 1: Service Area Boundaries" which is found in Exhibit "B".

## 7318 USE OF FUNDS

### 7318.1 Separate Accounts

All Impact Fees shall be maintained in one (1) or more interest-bearing accounts within the capital projects fund. Accounting records shall be maintained for each Service Area in which the fees are collected. Interest earned on Impact Fees shall be considered funds of the account on which it is earned, and not funds subject to *Idaho Code*, section 57-127 and shall be subject to all restrictions placed on the use of Impact Fees under the provisions of this Ordinance. (Reference *Idaho Code*, Section 67-8210(1).)

### 7318.2 Expenditure Restricted

Expenditures of Impact Fees shall be made only for the category of System Improvements and within or for the benefit of the Service Area for which the Impact Fee was imposed as shown by the Capital Improvements Plan and as authorized in this Ordinance. Impact Fees shall not be used for any purpose other than to pay for System Improvement Costs to create additional System Improvements to serve new growth. (Reference *Idaho Code*, Sections 67-8204(11) and 67-8210(2).)

#### 7318.3 Annual Report

ACHD shall prepare an annual report describing:

- a. the amount of all Impact Fees collected, appropriated, or spent during the preceding year by Service Area; and
- b. the percentage of tax and revenues other than Impact Fees collected, appropriated or spent for System Improvements during the preceding year by category of public facility and Service Area. (Reference *Idaho Code*, Section 67-8210(3).)

#### 7318.4 Time to Spend Impact Fees Collected

Collected Impact Fees must be expended within eight (8) years from the date they were collected, on a first-in, first-out (FIFO) basis, except that the Impact Fees collected for drainage facilities must be expended within twenty (20) years. Any funds not expended within the prescribed times shall be refunded pursuant to Section 7319 of this Ordinance. ACHD may hold the Impact Fees for longer than eight (8) years if the Commission identifies, in writing:

- a. a reasonable cause why the Impact Fees should be held longer than eight (8) years; and
- b. an anticipated date by which the Impact Fees will be expended but in no event greater than eleven (11) years from the date they were collected. (Reference *Idaho Code*, Section 67-8210(4).)

### 7319 REFUNDS

#### 7319.1 Right to Request

A refund of an Impact Fee paid under this Ordinance shall be made upon the request of the current owner(s) of property on which the fee has been paid if:

- a. The request for a refund is received by ACHD no later than two (2) years from the date of payment of the Impact Fee; and
- b. service is available but never provided; or
- c. a building permit or permit for installation of a manufactured home or similar permit is denied or abandoned; or

- d. after collecting the fee when service is not available, ACHD has failed to appropriate and expend the collected Impact Fees pursuant to Section 7318.4 of this Ordinance (reference *Idaho Code*, Section 67-8211(1); or
- e. action by the Commission determines that the Impact Fee was calculated incorrectly in favor of ACHD or as a result of an appeal or mediation under Section 7321 a refund is due; or
- f. the Fee Payer pays the Impact Fee under protest, and a subsequent review of the Impact Fee paid or the completion of an individual assessment determines that the Impact Fee paid exceeded the Proportionate Share to which ACHD was entitled to receive. (Reference *Idaho Code*, Section 67-8211(d)).

#### **7319.2 Time of Payment**

When the right to a refund exists under this Section, the Impact Fee Administrator shall send the refund to the owner of record within ninety (90) days after the Impact Fee Administrator has determined that a refund is due. (Reference *Idaho Code*, Section 67-8211(2).)

#### **7319.3 Interest**

A refund shall include a refund of interest from the date of payment of the Impact Fee at one-half (1/2) the legal rate provided for in *Idaho Code*, section 28-22-104(1) from the date of which the fee was originally paid. (Reference *Idaho Code*, Section 67-8211(3).)

#### **7319.4 Standing**

Any Person entitled to a refund shall have standing to sue for a refund under the provisions of Idaho Development Impact Fee Act if there has not been a timely payment of a refund pursuant to Section 7319.2. (Reference *Idaho Code*, Section 67-8211(4)) (Reference *Idaho Code*, Section 67-8204(12).)

### **7320 LOANS TO SERVICE AREA FUND; EXTRAORDINARY IMPACT LOANS**

#### **7320.1 Loans to Service Area Fund**

The Commission may loan funds held by it in its general accounts to a Service Area capital projects fund where the fund does not have sufficient balances to pay all of the System Improvement Costs to be incurred for the construction of a System Improvement in that Service Area. As Impact Fees are generated and collected in that Service Area, the loan will be repaid, without interest, by the transfer of funds from the capital projects fund for that Service Area to the general accounts of ACHD.

## 7320.2 Commission Resolution Required

The making of any such loan shall require the adoption of a resolution by the Commission at a regular or special meeting.

# 7321 ADMINISTRATIVE APPEALS

## 7321.1 Appeal to Commission; Grounds

The Commission shall hear and decide appeals by any Developer, Fee Payer or property owner aggrieved by a final decision made by the Impact Fee Administrator under this Ordinance where it is alleged that the Impact Fee Administrator did not properly apply this Ordinance, did not consider all relevant facts presented, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of this Ordinance.

## 7321.2 Filing Fee

The fee for filing an appeal shall be in accordance with ACHD's current fee schedule.

## 7321.3 Initiation

An appeal is initiated by the filing of a written notice of appeal together with the filing fee with the Clerk of ACHD, which must be filed within thirty (30) calendar days from the date of the final decision that is the subject of the appeal. If the thirtieth day falls on a weekend or holiday, the notice of appeal may be filed the following business day. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the Ordinance relevant to the appeal and/or the facts relied upon and shall include a written argument in support of the appeal. A notice of appeal that does not comply with the provisions of this subparagraph shall not be considered by the Commission, and no further action with respect thereto shall be taken under this Section.

## 7321.4 Time to Reply

The Impact Fee Administrator shall have fourteen (14) calendar days to reply to the notice of appeal, and may during such time meet with the appellant to discuss the matter, and may also reconsider and/or amend the decision which is being appealed. A copy of the reply, and any amendments or supplements to the decision being appealed from will be provided to the appellant prior to the hearing on the appeal.

## 7321.5 Notice of Hearing

Unless otherwise agreed to by the appellant, the hearing on the appeal will be noticed and scheduled for a regular meeting of the Commission to be held within thirty (30) calendar days following the delivery to the appellant of the Impact Fee Administrator's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission prior to the hearing.

#### 7321.6 Action by Commission

At the conclusion of the hearing, the Commission may reverse or affirm, in whole or in part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the evidence and testimony presented at the hearing.

#### 7321.7 Payment Under Protest

A Fee Payer may pay an Impact Fee under protest in order to obtain a Development Approval or a building permit. A Fee Payer making such payment shall not be estopped from exercising the right of appeal provided in this Section, nor shall such Fee Payer be estopped from receiving a refund of any amount deemed to have been improperly collected as a result of the appeal. (Reference *Idaho Code*, Section 67-8212(2).)

#### 7321.8 Mediation

Upon voluntary agreement by the Fee Payer and the Impact Fee Administrator, ACHD shall address a disagreement related to the Impact Fee for a proposed Development through mediation by a qualified independent party. Mediation may take place at any time during the appeals process and participation in mediation does not preclude the Fee Payer from pursuing other remedies provided for in this Section. Mediation costs will be shared equally by the Fee Payer and ACHD. (Reference *Idaho Code*, Sections 67-8204(15) and 67-8212(3).)

### 7322 COLLECTION

If a Fee Payer fails to pay an Impact Fee when due, in addition to such other remedies as are available to ACHD at law or in equity to collect the same, ACHD may do one or more of the following:

- a. withhold Development Approval until the Impact Fee is paid;
- b. charge the Developer interest on the Impact Fee at the legal rate set forth in *Idaho Code*, section 28-22-104 (1), from the date such payment was due until paid;
- c. charge a penalty for failure to pay an Impact Fee when due in an amount of five percent (5%) of the Impact Fee for each month elapsing after the date the fee was due until paid, such penalty not to exceed twenty-five percent (25%) of the fee;

- d. claim and impose a lien on the lot or parcel upon which the Development is occurring for failure to timely pay the Impact Fee in the amount of the Impact Fee and such costs, penalties and interest as are allowable, by following the procedures contained in Chapter 5, Title 45, *Idaho Code*. The lien must be claimed within ninety (90) calendar days from the date the Impact Fee was due under Section 7315.1.

Such interest and/or penalty shall be collected as part of and at the same time as the Impact Fee is paid. (Reference *Idaho Code*, Section 67-8213.)

## 7323 GUIDELINES

The Commission may adopt guidelines, interpretations and forms consistent with this Ordinance to implement its intent.

## 7324 OTHER POWERS AND RIGHTS NOT AFFECTED

### 7324.1 Project Improvements

Nothing in this Ordinance shall prevent ACHD from requiring a Developer to construct reasonable Project Improvements in conjunction with a Development. (Reference *Idaho Code*, Section 67-8214(1).)

### 7324.2 Private Agreements Allowed

Nothing in this Ordinance shall be construed to prevent or prohibit private agreements between property owners or Developers, the Idaho Transportation Department and ACHD in regard to the construction or installation of System Improvements or providing for credits or reimbursements for System Improvement Costs incurred by a Developer including inter-project transfers of credits or providing for reimbursement for Project Improvements which are used or shared by more than one (1) Development. If it can be shown that a proposed Development has a direct impact on a public facility under the jurisdiction of the Idaho Transportation Department, then the agreement shall include a provision for the allocation of Impact Fees collected from the Developer for the improvement of the public facility by the Idaho Transportation Department. (Reference *Idaho Code*, Section 67-8214(2).)

### 7324.3 No Obligation to Approve Developments with Extraordinary Impacts

Nothing in this Ordinance shall obligate ACHD to approve Development which results in an Extraordinary Impact. (Reference *Idaho Code*, Section 67-8214(3).)

### 7324.4 No Obligation to Approve Below Acceptable Level of Service

Nothing in this Ordinance shall obligate ACHD to approve any request for Development Approval which may reasonably be expected to reduce levels of service below Level of Service E Planning Thresholds on ACHD minor arterials and ACHD principal arterials. (Reference *Idaho Code*, Section 67-8214 (4).)

### 7324.5 No Limitation on Power of Eminent Domain, Creation of Local Improvement

## Districts or Bond Issues

Nothing in this Ordinance shall work to limit the use by ACHD of the power of eminent domain or supersede or conflict with requirements or procedures authorized in the *Idaho Code* for local improvement districts or general obligation bond issues. (Reference *Idaho Code*, Section 67-8214(6).)

### 7325 REVIEW

In connection with each update of the Capital Improvement Plan, and more often at the discretion of the Commission, the Impact Fee Administrator shall review the Fee Schedule and the relevant factors on which it is based, in coordination with the Impact Fee Advisory Committee. Based upon this review, the Impact Fee Administrator may recommend to the Commission a revision of this Ordinance, including the Fee Schedule.

### 7326 ERRORS IN FORMULA

If ACHD discovers an error in the Impact Fee formula that results in assessment or payment of more than a Proportionate Share ACHD shall, at the time of assessment, on a case by case basis adjust the fee to collect no more than a Proportionate Share or ACHD shall discontinue the collection of any Impact Fees until the error is corrected by ordinance. (Reference *Idaho Code*, Section 67-8213.)

### 7327 SEVERABILITY

The provisions of this Ordinance are hereby declared to be severable, and if any provision of this Ordinance or the application of the same to any Person or circumstance is declared invalid for any reason, such declaration shall not affect the validity of the remaining portions of the Ordinance. Any provision of this Ordinance that is inconsistent with the requirements of the Idaho Development Impact Fee Act, Chapter 82, Title 67, *Idaho Code* shall be null and void and that provision shall have no legal effect. (Reference *Idaho Code*, Section 67-8204(25).)

### 7328 EFFECTIVE DATE

This Ordinance shall be effective no less than thirty (30) calendar days from the date of its adoption, or March 1, 2026 whichever is later. (Reference *Idaho Code*, Section 67-8206(6)).

**EXHIBIT A - Draft Traffic Impact Fee Schedule**  
**FY2026 Fee Table**

**Ordinance 254**

**Verify all non listed uses and appropriate application of land uses with the ACHD Impact Fee Administrator**

Service Area Adjustment Factors	Average Trip Length	Network	VMT Cost
Land Use Trip Length Adjustment Factors	7.73	0.44	\$3,669
Regional Draw	0.90		
Larger Scale	0.75		
Neighborhood Level	0.50		
Local Convenience	0.25		

Land Use	ITE Code	TRIP RATE		ADJUSTMENT FACTORS			Traffic Impact Fee Per Unit (rounded)
		PM Peak Hour	Pass-By Trip Adjustment Factor	Average Trip Length	Network	VMT Cost	
<b>Per Dwelling Unit</b>							
Single Family	210	0.465	1.00	7.73	0.440	\$3,669	\$5,803
Single Family Attached Housing	215	0.255	1.00	7.73	0.440	\$3,669	\$3,182
<b>Multifamily Housing</b>	<b>220 &amp; 221</b>						Contact ACHD Impact Fee Team for Assessment
Mobile Home	240	0.230	1.00	5.80	0.440	\$3,669	\$2,153
Accessory Dwelling Unit	ACHD 4	0.155	1.00	7.73	0.440	\$3,669	\$1,934
<b>Senior Adult Housing</b>	<b>251 &amp; 252</b>						Contact ACHD Impact Fee Team for Assessment
Assisted Living	254	0.12	1.00	7.73	0.440	\$3,669	\$1,497
<b>Per Room</b>							
Hotel	310	0.235	1.00	7.73	0.440	\$3,669	\$2,933
Motel	320	0.185	1.00	7.73	0.440	\$3,669	\$2,309
<b>Per 1,000 SF</b>							
Animal Hospital/Veterinary Clinic	640	1.765	0.72	3.87	0.440	\$3,669	\$7,929
Automobile Sales, New	840	1.145	0.75	5.80	0.440	\$3,669	\$8,037
Automobile Sales, Used	841	1.875	0.75	5.80	0.440	\$3,669	\$13,161
Automobile Care Center/Repair	942	2.450	0.72	3.87	0.440	\$3,669	\$11,006
Automobile Parts Sales	843	2.430	0.57	3.87	0.440	\$3,669	\$8,642
Automated Car Wash	948	12.200	0.44	1.93	0.440	\$3,669	\$16,747
Bank (With Drive-Thru)	912	10.515	0.65	1.93	0.440	\$3,669	\$21,323
Church	560	0.215	1.00	3.87	0.440	\$3,669	\$1,341
Coffee / Donut Shop No Drive-Thru	936	15.765	0.13	1.93	0.440	\$3,669	\$6,394
Coffee / Donut Shop with Drive-Thru	937	19.500	0.13	1.93	0.440	\$3,669	\$7,909
Day Care	565	5.375	0.56	1.93	0.440	\$3,669	\$9,390
Drinking Place/Bar	975	3.220	0.57	3.87	0.440	\$3,669	\$11,452
Free-standing Discount Store	815	2.430	0.83	5.80	0.440	\$3,669	\$18,877
Free-standing Discount Superstore	813	2.160	0.71	5.80	0.440	\$3,669	\$14,353
Hair Salon	918	0.725	0.83	5.80	0.440	\$3,669	\$5,632
Hardware/Paint Store	816	1.490	0.74	5.80	0.440	\$3,669	\$10,320
Home Improvement Superstore	862	1.140	0.58	5.80	0.440	\$3,669	\$6,188
Hospital	610	0.430	1.00	7.73	0.440	\$3,669	\$5,366
Light Industrial	110	0.245	1.00	7.73	0.440	\$3,669	\$3,057
Manufacturing	140	0.315	1.00	7.73	0.440	\$3,669	\$3,931
Mini-Warehouse (Self Storage)	151	0.070	1.00	3.87	0.440	\$3,669	\$437
Pharmacy/Drug Store (No Drive-Thru)	880	4.255	0.47	1.93	0.440	\$3,669	\$6,239
Pharmacy/Drug Store (With Drive-Thru)	881	5.120	0.51	1.93	0.440	\$3,669	\$8,146
Restaurant - Fast Casual	930	7.175	0.57	3.87	0.440	\$3,669	\$25,518
Restaurant - Fast Food (No Drive-Thru)	933	18.365	0.57	1.93	0.440	\$3,669	\$32,658
Restaurant - Fast Food (With Drive-Thru)	934	15.800	0.50	1.93	0.440	\$3,669	\$24,646
Shopping Center	820	1.630	0.66	6.96	0.440	\$3,669	\$12,082
Supermarket (Free Standing)	850	4.395	0.64	1.93	0.440	\$3,669	\$8,775
Tire Store	848	1.925	0.72	3.87	0.440	\$3,669	\$8,648
Variety Store (Dollar Store)	814	3.350	0.66	3.87	0.440	\$3,669	\$13,796
Warehousing	150	0.075	1.00	7.73	0.440	\$3,669	\$936
<b>Per 1,000 SF</b>							
Dental/Vision Office	ACHD 1	1.315	1.00	4.12	0.440	\$3,669	\$8,746
General Office (Greater than 10 KSF)	710	0.590	1.00	7.73	0.440	\$3,669	\$7,363
Small Office Building (Less than 10 KSF)	712	1.080	1.00	7.73	0.440	\$3,669	\$13,477
Medical Office	720	1.710	1.00	5.80	0.440	\$3,669	\$16,004
Walk In Clinic	630	1.835	1.00	5.80	0.440	\$3,669	\$17,174
<b>Per Indicated Unit</b>							
Charter Elementary School (Students)	536	0.080	1.00	7.73	0.440	\$3,669	\$998
Coffee / Donut Shop with Drive-Thru No Indoor Seats (per DT Lanes)	938	7.540	0.13	1.93	0.440	\$3,669	\$2,940
Food Cart Pod (Food Carts)	926	3.080	0.57	3.87	0.440	\$3,669	\$10,954
Gas Station with Conv Mkt 2-4 KSF (Fueling Position)	945	7.925	0.44	1.93	0.440	\$3,669	\$10,879
Gas Station with Conv Mkt 4-5.5 KSF (Fueling Position)	945	9.575	0.44	1.93	0.440	\$3,669	\$13,144
Gas Station with Conv Mkt 5.5-10 KSF (Fueling Position)	945	10.540	0.44	1.93	0.440	\$3,669	\$14,468
Quick Lubrication (Servicing Positions)	941	2.425	0.57	1.93	0.440	\$3,669	\$4,312
Recreational Vehicle and Boat Storage (Space)	ACHD 5	0.010	1.00	3.09	0.440	\$3,669	\$50



# DRAFT

## Exhibit B

### 2025-2045

# Fee Methodology

Draft October 2025

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## INTRODUCTION - METHODOLOGY

The Ada County Highway District (ACHD) has prepared a Traffic Impact Fee (TIF) methodology to meet the requirements of the Idaho Development Impact Fee Act (IDIFA), which states that an Impact Fee Ordinance must provide a detailed description of the methodology by which the costs per Service Unit are determined (Idaho Code, section 67-8204(16)). The Ordinance sets out such a methodology and formula. This Exhibit "B" provides additional explanation of that methodology, and calculates the maximum Impact Fees that may be charged by ACHD in accordance with the IDIFA.

The TIF methodology was developed with consideration of the ACHD Capital Improvements Plan (CIP), as further described in Exhibit "C". The CIP and TIF are based on an analysis of future transportation system deficiencies, employing the Regional Travel Demand Model developed by the Community Planning Association of Southwest Idaho (COMPASS) to consistently summarize and identify where future traffic volumes exceed the capacity of ACHD's roadway system. The model was also used to consistently estimate the average travel conditions generated by new development within Ada County, including:

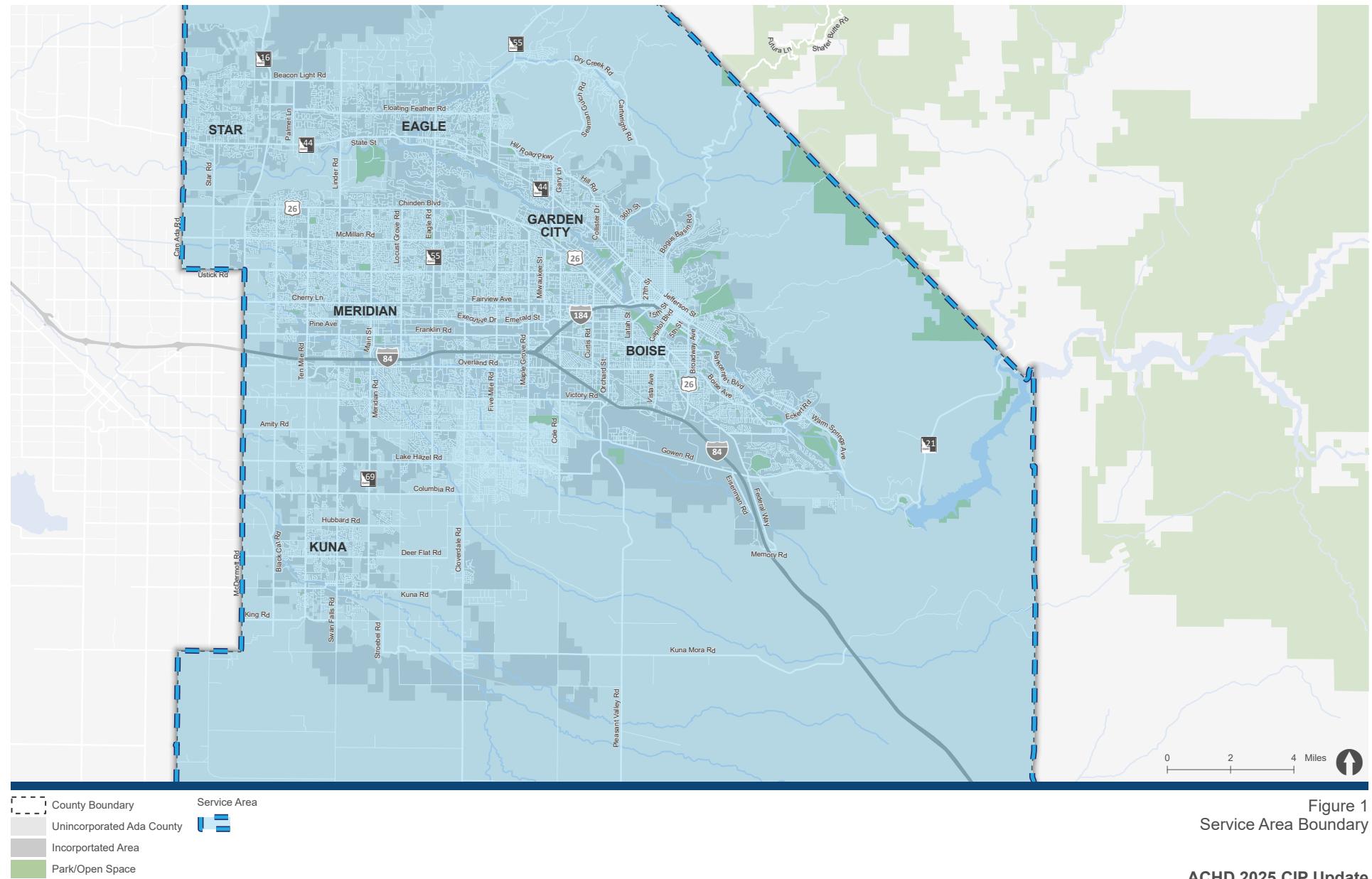
- Land use assumptions
- Trip generation
- Vehicle miles traveled (VMT)
- Adjustment factors (including average trip length and network adjustment factors)

The methodology used to calculate maximum Impact Fees determines the cost per Service Unit for System Improvements. The cost per Service Unit can then be multiplied by the Service Units produced by a Development to determine the maximum Impact Fee that can be charged per Development Unit.

### Service Area Configuration

A Service Area is a defined geographic area identified by a governmental entity. Impact fees must be collected and spent on projects within a defined Service Area. ACHD operates a single Service Area, whose boundary aligns with that of Ada County. The Service Area boundary is depicted in **Figure 1**.

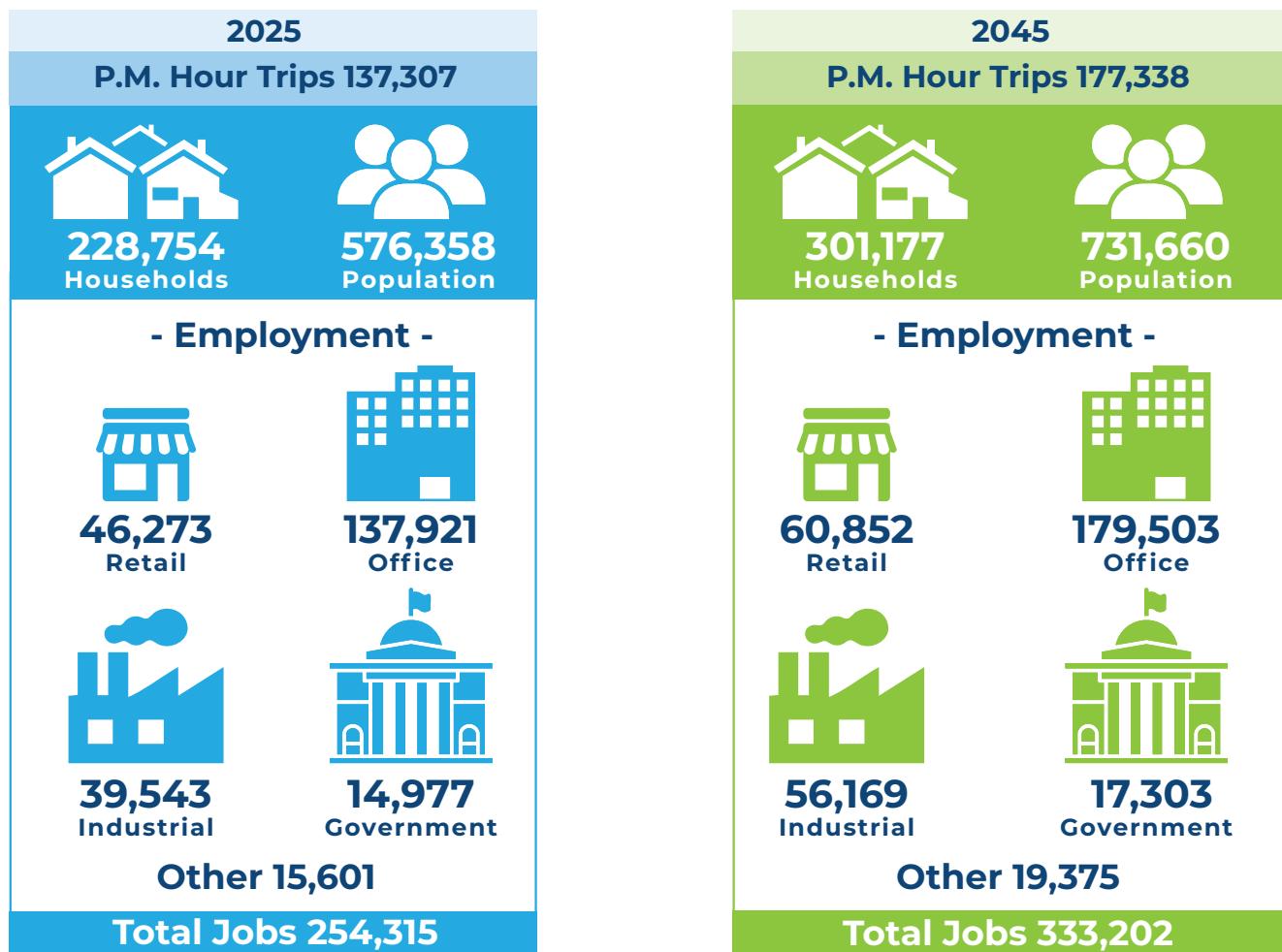
Figure 1: Service Area Boundary



# SERVICE UNITS - NECESSITATED AND ATTRIBUTABLE TO NEW DEVELOPMENT

Future travel demand estimates in Ada County are based on regional population, housing and employment forecasts (see Section D). These demographic forecasts are developed by COMPASS and based on the Comprehensive Plans from each jurisdiction within and including Ada County. All of these data are assimilated by COMPASS in the Regional Travel Demand Model used to prepare the Communities In Motion 2050 – Regional Long-Range Transportation Plan (CIM 2050). The Comprehensive Plan-based, socio-economic input data (households and employment by employment class) for the base-year and 20-year planning horizon are shown in **Figure 2**.

Figure 2. CIM 2050 Socio-Economic Data for Ada County



A summary of ACHD System VMT is provided in **Table 1**.

Table 1. Ada County Net New System VMT

Year	ACHD System VMT – PM Peak Hour
2025	1,053,173
2045	1,380,459
Net New System VMT Total:	327,286
Source: COMPASS Regional Travel Demand Model, 2025	Excluding Canyon County, “internal-external” trips (e.g. Boise to Spokane), and “external-internal” trips (e.g. Oregon to Twin Falls) on the Ada County roadway system

The peak hour trip and VMT estimates for 2025 and 2045 were derived from the COMPASS Regional Travel Demand Model to meet the IDIFA requirements. The Act specifies that projected demand for System Improvement requirements (by the new “Service Unit”) not exceed 20 years.

The traffic impact fee Service Unit, to be consistent with the IDIFA requirement of “Proportionate Share,” must relate to the ACHD CIP list of projects, which is based exclusively on ACHD Arterial street improvements within Ada County – otherwise known as “System” improvements (including all assumptions of TIF-eligibility). The new traffic generated by growth over the next 20 years, measured as VMT to account for the number and length of trips, should also be accounted for exclusively on ACHD Arterial streets. The Service Unit thus consists of the net new “System” VMT generated by growth on ACHD’s Arterial streets in Ada County. The Impact Fee is based on charging each development unit its Proportionate Share of System Improvement costs of expanding only those Arterial streets that are under ACHD’s jurisdiction. The net System VMT within Ada County is 327,286.

## TRAFFIC IMPACT FEE METHODOLOGY

The summary of the Traffic Impact Fee formula, as shown in **Figure B-1**, is expressed as:

$$\text{Traffic Impact Fee per Development Unit} = \text{Peak Hour Trip Rate (one-way)} \times \text{New Trip Factor} \times \text{Average Trip Length} \times \text{Network Adjustment Factor} \times \text{VMT Cost}$$

The components of this formula are discussed in more detail in the following sections.

### Peak Hour Trip Rate

A trip rate is a measurement of traffic volume over time. More specifically, as used in this ordinance, it is the number of vehicle trips calculated to be generated during the peak hour from a specified land use. ACHD uses rates from the 12th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual unless more competent local data are available.

Trip generation rates contained in the ITE Trip Generation Manual, and sometimes those obtained from local data, include both production (going) and attraction (coming) trips. For example, consider the case of a single-family resident leaving home, going to a store, and then returning home. According to the methodology used by the ITE Trip Generation Manual, this two-way shopping trip is counted as four trip ends: a production and attraction trip for the single-family home, and a production and attraction trip for the retail store. When this methodology is used to determine trip generation rates, the rates are divided by two to avoid double counting.

Peak hour trip rates are typically used in analyzing the vehicular capacity of urban classified streets and highways. Peak hour trips are sufficient to measure the proportionate share of the new trip generation potential for any one development as compared to other new developments in Ada County. Hence, peak hour trip generation rates are used in determining the traffic impact fee formula.

### New Trip Factor

The Impact Fee methodology includes a factor to reduce the trip rates for certain land uses by considering pass-by trips. Pass-by trips are the portion of a development’s trips that are taken from the existing trips on the adjacent roadway, such as someone driving from work to home who may also stop at a gas station that is directly on their way home. ACHD uses the ITE Trip Generation Manual Handbook’s most recently published pass-by trip data available at the time of the CIP and TIF adoption to establish the New Trip Factor for each land use. ACHD methodology is consistent with ITE’s recommended practice and considers diverted trips (those trips that may stop by at a development as part of another trip but have to divert from their route to do so) as new (or

primary) trips (unless local, site-specific, or individual assessment data supports otherwise).

## Average Trip Length

The impact of new development on the ACHD “System” depends on both the number of vehicle trips it will generate and on the travel distance or length of the trips. COMPASS has compiled data that has enabled ACHD to calculate Average Trip Lengths (see **Table 2**) for all trips with origins or destinations in Ada County.

In the methodology for Ada County, the average trip length was reduced for selected neighborhood land uses that capture trips within the same neighborhood. The reductions amount to 10, 25, 50 or 75 percent of the average trip length.

## Network Adjustment Factor

**Table 2. Service Area Net New System VMT**

Service Area	Average Total Trip Length (miles)	Network Adjustment Factor
Ada County	7.73	0.44

Source: COMPASS Regional Travel Demand Model, 2025

Many trips will use both the ACHD roadway System and State/Federal highways. The Impact Fee is based on charging each development unit its Proportionate Share of System Improvement costs of expanding only those Arterial streets that are under ACHD’s jurisdiction. ACHD calculated a network adjustment factor that accounts for the “System” VMT on ACHD’s arterials as a percent of the total “Regional Roadway Network” VMT (includes VMT on all ACHD arterials, collectors, and State/Federal highways). These data were also compiled from the Regional Travel Demand Model.

**Table 2** lists the network adjustment factor for the Ada County Service Area.

## Vehicle Miles Traveled (VMT) Cost

A major component of the impact fee formula involves determining a cost measure linking the cost of constructing new capacity improvements on ACHD’s Arterial street system (that portion determined as impact fee-eligible), by proportionate share, to the relative impact of new development. The impact fee-eligible portion of new highway construction as identified in ACHD’s CIP (see **Exhibit “C”**), defined as the cost of designing and constructing System capacity improvements to accommodate new development, measured by service unit – “System” VMT. This is determined by dividing the adjusted TIF-eligible costs by the net new “System” VMT generated by new development. The TIF-eligible costs identified in the CIP are adjusted to take into consideration the existing\* Service Area fund balance. The determination of the adjusted TIF-eligible costs is detailed in **Figure B-1**.

## Inflation Index

The impact fee schedule (**Exhibit “A”**) may be further adjusted annually for inflation and effective on the first day of the ACHD fiscal year (October 1) by using the five-year rolling average percentage increase in the Consumer Price Index (CPI) for the West Urban region, as published by the U.S. Department of Labor. Adjustment to the fee schedule shall be effective only if the ACHD Director issues a memorandum adopting a recommendation of ACHD Staff as to the necessity of the adjustment by September 1, ordering the inflation index adjustment for the next fiscal year. If so ordered by the ACHD Director, the adjusted fee schedule shall be recalculated by multiplying the VMT cost for the Service Area by the multiplier of one (1) plus the five-year rolling average percentage increase in the CPI for the West Urban region.

## FIGURE B-1: 2025 Traffic Impact Fee Formula

### ORDINANCE 254

#### Step 1 - Estimating Traffic Impact Fee (TIF)-Eligible Improvement Costs

ACHD Capital Improvements Plan, 2025-2045:

Total Project Costs*	-	Non TIF-Eligible Costs*	=	TIF-Eligible Costs*	+	CIP Update Surcharge	-	Service Area Balance**	=	Adjusted TIF-Eligible Costs
\$1,825,695,000	-	\$608,516,000	=	\$1,217,179,000	+	\$657,000	-	\$17,000,000	=	\$1,200,836,000

\*SOURCE: ACHD 2025 CIP

\*\* SOURCE: Impact Fee FY25 Q2 Ending Fund Balance

#### Step 2 - Estimating Cost Per Peak Hour, Vehicle Miles Traveled (VMT)

ACHD CIP TIF-Eligible Costs	/	Net New Ada County "System" VMT (Peak Hour)	=	2025 VMT Cost
\$1,200,836,000	/	327,287	=	\$3,669 (rounded)

#### Step 3 - Estimating Trip Adjustment Factors

AVERAGE TRIP LENGTH		NETWORK ADJUSTMENT FACTOR	
Service Area		Average Trip Length (miles)	
Ada County		7.73	
LAND USE TRIP LENGTH ADJUSTMENT FACTORS			
Adjustment Factors		Land Use Categories	
0.90		Regional Draw	
0.75		Larger Scale	
0.50		Neighborhood Level	
0.25		Local Convenience	

#### Step 4 - Estimating Traffic Impact Fees

Examples:

Sample Land Use Type	ITE (12th Edition) Trip Rate (1-Way) PM Peak Hr.	x	New Trip Factor	x	Average Trip Length	x	Network Adjustment Factor	x	VMT Cost	x	Traffic Impact Fee
Per Dwelling Unit	0.47	x	1.00	x	7.73	x	0.44	x	\$3,669	=	\$5,803
Single Family Dwelling Unit	15.80	x	0.50	x	1.93	x	0.44	x	\$3,669	=	\$24,846
Restaurant - Fast Food w/ Drive-Thru	1.63	x	0.66	x	6.96	x	0.44	x	\$3,669	=	\$12,082
Shopping Center	0.25	x	1.00	x	7.73	x	0.44	x	\$3,669	=	\$3,057
Light Industrial	0.59	x	1.00	x	7.73	x	0.44	x	\$3,669	=	\$7,363
General Office	9.58	x	0.44	x	1.93	x	0.44	x	\$3,669	=	\$13,144
Per Fueling Position											
Gas Station w/ Convenience Market (4-5.5 KSF)											

Notes:

(A)  
(B)  
(C)

Source: ITE Trip Generation, 12th Edition.  
Source: ITE Trip Generation Handbook, 3rd Edition, September 2017 & Eratta - Based on Pass-by Trip Rates only.  
Source: Regional Travel Demand Model, 2025 - Service Area: Ada County

Effective: TBD  
Ordinance 254  
FY2026 Fee Table



**DRAFT**



## Exhibit C

2025-2045

# CAPITAL IMPROVEMENTS PLAN

Draft November 2025

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# INTRODUCTION

The 2025 Ada County Highway District (ACHD) Capital Improvements Plan (CIP) was prepared to meet the requirements of the Idaho Development Impact Fee Act (IDIFA). In all cases, the CIP was prepared using the most recent and best available data.

To understand and remedy current and upcoming transportation challenges, modeling of the transportation system is necessary to complete the picture of the future deficiencies in the system and the investments needed to mitigate those future needs. One way to better understand future needs is to conduct and adopt corridor and/or sub-area studies that outline improvements and mitigation strategies based on closer scrutiny of a particular roadway corridor or area in the County. These plans and studies guide ACHD's future project development by responding to service needs as well as recognizing the community growth designated through the local land use agencies' Comprehensive Plans and related documents. By understanding these conditions, prioritization and sequencing of transportation improvements can be synchronized to assure that the adopted projects are implemented with the best possible coordination for the forecasted growth.

The CIP was developed with consideration of plans adopted by the ACHD Commission. Projects have been derived from long-range plans, studies, and other planning documents to better identify specific travel needs, characteristics and to recognize areas of future growth.

The referenced documents include:

- ACHD 2022 CIP
- ACHD 2016 Strategic Plan
- ACHD Five Year Plan
- ACHD Master Street Map
- Ada County Roundabout Study 2014
- COMPASS Communities in Motion 2050 Regional Long-Range Transportation Plan
- Floating Feather Road Corridor Improvement Study
- Kuna Mora Corridor Study
- Lake Hazel Corridor Study
- Linder Road, Chinden Boulevard (US-20/26) to SH-44 Concept Study
- Linder Road, Pine Avenue to Ustick Concept Study
- Livable Streets Design Guide
- Livable Streets Performance Measures
- Northwest Foothills Transportation Plan
- Orchard Street, Victory Road to Gowen Road Realignment Study
- Roadways to Bikeways: Bike Master Plan
- South Meridian Transportation Plan
- Southwest Boise Transportation Study
- State Street Transit and Traffic Operations Plan

The CIP is also based on an analysis of future transportation system deficiencies. The Regional Travel Demand Model, which is maintained by the Community Planning Association of Southwest Idaho (COMPASS), was summarized to identify where future traffic volumes exceed the Service Capacity of ACHD's roadway system.

**Attachment A** shows and lists the Traffic Impact Fee (TIF) eligible street and intersection capacity improvement projects as follows:

- Project Map
- Table A-1 Street Projects
- Table A-2 Intersections Projects
- Map A-3 Unfunded List - CIP Roadway Projects for Right-of-Way Preservation Only

The final design of the street and intersection capacity improvement projects will be based on current conditions at the time of design and may vary from the description in **Attachment A**. In the event of any significant change in the TIF-eligible street and intersection capacity improvement projects set forth in **Attachment A**, ACHD will update the CIP in accordance with Section 7310.3 of the Ada County Highway District Impact Fee Ordinance.

The following is a summary of the IDIFA, and a description of how the CIP addresses each section of the Act:

## IDAHO DEVELOPMENT IMPACT FEE ACT - CIP REQUIREMENT

The IDIFA requires that impact fees be based on a capital improvements plan that must contain specific elements, each of which are noted and summarized below as originally defined in **§67-8208** of the Idaho Code.

**A.** General description of all ACHD existing public facilities, their deficiencies, an estimate of costs, and a plan to develop the funding sources related to curing the existing deficiencies to meet existing needs



**B.** Stated commitment by the governmental entity to use other available sources of revenue to cure existing systems deficiencies (where practical)

**C.** Analysis of capacity, level of current usage, and commitments for usage of capacity of existing capital improvements



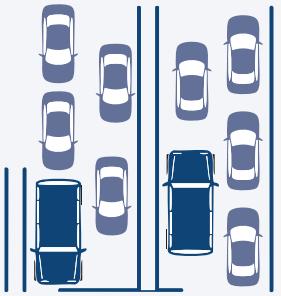
**D.** Description of land use assumptions by the government entity



**E.** Definitive table establishing the specific level or quantity of use, consumption or discharge of a "service unit" (e.g. roadway volume-to-capacity) for each category of system improvements, and an equivalency or conversion table establishing a ratio of a service unit to various land use types



**F.** 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 planning threshold not to exceed the level of service planning threshold adopted in the development impact fee ordinance



**G.** Total number of service units necessitated and attributable to new development in the service area based on the approved land use assumptions and calculated in accordance with generally accepted engineering or planning criteria



**H.** Projected demand for system improvements required by the new service units projected over a reasonable period of time not to exceed 20 years



**I.** Identification of all funding sources available to the government entity for the financing of system improvements



**J.** Specifies inter-governmental agreements for multi-jurisdiction system improvements, further restricting the use of impact fees



**K.** A schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan

## Section A: General Description of Existing System §67-8208

ACHD maintains and operates over 2,500 miles of roads and streets in Ada County. ACHD also maintains and operates 871 bridges. There are several state and national highways and freeways in Ada County managed by the Idaho Transportation Department (ITD), including I-84, I-184, US 20/26, SH-16, SH-21, SH-44, SH-55, and SH-69.

ACHD classifies the roadway system by general function within Ada County. There are five roadway classifications: interstate, principal arterial, minor arterial, collector, and local roads. The functional classification of a roadway provides the basis for calculating capacity and generally estimating the existing and future level of service of the various roads and highways within Ada County (see Sections C and H, respectively, for analysis findings of existing and future transportation systems).

## Section B: Stated Commitment to Use Other Revenue to Cure Existing System Deficiencies §67-8208

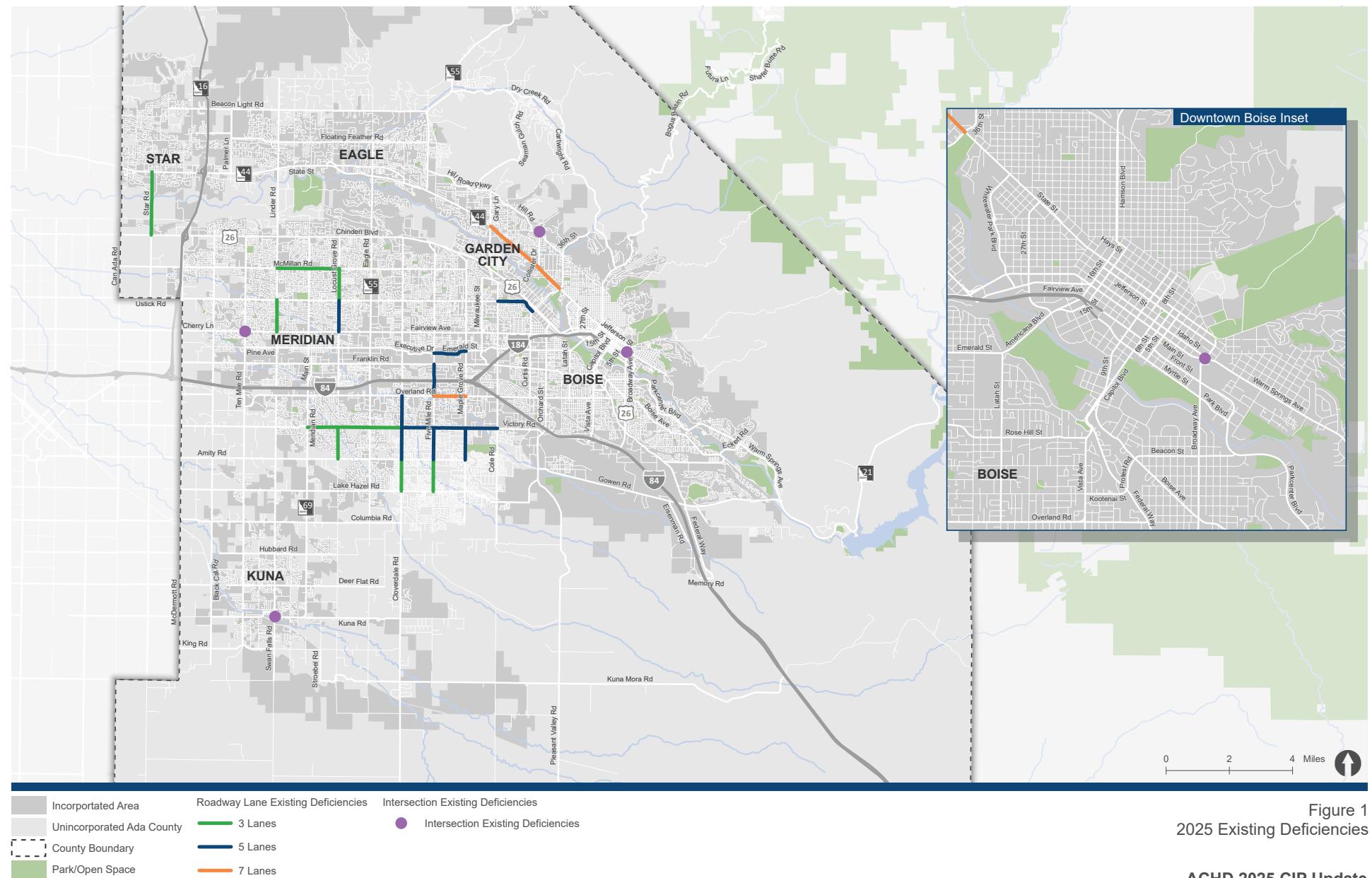
Consistent with the IDIFA, ACHD uses revenue sources other than traffic impact fees to address existing deficiencies.

There are a few ACHD streets and roads with current traffic demand exceeding the Service Capacity (see Section C). It is ACHD's practice and planned intent, through regular completion of the Five Year Plan (FYP), to fund street improvements to cure existing deficiencies with revenues other than traffic impact fees (see Section I). Existing arterial street deficiencies are summarized in **Table 1** and illustrated in **Figure 1**.

**Table 1. 2025 Existing Deficiencies**

Street	From	To	Existing Lanes	Deficiency
<b>Cloverdale Rd</b>	Lake Hazel Rd	Amity Rd	2 Lanes	3 Lanes
<b>Cloverdale Rd</b>	Amity Rd	Victory Rd	2 Lanes	5 Lanes
<b>Cloverdale Rd</b>	Victory Rd	Overland Rd	2 Lanes	5 Lanes
<b>Emerald St</b>	Five Mile Rd	Maple Grove Rd	3 Lanes	5 Lanes
<b>Five Mile Rd</b>	Lake Hazel Rd	Amity Rd	2 Lanes	3 Lanes
<b>Five Mile Rd</b>	Amity Rd	Victory Rd	2 Lanes	5 Lanes
<b>Five Mile Rd</b>	Overland Rd	Franklin Rd	3 Lanes	5 Lanes
<b>Linder Rd</b>	Cherry Ln	Ustick Rd	2 Lanes	3 Lanes
<b>Locust Grove Rd</b>	Amity Rd	Victory Rd	2 Lanes	3 Lanes
<b>Locust Grove Rd</b>	Fairview Ave	Ustick Rd	3 Lanes	5 Lanes
<b>Locust Grove Rd</b>	Ustick Rd	McMillan Rd	2 Lanes	3 Lanes
<b>Maple Grove Rd</b>	Amity Rd	Victory Rd	2 Lanes	5 Lanes
<b>McMillan Rd</b>	Linder Rd	Meridian Rd	2 Lanes	3 Lanes
<b>McMillan Rd</b>	Meridian Rd	Locust Grove Rd	2 Lanes	3 Lanes
<b>Overland Rd</b>	Five Mile Rd	Maple Grove Rd	5 Lanes	7 Lanes
<b>Star Rd</b>	US 20/26	SH-44	2 Lanes	3 Lanes
<b>State St</b>	Glenwood St	Pierce Park Ln	5 Lanes	7 Lanes
<b>State St</b>	Pierce Park	Collister Dr	5 Lanes	7 Lanes
<b>State St</b>	Collister Dr	Veterans Memorial Pkwy	5 Lanes	7 Lanes
<b>Ustick Rd</b>	Cole Rd	Curtis	3 Lanes	5 Lanes
<b>Victory Rd</b>	SH-69 (Meridian Rd)	Locust Grove Rd	2 Lanes	3 Lanes
<b>Victory Rd</b>	Locust Grove Rd	Eagle Rd	2 Lanes	3 Lanes
<b>Victory Rd</b>	Eagle Rd	Cloverdale Rd	2 Lanes	3 Lanes
<b>Victory Rd</b>	Cloverdale Rd	Five Mile Rd	2 Lanes	5 Lanes
<b>Victory Rd</b>	Five Mile Rd	Maple Grove Rd	3 Lanes	5 Lanes
<b>Victory Rd</b>	Maple Grove Rd	Cole Rd	4 Lanes	5 Lanes

Figure 1: 2025 Existing Deficiencies Map





## Section C: Analysis of Existing Capacity §67-8208

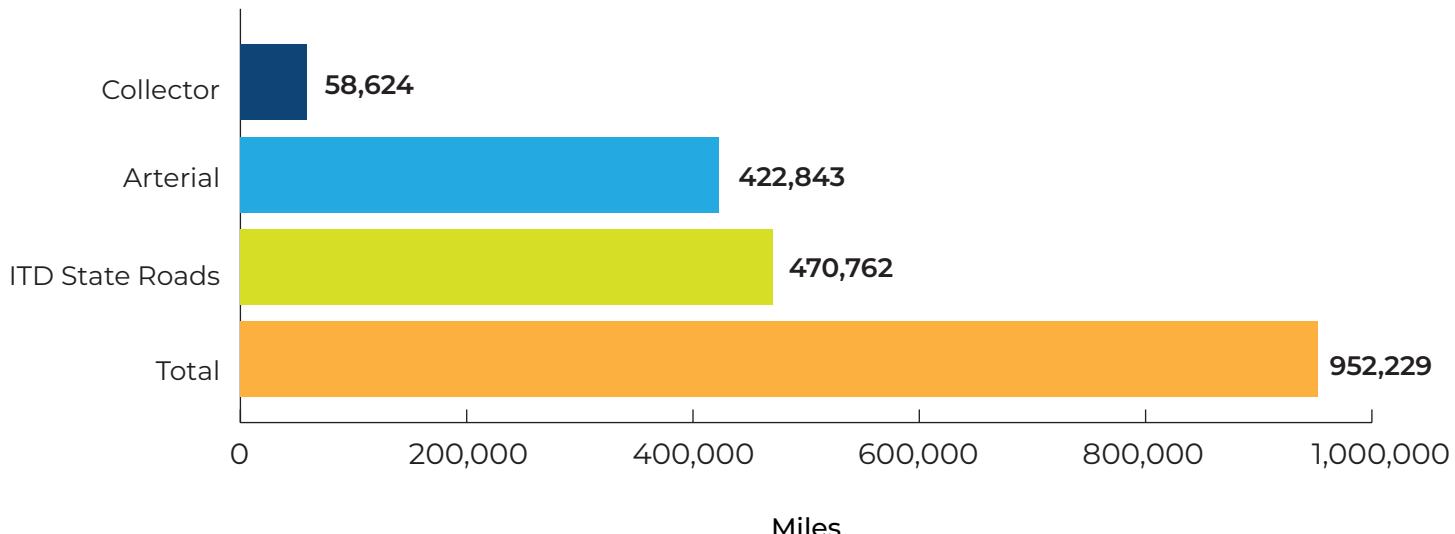
The Community Planning Association (COMPASS) Regional Travel Demand Model (2023) was used to consistently and comprehensively analyze the current regional roadway network in Ada County. COMPASS maintains and operates this model based on input and data from all jurisdictions within and including Ada and Canyon Counties. The Regional Travel Demand Model makes the land use/transportation connection for comparison of existing and future traffic conditions within Ada County. The model is used to test and evaluate transportation system improvements. The model is structured to estimate traffic conditions during the P.M. peak hour.

Travel demand model estimates and measurements of P.M. peak hour traffic conditions do not regularly and consistently pinpoint operational problems that can often occur. They do, however, provide a good indicator of whether a given route has the general Service Capacity to accommodate area travel demand.

The current amount of travel system-wide from the COMPASS Regional Travel Demand Model (quantified by Vehicle Miles Traveled, or “VMT”) is summarized in **Figure 2** for each classification of roadway within Ada County designated as Collector or above (including ITD State Roads).

**Figure 2: 2025 PM Peak Hour Network Travel Characteristics**

### 2025 PM Peak Hour VMT



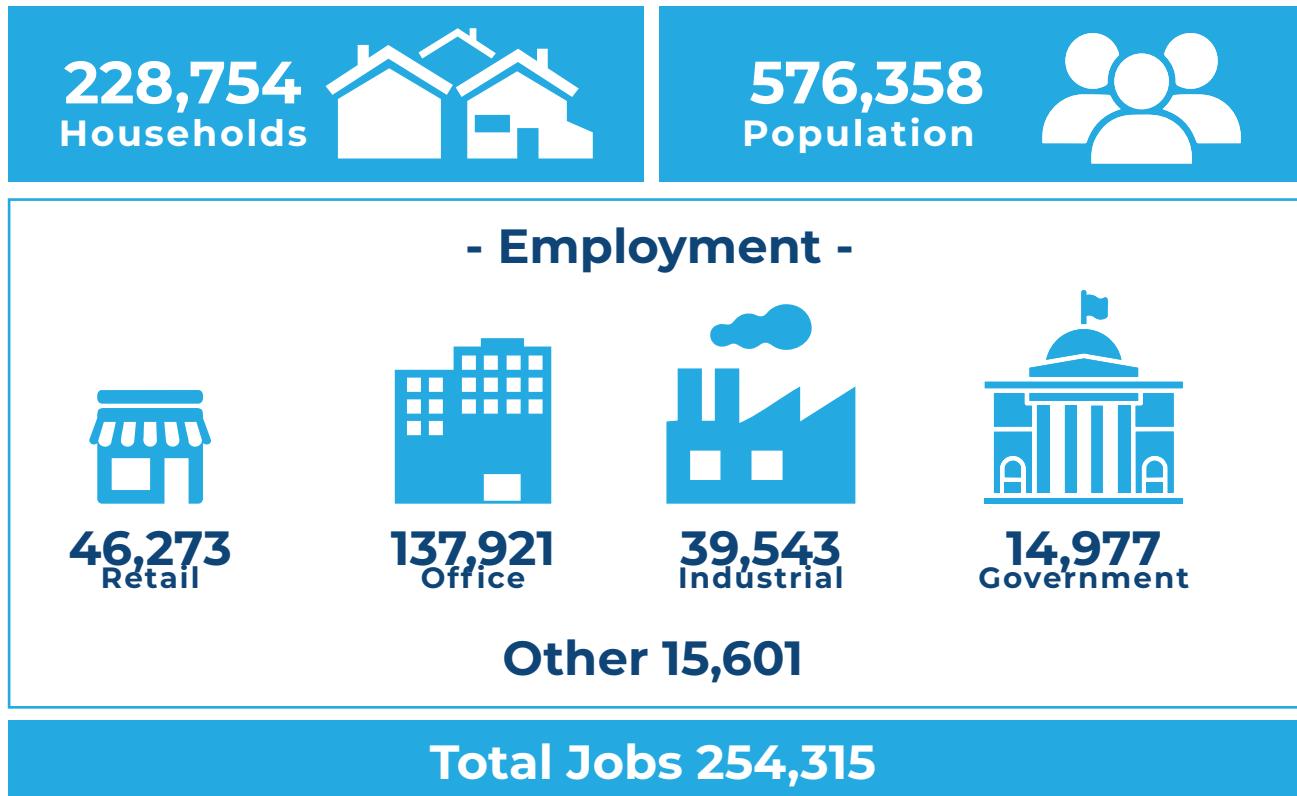
Source: COMPASS Regional Travel Demand Model & Communities in Motion 2050 Plan

## Section D: Description of Land Use Assumptions §67-8208

Future travel demand in Ada County is estimated using regional population, housing, and employment demographic forecasts developed by COMPASS. The demographics are compiled from the Comprehensive Plans from each jurisdiction within and including Ada and Canyon Counties. This data is used in the COMPASS Regional Travel Demand Model to prepare future traffic projections and the Communities in Motion 2050 Regional Long-Range Transportation Plan (CIM 2050).

The demographic data for 2025 from COMPASS is summarized in **Figure 3**.

**Figure 3: COMPASS Demographic Data for 2025**



Source: CIM 2050

## Section E: Definition Establishing Level/Quantity of Use §67-8208

ACHD employs a volume-to-capacity (v/c) level/“quantity of use” measurement for streets and intersections consistent with the CIM 2050. The travel demand model includes planning-level street service capacities based on general street functional classification.

ACHD adopted a street Service Capacity measure that established the v/c measure for arterial streets, using consistent analytical assumptions similar to those identified for intersections.

### Arterial Street Capacity

ACHD's adopted street Service Capacity measures are consistent with national best practices and those applied by other transportation agencies throughout the country, and also account for local parameters. **Table 2** summarizes ACHD's adopted Street Service Capacity Guidelines for arterial roadways that were used to identify capacity needs in the 2025 CIP. For Principal and Minor Arterials (the focus of the CIP), ACHD's adopted acceptable planning threshold is the LOS E criteria in **Table 2**.

<sup>1</sup> Florida Department of Transportation, Quality, Level of Service Handbook, 2013 and LOSPLAN

Table 2. ACHD Street Service Capacity Guidelines

		# of Lanes per Direction of Travel	Peak Hour Volume Level of Service Planning Thresholds	
Principal Arterials (PA)			LOS D	LOS E
No Left Turn Lane		1	600	690
<b>Continuous Center Left Turn Lane</b>				
		1	770	880
		2	1,680	1,780
		3	2,560	2,720
<b>Median Control, Channelized Left Turn Lanes at Major Intersections</b>				
		1	850	920
		2	1,860	1,960
		3	2,800	3,000
Minor Arterials (MA)		# Lanes	LOS D	LOS E
No Left Turn Lane				
		1	540	575
<b>Continuous Center Left Turn Lane</b>				
		1	675	720
		2	1,395	1,540
		3	2,155	2,370
<b>Median Control, Channelized Left Turn Lanes at Major Intersections</b>				
		1	710	770
		2	1,465	1,670
		3	2,270	2,530
PA/MA in Central Business District		# Lanes	LOS D	LOS E
One Way Street				
		1	680	850
		2	1,360	1,700
		3	2,040	2,550
		4	2,720	3,400

### Intersection Service Capacity

Intersection measures and thresholds based on the v/c ratio are applied based on the Transportation Research Board's Highway Capacity Manual. **Table 3** identifies the adopted ACHD method for intersection capacity analysis.

Table 3. Intersection Capacity Analysis Methods

Defined Parameters					
Capacity Threshold	Saturation Flow Rate	Cycle Length (sec)	Minimum Left-Turn Phasing (sec)	Lost Time (sec)	Peak Hour Factor (PHF)
Intersection v/c = 1.00; AND Lane Group v/c = 1.00	1,850	150	20	3	0.90 (1.00 in Future Conditions)

## Section F: Description of System Improvements and Costs Necessitated and Attributable to New Development §67-8208

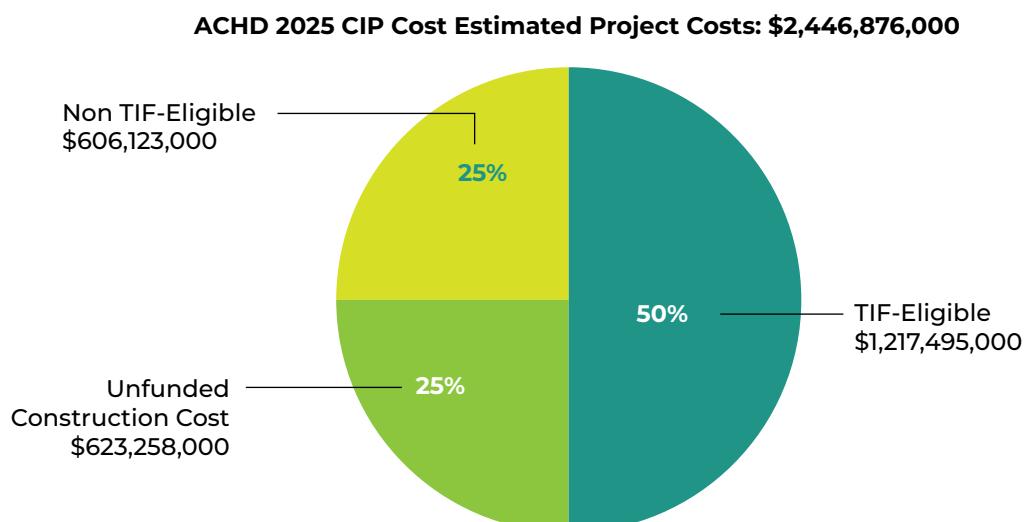
Between 2025 and 2045, future development will generate new traffic and cause many routes within the ACHD roadway system to operate worse than below accepted LOS Planning Thresholds. A number of street and intersection system improvements will be needed to add sufficient capacity to the ACHD system to mitigate the future capacity deficiencies caused by new development.

Project costs for years 2026-2045 are estimated for the CIP and are adjusted for inflation consistent with the 2016 ACHD Strategic Plan beginning in program year 2026 by the 5-year increments in which the projects are programmed: 2026-2030, 2031-2035, 2036-2040, and 2041-2045. The total cost of these future transportation system improvements is estimated at \$2.45 billion, of which \$1.22 billion is eligible for traffic impact fee funding. By law, the remaining approximately \$606 million in non-impact fee eligible project costs must then be funded through other revenue sources.



CIP costs were balanced to the available projected revenue by creating an unfunded list (**Attachment A, Map A-3**). The unfunded list represents lower priority projects (i.e., those that are not anticipated to be needed until 2040 or beyond), those that are expected to have the most construction impacts or constraints, and projects that are beyond a reasonable number of projects that ACHD can implement within the CIP's 20 year planning horizon on District capacity, funding, contractor availability, and construction impacts. For these purposes, project costs are broken down into two categories: 1. design and construction; 2. right-of-way corridor preservation. Projects on the unfunded list are unfunded for design and construction but include funding for right-of-way corridor preservation; these preservation costs amount to approximately \$623 million. This process of relegating lower priority projects to the unfunded list reduced the total estimated cost of the planned future transportation system improvements in the CIP to approximately \$1.82 billion, of which \$1.22 billion is eligible for impact fee funding and \$606 million is not impact fee-eligible and will be funded from other revenue sources, as shown in **Figure 4**.

**Figure 4: Breakdown of ACHD 2025 CIP Costs**



## Traffic Impact Fee-Eligible Costs

Impact fee eligibility refers to costs and components of CIP projects which ACHD may fund using impact fee revenues. Without growth and development, those additional capacity improvements to serve growth become unnecessary. The IDIFA provides guidance on what can be considered impact fee eligible costs and emphasizes that local governments levy impact fees that do not charge growth (development) more than their “proportionate share” for system improvements.

A proportionate share concept was developed and applied to the CIP to determine the general impact fee eligibility conditions for each component of a typical, future roadway or intersection capacity improvement project. Based on the IDIFA, the project elements that ACHD considers fully impact fee eligible include right-of-way, system storm drain facilities, traffic signals, roundabouts, curb and gutter, and construction of new vehicle travel lane(s) in pavement or concrete. Project elements not considered impact fee eligible include reconstruction of existing travel lanes, bike lanes, sidewalks, pathways, irrigation facilities, utility adjustments, and landscaping. The remaining elements of a typical project are treated as partially eligible for impact fee funding based on a percentage of the new system capacity. These project elements include engineering and construction costs related to roadway excavation, structures, signage, storm water/pollution control, and traffic control improvements. **Table 4** lists the various CIP project components and their impact fee eligibility based on IDIFA and ACHD policy.

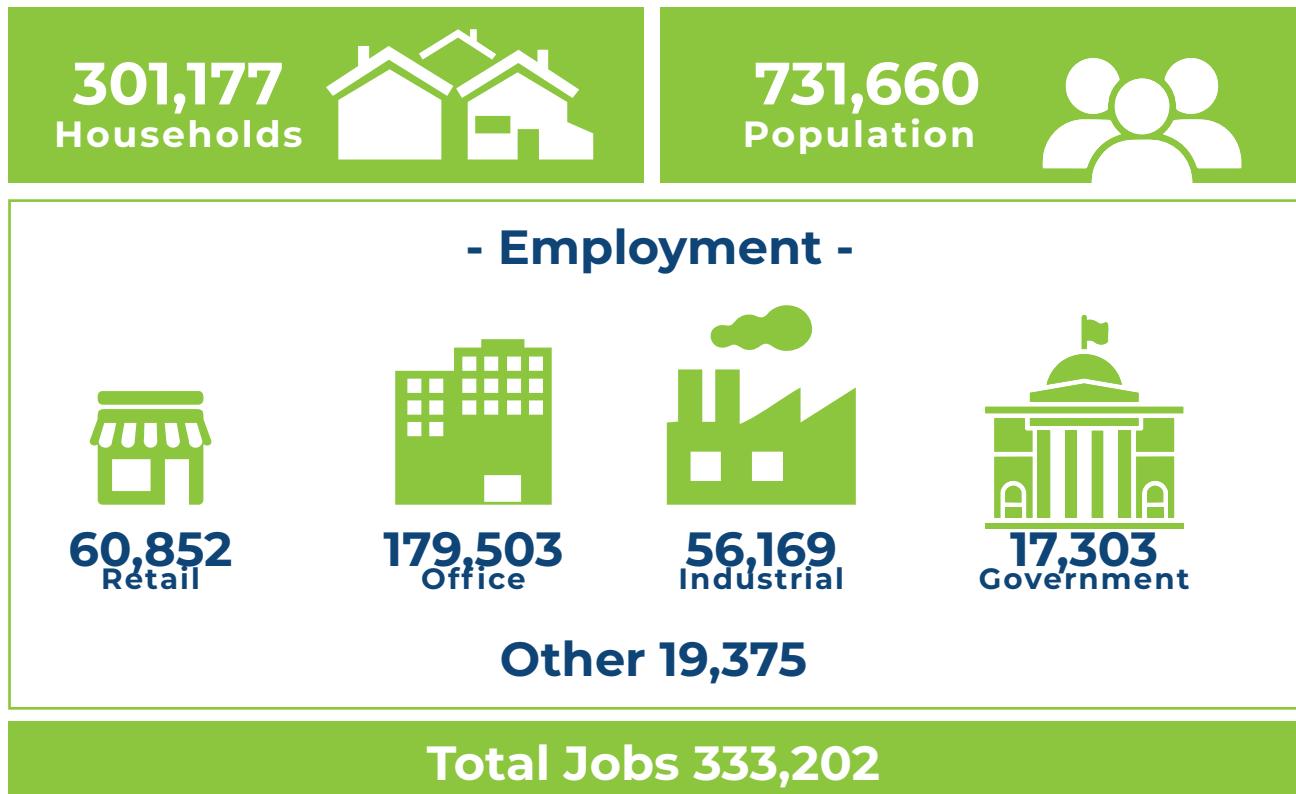
**Table 4. Impact Fee Eligibility of System Street and Intersection Components**

<b>Fully Impact Fee Eligible</b>
Right-of-way (all, including wetland mitigation)
New Vehicle Travel Lanes (including bridges)
System Intersections listed in Table A-2 (including rebuild or new, approaches, roundabouts, signals and medians) System Intersections within Street Projects listed in Table A-1 (including rebuild or new, approaches, roundabouts, signals and medians)
System Intersections within Street Projects listed in Table A-1 (including rebuild or new, approaches, roundabouts, signals and medians)
System Storm Drain (including green storm water infrastructure treatments)
Signalized Pedestrian Crossings
<b>Partially Impact Fee Eligible</b>
Design and Construction Engineering
Storm Water / Pollution Control
<b>Not Impact Fee Eligible</b>
Existing Travel Lane Reconstruction
Bicycle Lanes
Sidewalks and Pathways
Irrigation, Landscaping, and Treatments (All, including art)
Utilities (All)
Transit and HOV Lanes

## Section G: Number of Service Units Necessitated and Attributable to New Development §67-8208

Future travel demand estimates in Ada County are based on regional population, housing, and employment forecasts (see Section D). All of this data is assimilated by COMPASS in the Regional Travel Demand Model used to prepare the CIM 2050. The Regional Travel Demand Model forecasts P.M. peak hour vehicle trips. The P.M. peak hour vehicle trips are estimated from the Comprehensive Plan-based, socio-economic input data (households and employment by employment class) for the base-year and 20-year planning horizon as shown in **Figure 5**.

**Figure 5: COMPASS Demographic Data for 2045**



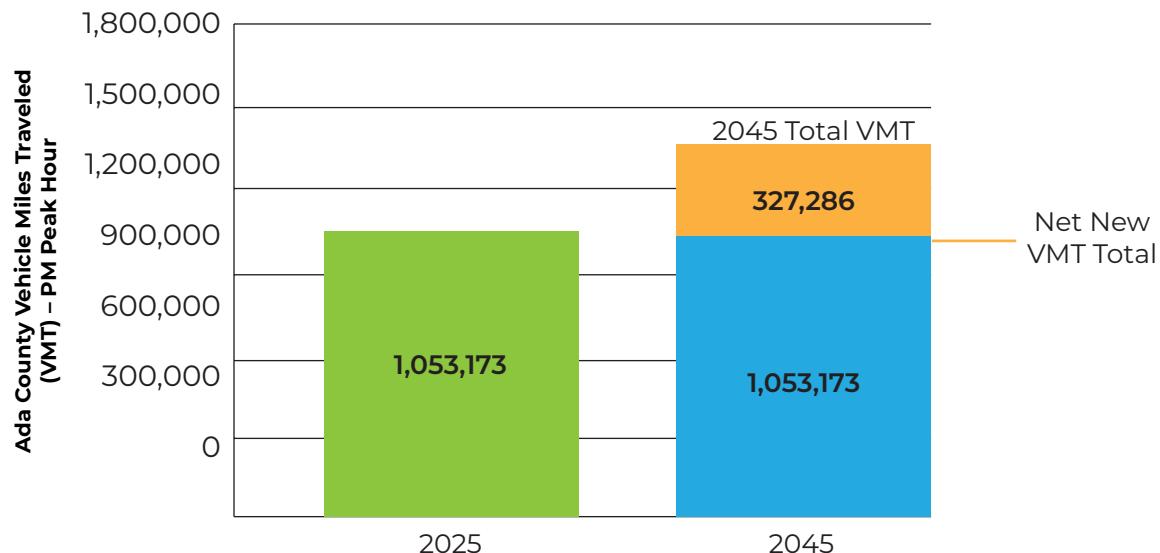
Source: COMPASS Regional Travel Demand Model, 2025

The IDIFA specifies that projected demand for system improvement requirements (by the new "service unit") not exceed 20 years. During the 2025 to 2045 planning horizon, 327,286 total new P.M. peak hour vehicle miles traveled (VMT) are projected to be generated on the ACHD System by new development within Ada County as shown in **Figure 6**. For consistency with the IDIFA "proportionate share" requirement, service unit is defined more specifically in the ACHD traffic impact fee methodology as VMT (number and length of trip) generated by new development in Ada County, exclusively on ACHD's arterial streets during the peak hour.

**Attachment B** contains a table for Ada County relating the general service unit to various land uses.

**Figure 6: Ada County 20-year Net New System VMT**

Source: Regional Travel Demand Model, 2025



Excluding Canyon County, internal-external trips (e.g. Boise to Spokane), and County) and "external-external" trips (e.g. Oregon to Twin Falls) on the Ada County roadway system



## Section H: Projected Demand for System Improvements §67-8208

The projected travel demand on the regional roadway network in Ada County was estimated using the Regional Travel Demand Model, consistent with the CIM 2050, the ACHD Master Street Map (MSM), and the same methodology as existing conditions (see Section C). In addition, to provide a more realistic future traffic distribution on the ACHD System, improvements to select segments of the ITD road system were assumed in the modeling even though they are not fully funded in CIM 2050. These assumptions were necessary to provide more realistic projections of future traffic demand on the ACHD System roads that parallel ITD routes. The assumed improvements include:

### ITD road segments input into the model:

- SH-16 New Alignment to 4 lanes (I-84 to SH-44)
- SH-44 Widening to 5 lanes (Star Rd to SH-16)
- Chinden Blvd (US 20/26) Widening to 5 lanes (Can Ada Rd to Eagle Rd)
- SH-55 Widening to 5 lanes (Beacon Light Rd to Brookside Rd)

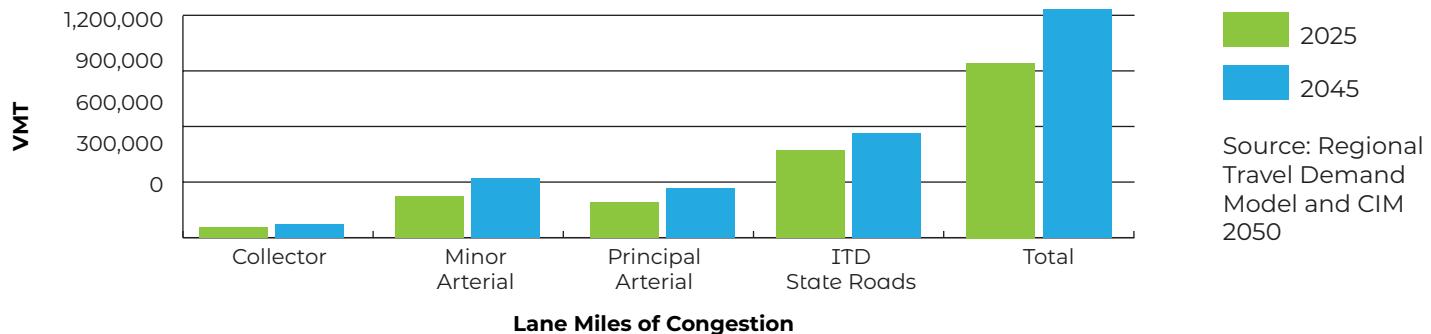
The output from the Regional Travel Demand Model is used to identify those ACHD arterial roadway segments that are projected to exceed acceptable volume standards and are thus candidates for widening. Using the MSM as a guiding document, the identified roadway segments may be widened to the lane configuration recommended in the MSM. Roadway segments that are built to the number of lanes identified in the MSM are not considered for widening. In this way, the future traffic was distributed to other routes as a given roadway segment would reach its planning threshold.



A summary of existing and future VMT are provided in **Figure 7**. Many more ACHD routes will operate worse than LOS planning thresholds in the future even with the buildup of the projects listed in this plan.

VMT is expected to increase by more than 30% in Ada County between 2025 and 2045. The level of congestion on the ACHD arterial and ITD roadway network will grow dramatically, more so on the minor arterials than principal arterials or collector streets.

**Figure 7: Ada County Travel Characteristics for Base and Future Networks**



## Section I: Funding Sources Available §67-8208

The 2016 ACHD Strategic Plan estimated ACHD's projected revenues for the time period of 2016-2035. In general, ACHD receives transportation revenues from property taxes, Highway User Fund (gas taxes), Ada County vehicle registration fees, traffic impact fees, occasional Federal Aid (project-specific funding with Federal assistance), and sales tax. ACHD administers its annual revenues to fund the operation and capital improvement program needs within the district.

During the years 2026-2045, ACHD anticipates approximately \$5.42 billion in revenue (adjusted for inflation and excluding traffic impact fee revenues) of which \$2.58 billion will be directed towards maintenance & operations and \$2.84 billion to capital projects. ACHD's capital projects programs may include non-impact fee eligible improvements to safety, capacity, system efficiency, and suitability for alternative modes of travel (walking, biking, and transit). Each enhancement project includes a review of appropriate improvements for alternative modes based on the specific characteristics and context of the roadway and surrounding land uses including sidewalks, bike lanes and support of transit service and/or future service.

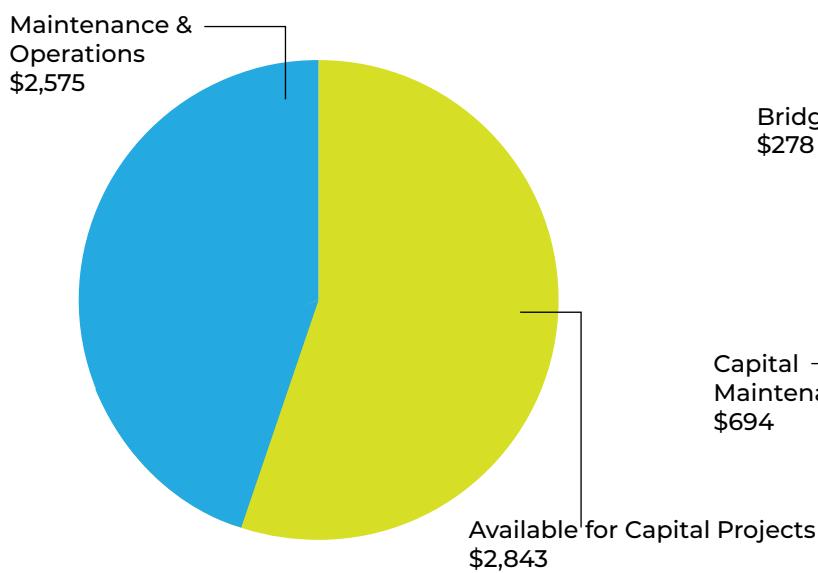
ACHD capital projects programs include:



Of the \$2.84 billion in capital improvement revenues (shown in **Figure 8**), approximately \$1.72 billion will be available for CIP projects (non-impact fee eligible costs) - as well as a combined \$1.12 billion from other programs during the years 2026-2045, as shown in **Figure 9**.

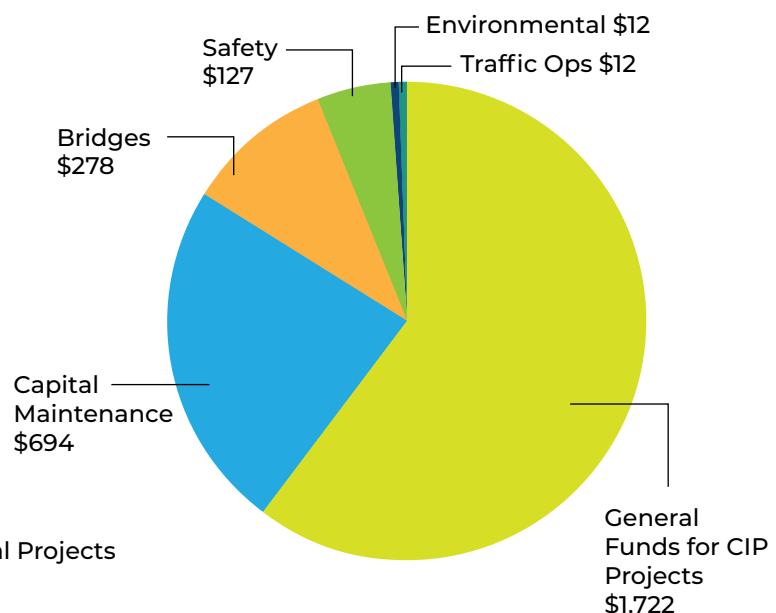
**Figure 8: ACHD 2026-2045 Revenue Projection**

**ACHD 2026-2045 Revenue Projection  
(in Millions)**



**Figure 9: ACHD 2026-2045 Capital Projects Revenue Allocations**

**ACHD 2026-2045 Revenue Allocations for Capital Projects (in Millions)**



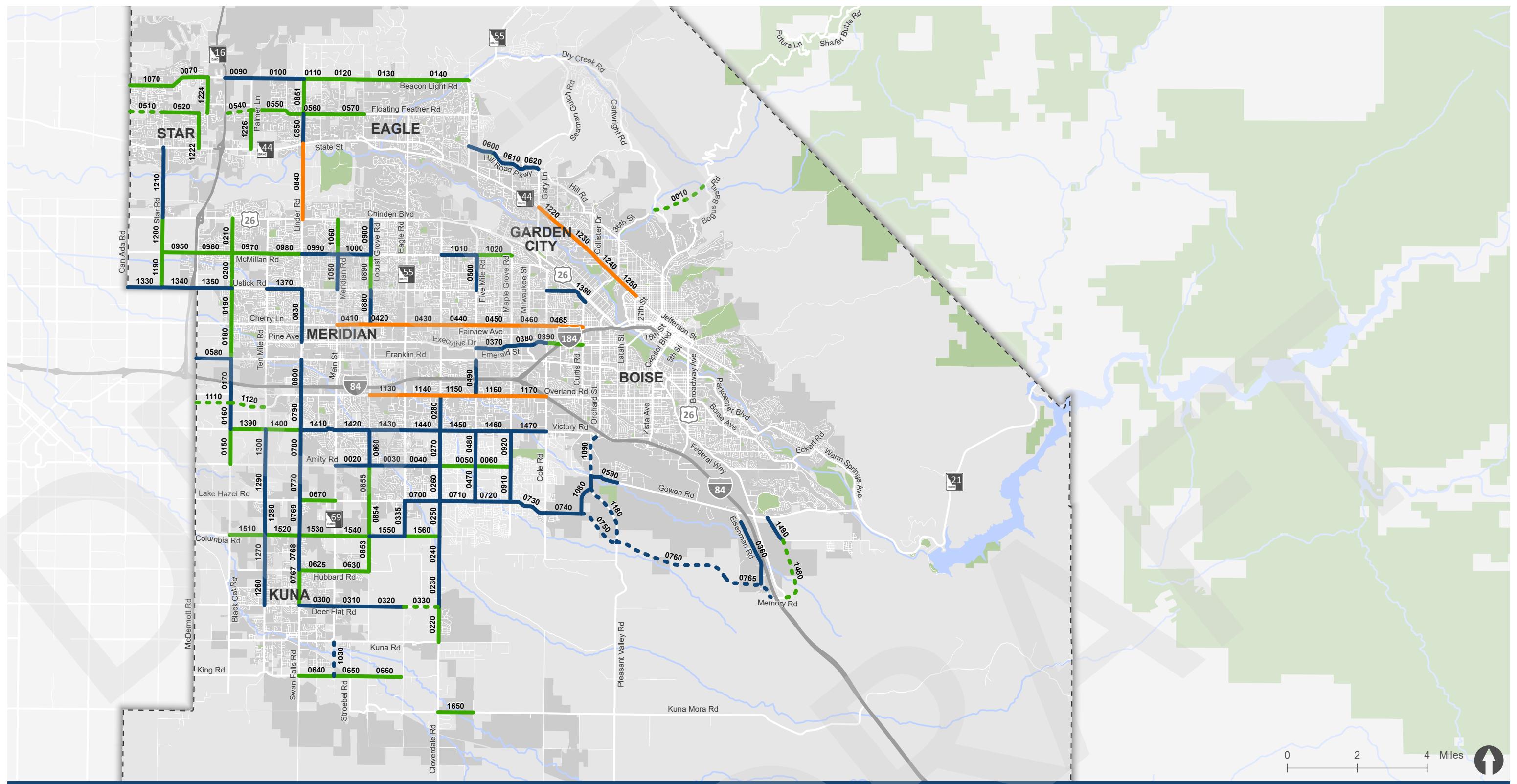
## Section J: Intergovernmental Agreements §67-8208

ACHD will enter into intergovernmental agreements to fund multi-jurisdictional transportation improvement projects. It is ACHD's practice and planned intent to fund the local share of multi-jurisdiction system improvements with: (a) revenues other than traffic impact fees for those local improvements included in the CIP but are not TIF-eligible; and (b) revenues from traffic impact fees only for the portion of local improvements that are TIF-eligible and included within the CIP.

## Section K: Schedule §67-8208

ACHD will program funding for the design and construction of future transportation system improvements in five-year increments based on priority and ability to match TIF revenues with other funding as part of the ACHD Five Year Plan process. A method of ranking the relative priority of projects was utilized as part of the criteria in designating projects for the unfunded list to balance project costs to available revenues, as well as to program the projects into five-year increments.

The Five Year Plan prioritization methodology includes measures that focus on relieving congestion as well as coordinating with future land use plans and goals as well as other considerations outlined in the Five Year Plan. The land use agencies' prioritization of CIP projects as part of the Five Year Plan process provides a means to plan roadway improvements with municipal infrastructure improvements (sewer, parks, etc.) which minimizes the impacts to the public, decreases the cost to the public agencies (concurrent construction) and is consistent with the needs of planned and approved growth. This is not limited strictly to municipal infrastructure planning since there are other parameters the land use agencies consider relative to transportation planning, such as economic development or neighborhood connectivity.



County Boundary

Unincorporated Ada County

Incorporated Area

Park/Open Space

Roadway Widening Projects

3 lanes

5 lanes

7 lanes

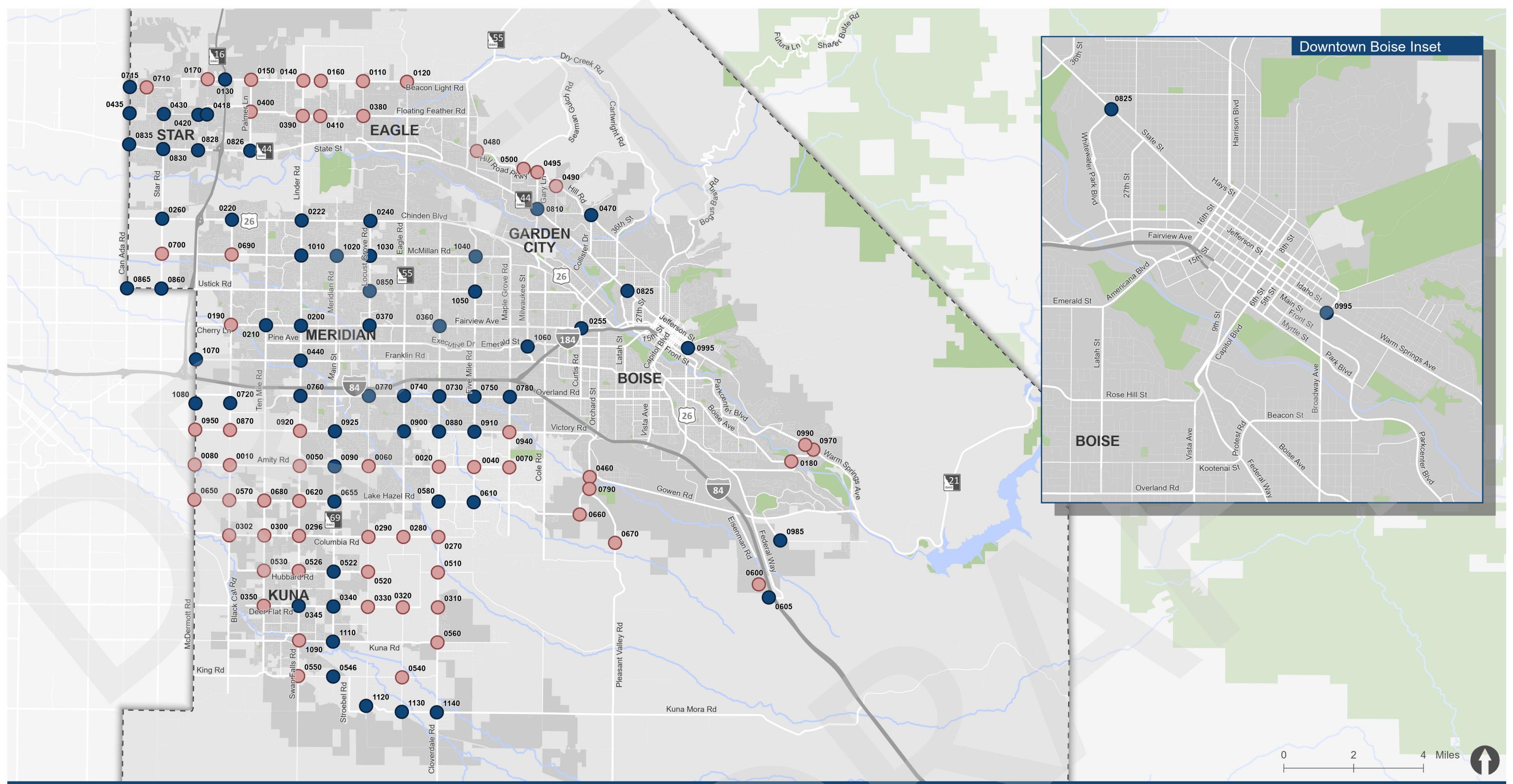
New Roadway (3 lanes)

New Roadway (5 lanes)

2025 - 2045 DRAFT CIP Roadway Projects

ACHD 2025 CIP Update





County Boundary

### Roundabout

Unincorporated Ada County

## Incorporated Area

## Park/Open Space

2025 - 2045 DRAFT CIP Intersection Projects

## ACHD 2025 CIP Update



ACHD 2025 CIP  
Table A-1: DRAFT Roadway Project List  
Single Service Area  
November 10, 2025



Working ID	Roadway	Segment Start	Segment End	Timeframe	Project Description	Preservation	ESTIMATED ROW Cost	ESTIMATED Construction Cost	ESTIMATED Total Project Cost <sup>1, 2</sup>	ESTIMATED TIF Eligible Cost <sup>1</sup>
RD2025-E-0010	36th St Ext	Cartwright Rd	Bogus Basin Rd	2041-2045	Construct new 2-lane roadway, with 40-feet of pavement, and no curb/gutter or sidewalk.	Corridor Preservation Only	\$ 862,800	\$ 6,200,000	\$ 863,000	\$ 863,000
RD2025-W-0020	Amity Rd	Meridian Rd (SH 69)	Locust Grove Rd	2041-2045	Reconstruct/widen to 5 lanes		\$ 4,491,500	\$ 10,328,000	\$ 16,834,000	\$ 13,709,000
RD2025-W-0030	Amity Rd	Locust Grove Rd	Eagle Rd	2036-2040	Reconstruct/widen to 5 lanes		\$ 597,500	\$ 8,310,000	\$ 9,075,000	\$ 6,014,000
RD2025-W-0040	Amity Rd	Eagle Rd	Cloverdale Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 3,198,800	\$ 6,984,000	\$ 10,603,000	\$ 8,129,000
RD2025-W-0050	Amity Rd	Cloverdale Rd	Five Mile Rd	2026-2030	Reconstruct/widen to 3 lanes		\$ 627,000	\$ 5,664,000	\$ 6,291,000	\$ 3,494,000
RD2025-W-0060	Amity Rd	Five Mile Rd	Maple Grove Rd	2031-2035	Reconstruct/widen to 3 lanes		\$ 462,000	\$ 6,177,000	\$ 6,700,000	\$ 3,552,000
RD2025-W-0070	Beacon Light Rd	Munger Rd	Pollard Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 724,500	\$ 5,850,000	\$ 725,000	\$ 725,000
RD2025-W-0090	Beacon Light Rd	Emmett Hwy (SH 16)	Palmer Ln	2031-2035	Reconstruct/widen to 5 lanes		\$ 2,600,900	\$ 10,209,000	\$ 13,152,000	\$ 9,134,000
RD2025-W-0100	Beacon Light Rd	Palmer Ln	Linder Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 5,101,100	\$ 6,980,000	\$ 12,753,000	\$ 10,915,000
RD2025-W-0110	Beacon Light Rd	Linder Rd	Park Ln	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 364,800	\$ 3,363,000	\$ 365,000	\$ 365,000
RD2025-W-0120	Beacon Light Rd	Park Ln	Ballantyne Ln	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 438,900	\$ 6,411,000	\$ 439,000	\$ 439,000
RD2025-W-0130	Beacon Light Rd	Ballantyne Ln	Eagle Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 920,500	\$ 7,341,000	\$ 921,000	\$ 921,000
RD2025-W-0140	Beacon Light Rd	Eagle Rd	SH 55	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 902,600	\$ 10,830,000	\$ 903,000	\$ 903,000
RD2025-W-0150	Black Cat Rd	Amity Rd	Victory Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 406,600	\$ 5,759,000	\$ 407,000	\$ 407,000
RD2025-W-0160	Black Cat Rd	Victory Rd	Overland Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 730,400	\$ 4,765,000	\$ 731,000	\$ 731,000
RD2025-W-0170	Black Cat Rd	Overland Rd	Franklin Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,418,600	\$ 8,354,000	\$ 1,419,000	\$ 1,419,000
RD2025-W-0180	Black Cat Rd	Franklin Rd	Cherry Ln	2041-2045	Reconstruct/widen to 3 lanes		\$ 699,700	\$ 8,440,000	\$ 9,454,000	\$ 5,401,000
RD2025-W-0190	Black Cat Rd	Cherry Ln	Ustick Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 241,900	\$ 2,020,000	\$ 242,000	\$ 242,000
RD2025-W-0200	Black Cat Rd	Ustick Rd	McMillan Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,122,200	\$ 6,022,000	\$ 1,123,000	\$ 1,123,000
RD2025-W-0210	Black Cat Rd	McMillan Rd	Chinden Blvd (US 20/US 26)	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 48,700	\$ 5,406,000	\$ 49,000	\$ 49,000
RD2025-W-0220	Cloverdale Rd	Kuna Rd	Deer Flat Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 110,200	\$ 6,450,000	\$ 111,000	\$ 111,000
RD2025-W-0230	Cloverdale Rd	Deer Flat Rd	Hubbard Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,078,700	\$ 8,709,000	\$ 1,079,000	\$ 1,079,000
RD2025-W-0240	Cloverdale Rd	Hubbard Rd	Columbia Rd	2036-2040	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,293,200	\$ 6,216,000	\$ 1,294,000	\$ 1,294,000
RD2025-W-0250	Cloverdale Rd	Columbia Rd	Lake Hazel Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 1,499,400	\$ 7,016,000	\$ 8,713,000	\$ 6,115,000
RD2025-W-0260	Cloverdale Rd	Lake Hazel Rd	Amity Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 470,100	\$ 6,919,000	\$ 7,452,000	\$ 3,402,000
RD2025-W-0270	Cloverdale Rd	Amity Rd	Victory Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 1,373,400	\$ 6,709,000	\$ 8,083,000	\$ -
RD2025-W-0280	Cloverdale Rd	Victory Rd	Overland Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 8,886,000	\$ 8,886,000	\$ -
RD2025-W-0290	Columbia Rd	Black Cat Rd	Ten Mile Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 702,500	\$ 5,450,000	\$ 703,000	\$ 703,000
RD2025-W-0300	Columbia Rd	Ten Mile Rd	Linder Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,423,900	\$ 5,605,000	\$ 1,424,000	\$ 1,424,000
RD2025-W-0310	Columbia Rd	Linder Rd	Meridian Rd (SH 69)	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,286,200	\$ 6,261,000	\$ 1,287,000	\$ 1,287,000
RD2025-W-0340	Columbia Rd	Meridian Rd (SH 69)	Locust Grove Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,834,000	\$ 5,366,000	\$ 1,834,000	\$ 1,834,000
RD2025-W-0350	Columbia Rd	Locust Grove Rd	Eagle Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 3,357,100	\$ 6,144,000	\$ 3,358,000	\$ 3,358,000
RD2025-W-0360	Columbia Rd	Eagle Rd	Cloverdale Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 799,700	\$ 6,210,000	\$ 800,000	\$ 800,000
RD2025-W-0370	Columbia Rd	Deer Flat Rd	Linder Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 767,200	\$ 7,101,000	\$ 7,970,000	\$ 4,696,000
RD2025-W-0380	Columbia Rd	Deer Flat Rd	Meridian Rd (SH 69)	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 2,370,000	\$ 6,657,000	\$ 2,370,000	\$ 2,370,000
RD2025-W-0390	Columbia Rd	Deer Flat Rd	Locust Grove Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,611,200	\$ 7,041,000	\$ 1,612,000	\$ 1,612,000
RD2025-W-0400	Columbia Rd	Deer Flat Rd Ext	Eagle Rd	2041-2045	Construct new 3-lane roadway	Corridor Preservation Only	\$ 2,055,100	\$ 7,758,000	\$ 2,056,000	\$ 2,056,000
RD2025-W-0335	Eagle Rd	Columbia Rd	Lake Hazel Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,630,300	\$ 7,530,000	\$ 1,631,000	\$ 1,631,000
RD2025-E-0360	Eisenman Rd	Lake Hazel Rd	Gowen Rd	2041-2045	Reconstruct/widen to 5 lanes		\$ 4,450,900	\$ 17,046,000	\$ 23,492,000	\$ 16,860,000
RD2025-W-0370	Emerald St	Five Mile Rd	Maple Grove Rd	2031-2035	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 173,500	\$ 7,127,000	\$ 174,000	\$ -
RD2025-W-0380	Emerald St	Maple Grove Rd	Cole Rd	2031-2035	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,038,970	\$ 8,317,000	\$ 1,039,000	\$ 1,039,000
RD2025-E-0390	Emerald St	Cole Rd	Curtis Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 317,020	\$ 6,596,000	\$ 318,000	\$ 318,000
RD2025-W-0410	Fairview Ave	Meridian Rd	Locust Grove Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 290,570	\$ 6,763,000	\$ 291,000	\$ 291,000
RD2025-W-0420	Fairview Ave	Locust Grove Rd	Eagle Rd (SH 55)	2026-2030	Reconstruct/widen to 7 lanes		\$ -	\$ 6,478,000	\$ 6,478,000	\$ 3,037,000
RD2025-W-0430	Fairview Ave	Eagle Rd (SH 55)	Cloverdale Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 95,550	\$ 6,471,000	\$ 96,000	\$ 96,000
RD2025-W-0440	Fairview Ave	Cloverdale Rd	Five Mile Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 200,560	\$ 6,928,000	\$ 201,000	\$ 201,000
RD2025-W-0450	Fairview Ave	Five Mile Rd	Maple Grove Rd	2031-2035	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 348,080	\$ 7,391,000	\$ 349,000	\$ 349,000
RD2025-W-0460	Fairview Ave	Maple Grove Rd	Cole Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 578,240	\$ 6,452,000	\$ 579,000	\$ 579,000
RD2025-E-0465	Fairview Ave	Cole Rd	Curtis Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 1,964,020	\$ 8,278,000	\$ 1,965,000	\$ 1,965,000
RD2025-W-0470	Five Mile Rd	Lake Hazel Rd	Amity Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 846,900	\$ 7,578,000	\$ 8,536,000	\$ 4,181,000
RD2025-W-0480	Five Mile Rd	Amity Rd	Victory Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 2,156,700	\$ 6,935,000	\$ 9,092,000	\$ -
RD2025-W-0490	Five Mile Rd	Overland Rd	Franklin Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 2,392,500	\$ 6,880,000	\$ 9,273,000	\$ -
RD2025-W-0500	Five Mile Rd	Ustick Rd	McMillan Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 875,690	\$ 7,678,000	\$ 876,000	\$ 876,000
RD2025-W-0520	Floating Feather Rd	Star Rd	Plummer Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,855,200	\$ 6,867,000	\$ 1,856,000	\$ 1,856,000
RD2025-W-0540	Floating Feather Rd	Emmett Hwy (SH 16)	Palmer Ln	2041-2045	Construct new 3-lane roadway		\$ 867,000	\$ 6,983,000	\$ 8,238,000	\$ 6,865,000

<sup>1</sup> Inflated Cost in Future Year Dollars

<sup>2</sup> Unless indicated, project cost includes both right-of-way and construction costs. For Corridor Preservation Only projects, project cost is only right of way cost.

Working ID	Roadway	Segment Start	Segment End	Timeframe	Project Description	Preservation	ESTIMATED ROW Cost	ESTIMATED Construction Cost	ESTIMATED Total Project Cost <sup>1, 2</sup>	ESTIMATED TIF Eligible Cost <sup>1</sup>
RD2025-W-0550	Floating Feather Rd	Palmer Ln	Linder Rd	2036-2040	Reconstruct/widen to 3 lanes		\$ 2,434,300	\$ 10,514,000	\$ 13,631,000	\$ 8,266,000
RD2025-W-0560	Floating Feather Rd	Linder Rd	Park Ln	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,038,000	\$ 3,077,000	\$ 1,038,000	\$ 1,038,000
RD2025-W-0570	Floating Feather Rd	Park Ln	Ballantyne Ln	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 551,100	\$ 6,806,000	\$ 552,000	\$ 552,000
RD2025-W-0510	Floating Feather Rd Ext	Can Ada Rd	Star Rd	2041-2045	Construct new 3-lane roadway	Corridor Preservation Only	\$ 4,241,100	\$ 6,994,000	\$ 4,242,000	\$ 4,242,000
RD2025-W-0580	Franklin Rd	McDermott Rd	Black Cat Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 1,521,400	\$ 7,286,000	\$ 8,808,000	\$ 6,439,000
RD2025-E-0590	Gowen Rd	Orchard St	Pleasant Valley Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 306,400	\$ 7,364,000	\$ 7,711,000	\$ 4,665,000
RD2025-W-0600	Hill Rd Parkway	SH 55	Duncan Ln	2036-2040	Reconstruct/widen to 5 lanes		\$ 581,100	\$ 8,041,000	\$ 8,786,000	\$ 5,694,000
RD2025-W-0610	Hill Rd Parkway	Duncan Ln	Seamans Gulch Rd	2036-2040	Reconstruct/widen to 5 lanes		\$ 557,200	\$ 7,170,000	\$ 7,885,000	\$ 5,429,000
RD2025-W-0620	Hill Rd Parkway	Seamans Gulch Rd	Gary Ln	2036-2040	Reconstruct/widen to 5 lanes		\$ 199,700	\$ 1,884,000	\$ 2,140,000	\$ 1,379,000
RD2025-W-0625	Hubbard Rd	Linder Rd	Meridian Rd (SH 69)	2031-2035	Reconstruct/widen to 3 lanes		\$ 1,540,700	\$ 7,704,000	\$ 9,448,000	\$ 6,316,000
RD2025-W-0630	Hubbard Rd	Meridian Rd (SH 69)	Locust Grove Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,517,700	\$ 6,917,000	\$ 1,518,000	\$ 1,518,000
RD2025-W-0640	King Rd	Swan Falls Rd	Meridian Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,017,200	\$ 5,443,000	\$ 1,018,000	\$ 1,018,000
RD2025-W-0650	King Rd	Meridian Rd	Locust Grove Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 582,400	\$ 5,286,000	\$ 583,000	\$ 583,000
RD2025-W-0660	King Rd	Locust Grove Rd	Eagle Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 467,000	\$ 5,462,000	\$ 467,000	\$ 467,000
RD2025-W-1650	Kuna Mora Rd	Cloverdale Rd	Five Mile Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 119,800	\$ 5,783,000	\$ 120,000	\$ 120,000
RD2025-W-0670	Lake Hazel Rd	Linder Rd	Meridian Rd (SH 69)	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,126,300	\$ 5,457,000	\$ 1,127,000	\$ 1,127,000
RD2025-W-0700	Lake Hazel Rd	Eagle Rd	Cloverdale Rd	2036-2040	Reconstruct/widen to 5 lanes		\$ -	\$ 7,877,000	\$ 7,877,000	\$ 4,779,000
RD2025-W-0710	Lake Hazel Rd	Cloverdale Rd	Five Mile Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 6,170,000	\$ 6,170,000	\$ 3,685,000
RD2025-W-0720	Lake Hazel Rd	Five Mile Rd	Maple Grove Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 1,407,200	\$ 8,508,000	\$ 10,101,000	\$ 7,368,000
RD2025-W-0730	Lake Hazel Rd	Maple Grove Rd	Cole Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 491,300	\$ 7,632,000	\$ 8,189,000	\$ 5,193,000
RD2025-W-0740	Lake Hazel Rd	Cole Rd	Orchard St Ext	2036-2040	Reconstruct/widen to 5 lanes		\$ 588,900	\$ 11,917,000	\$ 12,671,000	\$ 9,148,000
RD2025-E-0750	Lake Hazel Rd Ext	Orchard St Ext	Pleasant Valley Rd	2041-2045	Construct new 5-lane roadway		\$ 6,388,500	\$ 12,058,000	\$ 21,311,000	\$ 19,114,000
RD2025-E-0760	Lake Hazel Rd Ext	Pleasant Valley Rd	Existing Railroad	2041-2045	Construct new 5-lane roadway		\$ 11,916,800	\$ 37,464,000	\$ 54,723,000	\$ 47,820,000
RD2025-E-0765	Lake Hazel Rd Ext	Existing Railroad	Eiserman Rd	2041-2045	Construct new 5-lane roadway		\$ 8,458,200	\$ 13,323,000	\$ 25,575,000	\$ 23,163,000
RD2025-W-0767	Linder Rd	Deer Flat Rd	Hubbard Rd	2026-2030	Reconstruct/widen to 3 lanes		\$ 796,500	\$ 5,433,000	\$ 6,230,000	\$ 3,508,000
RD2025-W-0768	Linder Rd	Hubbard Rd	Columbia Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 1,268,800	\$ 7,399,000	\$ 8,835,000	\$ 6,238,000
RD2025-W-0769	Linder Rd	Columbia Rd	Lake Hazel Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 736,200	\$ 7,167,000	\$ 737,000	\$ 737,000
RD2025-W-0770	Linder Rd	Lake Hazel Rd	Amity Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,379,500	\$ 6,792,000	\$ 1,380,000	\$ 1,380,000
RD2025-W-0780	Linder Rd	Amity Rd	Victory Rd	2031-2035	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 2,274,000	\$ 6,628,000	\$ 2,274,000	\$ 2,274,000
RD2025-W-0790	Linder Rd	Victory Rd	Overland Rd	2041-2045	Reconstruct/widen to 5 lanes		\$ 2,766,100	\$ 10,418,000	\$ 14,426,000	\$ 11,060,000
RD2025-W-0800	Linder Rd	Overland Rd	Franklin Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 6,774,000	\$ 6,774,000	\$ 4,282,000
RD2025-W-0830	Linder Rd	Pine Ave	Ustick Rd	2041-2045	Reconstruct/widen to 5 lanes		\$ 14,748,500	\$ 19,965,000	\$ 39,326,000	\$ 22,194,000
RD2025-W-0840	Linder Rd	Chinden Blvd (US 20/US 26)	State St (SH 44)	2026-2030	Reconstruct/widen to 5 lanes with 0		\$ 5,220,700	\$ 96,461,000	\$ 101,682,000	\$ 79,767,000
RD2025-W-0850	Linder Rd	State St (SH 44)	Floating Feather Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 6,241,000	\$ 6,241,000	\$ 4,117,000
RD2025-W-0851	Linder Rd	Floating Feather Rd	Beacon Light Rd	2041-2045	Reconstruct/widen to 3 lanes		\$ 477,100	\$ 7,934,000	\$ 8,627,000	\$ 4,583,000
RD2025-W-0853	Locust Grove Rd	Hubbard Rd	Columbia Rd	2031-2035	Reconstruct/widen to 3 lanes		\$ 888,900	\$ 6,159,000	\$ 7,165,000	\$ 4,089,000
RD2025-W-0854	Locust Grove Rd	Columbia Rd	Lake Hazel Rd	2036-2040	Reconstruct/widen to 3 lanes		\$ 1,275,300	\$ 5,008,000	\$ 6,642,000	\$ 4,254,000
RD2025-W-0855	Locust Grove Rd	Lake Hazel Rd	Amity Rd	2041-2045	Reconstruct/widen to 3 lanes		\$ 1,420,600	\$ 8,548,000	\$ 10,606,000	\$ 6,380,000
RD2025-W-0860	Locust Grove Rd	Amity Rd	Victory Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 2,488,000	\$ 8,280,000	\$ 11,095,000	\$ 5,815,000
RD2025-W-0880	Locust Grove Rd	Fairview Ave	Ustick Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 3,077,200	\$ 7,394,000	\$ 10,877,000	-
RD2025-W-0890	Locust Grove Rd	Ustick Rd	McMillan Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 101,100	\$ 5,477,000	\$ 102,000	\$ -
RD2025-W-0900	Locust Grove Rd	McMillan Rd	Chinden Blvd (US 20/US 26)	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 277,220	\$ 6,703,000	\$ 278,000	\$ 278,000
RD2025-W-0910	Maple Grove Rd	Lake Hazel Rd	Amity Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 2,720,700	\$ 6,164,000	\$ 2,721,000	\$ 2,721,000
RD2025-W-0920	Maple Grove Rd	Amity Rd	Victory Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 4,637,100	\$ 6,869,000	\$ 11,507,000	\$ -
RD2025-W-0950	McMillan Rd	Star Rd	McDermott Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,400,200	\$ 5,432,000	\$ 1,401,000	\$ 1,401,000
RD2025-W-0960	McMillan Rd	McDermott Rd	Black Cat Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 38,450	\$ 5,414,000	\$ 39,000	\$ 39,000
RD2025-W-0970	McMillan Rd	Black Cat Rd	Ten Mile Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 601,800	\$ 5,445,000	\$ 602,000	\$ 602,000
RD2025-W-0980	McMillan Rd	Ten Mile Rd	Linder Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 23,119	\$ 1,672,000	\$ 24,000	\$ 24,000
RD2025-W-0990	McMillan Rd	Linder Rd	Meridian Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 398,620	\$ 6,221,000	\$ 399,000	\$ 231,000
RD2025-W-1000	McMillan Rd	Meridian Rd	Locust Grove Rd	2026-2030	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 213,700	\$ 5,865,000	\$ 214,000	\$ 124,000
RD2025-W-1010	McMillan Rd	Cloverdale Rd	Five Mile Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 871,200	\$ 6,363,000	\$ 872,000	\$ 872,000
RD2025-W-1020	McMillan Rd	Five Mile Rd	Maple Grove Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 44,520	\$ 2,421,000	\$ 45,000	\$ 45,000
RD2025-W-1050	Meridian Rd	Ustick Rd	McMillan Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 2,165,000	\$ 6,159,000	\$ 8,324,000	\$ 6,091,000
RD2025-W-1060	Meridian Rd	McMillan Rd	Chinden Blvd (US 20/US 26)	2041-2045	Reconstruct/widen to 3 lanes		\$ 670,500	\$ 8,370,000	\$ 9,342,000	\$ 5,295,000
RD2025-W-1030	Meridian Rd Ext	King Rd	Kuna Rd	2041-2045	Construct new 5-lane roadway	Corridor Preservation Only	\$ 1,674,400	\$ 21,671,000	\$ 1,675,000	\$ 1,675,000
RD2025-W-1070	New Hope Rd	Can Ada Rd	Munger Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 2,181,400	\$ 6,499,000	\$ 2,182,000	\$ 2,182,000
RD2025-E-1090	Orchard St Ext	Gowen Rd	Victory Rd	2041-2045	Construct new 5-lane roadway		\$ 9,165,300	\$ 16,557,000	\$ 29,833,000	\$ 25,861,000
RD2025-E-1080	Orchard St Ext W	Lake Hazel Ext	Orchard St Ext	2041-2045	Reconstruct/widen to 5 lanes		\$ 173,300	\$ 10,582,000	\$ 10,834,000	\$ 6,553,000
RD2025-W-1130	Overland Rd	Locust Grove Rd	Eagle Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 322,700	\$ 6,501,000	\$ 323,000	\$ 323,000
RD2025-W-1140	Overland Rd	Eagle Rd	Cloverdale Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 440,600	\$ 6,538,000	\$ 441,000	\$ 441,000
RD2025-W-1150	Overland Rd	Cloverdale Rd	Five Mile Rd	2041-2045	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 546,690	\$ 8,253,000	\$ 547,000	\$ 547,000
RD2025-W-1160	Overland Rd	Five Mile Rd	Maple Grove Rd	2031-2035	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 1,019,850	\$ 6,752,000	\$ 1,020,000	\$ -

<sup>1</sup> Inflated Cost in Future Year Dollars

<sup>2</sup> Unless indicated, project cost includes both right-of-way and construction costs. For Corridor Preservation Only projects, project cost is only right of way cost.

Working ID	Roadway	Segment Start	Segment End	Timeframe	Project Description	Preservation	ESTIMATED ROW Cost	ESTIMATED Construction Cost	ESTIMATED Total Project Cost <sup>1, 2</sup>	ESTIMATED TIF Eligible Cost <sup>1</sup>
RD2025-W-1170	Overland Rd	Maple Grove Rd	Cole Rd	2036-2040	Reconstruct/widen to 7 lanes	Corridor Preservation Only	\$ 862,900	\$ 7,748,000	\$ 863,000	\$ 863,000
RD2025-W-1110	Overland Rd Ext	McDermott Rd	Black Cat Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 4,449,900	\$ 6,120,000	\$ 4,450,000	\$ 4,450,000
RD2025-W-1120	Overland Rd Ext	Black Cat Rd	Ten Mile Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,543,700	\$ 5,863,000	\$ 1,544,000	\$ 1,544,000
RD2025-W-1226	Palmer Ln	State St (SH 44)	Floating Feather Rd	2036-2040	Reconstruct/widen to 3 lanes		\$ 4,600,200	\$ 8,895,000	\$ 14,784,000	\$ 11,016,000
RD2025-E-1180	Pleasant Valley Rd Ext	Orchard St Ext	Pleasant Valley Rd	2036-2040	Construct new 5-lane roadway		\$ 11,907,400	\$ 13,966,000	\$ 29,209,000	\$ 26,689,000
RD2025-W-1222	Plummer Rd	State St (SH 44)	Floating Feather Rd	2041-2045	Reconstruct/widen to 3 lanes		\$ 1,626,300	\$ 10,144,000	\$ 12,501,000	\$ 6,905,000
RD2025-W-1224	Pollard Ln	Floating Feather Rd	Beacon Light Rd	2041-2045	Reconstruct/widen to 3 lanes		\$ 2,064,600	\$ 8,275,000	\$ 11,265,000	\$ 7,371,000
RD2025-W-1190	Star Rd	Ustick Rd	McMillan Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 1,521,700	\$ 6,180,000	\$ 1,522,000	\$ 1,522,000
RD2025-W-1200	Star Rd	McMillan Rd	Chinden Blvd (US 20/US 26)	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 419,800	\$ 5,596,000	\$ 420,000	\$ 420,000
RD2025-W-1210	Star Rd	Chinden Blvd (US 20/US 26)	State St (SH 44)	2031-2035	Reconstruct/widen to 5 lanes		\$ 4,723,800	\$ 27,064,000	\$ 32,409,000	\$ 14,946,000
RD2025-E-1220	State St	Gary Ln	Pierce Park Ln	2036-2040	Reconstruct/widen to 7 lanes		\$ 4,583,000	\$ 5,528,000	\$ 11,395,000	\$ -
RD2025-E-1230	State St	Pierce Park Ln	Collister Dr	2036-2040	Reconstruct/widen to 7 lanes		\$ 9,824,500	\$ 14,780,000	\$ 27,357,000	\$ -
RD2025-E-1240	State St	Collister Dr	36th St	2031-2035	Reconstruct/widen to 7 lanes		\$ 4,998,700	\$ 9,488,000	\$ 15,144,000	\$ -
RD2025-E-1250	State St	36th St	Whitemewater Park Blvd	2031-2035	Reconstruct/widen to 7 lanes		\$ 8,125,600	\$ 5,863,000	\$ 15,057,000	\$ 12,652,000
RD2025-E-1490	Technology Way	Columbia Rd	Gowen Rd	2041-2045	Reconstruct/widen to 5 lanes		\$ 736,400	\$ 7,168,000	\$ 8,236,000	\$ 5,093,000
RD2025-E-1480	Technology Way Ext	Columbia Rd	Memory Rd	2041-2045	Construct new 3-lane roadway		\$ 11,544,200	\$ 14,504,000	\$ 31,224,000	\$ 28,284,000
RD2025-W-1260	Ten Mile Rd	Deer Flat Rd	Hubbard Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 645,200	\$ 7,289,000	\$ 8,020,000	\$ 5,319,000
RD2025-W-1270	Ten Mile Rd	Hubbard Rd	Columbia Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 930,900	\$ 6,975,000	\$ 8,028,000	\$ 5,397,000
RD2025-W-1280	Ten Mile Rd	Columbia Rd	Lake Hazel Rd	2041-2045	Reconstruct/widen to 5 lanes		\$ 2,328,400	\$ 9,471,000	\$ 12,844,000	\$ 9,569,000
RD2025-W-1290	Ten Mile Rd	Lake Hazel Rd	Amity Rd	2036-2040	Reconstruct/widen to 5 lanes		\$ 1,501,700	\$ 8,499,000	\$ 10,422,000	\$ 6,954,000
RD2025-W-1300	Ten Mile Rd	Amity Rd	Victory Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 508,800	\$ 7,515,000	\$ 8,091,000	\$ 5,350,000
RD2025-W-1330	Ustick Rd	Can Ada Rd	Star Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 8,251,000	\$ 8,251,000	\$ 4,780,000
RD2025-W-1340	Ustick Rd	Star Rd	McDermott Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 6,158,000	\$ 6,158,000	\$ 3,735,000
RD2025-W-1350	Ustick Rd	McDermott Rd	Black Cat Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 2,134,100	\$ 6,126,000	\$ 8,261,000	\$ 6,041,000
RD2025-W-1370	Ustick Rd	Ten Mile Rd	Linder Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ -	\$ 6,667,000	\$ 6,667,000	\$ 3,978,000
RD2025-E-1380	Ustick Rd	Cole Rd	Curtis Rd	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 1,796,640	\$ 9,761,000	\$ 1,797,000	\$ -
RD2025-W-1390	Victory Rd	Black Cat Rd	Ten Mile Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 660,000	\$ 5,413,000	\$ 660,000	\$ 660,000
RD2025-W-1400	Victory Rd	Ten Mile Rd	Linder Rd	2041-2045	Reconstruct/widen to 3 lanes	Corridor Preservation Only	\$ 2,057,600	\$ 5,932,000	\$ 2,058,000	\$ 2,058,000
RD2025-W-1410	Victory Rd	Linder Rd	Meridian Rd (SH 69)	2041-2045	Reconstruct/widen to 5 lanes	Corridor Preservation Only	\$ 5,063,000	\$ 7,009,000	\$ 5,063,000	\$ 5,063,000
RD2025-W-1420	Victory Rd	Meridian Rd (SH 69)	Locust Grove Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 3,217,100	\$ 6,760,000	\$ 9,978,000	\$ 4,844,000
RD2025-W-1430	Victory Rd	Locust Grove Rd	Eagle Rd	2036-2040	Reconstruct/widen to 5 lanes		\$ 3,073,000	\$ 10,109,000	\$ 14,043,000	\$ 6,602,000
RD2025-W-1440	Victory Rd	Eagle Rd	Cloverdale Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 3,991,500	\$ 6,972,000	\$ 11,489,000	\$ 5,809,000
RD2025-W-1450	Victory Rd	Cloverdale Rd	Five Mile Rd	2026-2030	Reconstruct/widen to 5 lanes		\$ 8,941,600	\$ 6,479,000	\$ 15,421,000	\$ -
RD2025-W-1460	Victory Rd	Five Mile Rd	Maple Grove Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 3,585,000	\$ 6,939,000	\$ 10,996,000	\$ -
RD2025-W-1470	Victory Rd	Maple Grove Rd	Cole Rd	2031-2035	Reconstruct/widen to 5 lanes		\$ 1,886,800	\$ 7,574,000	\$ 9,709,000	\$ -

<sup>1</sup> Inflated Cost in Future Year Dollars

<sup>2</sup> Unless indicated, project cost includes both right-of-way and construction costs. For Corridor Preservation Only projects, project cost is only right of way cost.

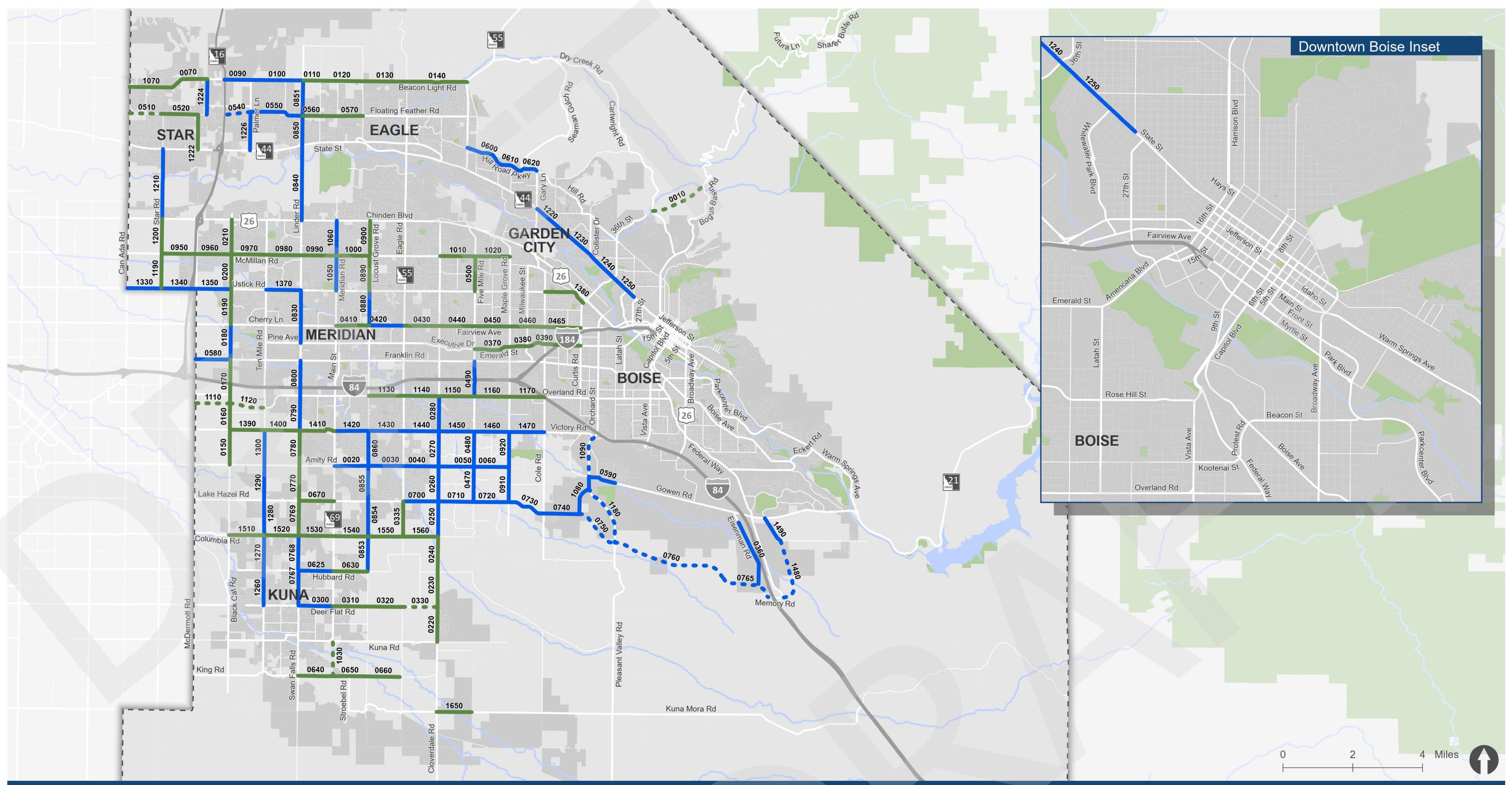


ID	Intersection	Planned Type	Timeframe	Preservation	ESTIMATED ROW Cost	ESTIMATED Construction Cost	ESTIMATED Total Project Cost <sup>1</sup>	ESTIMATED TIF Eligible Cost <sup>1</sup>
IN2025-W-0110	Beacon Light Rd & Ballantyne Ln	Roundabout	2041-2045		\$ 97,600	\$ 5,497,000	\$ 5,668,000	\$ 4,571,000
IN2025-W-0010	Black Cat Rd & Amity Rd	Roundabout	2041-2045		\$ 31,300	\$ 5,497,000	\$ 5,552,000	\$ 4,450,000
IN2025-W-0190	Black Cat Rd & Cherry Ln	Roundabout	2036-2040		\$ -	\$ 5,797,000	\$ 5,797,000	\$ 4,656,000
IN2025-W-0220	Black Cat Rd & Chinden Blvd (US 20/US 26)	Signal	2041-2045	ROW Preservation Only	\$ 3,900	\$ 8,661,000	\$ 4,000	\$ 4,000
IN2025-W-0302	Black Cat Rd & Columbia Rd	Roundabout	2041-2045		\$ 19,100	\$ 5,497,000	\$ 5,530,000	\$ 4,426,000
IN2025-W-0570	Black Cat Rd & Lake Hazel Rd	Roundabout	2041-2045		\$ -	\$ 5,497,000	\$ 5,497,000	\$ 4,392,000
IN2025-W-0690	Black Cat Rd & McMillan Rd	Roundabout	2026-2030		\$ 45,800	\$ 3,795,000	\$ 3,850,000	\$ 3,090,000
IN2025-W-0720	Black Cat Rd & Overland Rd Ext	Signal	2041-2045		\$ 370,200	\$ 6,374,000	\$ 6,912,000	\$ 5,623,000
IN2025-W-0870	Black Cat Rd & Victory Rd	Roundabout	2041-2045		\$ 107,400	\$ 6,558,000	\$ 6,745,000	\$ 5,465,000
IN2025-W-0995	Broadway Ave & Warm Springs Ave	Signal	2026-2030	ROW Preservation Only	\$ 300,000	\$ 6,164,000	\$ 300,000	\$ 300,000
IN2025-W-0435	Can Ada Rd & Floating Feather Rd	Signal	2041-2045		\$ 85,600	\$ 3,362,000	\$ 3,487,000	\$ 2,762,000
IN2025-W-0715	Can Ada Rd & New Hope Rd	Signal	2041-2045		\$ 138,900	\$ 4,044,000	\$ 4,245,000	\$ 2,638,000
IN2025-W-0835	Can Ada Rd & State St (SH 44)	Signal	2036-2040		\$ 76,800	\$ 4,729,000	\$ 4,828,000	\$ 1,528,000
IN2025-W-0865	Can Ada Rd & Ustick Rd	Signal	2026-2030		\$ 49,900	\$ 5,564,000	\$ 5,614,000	\$ 2,487,000
IN2025-W-0020	Cloverdale Rd & Amity Rd	Roundabout	2026-2030		\$ 320,600	\$ 5,273,000	\$ 5,658,000	\$ 4,656,000
IN2025-W-0270	Cloverdale Rd & Columbia Rd	Roundabout	2041-2045		\$ 128,500	\$ 6,558,000	\$ 6,783,000	\$ 5,504,000
IN2025-W-0310	Cloverdale Rd & Deer Flat Rd	Roundabout	2041-2045		\$ 59,300	\$ 5,883,000	\$ 5,988,000	\$ 4,890,000
IN2025-W-0360	Cloverdale Rd & Fairview Ave	Signal	2041-2045	ROW Preservation Only	\$ 4,850	\$ 10,910,000	\$ 5,000	\$ 5,000
IN2025-W-0510	Cloverdale Rd & Hubbard Rd	Roundabout	2031-2035		\$ 128,800	\$ 5,124,000	\$ 5,299,000	\$ 4,300,000
IN2025-W-1140	Cloverdale Rd & Kuna Mora Rd	Signal	2041-2045		\$ 9,800	\$ 4,044,000	\$ 4,059,000	\$ 3,140,000
IN2025-W-0560	Cloverdale Rd & Kuna Rd	Roundabout	2041-2045		\$ 8,000	\$ 5,497,000	\$ 5,511,000	\$ 4,406,000
IN2025-W-0580	Cloverdale Rd & Lake Hazel Rd	Signal	2026-2030		\$ -	\$ 5,998,000	\$ 5,998,000	\$ 4,737,000
IN2025-W-0730	Cloverdale Rd & Overland Rd	Signal	2041-2045		\$ 538,400	\$ 18,671,000	\$ 19,451,000	\$ 15,591,000
IN2025-W-0880	Cloverdale Rd & Victory Rd	Signal	2031-2035		\$ 325,600	\$ 11,060,000	\$ 11,429,000	\$ 9,328,000
IN2025-E-0255	Curtis Rd & Fairview Ave	Signal	2041-2045	ROW Preservation Only	\$ 35,040	\$ 12,611,000	\$ 36,000	\$ 36,000
IN2025-W-0120	Eagle Rd & Beacon Light Rd	Roundabout	2041-2045		\$ 34,100	\$ 5,497,000	\$ 5,556,000	\$ 4,454,000
IN2025-W-0280	Eagle Rd & Columbia Rd	Roundabout	2041-2045		\$ 197,200	\$ 7,698,000	\$ 8,041,000	\$ 6,366,000
IN2025-W-0320	Eagle Rd & Deer Flat Rd	Roundabout	2041-2045		\$ 122,400	\$ 5,721,000	\$ 5,934,000	\$ 4,862,000
IN2025-W-0540	Eagle Rd & King Rd	Roundabout	2041-2045		\$ 24,000	\$ 5,497,000	\$ 5,539,000	\$ 4,435,000
IN2025-W-1130	Eagle Rd & Kuna Mora Rd	Signal	2041-2045		\$ -	\$ 3,675,000	\$ 3,675,000	\$ 2,904,000
IN2025-W-0740	Eagle Rd & Overland Rd	Signal	2041-2045	ROW Preservation Only	\$ 18,170	\$ 10,360,000	\$ 19,000	\$ 19,000
IN2025-W-0900	Eagle Rd & Victory Rd	Signal	2031-2035		\$ 68,900	\$ 8,044,000	\$ 8,122,000	\$ 6,539,000
IN2025-E-0180	Eckert Rd & Boise Ave	Roundabout	2031-2035		\$ -	\$ 3,646,000	\$ 3,646,000	\$ 2,944,000
IN2025-E-0970	Eckert Rd & Warm Springs Ave	Roundabout	2031-2035		\$ 157,300	\$ 4,294,000	\$ 4,508,000	\$ 3,656,000
IN2025-E-0605	Eisenman Rd & 84 EB Ramps	Signal	2041-2045		\$ -	\$ 4,915,000	\$ 4,915,000	\$ 3,397,000
IN2025-E-0600	Eisenman Rd & Lake Hazel Rd Ext	Roundabout	2041-2045		\$ -	\$ 5,883,000	\$ 5,883,000	\$ 4,780,000
IN2025-W-0040	Five Mile Rd & Amity Rd	Roundabout	2031-2035		\$ 130,800	\$ 5,124,000	\$ 5,301,000	\$ 4,302,000
IN2025-W-0610	Five Mile Rd & Lake Hazel Rd	Signal	2026-2030		\$ 241,400	\$ 5,998,000	\$ 6,240,000	\$ 4,993,000
IN2025-W-1040	Five Mile Rd & McMillan Rd	Signal	2041-2045	ROW Preservation Only	\$ 49,110	\$ 8,678,000	\$ 50,000	\$ 50,000
IN2025-W-0750	Five Mile Rd & Overland Rd	Signal	2041-2045	ROW Preservation Only	\$ 96,810	\$ 9,332,000	\$ 97,000	\$ 97,000
IN2025-W-1050	Five Mile Rd & Ustick Rd	Signal	2026-2030	ROW Preservation Only	\$ 5,340	\$ 7,583,000	\$ 6,000	\$ 6,000
IN2025-W-0910	Five Mile Rd & Victory Rd	Signal	2031-2035		\$ 256,000	\$ 7,509,000	\$ 7,798,000	\$ 6,324,000
IN2025-W-0380	Floating Feather Rd & Ballantyne Ln	Roundabout	2041-2045		\$ 68,800	\$ 5,497,000	\$ 5,617,000	\$ 4,518,000
IN2025-W-1070	Franklin Rd & McDermott Rd	Signal	2026-2030		\$ 85,500	\$ 4,174,000	\$ 4,260,000	\$ 2,480,000
IN2025-WE-0495	Gary Ln & Hill Rd	Roundabout	2036-2040		\$ 55,200	\$ 4,541,000	\$ 4,627,000	\$ 3,784,000
IN2025-WE-0810	Glenwood St/Gary Ln & State St	Signal	2036-2040		\$ 219,100	\$ 13,368,000	\$ 13,650,000	\$ 6,364,000
IN2025-E-0470	Hill Rd & Collier Dr	Signal	2031-2035		\$ 1,200,000	\$ 3,533,000	\$ 3,533,000	\$ -
IN2025-W-0480	Hill Rd & Horseshoe Bend Rd	Roundabout	2036-2040		\$ 350,000	\$ 5,797,000	\$ 6,334,000	\$ 5,221,000
IN2025-E-0490	Hill Rd & Pierce Park Ln	Roundabout	2036-2040		\$ -	\$ 4,858,000	\$ 4,858,000	\$ 3,882,000
IN2025-W-0050	Linder Rd & Amity Rd	Roundabout	2036-2040		\$ 194,600	\$ 5,797,000	\$ 6,096,000	\$ 4,971,000
IN2025-W-0140	Linder Rd & Beacon Light Rd	Roundabout	2031-2035		\$ 147,400	\$ 5,124,000	\$ 5,324,000	\$ 4,326,000
IN2025-W-0200	Linder Rd & Cherry Ln	Signal	2031-2035		\$ 178,600	\$ 7,507,000	\$ 7,710,000	\$ 6,232,000
IN2025-W-0222	Linder Rd & Chinden Blvd (US 20/US 26)	Signal	2026-2030		\$ 92,300	\$ 13,175,000	\$ 13,268,000	\$ 6,381,000
IN2025-W-0296	Linder Rd & Columbia Rd	Roundabout	2041-2045		\$ 390,600	\$ 6,721,000	\$ 7,400,000	\$ 6,121,000
IN2025-W-0345	Linder Rd & Deer Flat Rd	Signal	2031-2035		\$ 74,200	\$ 6,638,000	\$ 6,723,000	\$ 5,389,000
IN2025-W-0390	Linder Rd & Floating Feather Rd	Roundabout	2036-2040		\$ 348,400	\$ 5,797,000	\$ 6,333,000	\$ 5,219,000
IN2025-W-0440	Linder Rd & Franklin Rd	Signal	2026-2030		\$ 124,400	\$ 8,678,000	\$ 8,803,000	\$ 7,128,000
IN2025-W-0526	Linder Rd & Hubbard Rd	Roundabout	2031-2035		\$ 200,600	\$ 4,832,000	\$ 5,104,000	\$ 4,167,000
IN2025-W-0620	Linder Rd & Lake Hazel Rd	Roundabout	2041-2045		\$ 109,800	\$ 6,558,000	\$ 6,750,000	\$ 5,469,000
IN2025-W-1010	Linder Rd & McMillan Rd	Signal	2041-2045	ROW Preservation Only	\$ 39,710	\$ 7,583,000	\$ 40,000	\$ 40,000
IN2025-W-0760	Linder Rd & Overland Rd	Signal	2031-2035		\$ -	\$ 8,661,000	\$ 8,661,000	\$ 6,967,000
IN2025-W-0920	Linder Rd & Victory Rd	Roundabout	2041-2045		\$ 295,300	\$ 7,637,000	\$ 8,152,000	\$ 6,699,000
IN2025-W-0060	Locust Grove Rd & Amity Rd	Roundabout	2036-2040		\$ 236,800	\$ 6,750,000	\$ 7,115,000	\$ 5,827,000
IN2025-W-0240	Locust Grove Rd & Chinden Blvd (US 20/US 26)	Signal	2041-2045	ROW Preservation Only	\$ 122,300	\$ 9,511,000	\$ 123,000	\$ 123,000
IN2025-W-0290	Locust Grove Rd & Columbia Rd	Roundabout	2041-2045		\$ 66,700	\$ 6,345,000	\$ 7,507,000	\$ 6,319,000
IN2025-W-0330	Locust Grove Rd & Deer Flat Rd	Roundabout	2041-2045		\$ 209,300	\$ 6,558,000	\$ 6,923,000	\$ 5,652,000
IN2025-W-0370	Locust Grove Rd & Fairview Ave	Signal	2026-2030		\$ -	\$ 10,454,000	\$ 10,454,000	\$ 8,502,000
IN2025-W-0520	Locust Grove Rd & Hubbard Rd	Roundabout	2041-2045		\$ 112,000	\$ 6,185,000	\$ 6,380,000	\$ 5,172,000
IN2025-W-1120	Locust Grove Rd & Kuna Mora Rd	Signal	2041-2045		\$ -	\$ 3,888,000	\$ 3,888,000	\$ 2,987,000
IN2025-W-1030	Locust Grove Rd & McMillan Rd	Signal	2026-2030	ROW Preservation Only	\$ 26,190	\$ 8,075,000	\$ 27,000	\$ 27,000
IN2025-W-0770	Locust Grove Rd & Overland Rd	Signal	2041-2045	ROW Preservation Only	\$ 20,800	\$ 12,035,000	\$ 21,000	\$ 21,000
IN2025-W-0850	Locust Grove Rd & Ustick Rd	Signal	2026-2030	ROW Preservation Only	\$ 8,370	\$ 7,181,000	\$ 9,000	\$ 9,000
IN2025-W-0070	Maple Grove Rd & Amity Rd	Roundabout	2031-2035		\$ 222,400	\$ 5,504,000	\$ 5,806,000	\$ 4,765,000
IN2025-W-0780	Maple Grove Rd & Overland Rd	Signal	2031-2035	ROW Preservation Only	\$ 79,180	\$ 9,893,000	\$ 80,000	\$ 80,000
IN2025-W-0940	Maple Grove Rd & Victory Rd	Roundabout	2031-2035		\$ 203,700	\$ 5,966,000	\$ 6,244,000	\$ 5,103,000
IN2025-W-0080	McDermott Rd & Amity Rd	Roundabout	2041-2045		\$ -	\$ 5,497,000	\$ 5,497,000	\$ 3,559,000
IN2025-W-0650	McDermott Rd & Lake Hazel Rd	Roundabout	2041-2045		\$ -	\$ 5,497,000	\$ 5,497,000	\$ 3,559,000
IN2025-W-1080	McDermott Rd & Overland Rd Ext	Signal	2041-2045		\$ 84,300	\$ 4,522,000	\$ 4,645,000	\$ 3,001,000
IN2025-W-0950	McDermott Rd & Victory Rd	Roundabout	2041-2045		\$ -	\$ 5,497,000	\$ 5,497,000	\$ 3,559,000
IN2025-W-0546	Meridian Rd & King Rd	Signal	2041-2045		\$ 125,000	\$ 4,363,000	\$ 4,544,000	\$ 3,594,000
IN2025-W-1020	Meridian Rd & McMillan Rd	Signal	2026-2030		\$ 875,700	\$ 8,149,000	\$ 9,025,000	\$ 7,504,000
IN2025-W-0090	Meridian Rd (SH 69) & Amity Rd	Signal	2041-2045		\$ 45,400	\$ 10,983,000	\$ 11,050,000	\$ 5,574,000
IN2025-W-0340	Meridian Rd (SH 69) & Deer Flat Rd	Signal	2031-2035		\$ 257,200	\$ 6,975,000	\$ 7,266,000	\$ 3,619,000
IN2025-W-0522	Meridian Rd (SH 69) & Hubbard Rd	Signal	2031-2035		\$ 87,700	\$ 6,439,000	\$ 6,539,000	\$ 3,325,000

<sup>1</sup> Inflated Cost in Future Year Dollars

ID	Intersection	Planned Type	Timeframe	Preservation	ESTIMATED ROW Cost	ESTIMATED Construction Cost	ESTIMATED Total Project Cost <sup>1</sup>	ESTIMATED TIF Eligible Cost <sup>1</sup>
IN2025-W-1110	Meridian Rd (SH 69) & Kuna Rd	Signal	2031-2035		\$ 100,100	\$ 8,127,000	\$ 8,242,000	\$ 3,971,000
IN2025-W-0655	Meridian Rd (SH 69) & Lake Hazel Rd	Signal	2041-2045		\$ 773,100	\$ 8,243,000	\$ 9,364,000	\$ 5,391,000
IN2025-W-0925	Meridian Rd (SH 69) & Victory Rd	Signal	2041-2045		\$ 370,300	\$ 13,362,000	\$ 13,900,000	\$ 7,061,000
IN2025-W-1060	Milwaukee St & Emerald St	Signal	2031-2035	ROW Preservation Only	\$ 52,860	\$ 6,635,000	\$ 53,000	\$ 53,000
IN2025-W-0710	New Hope Rd & Munger Rd	Roundabout	2041-2045		\$ 148,100	\$ 5,497,000	\$ 5,755,000	\$ 4,663,000
IN2025-E-0460	Orchard St & Gowen Rd	Roundabout	2031-2035		\$ 1,191,900	\$ 5,250,000	\$ 6,869,000	\$ 5,905,000
IN2025-E-0660	Orchard St Ext & Lake Hazel Rd	Roundabout	2041-2045		\$ 919,200	\$ 5,883,000	\$ 7,482,000	\$ 6,438,000
IN2025-E-0790	Orchard St Ext & Pleasant Valley Rd	Roundabout	2036-2040		\$ 641,400	\$ 5,200,000	\$ 6,186,000	\$ 5,250,000
IN2025-W-0150	Palmer Ln & Beacon Light Rd	Roundabout	2041-2045		\$ 572,200	\$ 5,721,000	\$ 6,716,000	\$ 5,675,000
IN2025-W-0400	Palmer Ln & Floating Feather Rd	Roundabout	2036-2040		\$ 196,100	\$ 4,858,000	\$ 5,161,000	\$ 4,199,000
IN2025-W-0826	Palmer Ln & State St (SH 44)	Signal	2036-2040		\$ 67,500	\$ 6,835,000	\$ 6,922,000	\$ 2,507,000
IN2025-W-0160	Park Ln & Beacon Light Rd	Roundabout	2041-2045		\$ 125,000	\$ 5,497,000	\$ 5,714,000	\$ 4,621,000
IN2025-W-0410	Park Ln & Floating Feather Rd	Roundabout	2041-2045		\$ 149,600	\$ 5,497,000	\$ 5,757,000	\$ 4,667,000
IN2025-E-0670	Pleasant Valley Rd & Lake Hazel Rd	Roundabout	2041-2045		\$ 273,000	\$ 7,637,000	\$ 8,112,000	\$ 6,658,000
IN2025-W-0420	Plummer Rd & Floating Feather Rd	Signal	2041-2045		\$ 114,700	\$ 3,518,000	\$ 3,685,000	\$ 2,943,000
IN2025-W-0828	Plummer Rd & State St (SH 44)	Signal	2036-2040		\$ 162,900	\$ 7,173,000	\$ 7,381,000	\$ 2,955,000
IN2025-W-0170	Pollard Ln & Beacon Light Rd	Roundabout	2041-2045		\$ 201,600	\$ 5,497,000	\$ 5,847,000	\$ 4,760,000
IN2025-W-0418	Pollard Ln & Floating Feather Rd	Signal	2041-2045		\$ 162,400	\$ 3,518,000	\$ 3,754,000	\$ 3,017,000
IN2025-W-0500	Seamans Gulch Rd & Hill Road Pkwy	Roundabout	2036-2040		\$ 12,000	\$ 4,403,000	\$ 4,422,000	\$ 3,594,000
IN2025-W-0130	SH 16 & Beacon Light Rd	Signal	2031-2035		\$ 194,300	\$ 10,439,000	\$ 10,659,000	\$ 5,283,000
IN2025-W-0260	Star Rd & Chinden Blvd (US 20/US 26)	Signal	2031-2035		\$ 171,300	\$ 12,980,000	\$ 13,175,000	\$ 6,161,000
IN2025-W-0430	Star Rd & Floating Feather Rd	Signal	2041-2045		\$ 227,700	\$ 4,031,000	\$ 4,361,000	\$ 3,397,000
IN2025-W-0700	Star Rd & McMillan Rd	Roundabout	2041-2045		\$ 92,500	\$ 5,497,000	\$ 5,658,000	\$ 4,561,000
IN2025-W-0830	Star Rd & State St (SH 44)	Signal	2036-2040		\$ 170,800	\$ 10,409,000	\$ 10,628,000	\$ 5,725,000
IN2025-W-0860	Star Rd & Ustick Rd	Signal	2026-2030		\$ -	\$ 4,401,000	\$ 4,401,000	\$ 3,044,000
IN2025-W-1090	Swan Falls Rd & Avalon St	Roundabout	2026-2030		\$ 600,000	\$ 3,222,000	\$ 3,222,000	\$ -
IN2025-W-0550	Swan Falls Rd & King Rd	Roundabout	2041-2045		\$ 21,300	\$ 5,497,000	\$ 5,534,000	\$ 4,431,000
IN2025-E-0985	Technology Way & Columbia Rd	Signal	2041-2045		\$ 383,100	\$ 5,077,000	\$ 5,633,000	\$ 4,635,000
IN2025-W-0210	Ten Mile Rd & Cherry Ln	Signal	2036-2040	ROW Preservation Only	\$ 15,400	\$ 6,635,000	\$ 16,000	\$ 16,000
IN2025-W-0300	Ten Mile Rd & Columbia Rd	Roundabout	2041-2045		\$ 166,100	\$ 6,721,000	\$ 7,010,000	\$ 5,714,000
IN2025-W-0350	Ten Mile Rd & Deer Flat Rd	Roundabout	2041-2045		\$ 57,500	\$ 5,813,000	\$ 5,912,000	\$ 4,773,000
IN2025-W-0530	Ten Mile Rd & Hubbard Rd	Roundabout	2036-2040		\$ 381,300	\$ 5,797,000	\$ 6,383,000	\$ 5,271,000
IN2025-W-0680	Ten Mile Rd & Lake Hazel Rd	Roundabout	2041-2045		\$ 295,900	\$ 6,558,000	\$ 7,074,000	\$ 5,810,000
IN2025-E-0990	Warm Springs Ave & Parkcenter Blvd (East)	Roundabout	2031-2035		\$ -	\$ 3,646,000	\$ 3,646,000	\$ 2,944,000
IN2025-E-0825	Whitewater Park Blvd & State St	Signal	2031-2035		\$ 443,800	\$ 8,291,000	\$ 8,794,000	\$ 7,210,000

<sup>1</sup> Inflated Cost in Future Year Dollars



2025 - 2045 DRAFT CIP Roadway Projects For ROW Preservation Only

ACHD 2025 CIP Update

