FHWA-ID-EIS-12-01-F

Community Impact Technical Reports

Final Environmental Impact Statement

US-95 Thorncreek Road to Moscow

Project No. DHP-NH-4110(156);Key No 09294

Summary of Changes to US-95 Thorncreek Road to Moscow DEIS; Community Impact Technical Reports

(01-19-15)

Changes and corrections to the following technical reports are described below:

1. HDR Engineering 2011a. US-95 to Thorncreek Road to Moscow; Community Profile Update. Prepared for ITD District 2, Lewiston, ID. December 2011

Correction for Table 10 Major Employers in Project Area
Replace number of employees under Gritman from "4000-5000" to "400-500"

2. HDR Engineering 2006. US-95 to Thorncreek Road to Moscow; Community Impact Assessment. Prepared for the ITD District 2 Lewiston, ID. October 2006

Chapter 10 Displacement; under "What was the outcome of the interview"

Add statement below:
ITD reviewed the residential and business displacements after the DEIS public hearing. The displacement numbers were based on a conceptual level of detail using conservative estimates; however, they were correct based upon the assumptions used at the time. Determination of exact displacements requires a greater level of detail than is available at this time because detailed topographic, survey data; geotechnical information and design detail is currently not available. If an action alternative is selected, then the design process would use specific topographic, detailed survey data and geotechnical information to determine right of way needs and design detail. ITD will work with landowners and business owners one-on-one during the right-of-way and design processes to explore engineering solutions that could minimize visual or other proximity impacts. All residents and property owners will be compensated equitably according to the Uniform Relocation Act.

The assumptions and terminology for residential and business effects were reviewed and revised in the FEIS. Therefore, residential and business effects are now described as "impacts" and "potential impacts". An "impact" was considered to be when the conceptual level alignment cut and fill boundaries and right-of-way encroached upon a structure, well, septic, access or otherwise appears to substantially impair the property. Impacts to trailer or mobile home spaces were considered a residential impacts whether structures were currently present or not. The RV Park was counted as one business impact. A "potential impact" was considered where the conceptual level alignment cut and fill boundaries and right-of-way falls close to a structure, well, septic, access or other important property features and could result in an potential impact but does not physically encroach upon it. The residential and business effects are described in the table below:

In addition, since publication of the DEIS, a short section of the W-4 Alternative centerline was shifted approximately 120 feet east to avoid a historic farmstead then renamed the Modified W-4 alternative. The total number of impacted residences and potential impacts to residences are the same for the W-4 and Modified W-4 alternatives; although one residence would now be avoided and a different residence would be impacted. The community impacts as a result of the Modified W-4 Alternative are very similar to the W-4 and the findings remain valid for the Modified W-4 Alternative.

Throughout text, the term “displacements” changed to “impacts”: Impacted residences changed as follows:

Replace W4 with Modified W-4. The number is unchanged as “3”
C3 replaces 3 with 2
E2 replace 5 with 7

The Modified W-4 Alternative has one more residential impact than the C-3 Alternative; whereas they previously had the same number of residential impacts.

Idaho Transportation Department
District 2

U.S. 95 Thorncreek Road to Moscow

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

Community Profile Update

Latah County - December 2011 - HDR Engineering

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EXECUTIVE SUMMARY

The community profile analyzes and discusses the demographic characteristics of Latah County as a whole, as well as the corridor study area. The original community profile gathered and evaluated demographic information including population, age, race and Hispanic origin, households, housing units, employment, and detailed income variables in Latah County and the corridor study area between the years 2000 and 2004. The findings from the community profile were incorporated into the preliminary Draft Environmental Assessment (DEIS) for the project.

Since the original analysis was conducted in 2004 for the community profile, the area has undergone changes. As a result, an update to the community profile is being conducted to re-evaluate the demographic conditions that changed since the original analysis in 2004.

The following are the main findings of the study update:

Demographic Changes

- In Latah County, the population grew at a higher rate between 2004 and 2010 (4.6 percent) than what it did during the 2000 to 2004 study period (2 percent). The number of households in the County also grew at a higher rate between 2004 and 2010 (10.6 percent) than what it did during the 2000 to 2004 study period (2 percent).
- Latah County's population is forecast to continue increasing moderately through 2021, reaching 38,797 people and increasing by 4 percent.
- Along the corridor, the number of households grew by 3 percent and population grew by 1 percent, compared to negative growth during the 2000 to 2004 study period.
- From 2004 to 2010, a decrease of 37 percent of the American Indian population occurred in the County and a 130 percent increase occurred along the corridor.
- From 2004 to 2010, persons of Hispanic origin increased by 61 percent in the County and by 150 percent along the corridor. In 2010, Hispanics comprised about 4 percent of the County population and about 2 percent of the corridor study area population.
- In 2010, the racial minority and Hispanic origin of the County, at nearly 11 percent of the county's total population, was greater than the minority and Hispanic population concentration of five percent in the corridor study area.
- In Latah County, a 15 percent increase in housing occurred since 2000.
- From 2005 to 2011, nearly 213 residential building permits were issued by the City of Moscow and 28 building permits were issued by Latah County.
- From 2004 to 2010, the number of occupied housing units decreased and vacancy increased along the corridor.
- Latah County's full- and part-time employment was 21,431 in 2009; a 1 percent increase from 2003 employment numbers.
- Gritman Medical and the University of Idaho remain the largest employers in the County. The loss of Walmart from the City of Moscow has removed a significant number of jobs in that area.
- Income distribution in the County continues to be consistent with areas with a large concentration of university students, with most households with incomes below $15,000.
- Per capita income in the corridor remained higher ($24,370) than for Latah County ($19,921).
- Latah County's full and part-time employment is forecast to increase from 21,012 in 2010 to 23,215 by 2021, an increase of nearly 10 percent. Updated projections anticipate less

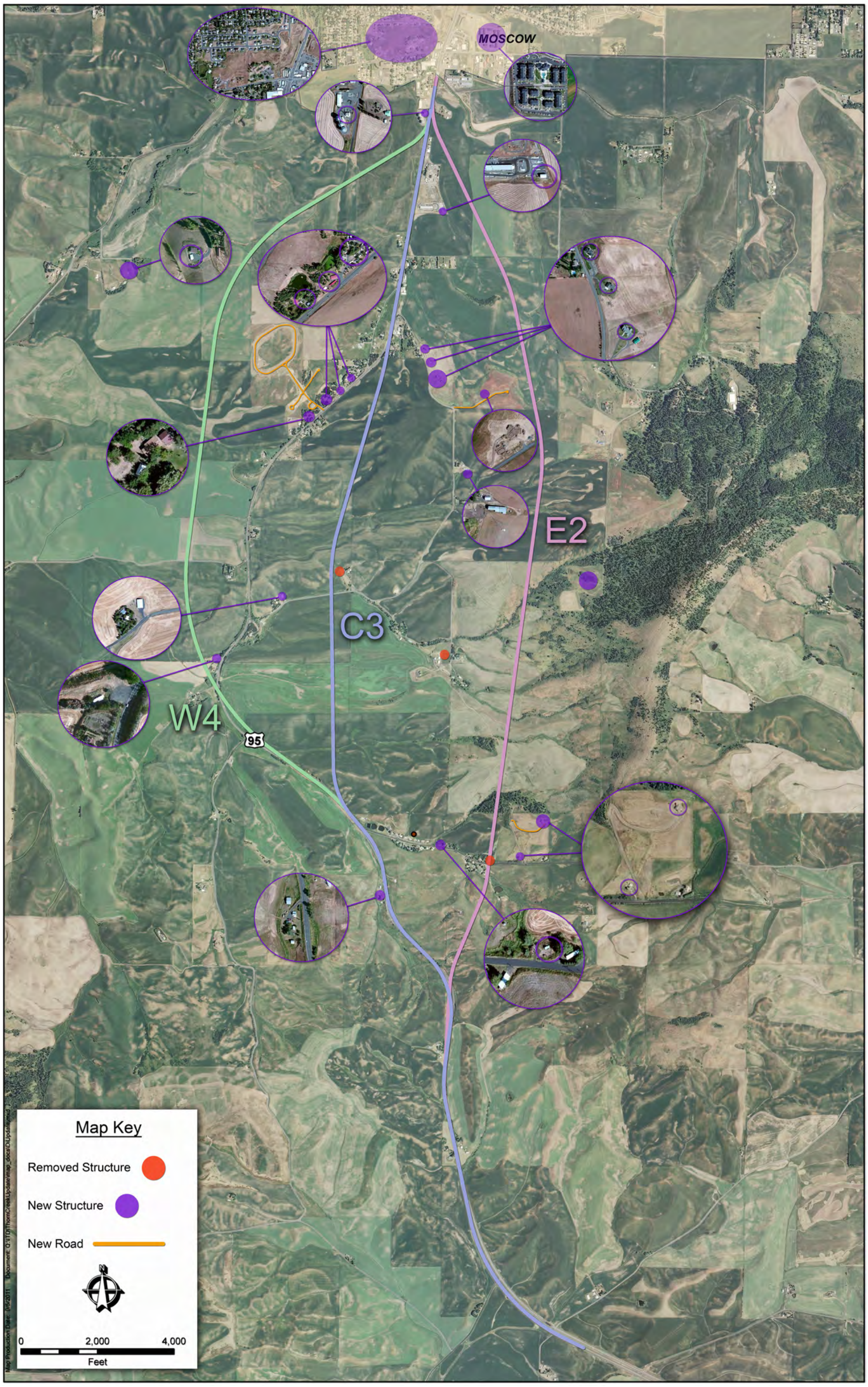
new employment in the County than the estimates for the original analysis. The change in these projections is reflective to changes in national economic conditions.

Land Use Changes

- Based on conversations with local land use administrators in the County and the City of Moscow, land use changes along the corridor since 2005 are not anticipated to have an effect on any of the proposed alignments for the US-95 project.
- A relatively low amount of development has occurred in the corridor study area since 2005.
- No new commercial buildings exist in the corridor study area, and demand for commercial activity remains low.
- There is a new residential subdivision proposed that includes approximately 20 to 24 lots. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005, and has potential for continued growth.
- The City of Moscow conducted a Master Plan for an Industrial Park located north of the South Fork of the Palouse River.
- The City of Moscow issued building permits for 21 single family homes and 192 multi-family units in the corridor study area since 2005.
- Latah County issued approximately 28 relevant building permits between 2005 to September 2011.
- Latah County has abandoned their individual land use codes and they now have a single combined code called that Latah County Land Use Ordinance. Latah County also updated their Comprehensive Plan in 2010.
- Moscow updated their Comprehensive Plan in 2009, which includes future land use changes for the corridor study area, and a new ring road alignment concept.
- The North Latah Highway District Transportation Plan was completed in November 2006.

The key changes that have occurred along the corridor study area between 2005 and 2011 are shown in **Figure 1**. These changes were verified through discussions and information obtained from various stakeholders as part of the Community Profile update.

Figure 1: Identified Changes in the Corridor Study Area Since 2005



Purpose and Overview

As part of the US-95 Thorncreek to Moscow project, a community profile was conducted in 2005 to 2006 that evaluated demographic information including population, including age, race and Hispanic origin, households, housing units, employment, and income variables in Latah County (County)and the corridor study area (**Figure 1**). The original analysis evaluated and compared this demographic information between the years 2000 and 2004. The findings from the community profile were incorporated into the preliminary Draft Environmental Assessment (DEIS) for the project.

Since the original analysis was conducted for the community profile, the corridor study area has undergone changes that should be incorporated into the DEIS. These changes would help to identify any important shifts in the demographic characteristics of Latah County and the corridor study area.

The community profile update follows the outline of the original community profile. It begins with changes occurring in Latah County and along the corridor study area. Demographics, including population, age, race and Hispanic origin, households, housing units, employment, and detailed income variables are analyzed and compared in the evaluation. For the update, the original analysis and data from the years 2000 and 2004 are retained, and new available information through 2010 are also shown. This approach provides a detailed look into the demographic changes that have occurred in the corridor study area.

Additional information shown in the community profile update includes:

- A list of major findings and conclusions.
- Long-range population, household, and employment forecasts for Latah County.
- Short-term income forecasts for Latah County.

The updated analysis followed the same pattern of information as the original analysis with data from the U. S. Department of Commerce, and the U.S. Census Bureau. The most recent census data was released in 2010, and this data is presented in the analysis. It should be noted that the original analysis covered a four year period (2000 to 2004), and the updated analysis covers a six year period (2004 to 2010). The longer period of analysis will show different comparable values, but will provide a comprehensive look at current conditions.

For the original analysis, the corridor consisted of two areas called census block groups: census tract 54, block group 6, and census tract 57, block group 3. Those block groups were larger than the actual corridor boundaries, so the data presented in the profile is more inclusive than the actual demographics found in the corridor. In rural areas, census reporting areas tend to cover large areas. Most of the census data for the larger area can not be disaggregated to smaller areas of geography. The City of Genesee is located in census tract 57, block group 3. Data for the City of Genesee (while within these census block groups) were able to be excluded from this analysis because the city is classified by the Census as its own unit of geography. By excluding this population center, the analysis area is more representative of the corridor study area as a whole.

The designation of one of the census block groups for the update in 2010 analysis changed. The original census tract 54, block group 6 changed to census tract 54, block group 2. The boundaries of this block group did not change.

Analysis of Demographic Conditions

Population and Households

Latah County 2004 to 2010 Update

For the updated data from 2004 to 2010, Latah County's population gain increased by about 4.5 percent. Its population reached 37,244 by 2010, gaining nearly 1,625 persons from 2004. The number of occupied housing units in Latah County increased by 10.6 percent between 2004 and 2010. Total households increased to 14,708 houses in 2010, an increase of 1,410 in the time period since the last census information was available (**Table 1**).

Overall, the change in data between the original analysis and the updated analysis shows that increased growth in population and households occurred in the most recent time period up to 2010.

Table 1: 2004 and 2010 Latah County Population and Households

Variable	2004	2010	# Change	% Change
Population	35,619	37,244	1,625	4.6
Households	13,298	14,708	1,410	10.6

Sources: U.S. Census Bureau, 2010

Corridor Study Area 2004 to 2010 Update

In 2010 the Thorncreek corridor contained approximately 1,231 persons, which is still equal to about 3 percent of Latah County's total population. Population in the corridor increased by 14 people from 2004 to 2010; a 1 percent increase (**Table 2**). During this time, population growth in the corridor study area resulted in an increase of 15 households, a 3 percent increase during the same six-year period. There were about 538 households in the corridor study area in 2010, which represents 4 percent of the County's total households.

Overall, the new data shows that while negative growth in both population and the number of housing units occurred during the original analysis period, positive growth has occurred recently in both population and the number of households in the corridor study area.

Table 2: 2004 and 2010 Corridor Study Area Population and Households - Update

Variable	2004	2010	# Change	% Change
Population	1,217	1,231	14	1
Households	523	538	15	3

Sources: U.S. Census Bureau, 2010

Population by Age

Latah County 2004 to 2010 Update

In 2010, the largest concentration of Latah County's population was also in the 15 to 24 and 25 to 44 year old age groups. These two age groups continue to comprise over 50 percent of the County's population in 2010. The 15 to 24 age group is the largest group with approximately 10,500 members and continues to grow at the largest pace (**Table 3**). The 25 to 44 age group decreased the most, while the 60 to 74 year old age population increased the most during this period. The under-15 and 45 to 59 year old age groups were the next largest, with each containing about 17 percent of the county's population.

Table 3: 2004 and 2010 Latah County Population by Age - Update

Age Group	2004	2010	# Change	% Change
Under 15	5,671	5,811	140	2
15 to 24	9,318	10,609	1,291	14
25 to 44	9,854	8,848	-1,006	-10
45 to 59	6,144	6,374	230	4
60 to 74	2,807	3,892	1,085	39
75 and Older	1,825	1,710	-115	-6
Total	35,619	37,244	1,625	4.6

Sources: U.S. Census Bureau, 2010

Corridor Study Area 2004 to 2010 Update

For the update, it is still apparent that the corridor study area's population is characteristic of family-oriented households, while the county's total population is characteristic of a university-based population. In 2010, a slight shift occurred with the 45 to 59 year old age group now representing the largest portion of the population in the corridor study area, with about 26 percent of the total (**Table 4**). The 25 to 44 age group is still close behind at 23 percent of the total population. Population in the corridor study area increased by 1 percent (14 residents) and the under-15 age group experienced the largest decline in population, dropping to about 17 percent of the total population. The 75 and older population, while still the lowest percentage, experienced the greatest population increase. In 2010, median age in the corridor study area was 40.4, while the median age for the County as a whole was 28.3.

Table 4: 2004 and 2010 Corridor Study Area Population by Age - Update

Age Group	2004	%Total	2010	%Total	# Change	% Change
Under 15	283	23.2	204	16.6	-79	-28
15 to 24	155	12.7	189	15.3	34	22
25 to 44	364	29.9	283	23.0	-81	-22
45 to 59	242	19.9	319	25.9	77	32
60 to 74	135	11.1	173	14.1	38	28
75 and Older	38	3.1	63	5.1	25	66
Total	0.999		1,231		14	1

Sources: U.S. Census Bureau, 2010

Race and Hispanic Origin

Latah County 2004 to 2010 Update

In 2010, persons of the White race represented approximately 93 percent of Latah County's total population (**Table 5**). Asians again had the next highest single-race concentration of residents and were about 2 percent of the County total. Persons of other races comprised about 4 percent of the population. Hispanics comprised about 4 percent of all Latah County residents.

Table 5: 2004 to 2010 Latah County Race and Hispanic Origin - Update

Race or Origin	2004	2010	# Change	% Change
White	33,075	34,557	1,482	4
Black	255	293	38	15
American Indian	374	237	-137	-37
Asian	894	781	-113	-13
Other Races	1,021	1,376	355	35
Total	35,619	37,244	1,625	5
Hispanic	824	1,326	502	61

Sources: U.S. Census Bureau, 2010

For the County as a whole, the greatest single-race population gain occurred in the Black race, which increased by 38 persons from 2004 to 2010. Significant decreases in Native-American Indian populations and Asian populations also occurred. Members of other races had the largest overall population gain in the county, with an increase of 355 persons. Persons of Hispanic origin also increased significantly, with a 61 percent increase from 2004 to 2010. In 2010, racial minorities and persons of Hispanic origin comprised 11 percent of the total population in the County.

Corridor Study Area 2004 to 2010 Update

For the corridor, whites accounted for the largest percent of the corridor study area's total population at nearly 97 percent (**Table 6**). American Indians and Asians each still accounted for about 1 percent of the corridor's 2004 population despite large comparable increases in the populations. Hispanics represented about 2 percent of the corridor's population and experienced the largest increase in population. Other races experienced the largest decrease in population with a decline of 65 percent of the population. Racial minorities and persons of Hispanic origin represented 5 percent of the total population of the corridor study area.

Table 6: 2004 to 2010 Corridor Study Area Race and Hispanic Origin

Race or Origin	2004	2010	# Change	% Change
White	1,173	1,188	15	1
Black	4	5	1	25
American Indian	7	16	9	129
Asian	10	14	4	40
Other	23	8	-15	-65
Total	1,217	1,231	14	1.2
Hispanic	8	20	12	150

Sources: U.S. Census Bureau, 2010

Housing Units

Latah County 2000 to 2010 Update

In 2010, Latah County had 15,988 housing units (**Table 7**), which is a 15 percent increase in housing since 2000. Idaho statewide housing increased by about 38 percent during the same period from 2000 to 2010.

Of the total units in 2010, about 92 percent, or 14,700 of those units were occupied. The remaining 8 percent were considered vacant. Of the occupied units, about 56 percent of them were owner-occupied units. The remaining rental units accounted for about 44 percent of all occupied housing. Overall, a slight decrease in occupied units and a slight increase in vacant units occurred since 2000.

Table 7: 2000 to 2010 Latah County Housing Characteristics

Variable	2000	% Total	2010	% Total	# Change	% Change
Total Housing Units	13,838	100	15,988	100	2,150	15
Occupied Units	13,059	94	14,708	92	1,649	13
Owner-Occupied	7,760	-	8,265	-	505	7
Renter Occupied	5,389	-	6,443	-	1,054	20
Vacant Units	779	6	1,280	8	501	64

Sources: U.S. Census Bureau, 2010

Corridor Study Area 2000 to 2010 Update

According to census estimates, the corridor study area contained the same amount of housing units in 2010 as in 2000 at 604 total units. It is important to note that housing units refers to the structures in which people live, while a household refers to the people living in it. A household includes all the people who occupy a housing unit as their usual place of residence. This helps to explain the difference in housing units compared to households.

Eighty-nine percent of the units in the corridor study area were occupied at the time of the 2010 census (**Table 8**), compared to 93 percent in 2000. The vacancy rate in the corridor was 11 percent in 2010, which is slightly higher than the vacancy rate for Latah County. Nearly 75 percent (407 housing units) of the occupied units were owner-occupied, with the balance being occupied by renters. The 24 percent renter occupancy rate in the corridor was lower than the 43 percent renter occupancy rate for the entire County. Renter occupied units experienced the largest decrease in the corridor study area since 2000.

Table 8: 2000 to 2010 Corridor Study Area Housing Characteristics

Variable	2000	% Total	2010	% Total	# Change	% Change
Total Housing Units	604	100	604	100	0	0
Occupied Units	562	93	538	89	-24	-4.2
Owner-Occupied	389	-	407	-	18	4.6
Renter Occupied	173	-	131	-	-42	-24
Vacant Units	42	7	66	11	24	57

Sources: U.S. Census Bureau, 2010

From 2005 through 2010, nearly 213 residential building permits were issued by the City of Moscow (City) and 28 building permits were issued by Latah County in the corridor study area. More than 90 percent of the permits in the City (about 192) were for multi-family or apartment buildings. In the County, the majority of the building permits (12) were for out-buildings (garages, shops, etc.), 9 permits were for new houses and new manufactured homes, 2 permits were for wind towers, and there were 5 other miscellaneous permits.

Employment

Latah County 2004 to 2010 Update

Latah County's full- and part-time employment was 21,431 in 2009 (**Table 9**). This is a 1 percent increase from 2003 employment numbers. The services and government sectors contained the largest number of employees, with each accounting for about one-third of the County's total employment. Retail trade employment, with almost 2,700 employees, was the third largest employment sector in the County. Employment data were not available for the forestry, fishing, mining, utilities, and transportation employment sectors because of disclosure of confidentiality restrictions.

Table 9: 2009 Latah County Employment

Sector	# Employees	% Total	Difference 2004 to 2009
Farming	1,077	5	190
Forestry, Fishing	C	-	-
Mining	C	-	-
Utilities	20	.1	-
Construction	845	4	50
Manufacturing	437	2	2
Wholesale Trade	245	1	7
Retail Trade	2,457	11	-237
Transportation	184	.01	-
Information	350	2	75
Finance & Insurance	460	2	-14
Real Estate	649	3	200
Services	7,074	33	174
Government	7,090	33	-80
Total	21,431	-	-461

Sources: U.S. Bureau of Economic Analysis, 2009
C: Confidential information, although values are given for these sectors.

Since 2004, an overall decline in employment has occurred in Latah County. The largest employment gain occurred in the farming sector, increasing by almost 200 employees. Minor employment increases were noted in the information, construction, real estate, and service segments of the local economy. Employment in the retail trade, finance and insurance, and government sectors declined, with the largest decline in retail trades.

The Idaho Department of Commerce and Labor (IDC&L) reported that Latah County's civilian labor force was 17,756 in 2009 (total employment was 16,695). Latah County's unemployment rate was 6 percent, compared to 8 percent for the State of Idaho.

Based on discussion with Idaho Department of Labor, the University of Idaho is still a large employer in Latah County. The university's student enrollment decreased from 12,824 in 2004 to 12,312 in early fall 2011, a nearly 4 percent loss. University employment has also been decreasing over time due to budgetary constraints. Other major government employers include Latah County, the City of Moscow, and School District #281. Major employers in the service sector are Gritman Medical Center and the Good Samaritan Nursing Home.

Table 10. Major Employers in Latah County

Employer	Average # of Employees
University of Idaho	4,000-5,000
Gritman Medical	4,000-5,000
Moscow School District	400-500
City Moscow	200-300
University Inn	100-200
Latah County	100-200
Bennett Lumber Products	100-200
Good Samaritan Nursing Home	100-200
Disability Action Center NW	100-200

Tacke, Kathryn. Idaho Department of Labor, 2011

Income

Latah County 2004 to Current Update

Income data for the corridor study area was available for the year 2010During this time, the largest concentration of households in the county, 3,092 households, had incomes below $15,000 in 2010 (**Table 11**). This income range experienced a slight increase since 2004. This income distribution continues to be consistent with an area with a large concentration of university students. The next largest concentration of households was in the $50,000 to $75,000 range, which contained approximately 17 percent of all County households. The $15,000 to $25,000 income range experienced the largest growth during the study period, and the $100,000 and the $150,000 or more income ranges experienced the greatest overall percent change. Households with the $25,000 to $35,000 income range experienced the smallest change. Latah County's per capita income grew from $18,535 in 2004 to $20,317 in 2010, an increase of $1,782.

Table 11: 2004 to 2010 Latah County Households by Income Range

Income Range	2004	2010	# Change	% Change
Under $15,000	2,838	3,092	254	9
$15,000 to $25,000	1,901	2,441	540	28
$25,000 to $35,000	1,843	1,890	47	3
$35,000 to $50,000	1,881	1,972	91	5
$50,000 to $75,000	2,468	2,603	135	5
$75,000 to $100,000	1,249	1,439	190	15
$100,000 to $150,00	817	1,193	376	46
$150,000 and More	301	439	138	46
Total	13,298	15,069	902	13

Sources: U.S. Census Bureau, 2005 to 2009 American Survey five year estimates

Corridor Study Area 2004 to Current Update

2005-2009 is the most recent data available for income along the corridor. As a result, data provided represents projections for 2005 to 2009 and may not reflect the number of households shown in the 2010 data for the County above. The City of Genesee cannot be extracted from the 2005-2009 data, and as a result, may represent higher numbers than were experienced in 2004. From the data shown, the $50,000 to $75,000 income range continued to contain the largest concentration of households in the corridor, with 132 households (**Table 12**). The second largest household concentration was in the under $15,000 income range, which may be due to growth in south Moscow, and an increase in university students. Approximately one-third of all households in the corridor had incomes below or equal to $25,000. Yet, about half of the households in the corridor in 2010, had incomes between $35,000 and $100,000. About 10 percent of all households had incomes of more than $100,000.

Table 12: 2004 to 2005-2009 Corridor Study Area Households by Income Range

Income Range	2004	2005-2009	# Change	% Change
Under $15,000	78	147	69	88.5
$15,000 to $25,000	85	137	52	61.2
$25,000 to $35,000	57	57	0	0.0
$35,000 to $50,000	90	118	28	31.1
$50,000 to $75,000	92	186	94	102.2
$75,000 to $100,000	36	132	96	266.7
$100,000 to $150,00	31	63	32	103.2
$150,000 and More	54	35	-19	-35.2
Total	523	875	352	67.3

Sources: U.S. Census Bureau, 2005-2009 American Survey 5 year estimates

The largest growth in household incomes was experienced in the $75,000 to $100,000 income ranges. The $50,000 to $75,000 and the $100,000 to $150,000 income ranges experienced the next highest growth. Incomes more than $150,000 declined between 2004 and 2010.

Average per capita income in the corridor study area was $24,370 in 2010, a decrease of $3,582 dollars since 2004. Despite this decrease, per capita income in the corridor remained higher than for Latah County.

Forecasts and Future Trends

Population and Households

Latah County

Latah County's population is forecast to continue increasing moderately through 2021 (**Table 13**). Its population was 37,244 in 2010 and is forecast to reach 38,797 by 2021, gaining nearly 1,553 persons (about a 4 percent increase). Based on historic trends for housing, the number of households in the County is forecast to increase slightly, with 15,349 households in 2021, an increase of 641 houses or about 4 percent. This estimate follows population forecast trends and would be considered conservative.

Table 13: 2000, 2016, 2021 Latah County Population Forecast Update

Year	Population	Estimated Households
2010	37,244	14,708
2016	38,162	15,025
2021	38,797	15,349

Source: Idaho Department of Labor.
NOTE: 2010 Population estimates provided by IDL showed a variance of 0.001% from U.S. Census Bureau numbers shown for 2010.

Population forecasts for the County were available from the Idaho Department of Labor for the period to 2021. Household forecasts were not published during this period, but can be estimated based on average household sizes from historic trends in the County from 2004 to 2010. Household forecasts for 2016 and 2021 were estimated using the household growth rate from 2004 to 2010 and projected for the years 2016 and 2021.

Population or household forecasts were not available at the corridor level. Yet, based on historic trends from 2004 to 2010, low to moderate increases can be anticipated.

Employment

Latah County

Latah County's full and part-time employment is forecast to increase from 21,012 in 2010, to 22,582 by 2016 and then 23,215 by 2021. These projections anticipate a gain of more than 2,300 employees in the forecast period (**Table 14**), a 10 percent increase. Detailed predictions showed the strongest employment gains in the retail trade, government, and health care trade sectors. Updated projections for the year 2021 anticipate significantly less employment in the County than the estimates for the original analysis. The change in these projections is likely due to changes in national economic conditions.

Table 14: 2010, 2016, 2021 Latah County Employment Forecast Update

Year	Employment
2010	21,012
2016	22,582
2021	23,215

Source: Idaho Department of Labor, 2010.

Latah County's employment projections are based on forecasts prepared for each sector of the county's economy. Historical data are available for many of the same employment categories shown in **Table 9**.

Employment forecasts were not available at the corridor level.

Income

Latah County and the Corridor Study Area

Income forecasts were not available for Latah County or the corridor study area. Nevertheless, very similar trends were witnessed for the years 2004 and 2010. At the County level, the lowest income range households ($15,000 and below) will likely continue to remain high due to the prevalence of the University. Middle income households $35,000 to $50,000 and the $50,000 to $75,000 ranges remained high historically and may continue to due. Also, the $100,000 and above households will likely continue to experience growth. For the corridor, it can be anticipated that there will be a net reduction in the number of households with lower incomes and an increase in the number of households with higher incomes.

Purpose and Overview

The purpose of the land use section is to provide background information on changes to land uses and land use regulations for the corridor study area. This section begins with an overview of general land use changes in Latah County and also covers changes in the City of Moscow.

In order to identify changes to land use plans and ordinances since 2005, local plans and ordinances were obtained and key changes were highlighted. In addition, city and County administrators were interviewed to verify these changes. Interview summary notes are provided in **Appendix A** of this report.

General Land Use

The majority of Latah County is sparsely developed, rural land. More than one-half (about 58 percent) of Latah County is privately-owned land (**Table 15**). A large portion of this land is agricultural land. The forest industry holds the next largest percentage of land in the County (at nearly 20 percent) and forestland is one of the largest land usages. The federal government owns about 16 percent of the land, and the state government owns about 5 percent of the land. Most of the state property is endowment land for education. Due to the relatively low amount of development that has occurred in recent years, it is anticipated that a low percentage of urban land (below 1 percent) remains in the County.

Table 15: Latah County General Land Ownership

Land Usage	Total Acreage	% Total
Private	404,682	58.7
Forest Industry	126,701	18.4
US Government	108,285	15.7
State	35,577	5.2
University	9,856	1.4
Highway	2,100	0.3
City	1,990	0.3
Railroad	665	0.1
Latah County	493	0.1
School District	296	0.0

Sources: Latah County Wildfire Protection Plan, 2011

Regulation

No significant legislative actions have occurred that would impact land use or transportation planning since 2005.

The majority of the corridor study area is located in Latah County, and will largely be influenced by their jurisdictional governance. The City of Moscow modified their area of city impact in 2003 to decrease their influence into the northern portion of the corridor, south of the city (**Figure 1**). This would change how Latah County makes land use decisions near Moscow along the corridor alignments. These areas that were previously in the city area of impact do not require Latah County to follow the City of Moscow's zoning ordinance and zoning classifications. But, the County will continue being responsible for issuing building permits in the Area of City Impact (Fuson, July, 2005).

General Development Trends 2005 to 2010

Latah County

Figure 2 shows a map of the building permit locations in Latah County since 2005. The relevant building permits are highlighted with blue dots. A list of the building permit descriptions is located in **Appendix B**. There were approximately 28 relevant building permits between 2005 to September 2011. Most of the building permits (12) are for out-buildings (garages, shops, etc.). There were also nine permits for new houses and new manufactured homes, as well as two wind towers. There were five other miscellaneous permits. Permits like siding, roofing, gas piping and wood stove installations were excluded from the query (Fuson, 2011).

No new commercial activity was identified in the corridor study area, and demand for commercial activity remains low. There is a new subdivision proposed that includes approximately 20 to 24 new lots along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments. The internal roads and some infrastructure are built for this subdivision, as identified on **Figure 1** above. There has been three single family residence permits on Cameron Road. This general area has experienced the largest intensity of development in the County study area since 2005, and has potential for continued growth (Fuson, 2011).

City of Moscow

The City of Moscow issued building permits for 21 single family homes and 192 multi-family units in the corridor study area since 2005 (Belknap, 2011). All of the 192 multi-family units were part of the Grove residential development located north of Palouse River Drive and east of US-95. Continued residential infill development has occurred in the subdivision west of US-95 and north of Palouse River Drive, which comprises the single family home permits. All the streets in this subdivision have been built out since 2005. The City of Moscow provided a map that highlights these changes (**Figure 3**).

The City of Moscow also recently worked on a new Master Plan for an Industrial Park that is located north of the South Fork of the Palouse River. The site plan for this industrial area is shown in **Appendix B**. The site is not adjacent to US-95 and is not expected to have an impact on any of the proposed alignments.

Figure 2: Building Permit Locations in the Latah County Corridor Study Area since 2005

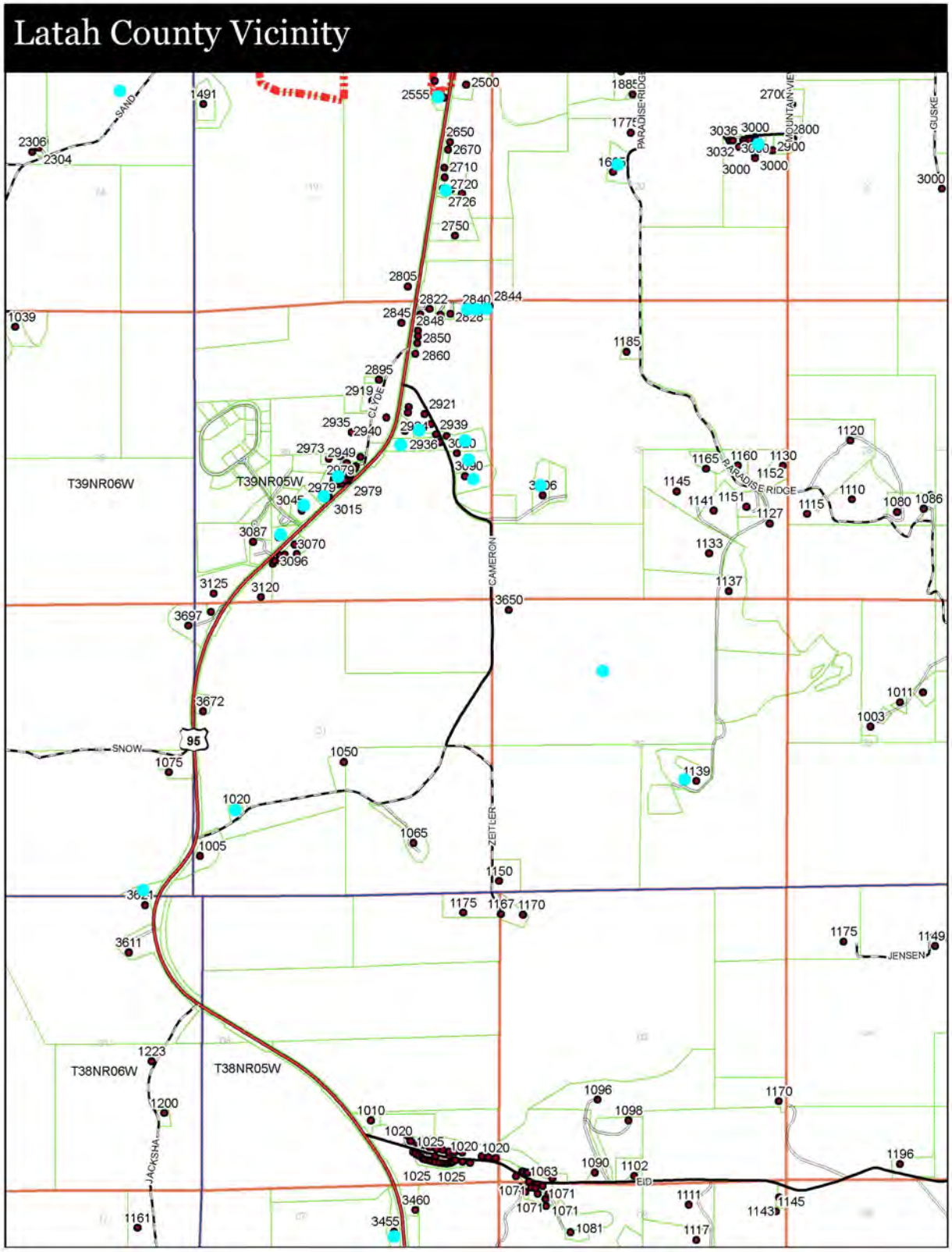


Figure 3: Development Changes in Moscow Area of Influence Since 2005

Changes to Land Use Ordinances

Latah County Zoning

Latah County has abandoned their individual land use codes for manufactured homes, subdivisions, and zoning. They now have a single combined code called that Latah County Land Use Ordinance. A map that shows the land use changes that have occurred in Latah County is shown in **Figure 4** below. The largest changes include a new large area zoned for residential development along the existing US-95 alignment, just southwest of Clyde Road. A detailed summary of the changes that occurred between the old and new land use ordinances is provided in **Appendix B**. The key changes that relate to the project include:

Land Use Ordinance Changes Relevant to Roads

- Section 801.01 of the new ordinance, states that highways and freeways owned by the State of Idaho or the United States that were developed or rerouted after January 1, 1997, do not divide a parcel and in no case create separately eligible building sites or eligible parcels. This ordinance is provided in **Appendix B**.
- Adds an alternate measure for setback distance to public road, allows department to require a surveyor if needed.

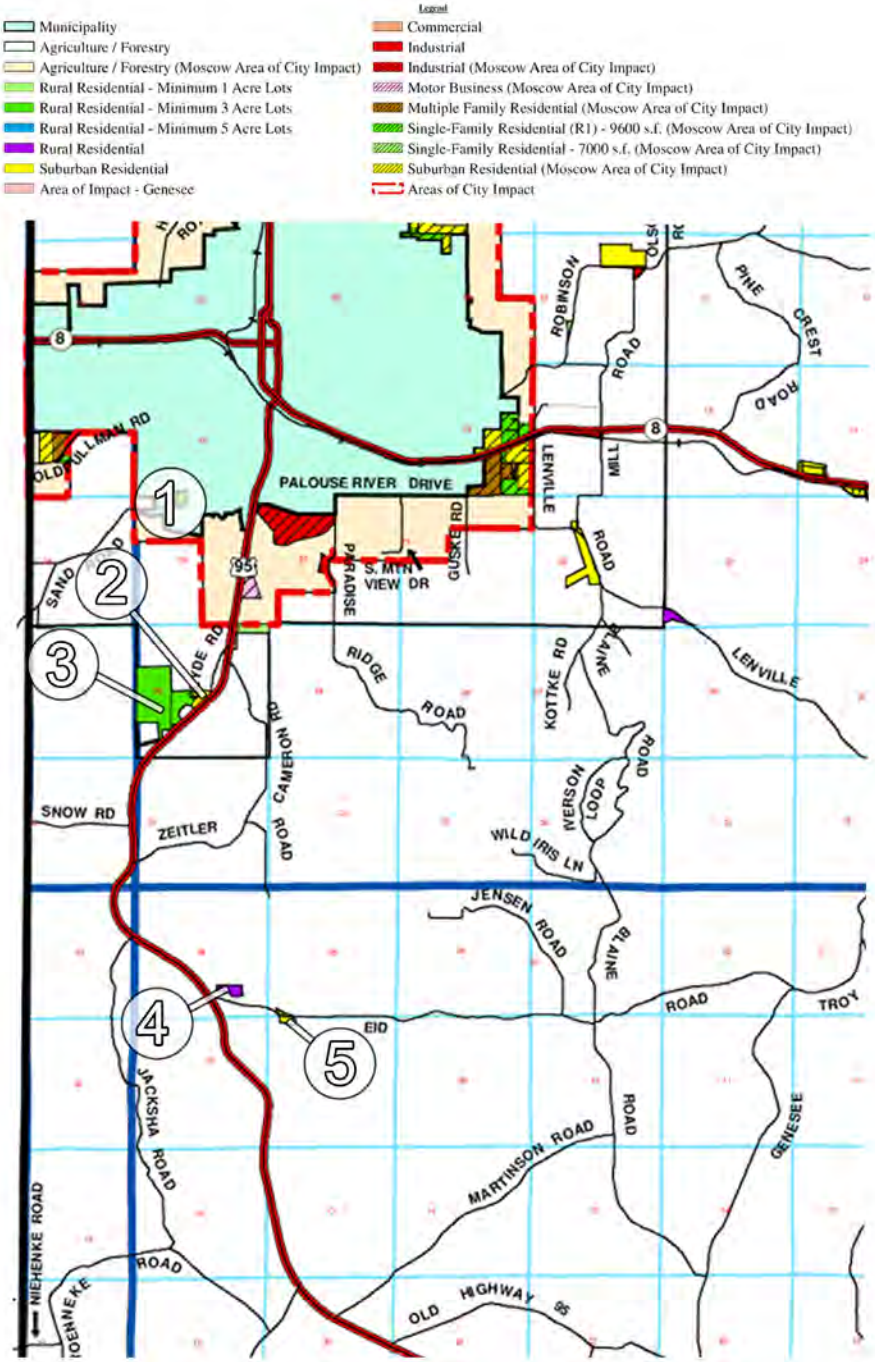
Other Land Use Ordinance Changes

- All of the residential (r1,3,5) are combined to be rural residential and reduces the minimum parcel size from 5 or 3 (under current ordinance) to a 1 acre minimum, and puts in an alternate measure for setback distance from a public road.
- Single family and multi-family zones are combined to become a new "Suburban Residential" zone and has a new minimum lot size of (12,000 square feet) unless the lots have public water and sewer; then, the minimum lot size may be 9,600 square feet, setbacks, dimensions, etc.
- Highway business and neighborhood business zones are combined to become a new "Commercial" zone.
- Changes setbacks and minimum parcel size for industrial uses

As is seen from the land use changes outlined above, high density residential development is not encouraged in the unincorporated portion of Latah County, even with the reduction of minimum residential lot sizes (1 acre minimum).

Based on conversations with the Latah County planning administrator, the changes that have occurred to Latah County land use should not have an effect on any of the proposed alignments for the US-95 project (Fuson, 2011).

Figure 4: Land Use Changes in Latah County



Zoning Change Descriptions

1 - Municipal boundary change

2 - Highway business zoning changed to suburban residential zoning

3 - New area zoned for rural residential

4 - Rural residential 5 acre minimum zoning changed to rural residential zoning

5 - Single family residential minimum 12,00 square foot lot zoning changed to suburban residential zoning

Latah County Comprehensive Plan - 2010

Latah County updated their Comprehensive Plan in 2010. The Comprehensive Plan update did not identify any changes to land uses in the corridor study area. None of the changes to the Latah County Comprehensive Plan were anticipated to be impacted by any of the proposed alignments (Fuson, 2011). The key policies related to transportation and the project in the new Comprehensive Plan, include:

- Limit the number of access points to state and federal highways.
- Ensure that buildings are set back a safe distance from public roads.

The Latah County Comprehensive Plan update did not address any of the proposed US-95 alignments.

City of Moscow Comprehensive Plan - 2009

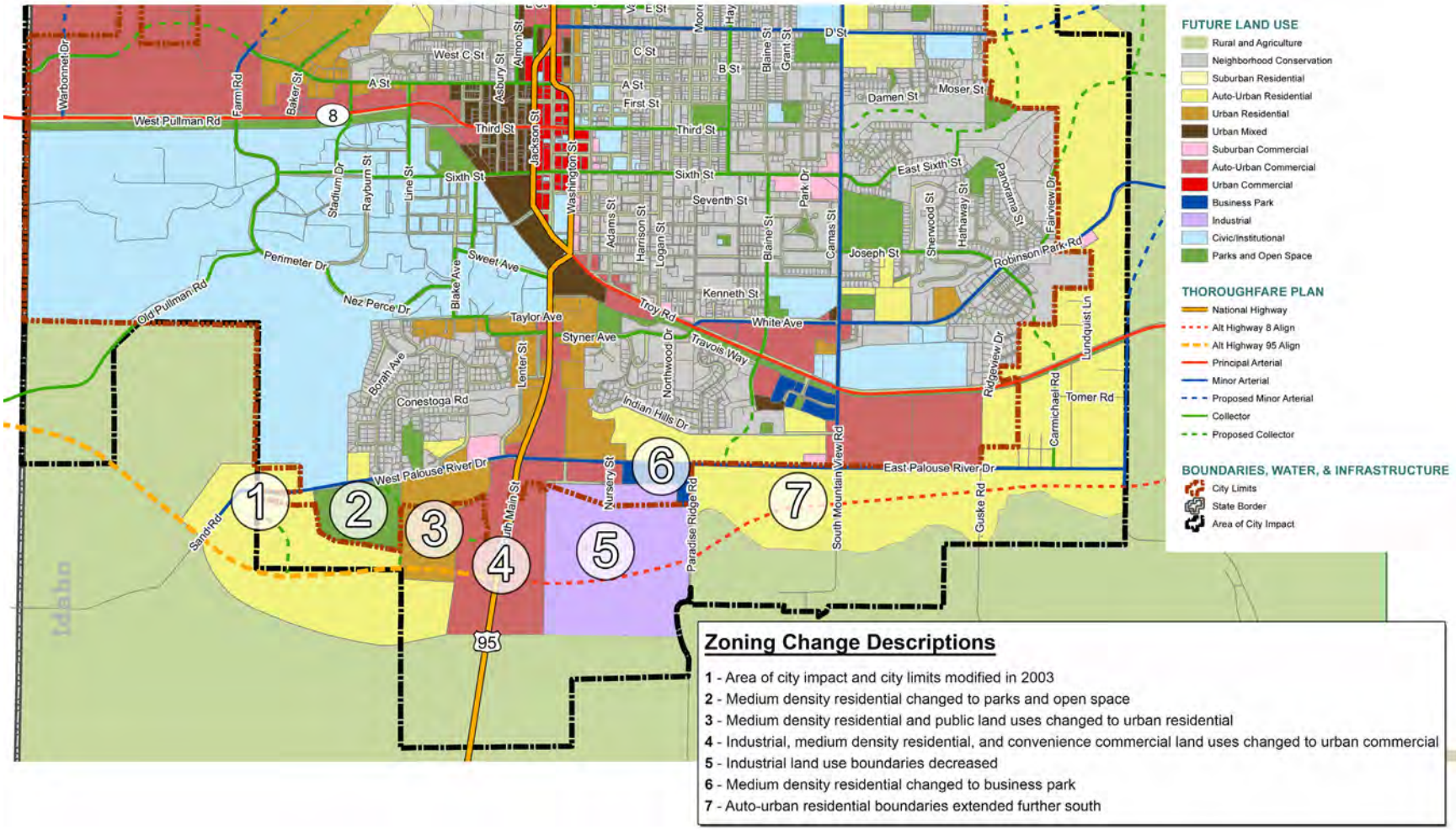
Moscow updated their comprehensive plan in 2009, which includes future land use changes for the corridor study area. The land use changes identified in the updated comprehensive plan are shown in **Figure 5** below. The highlighted changes include:

- The ring road alignment concept has been changed as part of the comprehensive plan update. It was verified that the Ring Road concept is a long-range improvement and no funding is currently identified.
- A proposed ball park (parks and open space) was rezoned and annexed into the City. Build out of the park isn't anticipated for another 7 to 10 years.
- Future auto-urban commercial land uses are now planned along the US-95 corridor entering Moscow. The auto urban commercial land use designation supports commercial services and developments that are motor vehicle oriented or those which require large amounts of land. These areas should be located adjacent to existing commercial developments and along major arterials where the vehicle traffic can be accommodated (City of Moscow, 2009).
- Auto-urban residential growth areas have been extended further south of the City.

The City of Moscow Comprehensive Plan update did not address any of the proposed US-95 alignments.

Based on conversations with the City of Moscow planning administrator, the changes that have occurred to land use in the City should not have an effect on any of the proposed alignments for the US-95 project, although some of the alignments are more compatible with the City's planning efforts (Belknap, 2011). Additional details on the specific alignments identified by the City are provided in the Community Impact Assessment update.

Figure 5: Future Land Use Changes in Moscow



Other Relevant Studies

The following section outlines only new plans since 2005 that were identified that could have implications for the US-95 Thorncreek to Moscow project.

North Latah County Highway District Transportation Plan

The North Latah County Highway District (NLCHD) Transportation Plan was completed in November 2006. This was an update to a previous transportation plan. The plan discusses the potential re-alignment of US-95. It verifies that three alignments are being considered and that once a final alignment is selected, approved, and constructed, the current US-95 roadway will be placed under the jurisdiction of the NLCHD. No significant changes were made to the Transportation Plan that could be impacted by any of the proposed alignments (Carscallen, 2011).

Other Plans

During discussions with the City of Moscow planning administrator, the future Moscow School District Long-Range Facilities Plan was mentioned. This plan is not currently underway, but is anticipated to kick-off sometime in the future. Moreover, the City of Moscow will be conducting a Transportation Plan that will commence in about 2012 and could be done in approximately 2014.

No other plans were noted that could be impacted by the project.

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Appendix A

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Telephone Record

Project:	U.S. 95 Thorncreek Road to Moscow	Project No:	169542
Date:	09/15/2011	Subject:	Update Questions
Call to:	Bill Belknap, Moscow Community Development	Phone No:	1-208-883-7022
Call from:	Jed Glavin, HDR Engineering, Inc.	Phone No:	1-208-387-7037

The purpose of the interview was to identify and catalogue changes to land use and planning conditions in south Moscow since 2005 by contacting Bill Belknap, the Moscow community development director via telephone. Before the interview was conducted, a series of questions and maps were provided to Bill. The questions that were asked are highlighted below. The interview was recorded to ensure that all information was gathered and documented correctly.

The maps that were provided, documented visible changes to land use mapping and aerial photography. These maps were used as a tool to identify key changes in the project area along the specific alignments. The maps included:

- A Points of Interest Map
- Moscow land use changes map
- A regional change detection map with visible changes highlighted on aerial imagery.

1. **Have any changes occurred in local land use plans or zoning regulations since 2005? If so, what are they? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?**

   - *Yes. Moscow adopted a new Comprehensive Plan in 2009. Some land use designations in south Moscow have changed. The Comprehensive Plan did not address any of the proposed US 95 alignments.*

   - *Moscow will be conducting a Transportation Plan that will commence in about 2012 and could be done in approximately 2014.*

   - *All alignments are generally consistent with the Moscow Comprehensive Plan. Alignments E2 and W4 may have more challenges associated with the proposed ring road alignments.*

2. ***Are there other federal, state or local plans that you know of (land use or not) that have been created since 2005 that would be impacted by the project? If so, what are they? Do you feel that any of the alignments will have more or less of an impact on these plans?***

   - *The North Latah County Highway District Transportation Plan*

   - *Moscow School District is kicking off their Long-Range facilities Plan. It is not expected to be completed any time in the near future.*

3. ***Are there any new or planned public services in the project area (schools, fire, libraries, churches, etc)? If so, where are they? Do you think that any of the alignments will have more or less of an impact on these services?***

   - *No new public services are planned.*

   - *There have been changes to existing businesses that are documented by the Chamber of Commerce.*

- *There is general discussion about a new school near point #40 on the POI Map, although plans are conceptual at this point.*

4. ***Are there any new or proposed projects in south Moscow? Would any of the alignments impact these new developments?***

   - *In general, there hasn't been a ton of actual development activity in south Moscow.*
   - *Master Plan for Industrial Park on Fountain Property. This area is north of the South Fork of the Palouse River and is generally outside the alignments and shouldn't have an impact on the project.*
   - *New residential development (the Grove) was built in 2006-2007 that has 192 units. It is located north of Palouse River Drive and east of US 95.*
   - *The proposed ball park (parks and open space) was rezoned and annexed into the City. Build out of the park isn't anticipated for another 7-10 years.*
   - *Continued residential infill development has occurred (approximately 20-30 new homes since 2005) in the subdivision west of US 95 and north of Palouse River Drive. All the streets in the subdivision have been built out.*
   - *The Ring Road alignment concept has been changed. The new ring road alignments are shown in the updated Comprehensive Plan. This is a long-range improvement and no funding is currently identified.*
   - *Indian Hills 6 subdivision has been platted and approximately a dozen homes have been built. The subdivision extends Indian Hills Drive to Mountain View Road just south of the Alturas Technology Park.*

5. ***Are there any new growth patterns that any of the alignments would have an impact on? If so, where are they and what stimulated them?***

   - *The planned community and potential school near point #40 on the POI Map have potential for developing, which would include 260 acres of development area. There are development impediments to successfully accessing the property. Plans or funding are not solidified. Alignment W4 would impact the development plans for this future development.*

6. ***Do you know approximately how many building permits have been issued since 2005 near or along each of the proposed alignments? Has there been a concentration of building activity near any of the specific alignments?***

   - *See response to question # 4.*

7. ***Are there any new buildings along any of the alignments that could be affected by the project? If so, where are they?***

   - *See response to question # 4.*

8. ***In light of any changes that have occurred, are any of the alignments more or less consistent with the City/County vision or planning goals for the area? Why?***

   - *Alignment C3 or E2 are more compatible with the City's planning efforts. Alignment W4 would provide more challenges for the city as a whole.*

9. Comments on maps

- *Area impact boundary was changed in 2003.*
- *City boundaries in south Moscow have changed a little, especially with regards to the proposed ball park annexation.*
- *#7 on the land use map is not suburban residential, it is auto-urban residential. This is higher density development.*

10. Other

- *There is no known new affordable housing in the City since 2005.*

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Telephone Record

Project:	U.S. 95 Thorncreek Road to Moscow	Project No:	169542
Date:	09/09/2011	Subject:	Update Questions
Call to:	Michelle Fuson, Latah County Planning & Building	Phone No:	1-208-883-7220
Call from:	Jed Glavin, HDR Engineering, Inc.	Phone No:	1-208-387-7037

The purpose of the interview was to identify and catalogue changes to land use and planning conditions in the area since 2005 by contacting Michelle Fuson, the Latah County planning and building director via telephone. Before the interview was conducted, a series of questions and maps were provided to Latah County. The questions that were asked are highlighted below. The interview was recorded to ensure that all information was gathered and documented correctly.

The maps that were provided documented visible changes to land use mapping and aerial photography. These maps were used as a tool to identify key changes in the project area along the specific alignments. The maps included:

- A Points of Interest Map
- Latah County zoning changes map
- A regional change detection map with visible changes highlighted on aerial imagery.

1. **Have any changes occurred in local land use plans or zoning regulations since 2005? If so, what are they? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?**

   - *Yes. Latah County abandoned individual codes for manufactured homes, subdivisions, and zoning. They now have a single combined code called the Latah County Land Use Ordinance. It has many of the same qualities of the previous code, but there are also changes. Latah County emailed a summary of changes between the old and new land use ordinances.*

   - *A relevant section of the ordinance for transportation projects is the 8.01.01 definition of existing and new parcels. It covers specifics on bi-ways, freeways and divisions of property.*

   - *Some zoning descriptions were changed, but no significant changes in land use applications in zoning occurred. The zoning map on the Latah County website shows the most current zoning designations available.*

   - *The land division code that would modify the density of divided properties did not change.*

   - *None of the changes that occurred should have an effect on the proposed alignments.*

2. ***Are there other federal, state or local plans that you know of (land use or not) that have been created since 2005 that would be impacted by the project? If so, what are they? Do you feel that any of the alignments will have more or less of an impact on these plans?***

   - *Latah County modified their Comprehensive Plan in 2010.*

   - *North Latah Highway District adopted a Transportation Plan in 2006.*

3. ***Are there any new or planned public services in the project area (schools, fire, libraries, churches, etc)? If so, where are they? Do you think that any of the alignments will have more or less of an impact on these services?***

- *There are no major projects that Latah County has received applications for.*

4. ***Are there any other proposed projects that would impact any of the alignments? If so, where are they?***

   - *Latah County did a query of building permit applications and a preliminary search shows that there were approximately 28 relevant building permits between 2005 to current.*

   - *Most of the building permits (12) are for out-buildings (garages, shops, etc). There were also 9 permits for new houses and new manufactured homes, as well as 2 wind towers. There were 5 other potentially relevant permits. Permits like siding, roofing, gas piping and wood stove installations were excluded from the query.*

5. ***Are there any new growth patterns that any of the alignments would have an impact on? If so, where are they and what stimulated them?***

   - *The area along the existing US 95 corridor south of Moscow, along the northern portion of the C3 alignment to where the existing US 95 corridor splits between the C3 and W4 alignments has experienced the largest intensity of development. There is visible development in this area from aerial mapping.*

   - *There have been 3 single family residence permits on Cameron Road. There is a new subdivision proposed (identified on the change detection map) that includes approximately 20 new lots. There is also a 3-4 lot subdivision along the same road as this new larger subdivision, west of the existing US 95 alignment. Few of these lots have been purchased, but there is potential for growth.*

6. ***Do you know approximately how many building permits have been issued since 2005 near or along each of the proposed alignments? Has there been a concentration of building activity near any of the specific alignments?***

   - *See response to question # 4.*

7. ***Are there any new buildings along any of the alignments that could be affected by the project? If so, where are they?***

   - *See response to question # 4.*

8. ***In light of any changes that have occurred, are any of the alignments more or less consistent with the City/County vision or planning goals for the area? Why?***

   - *Latah County doesn't foresee a potential conflict with any of the proposed alignments.*

   - *Make sure that access management is appropriate along any of the alignments to ensure less conflict with traffic entering the highway. Alignments W4 and E2 provide better opportunities for controlled access management because of the lack of development along these alignments. C3 has existing development along the northern portion of the alignment (where it merges with the existing alignment), so ITD should ensure an appropriate level of access management in this area.*

   - *They feel that the requirements for the DEIS will mitigate any impacts with floodplains, habitat, etc. If construction of the road follows local, state and federal regulations, it should meet Latah County plans.*

   - *E2 appears to avoid the largest extent of floodplain compared to the other routes.*

9. ***Comments on maps***

   - *Generally, the changes identified on the land use change maps appear adequate.*

- *It appears that the change detection map is missing some of the building permits that were identified.*
- *The County doesn't have any way to indicate what structures have been removed, because they don't have a demolition permit. Aerial mapping is the only way to identify removal of structures.*
- *Add new subdivisions to the Points of Interest map. Also add the cell phone tower on Eid Road.*

10. Other

- *There is no known new affordable housing in the County.*

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Telephone Record

Project:	U.S. 95 Thorncreek Road to Moscow	Project No:	169542
Date:	09/20/2011	Subject:	Update Questions
Call to:	Dan Carscallen, North Latah Highway District	Phone No:	1-208-882-7490
Call from:	Jed Glavin, HDR Engineering, Inc.	Phone No:	1-208-387-7037

1. Would any of the alignments have an effect on any of the changes to the Highway District Master Transportation Plan from 2006? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?

- *No significant changes were made to the Transportation Plan that could be impacted by any of the proposed alignments. They re-adopted the old plan.*

- *No changes have occurred to the highway district system that would be impacted by the proposed alignments.*

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Appendix B

Permit#	Parcel #	Type	Occupancy	Site address	City	Description
2008-202	39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	sandblasting structure
2011-024	RP38N05W070736	V-B	U	3455 Highway 95 S	Moscow	24' x 30' pole structure
2006-167	RP39N05W191960	V-B	B	2555 South Highway 95	Lewiston	seed bins, scale cover, leg
2010-083	RP39N05W197430	V-B	B	2728 Highway 95 S	Moscow	porch & ramp, remodel, window
2009-205	RP39N05W202276	V-B	R-3	3000 S Mountain View Ext. #3	Moscow	10' x 20' deck
2008-072	RP39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	bathroom remodel
2006-205	RP39N05W204940	V-B	U	1605 Paradise Ridge Road	Moscow	pole picnic area cover
2010-220	RP39N05W295505	V-B	U	3306 Cameron Road	Moscow	shop with carport
2010-214	RP39N05W295505	V-B	R-3/U	3306 Cameron Road	Moscow	SFR w/ garage & decks
2005-168	RP39N05W300006	V-B	R-3	2844 Highway 95 S	Moscow	residential remodel
2005-226	RP39N05W300006	V-B	U	2844 Hgihway 95 S	Moscow	complete garage
2009-070	RP39N05W300016	V-B	U	2840 Highway 95 S	Moscow	36' x 36' pole building
2009-068	RP39N05W300026	V-B	U	2836 Highway 95 S	Moscow	16' x 24' pole building
2005-104	RP39N05W301637	V-B	U	3045 Highway 95 S	Moscow	Ag building 42' x 24'
2005-236	RP39N05W301676	V-B	U	2939 Cameron RD	Moscow	garage
2005-073	RP39N05W301676	V-B	R-3	2939 Cameron RD	Moscow	SF Residence
2007-178	RP39N05W305260	V-B	B	3045 Highway 95 S	Moscow	10' x 94'4" pole building
2005-248	RP39N05W306766	V-B	U	3055 Highway 95 S	Moscow	30' x 40' pole building/barn
2007-166	RP39N05W307406	V-B	R-3	2979 Highway 95S, #22	Moscow	MH installation inspection
2008-055	RP39N05W307636	V-B	R-3/U	2950 Cameron Road	Moscow	SFR w/ attached garage & deck
2008-207	RP39N05W307646	V-B	R-3/U	3020 Cameron Road	Moscow	SFR w/ garage & deck
2010-144	RP39N05W307646	V-B	U	3020 Cameron Road	Moscow	45' wind tower
2007-144	RP39N05W307656	V-B	U	3090 Cameron Road	Moscow	34' x 60' pole building
2007-193	RP39N05W307656	V-B	R-3/U	3090 Cameron Road	Moscow	SFR w/ garage & decks
2005-088	RP39N05W315887	V-B	R-3	1020 Zeitler RD	Moscow	60' x 100' pole building
2010-165	RP39N05W320748	V-B	U	3650 Cameron Road	Moscow	50' windtower
2010-204	RP39N05W327308	V-B	R-3/U	1139 Paradise Ridge Road	Moscow	SFR w/ garage & decks
2006-161	RP39N06W240016	V-B	R-3	1670 Sand Road	Moscow	Install MH as personal property
2011-123	RP39N06W369648	V-B	R-3	3625 Highway 95 S	Moscow	MH as real property

SUMMARY OF CHANGES FOR THE LAND USE ORDINANCE

GENERAL

The zoning, subdivision, and manufactured home ordinances are all combined into a single document, with all but 2 paragraphs of the manufactured home ordinance moved to the Building Code Ordinance in October 2004. The general ordinance has been reformatted for better user friendliness.

ARTICLE 1 ADMINISTRATION

Penalties are updated to $1000 dollars, etc. as per Idaho Code

Zoning Commission serving as the land use board of appeals, with appeal of their decision to the BOCC

Reduces time period to file an appeal to 15 days for land use decisions and quasi judicial decisions

Change in time frame for the Land Use Board of Appeals from 20 days to the more standard 60 days. Changes the ZBA to the LUBA and changes it to be the Zoning Commission (as opposed to the BOCC) with an appeal of their decision to the Board.

Adds clarification for the mediation process

ARTICLE 2 DEFINITIONS

Changes definitions to match items found in new ordinance.

Whole new definitions sections; note: bed and breakfast, campground, day care facility, eligible parcel, enclosed entertainment facilities, parcel, spot zone, substantially improved structure, utility structure

ARTICLE 3 LAND USE ZONES

All of the Residential (r1,3,5) are combined to be rural residential, Single Family and Multi Family zones are combined to become a new “Suburban Residential” zone, and the Highway Business and Neighborhood Business zones are combined to become a new “Commercial” zone.

Height restrictions are removed for all zones, except for parking garages and apartment buildings.

Sign sizes are larger for all zones in the new ordinance, except in the Industrial zone where it is the same.

Agriculture/Forest

- Allows persons to rent up to two rooms in their home with a maximum of 2 people per room (the current ordinance does not allow rooms for rent in the Agriculture/Forestry Zone).
- Sets requirements for windmills used for personal use so they more closely reflect the regulations on other towers in the county. Windmills that exceed this use would be permitted conditionally.
- Moved recreational resorts with for more than 4 rooms or more than 8 people occupancy to the Commercial Zone.
- Changes Ag/Forest Commercial/Industrial related Conditional Use Permits (CUPs) to Ag/ Forest related CUPs with more than 5 fte's. This allows more limited commercial and industrial with no permitting, but requires permitting (as in the current ordinance) or rezoning beyond certain thresholds.
- Requires CUPs for dairies, feedlots, or other confined animal management operations with more than 250 animal units and sets out limits for such activities (as required by state code, but more restrictive than state code).
- Eliminates requirements for commercial stables.
- Allows, with a CUP, activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including crematoriums, mortuaries
- Requires cup for bed and breakfast operations beyond the scope of home occupation, outside of the primary residence or with more than 2 rooms for rent.
- Changes schools, churches, and meeting halls from allowed uses to CUP due to impacts from lighting, parking, hours of operation, etc...
- Adds section on commercial windmills. The current ordinance requires CUPs for windmills as a public utility and this version does the same, but sets out some additional guidelines for setbacks, guy wires, lighting, and IDFG approval, mostly mimicking the current tower ordinance.
- Allows, with a conditional use permit, one accessory housing unit. The housing unit would forevermore be tied to the parent home, would be limited on size, roof pitch, etc. The accessory housing could not be used as a rental, but could be used for a guest house, a farm worker house, or a caretaker residence.
- Adds an alternate measure for setback distance to public road, allows department to require a surveyor if needed.

Rural Residential

- Changes schools, churches, meeting halls, parks, golf, and public buildings from allowed uses to CUP due to impacts from lighting, parking, hours of operation, etc.
- Reduces rooms to rent from 4 to 2 with a maximum of 2 persons per room.
- Loosens requirements for commercial stables, including increasing the number of animals from 1 to 10. Requires containment be 35 feet away from streams on a USGS 7.5 minute map.
- Allows animal husbandry with up to 10 animal units as an allowed use. The current ordinance does not allow any commercial animal husbandry activities in this zone.
- Allows, with CUP, activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including dog activities, animal husbandry with more than 10 animal units with a limit of 1 animal unit per acre, solid

waste facilities, water and sewer facilities, mortuaries, crematoriums, duplexes, offices and bed and breakfasts (beyond the scope of a home occupation)

- Expands fruit/vegetable stand to year round sales and processing (with a size limit). The current ordinance allows, with a conditional use permit, only a stand for the display and sale of agricultural products.
- Does not allow radio towers. Radio towers and transmitters are conditionally permitted uses in this zone under the current ordinance.
- Parcel size is reduced from 5 or 3 (under current ordinance) to a 1 acre minimum, removes minimum lot width and number of buildings per lot, puts in an alternate measure for setback distance from a public road, & allows department to require a surveyor if needed.
- B&B's

Suburban Residential

- Changes manufactured home parks to an allowed use in this zone, subject to Section 8.02 or 8.03. The current ordinance requires a conditional use permit for such developments. Also allows a smaller lot size when affordable housing (1600 sq. feet or less) is provided
- Has a new minimum lot size of (12,000 sq. ft.) unless the lots have public water and sewer then the minimum lot size may be 9,600 sq. ft., setbacks, dimensions, etc.
- Changes rooms for rent from 4 (under current ordinance) to two, but allows more rooms for rent with a CUP.
- Changes churches, parks, golf courses, community centers, public buildings, schools, and apartments from allowed uses to CUP.
- Allows, with a CUP, activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including veterinary clinics, waste water treatment facilities, retail stores.
- Removes agriculture uses of berry crops, orchards, flower and truck gardening (they would be allowed as a residential accessory use or a home occupation), livestock, campus living organization (would be allowed under rooms for rent with a CUP), laundry mats (would be allowed under retail with a CUP), parking garages, commercial nurseries (would be allowed under retail with a CUP).

Commercial

- Many of the uses were condensed, for example, instead of listing out every use, listing a more general term that would include previous uses.
- Adds as allowed uses home occupations, crematoriums, day care centers.
- Changes churches, schools, automobile (etc.) sales with outside storage, and warehouses from allowed to CUP.
- Mortuaries, animal clinics, taverns (and the like), drive-ins (not listed specifically), & dry cleaners (not listed specifically) moved to allowed uses, while they currently require a CUP.
- Deleted carnivals, car washes (could be done as retail or as service use).
- Enclosed entertainment facilities

Industrial

- Has fewer uses listed, but all of the listed uses cover all of the previously listed uses (condensed).
- Allows with a CUP activities that are not allowed (as an allowed or a conditionally allowed use in this zone) in the current ordinance, including feedlots and the like, & retail uses
- Changes to allow certain production activities to have up to 25 employees without the need for a CUP
- Changes setbacks
- The current section on design standards is changed completely and moved to the design standards section of the proposed ordinance.
- Allows forestry
- Moved to CUP limited retail, service uses, service yards.
- Parcel size min is 2 acres, new setback, etc.

ARTICLE 4 GENERAL LAND USE REGULATIONS

Moved the sign regulations to be included in each of the zones instead of having a separate section.

Eliminated from the current ordinance the entire section on performance standards, including noise, explosives, shielding, odors, smoke and particulates, open storage. Changed lighting to simplify & moved to design standards.

Deleted temporary uses – no need for it, covered in building code

Deleted attached housing – no need for it, covered in building code

Nonconforming uses

- The same as in the current ordinance except for reference to the designed use section of state code and required compliance with floodplain standards when replacing a nonconforming dwelling.
- Makes reference to Idaho Code 67-6538

Home occupations

- Allows up to 6 employees that do not live in the structure to be employed at the home occupation. The current ordinance requires/allows only persons in the home to operate a home occupation.
- Allows a small sign only 2 square feet, unlit.
- Includes a requirement for maximum floor space (50% of the residence or if in an outbuilding, 100% of the residence.

Mineral resource development

- Changed to require registration for all existing (non-conforming) sites.
- The current ordinance requires that if a non-conforming site doubles in size since 1980 that it be required to get a conditional use permit but that changes to straight non-conforming as per section 4.03.
- Requires existing registered ones go by new rules in this section.

- Unlike current ordinance, requires for new sites, has a 1000 foot setback to residences (unless the residence consents), has a buffer requirement, and they must be set back 100 feet from streams on a USGS 7.5 minute map.
- Exempts three types

Temporary Dwelling for Dependency

- The language is same as in the current ordinance except for a new requirement that the temporary dwelling to be within 100 feet of the new residence unless physically impractical, then it must be as close as possible.

Towers

- Virtually no changes from the current ordinance.

Manufactured Home Parks

- Moved the two remaining sections (from what hadn't already been moved to the building code ordinance) from the manufactured home ordinance to this section.
- Manufactured home parks would be allowed to have a smaller lot size than required in their zone if they agreed to have limited sizes on housing to allow for lower income housing (when doing a short or full plat, lot size could be as low as 7260 if the manufactured building are smaller than 1600 sq. feet). Manufactured home parks, instead of having their own section of regulations to meet, must meet the requirements for a short or a long plat, depending on the number of lots (with the exception of producing and recording a plat).
- Any manufactured home parks have to be brought into compliance if they expand or alter the park, including moving spaces or adding new spaces.

ARTICLE 5 OVERLAY ZONES

The airport overlay zone has been deleted.

The PUD overlay zone has been deleted.

Floodplain

- The floodplain ordinance has been brought into compliance with Federal and State regulations.
- The floodplain section (compared to the current ordinance on floodplain overlay) has changed to require:
  - No residential or accessory buildings in the floodplain or floodway unless there is no other part of your property to build.
  - All divisions of property with floodplain/floodway in them must have area in the new lot to build upon, place a septic system, have a well, have outbuildings, etc… that is outside of the floodplain/floodway area.
- Allows wet and dry floodproofing for non-residential structures.
- Streamlined this section of ordinance.
- Three feet above highest adjacent grade
- Spaces in manufactured home parks must comply
- Subdivision proposals must meet certain criteria
- Critical facilities must be located outside the floodplain

ARTICLE 6 ZONING MAP AMENDMENTS

Is the same as the current ordinance, however, included as criteria is that the rezone shall not be a spot zone. Even though not specifically listed under the current ordinance, this is currently required as part of the review process and is not a substantive change to the review process.

Hearing for complete application must be held within 6 months of getting application.

40 days to sign findings

ARTICLE 7 CONDITIONAL USE PERMITS AND VARIANCES

Conditional Use Permits

- Allows the zoning commission or the planning department to extend the date of initiation/expiration if the use is not initiated/discontinued for good cause.
- All hearings are finalized before the Zoning Commission
- Only has three criteria, but are the same as the current ordinance. Health and safety and adverse effect are combined into one
- Hearing for complete application must be held within 6 months of getting application
- Failure to comply allows Director to revoke permit

Variances

- Are now heard only by the Zoning Commission, not the BOCC
- Hearing for complete application must be held w/I 6 months of application
- Can only be gained to modify setbacks, building height, yard or frontage requirements, and parking requirements.
- Must meet two criteria:
    - Variance will not be detrimental to the public interest or other property in the vicinity of the proposed variance
    - Compliance with setbacks, building height, yard or frontage requirements, and parking requirements prescribed would deny the property owner an otherwise permitted use on the property due to the parcel's peculiar physical characteristics.

ARTICLE 8 DIVISIONS OF PROPERTY

Land divisions

- Is the same as the current ordinance except the 75% soils requirement has been removed for new parcels and added a requirement that more easily allows parcels to be sited. New requirement states that a new parcel shall have no more than 5 acres of productive soil types.
- Lists out that Highway district roads do not split parcels and that highways may or may not.
- States that to divide interest in undivided parcels, the divisions must be in compliance with ld ordinance to be eligible for bps

- New parcels must have areas outside of floodplain for building, outbuilding sites, well and septic
- Applicant must show that easement can comply with section 9.01 of this ordinance
- Changes to parcels require new legal descriptions, and my require access and hd new forms
- Requires non-conforming homes to come into conformance, unless a second dwelling is allowed under 1/40 or ach
- Allows for retroactive land divisions
- Must comply with 9.01

Short Plats

- Makes short plats administrative instead of requiring a public hearing.
- Requires lots with areas outside fp
- Must have approvals for each lot for sewer
- Has new access and frontage requirements
- Must comply with Section 9.01.

Full Plats

Whole section is new

Other divisions of property

Requires other divisions of property (ie divorces, estate distributions, court distributions) to be in compliance with this ordinance to be eligible for building permits.

Boundary line adjustments

Any transfer of property between adjacent properties is now considered to be a bla unless approved via ld or sd. Required blas to not violate any section of this ordinance. States that for land divisions, eligibility will not be increased but may be decreased.

ARTICLE 9 DESIGN STANDARDS

Design standards for all construction

- Requires design standards apply to all construction
- About ½ of design standards are new
- Removes the 500 foot setback restriction to historic sites

Parking

Requires that off – road parking be provided in an amount to satisfy the needs of any use

ARTICLE 8

DIVISIONS OF PROPERTY

SECTION 8.01 LAND DIVISIONS

Land divisions are only allowed in the Agriculture/Forest Zone. Land divisions are allowed only if the requirements as listed in this Section of the ordinance are met.

8.01.01 DEFINITION OF EXISTING AND NEW PARCELS

All parcels of land recorded or approved by the Planning Department on or before January 1, 1997 shall be considered existing parcels. "Parcels of land recorded" is defined as a contiguous quantity of land recorded as the property of persons or entities, each of which is named in a single instrument conveying ownership thereof, and which has been separately conveyed from any adjoining quantity of land, whose boundaries are defined in the last recorded instrument of conveyance of such parcel which was recorded prior to January 1, 1997. Conveyance of title, or contracts which provide for conveyance of title, to portions of existing parcels which are executed after January 1, 1997, shall be deemed to create new parcels, except when transferred as a boundary line adjustment in accordance with Section 8.05 of this ordinance. To be eligible for one residential building permit or commercial building permits under Sections 3.01.01 and 3.01.02 of this ordinance, these new parcels shall be created in compliance with the provisions of this ordinance. Roads that cross parcels that are listed in the Assessor's database as a category 19 or that are owned or maintained by the North Latah County Highway District or South Latah Highway District do not divide a parcel into separately eligible building sites and are themselves not parcels. Highways and freeways owned by the State of Idaho or the United States that existed prior to January 1, 1997 divide eligible parcels, creating two eligible parcels, if the highway or freeway deeds show a "fee simple" ownership by the State or Federal Government or if parcels on either side were transferred prior to January 1, 1997 and defined the property boundary as the highway or freeway. Highways and freeways owned by the State of Idaho or the United States that were developed or rerouted after January 1, 1997 do not divide a parcel and in no case create separately eligible building sites or eligible parcels. To be eligible for building permits, existing parcels that are listed as having undivided interest or percentages of interest between parties must be divided in accordance with Section 8.01 of this ordinance, including by the owners that have interest in the parcel.

8.01.02 DEFINITION OF PRODUCTIVE SOIL TYPES

For purposes of this Article, productive soil types are defined as those mapped soils from the 1981 "Soil Survey of Latah County Area, Idaho", U.S. Department of Agriculture, and any subsequent amendments or updates of this survey as published by the U.S. Department of Agriculture, including soil type # 3, 4, 8, 12, 13, 14, 15, 16, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 44, 45, 50, 51, 52, 53, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65 and soils on all lands not included in that soil survey. All maps are located in the Latah County GIS system. Less productive soil types are defined as all remaining soil types.

Idaho Transportation Department
District 2

U.S. 95 Thorncreek Road to Moscow

Project Number DHP-NH-4110(156) - Key No. 9294

Community Impact Assessment Update

Latah County - December 2011 - HDR Engineering

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Community Impact Assessment Update

The purpose of a community impact assessment (CIA) is to evaluate the impacts of the proposed transportation project on communities and their quality of life and help to inform affected communities and transportation decision-makers of the likely consequences of the project. It ensures that human values and concerns receive proper attention during project development. This update to the original CIA identifies changes that have occurred in the corridor study area since 2005 and evaluates how these changes would be impacted by the proposed alignments (**Figure 1**). This CIA update identifies only the changes to the original CIA findings. The proposed alignments of US-95 have not changed since the original analysis and three proposed alignments (W4, C3, and E2) are evaluated.

This update identifies and evaluates potential impacts of the US-95 Thorncreek Road to Moscow proposed alignments on the City of Moscow (City) and Latah County (County) in the following categories:

Land Use Plans and Policies	**Mobility and Access**
Recreation	**Community Cohesion**
Safety	**Displacements**
Economics	

Interviews

In order to update the CIA, the project team conducted interviews with key stakeholders identified in the original evaluation to gather new or changed information since 2005. This process involved re-defining questions and supplementing appropriate information to reflect changes since the original analysis. The information in this report reflects the views and input provided by stakeholders in the project area.

The new interviews were conducted between September 13 and September 23, 2011, with representatives from City and County governments, businesses, and residences. In some cases, the original representatives or stakeholders no longer worked with the agency or group contacted in the original evaluation. In these cases, the project team interviewed the new representative in the appropriate position. Details about the re-evaluation process are outlined below. The results of these interviews were used to assess any changes to the impacts of the three proposed alignments (W4, C3, and E2) on the community. **Appendix A** contains a copy of the questions, which were used as a guideline to ask community representatives about changes to their community since 2005. All interviews were recorded.

The project team successfully conducted interviews with representatives of the following agencies, businesses, or residences:

City of Moscow Parks and Recreation Department	Moscow City Council
City of Moscow Planning Department	Moscow School District
City of Moscow Police Department	North Latah County Highway District
Fair and Affordable Housing Commission	Palouse Land Trust
Latah County Planning Department	Paradise Ridge Coalition
Moscow Area Mountain Bike Association	University of Idaho, Architecture and Engineering
Moscow Chamber of Commerce	Displacements
Citizens for a Safe Highway 95	Palouse Clearwater Environmental Institute (PCEI)*

Community Impact Assessment Summary of Key Findings:

The following is a summary of the main findings of the study update. For additional details on these findings see the individual sections of the report:

Land Use

- Land use changes have occurred in both the City of Moscow and Latah County. Yet, based on interviews with local land use administrators, land use changes in the corridor study area since 2005 are not anticipated to have an effect on any of the proposed alignments for the US 95 project.
- A relatively low amount of development has occurred in the corridor study area since 2005.
- It was noted that the selection of any of the proposed alignments would have a positive impact on both the proposed new industrial corridor and the urban renewal district in the City of Moscow.
- The ring road alignment concept (**Appendix B**) has changed as part of the City of Moscow Comprehensive Plan update. The potential for challenges were noted regarding connectivity of the east (E2) and west (W4) alignments with the proposed ring road alignments.
- W4 would present more planning challenges for the City as a whole, considering the potential for bisecting the conceptual planned community identified on point #40 of **Figure 2**.
- City representatives indicated that proposed alignments C3 and E2 are more compatible with the City's planning efforts.
- A conservation easement is now located east of the proposed E2 alignment (point #53 on **Figure 2**). This alignment also passes through a half-mile of land that is currently part of a Conservation Reserve Program (CRP).
- Six handicapped-accessible housing units were included in the new Grove housing development in the City of Moscow (point #51 on **Figure 2**). None of these units will be impacted by the project.

Recreation

- No changes were identified to community recreation since 2005 that would be impacted by any of the proposed alignments.
- None of the proposed alignments are anticipated to impact current bicycle recreation in the City or the region.
- The City of Moscow has re-zoned and annexed land for future baseball fields west of the convergence of the alignments along West Palouse River Drive (point #39 on **Figure 2**). The project is not anticipated to be funded in the near future. It was noted that the western alignment (W4) could provide opportunities to stimulate growth in this area and provide connectivity to the ball fields.
- A highway crossing of the Palouse Trail (point #34 on **Figure 2**) will need to be designed to get trail-users across the highway just north of where the three proposed alignments converge.

Safety

- Since 2005, there are no new or planned emergency service facilities in the Moscow area. Moreover, no emergency or roadway safety developments were identified that would be impacted by any of the proposed alignments.
- An increase in roadway traffic was noted in the corridor study area due to the general increase in population.
- It was noted that if the proposed 70-acre planned industrial park (point #16 on **Figure 2**) is built in south Moscow, there could be additional traffic that would impact all proposed alignments as a result of the development.
- New development south of where US 95 converges with the proposed C3 alignment (point #55 on **Figure 2**), would create additional side road traffic accessing the proposed C3 alignment, which could potentially cause more traffic conflicts. It was noted that the proposed W4 and E2 alignments provide better opportunities for controlled access management because of the relative lack of development along these alignments.

Economics

- Changes to local businesses have occurred since 2005, yet there has not been a major loss or gain in the total number of businesses. Additional details on business changes are outlined in the Economics section of the report.
- It was noted that there has not been a change in City or County property values since 2005.
- It was reiterated that completing a four-lane highway between Moscow and Lewiston would improve distribution and would open up a major north/south thoroughfare.

Mobility and Access

- Since 2005, Moscow Valley Transit has started and closed bus routes between Moscow and Lewiston, due to funding changes. The City of Moscow now operates a small vanpool from the Palouse-Clearwater Environmental Institute that runs between Moscow and Lewiston.
- No other changes to mobility and access have occurred since 2005. None of the changes to mobility or access were anticipated to be impacted by any of the proposed alignments.

Community Cohesion

- Correlations were made between new and existing development along the current US-95 alignment and traffic and access concerns. Multiple concerns were expressed with alignments C3 and W4 where the proposed alignments follow the current alignment.
- Preference was provided for the eastern alignment (E2) because it has the fewest access points, it's the shortest route, it impacts the least amount of farmland, and there would be almost no access required for local traffic.
- Surveys were conducted by the Citizens for a Safe 95 to identify public preference among the proposed alignments. The Citizens for a Safe 95 Thorn Creek to Moscow U.S. Highway 95 Re-alignment report outlines the findings of these surveys.

Displacements

- Some changes in residency have occurred to properties that could be displaced by the project alignments. The residents that were interviewed didn't feel that any changes had occurred that would be impacted by any of the proposed alignments.

Mitigation

- No changes were identified that would require different or new mitigation solutions from those identified in the original analysis.

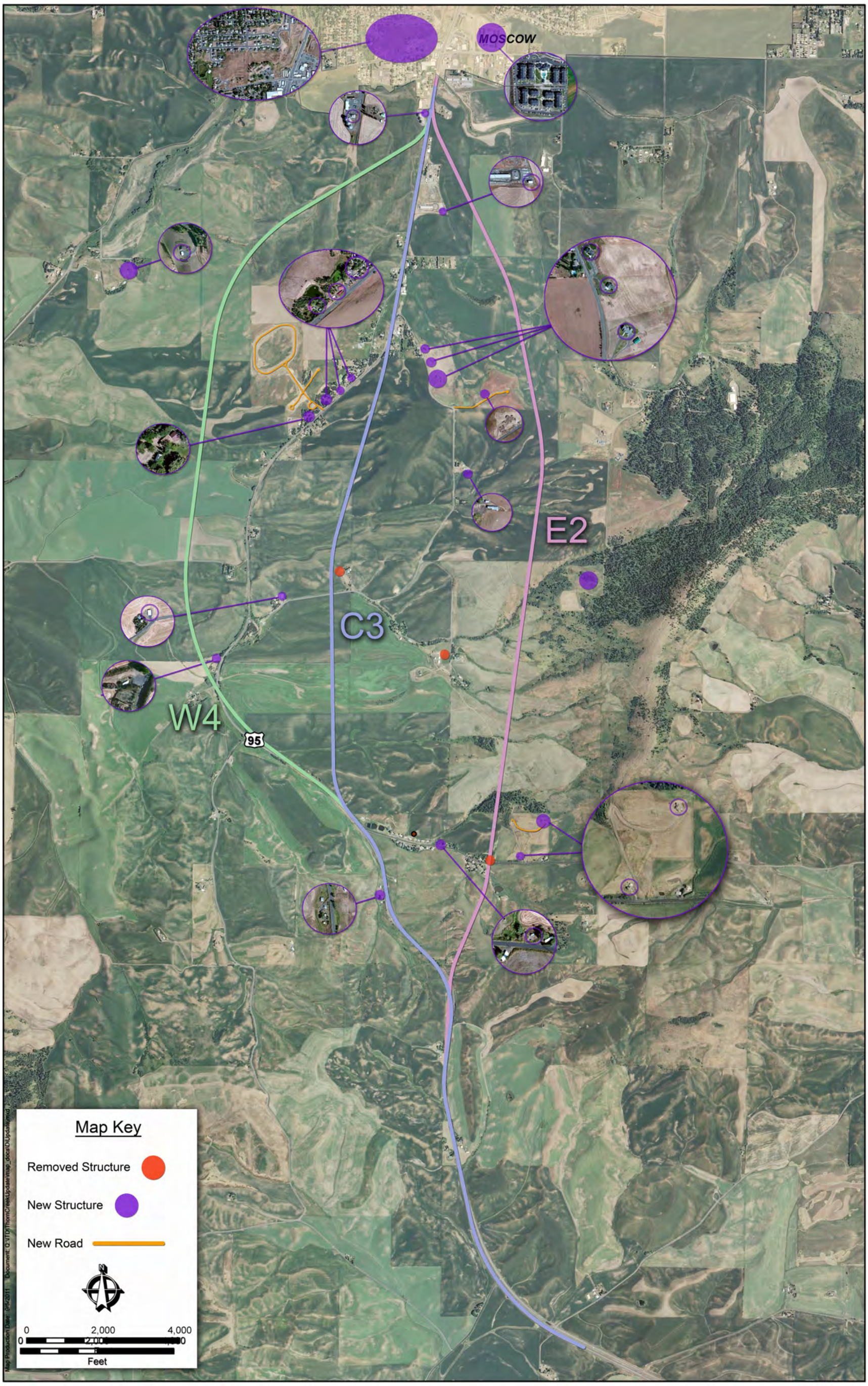
Aerial Imagery GIS Time-Spatial Analysis

In order to provide an assessment of the visual changes that have occurred to the corridor since the original analysis, 2004 base aerial imagery was overlaid with current aerial imagery (2009-2011) to highlight areas of change. The resulting base map and information were used for the subsequent analysis and updates, which are outlined below. The time-spatial analysis map conducted for the project is shown in **Figure 1**.

The key findings from the GIS time-spatial analysis include:

- 12 new out-buildings (garages, shops, etc.), nine new houses and new manufactured homes, and two wind towers have been constructed in the County since 2005.
- There is a new residential subdivision proposed in Latah County that includes approximately 20 to 24 lots. The internal roads and some infrastructure are built for this subdivision, but no houses are currently built. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005.
- No new commercial buildings exist in the corridor study area.
- The City of Moscow issued building permits for 21 single family homes in the study area, most of which occurred in the subdivision west of US-95 and just north of Palouse River Drive.
- A new 192 multi-family unit development was built in south Moscow, just east of US-95 the corridor study area since 2005.
- Aside from the new proposed subdivision, no new local roads were constructed in the corridor study area.

Figure 1. GIS Time Spatial Analysis Map



Points of interest Map

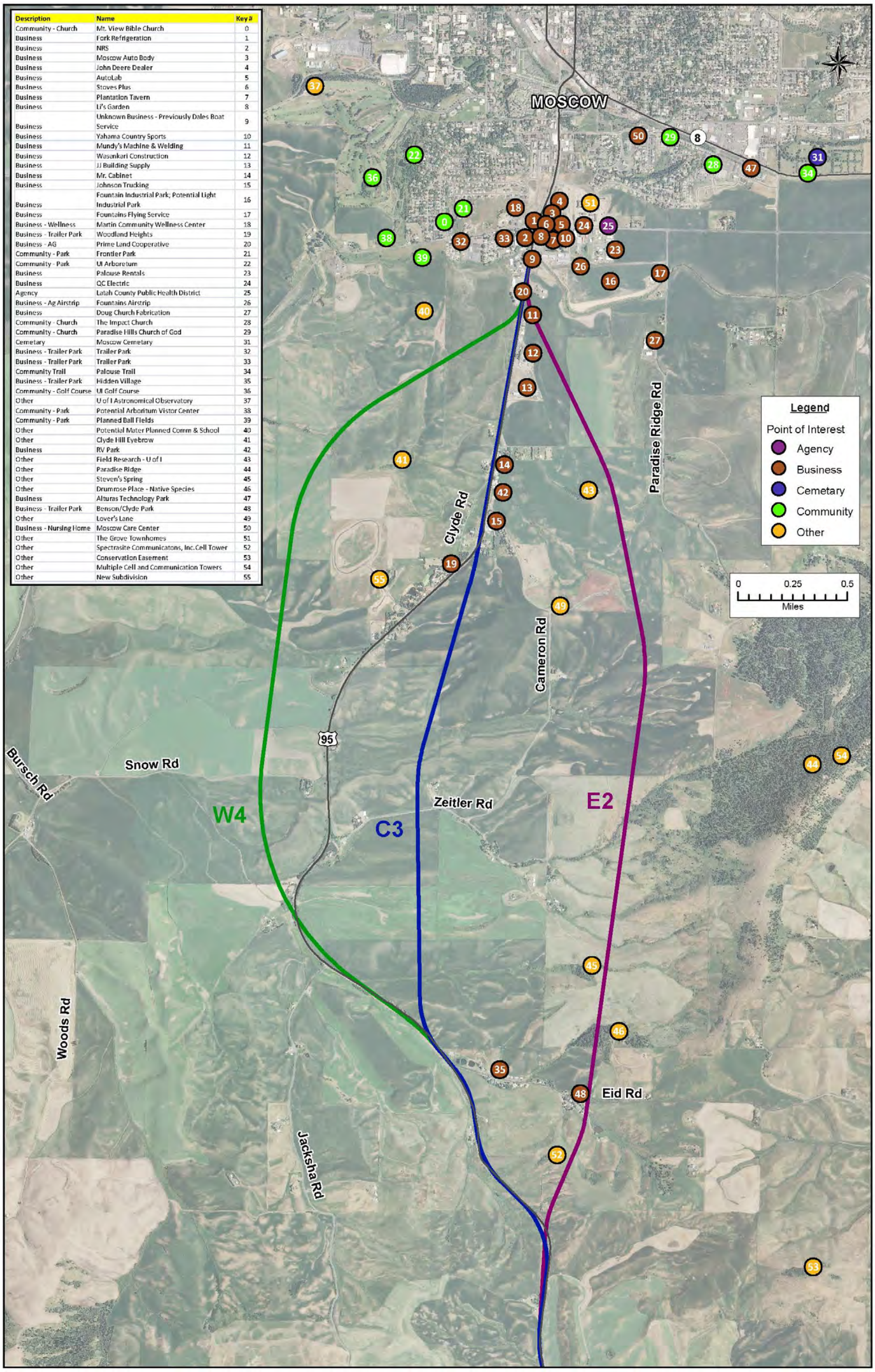
Prior to conducting the interviews for the update, the project team distributed a points-of-interest map that was created for the original evaluation. This map functioned as the corridor study area map and the reference point for identifying changes that have occurred in the corridor study area since 2005. During the interviews, the project team asked interviewees to review the map and identify any new places of importance or changes that were crucial to the project. These changes were updated and are presented in **Figure 2**.

Report Outline and Issues Evaluation

This report only evaluates key changes to the original analysis, and updates the materials in the original report. Questions regarding changes to the issues outlined below were asked during the stakeholder interviews. The following issues were evaluated as part of the CIA update:

- The land use plans and policy evaluation includes the changes in development trends, projects, and local plans and policies on land use and growth in the corridor study area. The land use section also evaluated changes in conservation lands and other relevant environmental issues in the corridor study area since 2005.
- The recreational impact section evaluates any proposed changes to recreational facilities (i.e., parks, trails), any new conflicts or opportunities for planned or new facilities, and potential changes to visual and noise impacts at these facilities.
- The economics evaluation considers any changes to businesses, including business visibility, property values and the tax base. It also considers how construction and construction employment activities might impact businesses.
- The mobility and access evaluation considers how pedestrian, bicycle and vehicular access to businesses has changed. It includes changes in public transportation.
- The safety section evaluates changes to pedestrian and bicycle safety, crime, emergency response time, and roadway design elements.
- The community cohesion evaluation considers any changes in the pattern of social networking within a neighborhood or community, which includes splitting neighborhoods, isolating groups, generating new development, changing property values, or separating residents from community facilities. The community cohesion evaluation also includes noise and visual impacts from a project.
- Finally, potential displacements for each proposed alignment and the associated impacts are presented.

Figure 2. Points of Interest Map



Description	Name	Key #
Community - Church	Mt. View Bible Church	0
Business	Fork Refrigeration	1
Business	NRS	2
Business	Moscow Auto Body	3
Business	John Deere Dealer	4
Business	AutoLab	5
Business	Stoves Plus	6
Business	Plantation Tavern	7
Business	Li's Garden	8
Business	Unknown Business - Previously Dales Boat Service	9
Business	Yahama Country Sports	10
Business	Mundy's Machine & Welding	11
Business	Wasankari Construction	12
Business	JJ Building Supply	13
Business	Mr. Cabinet	14
Business	Johnson Trucking	15
Business	Fountain Industrial Park; Potential Light Industrial Park	16
Business	Fountains Flying Service	17
Business - Wellness	Martin Community Wellness Center	18
Business - Trailer Park	Woodland Heights	19
Business - AG	Prime Land Cooperative	20
Community - Park	Frontier Park	21
Community - Park	UI Arboretum	22
Business	Palouse Rentals	23
Business	QC Electric	24
Agency	Latah County Public Health District	25
Business - Ag Airstrip	Fountains Airstrip	26
Business	Doug Church Fabrication	27
Community - Church	The Impact Church	28
Community - Church	Paradise Hills Church of God	29
Cemetary	Moscow Cemetary	31
Business - Trailer Park	Trailer Park	32
Business - Trailer Park	Trailer Park	33
Community Trail	Palouse Trail	34
Business - Trailer Park	Hidden Village	35
Community - Golf Course	UI Golf Course	36
Other	U of I Astronomical Observatory	37
Community - Park	Potential Arboritum Vistor Center	38
Community - Park	Planned Ball Fields	39
Other	Potential Mater Planned Comm & School	40
Other	Clyde Hill Eyebrow	41
Business	RV Park	42
Other	Field Research - U of I	43
Other	Paradise Ridge	44
Other	Steven's Spring	45
Other	Drumrose Place - Native Species	46
Business	Alturas Technology Park	47
Business - Trailer Park	Benson/Clyde Park	48
Other	Lover's Lane	49
Business - Nursing Home	Moscow Care Center	50
Other	The Grove Townhomes	51
Other	Spectrasite Communicatons, Inc.Cell Tower	52
Other	Conservation Easement	53
Other	Multiple Cell and Communication Towers	54
Other	New Subdivision	55

Land Use

The interviewees that provided updated comments on the land use evaluation include:

Agency or Organization	Represented by
City of Moscow Planning Department	Bill Belknap
Latah County Planning	Michelle Fuson
University of Idaho	Ray Pankopf
North Latah County Highway District	Dan Carscallen
Palouse-Clearwater Environmental Institute	Thomas Lamar
Palouse Land Trust	Charles Burke

Land Use Plans

The City adopted an update to their Comprehensive Plan in 2009 and some land use designations in south Moscow have changed. The changes that have occurred include:

- The Ring Road alignment concept has been changed as part of the Comprehensive Plan update. It was verified that the Ring Road concept is a long-range improvement and no funding is currently identified.
- A proposed ball park (parks and open space) was rezoned and annexed into the City. Build out of the park isn't anticipated for another 7 to 10 years.
- Future Auto-urban commercial land uses are now planned along the US-95 corridor entering Moscow. The auto urban commercial land use designation supports commercial services and developments that are motor vehicle oriented or those which require large amounts of land. These areas should be located adjacent to existing commercial developments and along major arterials where the vehicle traffic can be accommodated (City of Moscow, 2009).
- Auto-urban residential growth areas have been extended further south of the City.

A map of the key changes to City of Moscow land use is provided in **Appendix B**. The City of Moscow Comprehensive Plan update did not address any of the proposed US-95 alignments. Moreover, City staff verified that no changes have occurred that would impact any of the proposed alignments. The City also plans to conduct a Transportation Plan beginning in 2012; it should be complete by 2014.

The City has completed a master plan for a future industrial park, slightly north of the convergence of the proposed alignments (See **Appendix B**). The City is in Phase II of a feasibility study for the 70-acre light industrial park. No construction has started yet, but the City would like to convert the area in the next three years. The area that was formerly the industrial corridor, which is between the central business district and the University of Idaho, has been rezoned as mixed use and is classified as an urban renewal district called Legacy Crossing.

The Moscow School District is kicking off their Long-range Facilities Plan, but it is not expected to be completed in the near future.

The City discussed the potential master planned community and school shown on point #40 of **Figure 2** near Clyde Hill. This would include 260 acres of residential development with a school. There are development impediments to accessing the property and plans/funding are not solidified. However, if the impediments are overcome and funding is secured, proposed

alignment W4 would bi-sect the future development, causing challenges and impacts to successful development.

Overall, City representatives indicated that proposed alignments C3 and E2 are more compatible with the City's planning efforts. W4 would present more planning challenges for the City, considering the potential for a planned community that would be bisected by the W4 alignment. Potential challenges were also identified with connectivity of the E2 alignment and W4 alignment with the proposed ring road alignments shown in the Comprehensive Plan.

The County modified their Comprehensive Plan in 2010. County staff verified that no changes have occurred that would impact any of the proposed alignments. It was noted that the federal requirements for the Draft Environmental Impact Statement (DEIS) for the project should mitigate the impacts that would be of concern to the County. It was also noted that if construction of the road follows local, state and federal regulations, it should meet County requirements.

University of Idaho Campus Development Plans

According to an interview with campus staff, The University of Idaho's Long Range Campus Development Plan (LRCDP) has not changed in any significant way since 2005. The proposed alignments are not expected to impact any of the projects that the university has undertaken since 2005.

Zoning Regulations

The County abandoned individual codes for manufactured homes, subdivisions, and zoning. They now have a single combined code called the Latah County Land Use Ordinance. It was noted the land division code that would modify the density of divided properties did not change. Moreover, it was noted that ordinance 801.01 would be most relevant to the US-95 Thorncreek to Moscow project. This ordinance defines existing and new parcels and covers specifications on bi-ways, freeways and divisions of property.

In the County, some zoning descriptions were changed, but there were no changes in land use applications in zoning that would affect the project. The largest change includes a new large area zoned for residential development along the existing US-95 alignment, just southwest of Clyde Road. A map of the key changes to County zoning is provided in **Appendix B**.

County staff verified that none of the changes that occurred to County zoning were expected to have an impact on any of the proposed alignments.

Area Development

The County has issued approximately 28 applicable building permits in the corridor study area since 2005 (**Appendix B**). Twelve of these permits were for out-buildings (garages, shops, etc). There were also nine permits for new houses and new manufactured homes, as well as two wind towers. Five other various permits were issues during this time.

The northern portion of the proposed alignment C3 to where the existing US-95 corridor splits between the proposed alignments C3 and W4 has experienced the largest intensity of development since 2005. There is visible growth in this area that can be seen on aerial imagery. Infrastructure for a new 20-lot housing development just west of existing US-95 near Clyde Road has been constructed (point # 55 on **Figure 2**), although no homes have been built yet. Few of these lots have been purchased, but there is potential for growth. There is also a three- to four-lot subdivision along the same road as the new larger subdivision. There have been three to four single family residence permits on Cameron Road (**Figure 1**).

In the City, some single home additions have occurred in neighborhoods around proposed alignment E2, and residential infill (20 to 30 homes) has occurred north of Palouse River Drive and

west of US-95. Moreover, construction began on a 192-unit housing development to the north of Palouse River Drive and to the east of US-95 in approximately 2006/2007 (**Figure 1**). The development is called The Grove and construction was completed in 2009 (**Appendix B**).

The Indian Hills 6 subdivision has been platted and approximately a dozen homes have been built. The subdivision extends Indian Hills Drive to Mountain View Road, just south of the Alturas Technology Park. This subdivision is to the northeast of the project area.

Public Services

Neither the City nor the County has received applications for any major public services projects since 2005.

Conservation, Restoration, and Agriculture Land

Since 2005, the County's first conservation easement, handled by U.S. Fish and Wildlife Service (USFWS) and Palouse Land Trust, has been established on Grossman Butte, east of Paradise Ridge Road (point #53 on **Figure 2**). It currently preserves about 40 acres of Palouse Prairie and the landowner is trying to extend that area west to encompass more of the 140 acres covered under the easement.

None of the proposed alignments directly impacts the easement, but the easement is closest to proposed E2 alignment. Potential impacts identified with the proximity of proposed alignment E2 to the easement include fires ignited from the highway and/or invasive plant species.

Riparian restoration work has been conducted near point #17 on **Figure 2** by the Palouse-Clearwater Environmental Institute.

According to discussions with a property owner, alignment (E2) passes through a half-mile of land that is currently part of a Conservation Reserve Program (CRP). The contract will expire on this land in fall 2011, and after that time it will return into wheat production the following year.

Western Bypass/Ring Road

The City's 2009 Comprehensive Plan changed the ring road alignment concept. The new ring road alignments are shown in the updated Comprehensive Plan. It was verified that the ring road concept is a long-range improvement and no funding is currently available. City staff identified that the location where the proposed E2 and W4 alignments would converge at the existing US 95 alignment south of Moscow, is near the area where the proposed ring road alignments are proposed to converge on US 95. As a result, it was noted that he proposed alignments E2 and W4 pose more challenges associated with connectivity of the proposed ring road alignments.

Transportation Compatibility

The North Latah County Highway District (NLCHD) adopted their Transportation Plan in 2006. According to an interview with staff at the NLCHD, no changes were identified that would be impacted by any of the proposed alignments. It was noted that bridges exist along both the east and west alignments that would require reconstruction of replacement.

Fair and Affordable Housing

Six units of new handicapped-accessible housing were included in the new Grove housing development in the City of Moscow. Aside from this, no other known affordable housing was identified in the City or the County since 2005. Moreover, there are currently no known impediments or plans for future affordable housing projects in the corridor study area that would be impacted by any of the proposed alignments.

Recreation

The interviewees that provided updated comments on the recreation evaluation included:

Agency or Organization	Represented by
City of Moscow Parks and Recreation	Dwight Curtis, Director
Moscow Area Mountain Bike Association (MAMBA)	Scott Metlan

New/Planned Recreational Facilities

The plans for City of Moscow ball fields (point #39 on **Figure 2**), west of where the alignments converge, have been delayed 7 to 10 years until funding is available. The land has been re-zoned and annexed into the City since 2005. No other changes were identified regarding new or planned recreational facilities.

Impacts to Bicyclists

Moscow Parks and Recreation is currently working on the Parks and Open Space Master Plan, which is anticipated to address alignments for future bicycle paths. The plan is expected to be published by winter 2011. None of the proposed alignments are anticipated to impact current bicycle recreation in the City as existing bike paths in the City run east/west along the old railroad track grade. All MAMBA activity takes place north and east of the City and none of their recreation areas would be impacted by any of the alignments.

Impacts to Pedestrians/Hiking Trail Users

The Palouse Trail, which is planned to extend west to the area of the proposed baseball field, is still part of future plans, although no funding is currently available. A highway crossing of the trail will need to be designed to get trail-users across the highway just north of where the three proposed alignments converge. Since the proposed trail is north of where the proposed alignments converge, it was verified that none of the proposed alignments would impact the trail.

Overall, no changes were identified to community recreation since 2005 that would be impacted by any of the proposed alignments. Moreover, no changes were noted that suggested that any of the alignments are more or less consistent with the region's vision for recreation since 2005.

Safety

The interviewees that provided updated comments on the safety evaluation included:

Agency or Organization	Represented by
City of Moscow Police Department	David Duke, Chief

Emergency Services

Since 2005, there are no new or planned emergency service facilities in the Moscow area. Moreover, no emergency or roadway safety developments were identified that would be impacted by any of the proposed alignments.

Traffic and Safety

An increase in roadway traffic was noted in the corridor study area due to the general increase in population. It was noted that if the proposed 70-acre planned industrial park is built, there

could be additional traffic as a result of the development. This traffic increase would not be impacted by any one of the proposed alignments, but the alignments must be able to handle the traffic increase.

On the existing US-95 alignment, just south of where it converges with the proposed C3 alignment, additional housing has been constructed. In the same area, construction has started on another 20-acre housing development. These developments are generating additional traffic that would access the proposed alignment C3, which could potentially cause more traffic conflicts. If either of the W4 or E2 alignments were selected, that traffic would not come into play until reaching the City limits.

Based on population increases, access management was identified as a key requirement for any of the proposed alignments to ensure less conflict with new traffic entering the highway. It was noted that the proposed W4 and E2 alignments provide better opportunities for controlled access management because of the relative lack of development along these alignments. Since the proposed C3 alignment would abut existing development (where it merges with the existing alignment), ITD would have to implement an appropriate level of access management in this area to improve safety.

Roadway Safety

There have not been any changes in the City or in service provider needs since 2005 that make any one proposed alignment preferable over another. However, it was reiterated that any design that involves a four- or five-lane highway use a center divider would help to prevent motorists from crossing into oncoming traffic, and thereby reducing head-on collisions.

Economics

The interviewees that provided updated comments on the economics evaluation included:

Agency or Organization	Represented by
Moscow Chamber of Commerce	Steven Hacker, Executive Director

Local Businesses Changes

The following changes to local businesses have occurred since 2005 and were updated on the points of interest map (**Figure 2**):

- The RV park that was in the planning stages in 2005, near proposed alignment C3, south of the alignment convergence, is now a fully-functional and operating RV park.
- Dale's Boat Service, has changed ownership. It's still an outdoor recreation business but it has changed names.
- Latah County Grain Growers is still the same operation and same type of business, but it changed names to Prime Land Cooperative.
- Waterman's Floors is now Yamaha Country Sports.
- Goodman Oil has closed.
- Chinese Village has changed names to Li's Garden
- Latah Wellness Center is now Martin Community Wellness Center. It no longer provides nursing home care.
- Waterman's Floors has become Yamaha Country Sports. This business had some parking lot improvements made, but nothing was done to the connecting road.

- Walmart, which employed 250 full and part-time employees, closed and moved to Pullman, Washington in 2009. However, the site of the former Walmart, which is north of Perimeter Drive and west of US-95, is back under construction and Walmart is rebuilding and expanding to open a Walmart Supercenter by January 2012. It was a 90,000 square-foot facility and it will be a 127,000 square-foot facility when reopened. The Walmart site is too far north to be illustrated on the points of interest map.
- Moscow also lost a car dealership in town.

New business operations were also noted on Paradise Ridge that include a new ropes course business, as well as a native plant business. These exact locations of these businesses could not be identified.

Property Values

While the rest of the nation has experienced changes in property values, it was noted that there has not been a significant change in City or County property values since 2005. This was attributed to Moscow being a University town with constant demand for student housing. Based on real estate market trends for the Palouse region, the average sales price for single family homes in Moscow was consistent from 2008-2010, while homes in Genesee dropped in value by 11 percent (**Appendix C**). In Latah County, the sales price for homes decreased by about 5 percent from 2008-2010.

Overall, there has not been a major change in the number of local businesses since 2005. None of the changes in businesses, nor any minor road improvements in the corridor study area are anticipated to be affected by any of the proposed alignments.

It was noted that the selection of any of the proposed alignments would have a positive impact on both the proposed new industrial corridor and the urban renewal district. Completing a four-lane highway between Moscow and Lewiston would improve distribution and would open up a major north/south thoroughfare.

Mobility and Access

The interviewees that provided updated comments on the mobility and access evaluation included:

Agency or Organization	Represented by
Moscow City Council (former Chairman of the Transportation Commission)	Walter Steed, Council Member

Since 2005, Moscow Valley Transit has started and closed a couple of bus routes between Moscow and Lewiston, due to funding changes. The City of Moscow now operates a small vanpool from the Palouse-Clearwater Environmental Institute that runs between Moscow and Lewiston.

There are no new pedestrian facilities in south Moscow since 2005. The only business access change that was noted was the closure of a gas station along US 95. No other changes to mobility and access have occurred since 2005. None of the changes to mobility or access were anticipated to be impacted by any of the proposed alignments.

Community Cohesion

The interviewees that provided updated comments on the community cohesion evaluation included:

Agency or Organization	Represented by
Moscow School District	Dale Kleinert, Superintendent
Citizens for a Safe US-95	Ian Von Lindern
Paradise Ridge Coalition	Chuck Harris

Economic Issues

No changes were noted to community cohesion that would be impacted by any of the proposed alignments.

It was noted that a few new residential homes have been built on Paradise Ridge, although none of them would be impacted by any of the proposed alignments. It was also mentioned that several out-of-state retirees have started moving to the Moscow because they are drawn to the "small town" environment of the area.

It was also noted that since 2005, people in general are more conservative with their spending due to changes in the economy. Yet, there was no correlation that could be made between changes in spending and any of the proposed alignments.

Community Surveys

The Citizens for a Safe 95 surveyed the landowners in the corridor study area to identify preference among the three proposed alignments. A report was produced called the Citizens for a Safe 95 Thorn Creek to Moscow U.S. Highway 95 Re-alignment that outlines the findings of these surveys. This report is included in **Appendix B**. General discontent with the project was also noted due to the inability to identify an alignment and move forward.

Noise

A correlation was made between increased traffic since 2005 and a general increase in noise along the existing US 95 alignment.

Displacements

The interviewees that provided updated comments on the displacement evaluation included:

Agency or Organization	Represented by
Fair and Affordable Housing Commission	Jenny Veatch
Resident/Landowner	Bob and Patricia Clyde
Resident/Landowner	Roy Reiseneauer

It was indicated that the Clyde's, who could be displaced by the E2 alignment, still live in the same residence as in 2005. They also provided the following information regarding changes to residency in the general corridor study area:

- The U.S. Department of Housing and Urban Development (HUD) sold a house near Benson's Hidden Village (near US-95 and Jacksha Road).
- No residents have moved away from the area since 2005.
- Some of the farmland in the area has changed ownership.
- Delbert Reisenauer moved in across the road from the Clyde's.
- John Thomas sold his house that was along the proposed E2 alignment.

- Niehenke purchased the Andrews' house that could potentially be impacted by one of the proposed alignments.
- Bob Clyde sold the upper end of the trailer court to his son Steve, which would be impacted by proposed E2 alignment.

The Clyde's did not feel that any of the changes that occurred since 2005 would be impacted by any of the proposed alignments.

As mentioned above, no other known affordable housing has been built in the general corridor study area since 2005. Moreover, no known affordable housing units are planned for construction in the near future. It was noted that the land south of the City of Moscow is still designated Agriculture/Forestland and does not support affordable housing.

The project team attempted to contact the Catherine and Roy Reisenauer and the Alan and Sharon Hanson households on September 9, 2011, but telephone numbers to both homes were disconnected.

References

City of Moscow. 2009. Comprehensive Plan. Available at: http://www.moscow.id.us/comm_dev/planning/comp_plan.aspx. Accessed September 22, 2011.

Latah County. 2010. Comprehensive Plan. Available at: http://www.latah.id.us/planningbuilding/PB_ComprehensivePlan.pdf. Accessed September 22, 2011.

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APPENDIX A Community Impact Assessment Questionnaires

Land Use Plans and Policies Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in residential and commercial property values
- Any new impacts to existing buildings
- Changes in the likelihood of a significant decrease in affordable housing availability
- Changes in consistency with local plans/policies

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Have any changes occurred in local land use plans or zoning regulations since 2005? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with your current plans or regulations?

2. Are there any new projects or plans that have been approved since 2005? If so, are any of the alignments more or less consistent with these changes? Are there any new projects (since 2005) in the pipeline that are awaiting the completion of the project?

3. Have any changes occurred that would cause any of the proposed alignments to induce new changes in land use, density, or intensity (or any combination thereof)?

4. Have any changes occurred that would influence the need for a limited access road along any of the proposed alignments?

5. Have any changes occurred that would influence the proposed roadway configuration (4 or 5 lanes) of any of the alignments?

6. Have any changes occurred that would impact how any of the proposed alignments could impact future development? If so, are any of the alignments more or less consistent with these changes?

Land Use Plans and Policies - Agriculture and Environmental Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in land use or environmental conditions.
- Any new impacts to existing buildings
- Changes in consistency with land uses

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Have any changes in agricultural land use occurred in the general corridor study area since 2005? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with these changes?

2. Have any changes in agricultural land occurred that would cause the creation of new remnant parcels (those parcels considered not adequate/feasible for farming, although may be suitable for other uses)?

3. Have any new environmental issues or conditions been identified in the corridor study area since 2005? In light of any changes that have occurred, are any of the proposed alignments more or less consistent with these changes?

Recreation - Parks, Bike, and Pedestrian Uses Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information for the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluates the likely effects on:

- Changes in access routes for bicycle and pedestrian use
- Changes in Direct/indirect impacts to existing or planned parks.
- Any new decreases or increases you foresee in facility access.
- Changes in safety, travel patterns, and travel times on and to facilities.

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Have any changes in recreation projects or plans occurred since 2005? If so, would any of these changes be more or less consistent with any of the proposed alignments?

2. Would any one of the alignments have a greater or lesser impact on future the expansion of recreation facilities?

3. Has anything changed since 2005 that would generate any new benefits or disadvantages to recreation as a result of any of the proposed alignments?

4. In light of any changes that have occurred to recreation, do you think that any of the alignments would be more or less consistent with the regional vision for recreation?

Safety Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information for the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluates the likely effects on:

- Changes in current and potential travel response times
- Changes in circulation patterns
- Potential changes in crime rates

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that you feel could affect the original findings.

1. Are there any new plans for emergency service facilities in the corridor study area since 2005?

2. Has anything changed that would affect the ability of any of the alignments to serve emergency services better than the other alignments?

3. Have any specific changes occurred that would affect the preferred design of the road (i.e. four-lane divided highway, five lane highway, grades, curves etc)? Have there been any changes in the needs for limited access of the roadway?

4. Have any changes occurred in the corridor study area since 2005 that would increase or decrease the likelihood of accidents for motorists or non-motorists?

5. In light of any changes that have occurred to safety in the corridor study area, do you think that any of the alignments would affect people differently today than in 2005?

Economics Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in visibility and access to businesses
- Changes in how shopping patterns could be altered
- Changes in regional and local trade (such as ease of travel and length of travel times)
- Changes in the likelihood of businesses to locate to, or relocate from, the corridor study area

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that you feel could affect the original findings.

1. Are there any new businesses that have moved into the corridor study area or left the area since 2005? Have any roadway or business improvements occurred that would be positively or negatively impacted by any of the proposed alignments?

2. Have any changes occurred to traffic-based businesses (i.e. visibility, travel times, access, etc.) that would be affected by any of the proposed alignments?

3. Have property values or business activity changes occurred since 2005? If so, would these changes have more or less of an affect on any of the proposed alignments?

4. Have economic changes occurred since 2005 that would influence how the project could positively or negatively impact the local economy?

5. In light of any changes that have occurred to economics, are any of the alignments more or less consistent with the needs of the local business community?

Mobility and Access Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005-2006. This portion of the CIA evaluates the likely effects on:

- Changes in travel patterns
- Changes in access
- Changes in parking at community and public facilities or other services (medical, shopping, libraries, places of worship, etc)

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that you feel could affect the original findings.

1. Have there been any changes to business and/or public facility pedestrian access since 2005 that would impact any of the proposed alignments? If so, will any of the alignments have more or less of an impact than the others?

2. Have there been any changes to vehicular access between residences, facilities, or commercial uses since 2005 that would impact any of the proposed alignments? If so, will any of the alignments have more or less of an impact than the others?

3. Have there been any changes to public transportation that would affect any of the alignments?

4. In light of any of the changes that occurred to mobility or access since 2005, do you think that any of the alignments would have more or less of an impact?

Community Cohesion, Noise Evaluation, and Visual Environment Questionnaire

Purpose

In order to update the information obtained for the US-95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information from the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluates the likely effects on:

- How the project would have new or changed affects on the interactions among persons and groups

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

1. Are there any new communities or neighborhoods that any of the alignments would have an effect on? Would there be any new redistribution or loss of the population from any of the proposed alignments?

2. Do you feel that any changes have occurred that will isolate certain people from other people or hinder participation in community activities?

3. Will the project affect any new social networks that have been established since 2005?

4. Have there been any changes in community values (since 2005) that would trigger the need for a different project design? (landscaping, roadway section, retaining walls, bridge aesthetics, etc.)

5. Do you think any changes or new increases (since 2005) in noise or vibration could result from any of the alignments?

6. In light of any changes that have occurred to community cohesion, noise or visibility, do you think that any of the alignments would affect people differently today than in 2005 (quality of life)?

Displacement Questionnaire

Purpose

In order to update the information obtained for the US 95 Thorncreek to Moscow DRAFT Environmental Impact Statement (DEIS), independent analysis is being completed to measure any changes in information for the original Community Impact Assessment (CIA) that was conducted in 2005. This portion of the CIA evaluated the likely effects on:

- Any changes in the amount and type of displacements that may occur for each alignment
- Any changes in people likely to be displaced

The alignments haven't changed since the original analysis conducted in 2005-2006. Do you feel that any of the issues below have experienced significant changes that would affect the findings of the original analysis?

If so, please identify only the issues below that have experienced significant changes that could affect the original findings.

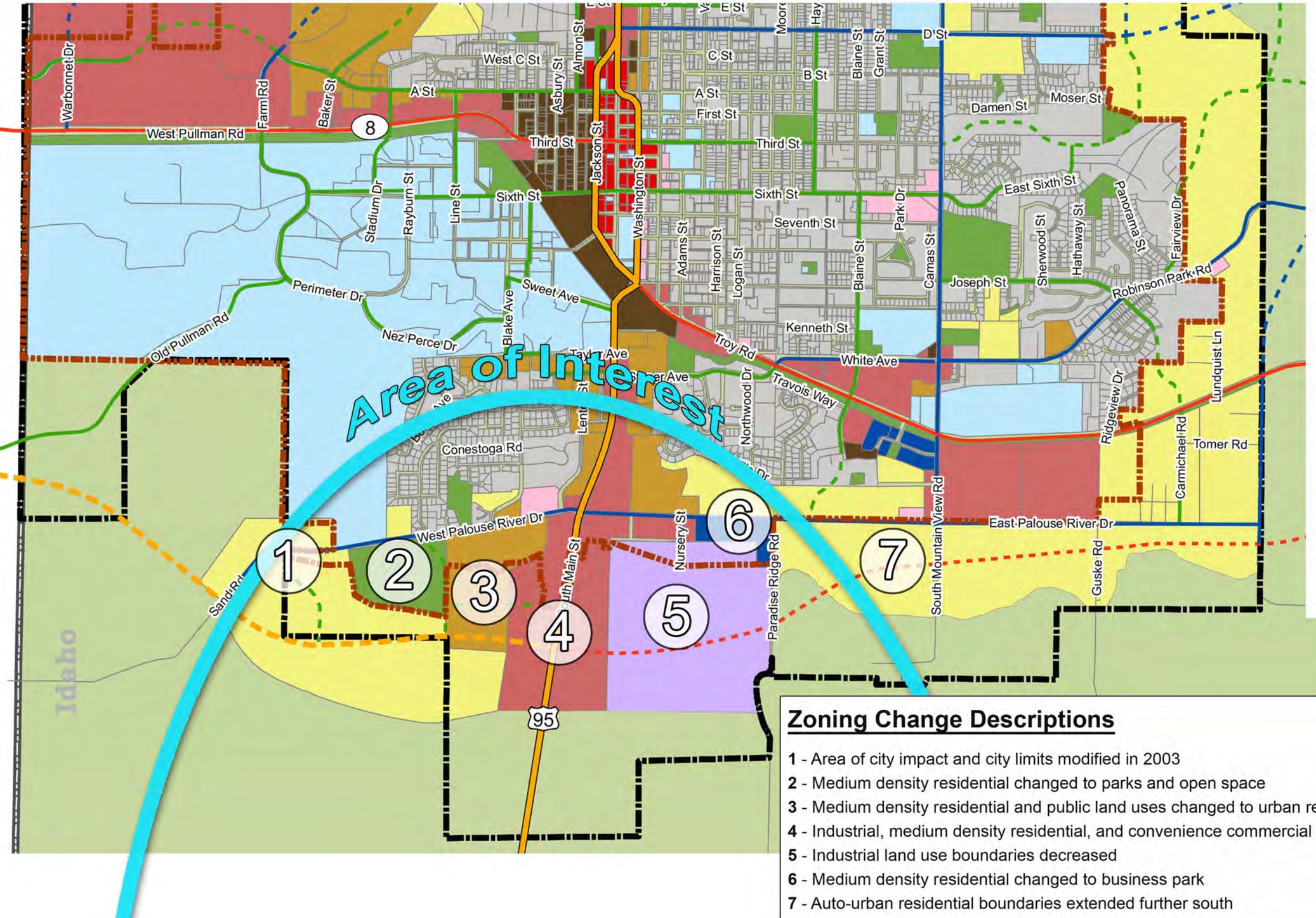
1. Do you still live in the same residency as you did in 2005? Do you know if anyone else that would have been potentially displaced by any of the alignments has moved since 2005? Has anyone new moved in that would be potentially displaced by any of the alignments?

2. Are there any new people with special needs (elderly, disabled, minorities) that you know of in the corridor study area? Will these people be affected by any of the proposed alignments? If so, what type of units will be affected (multi-family, single-family, etc.)?

3. Are there any new businesses and farms that could be displaced since 2005? If so, which alignments would have more or less of an impact?

4. In light of any changes that have occurred in the corridor study area since 2005, do you think that any of the alignments will have more or less of an impact on the community?

APPENDIX B Reference Materials



FUTURE LAND USE

- Rural and Agriculture
- Neighborhood Conservation
- Suburban Residential
- Auto-Urban Residential
- Urban Residential
- Urban Mixed
- Suburban Commercial
- Auto-Urban Commercial
- Urban Commercial
- Business Park
- Industrial
- Civic/Institutional
- Parks and Open Space

THOROUGHFARE PLAN

- National Highway
- Alt Highway 8 Align
- Alt Highway 95 Align
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

BOUNDARIES, WATER, & INFRASTRUCTURE

- City Limits
- State Border
- Area of City Impact

Zoning Change Descriptions

1 - Area of city impact and city limits modified in 2003
2 - Medium density residential changed to parks and open space
3 - Medium density residential and public land uses changed to urban residential
4 - Industrial, medium density residential, and convenience commercial land uses changed to urban commercial
5 - Industrial land use boundaries decreased
6 - Medium density residential changed to business park
7 - Auto-urban residential boundaries extended further south

Section A

Section B

Southeast Moscow Industrial Park Master Plan

City of Moscow, ID

Conceptual Site Plan

Sept. 20, 2010

SCALE
100 0 50 100
(FEET)
1 INCH = 100 FT.

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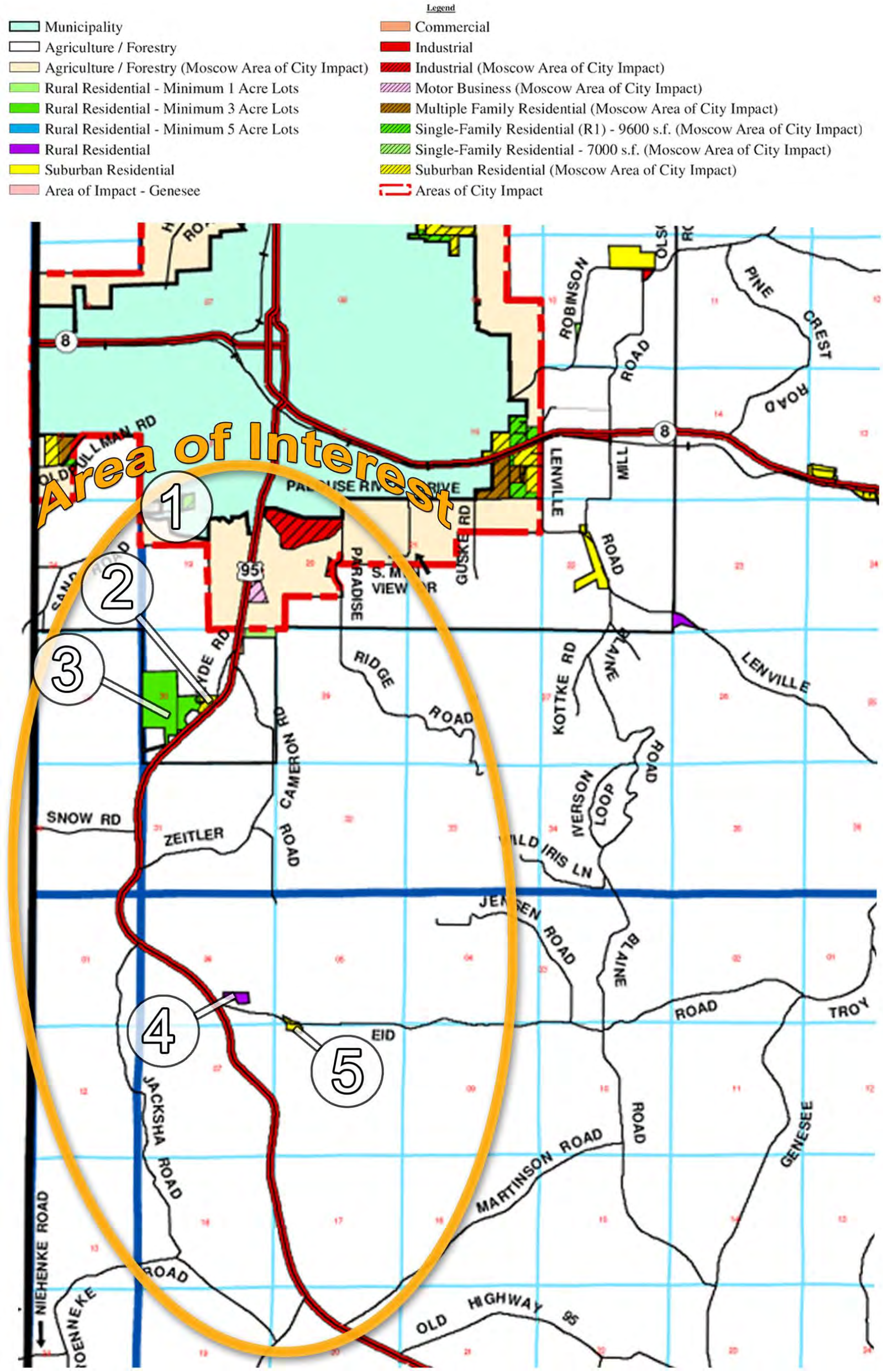


Zoning Change Descriptions

1 - Municipal boundary change

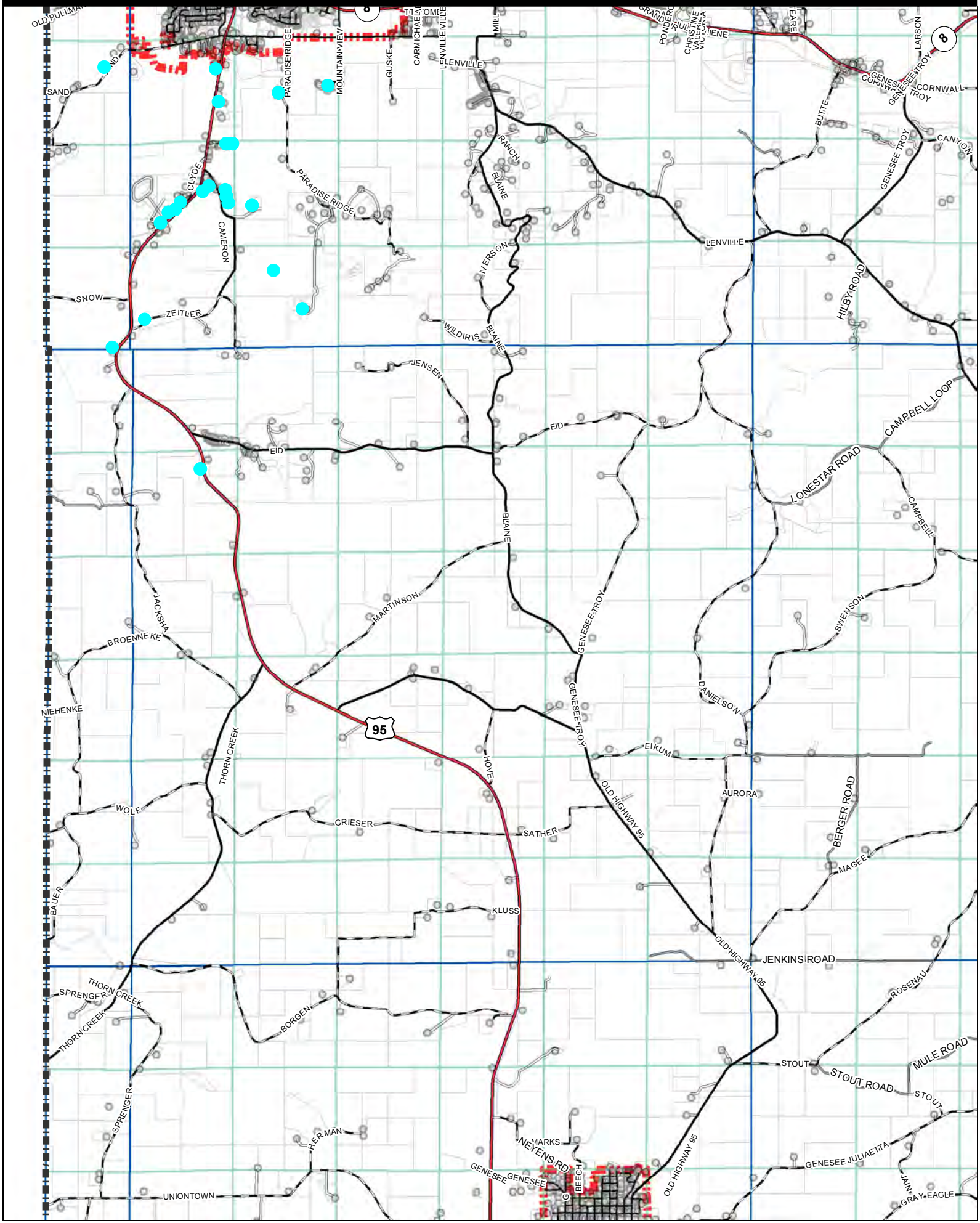
2 - Highway business zoning changed to suburban residential zoning

3 - New area zoned for rural residential

4 - Rural residential 5 acre minimum zoning changed to rural residential zoning

5 - Single family residential minimum 12,00 square foot lot zoning changed to suburban residential zoning

Latah County Vicinity



Permit#	Parcel #	Type	Occupancy	Site address	City	Description
2008-202	39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	sandblasting structure
2011-024	RP38N05W070736	V-B	U	3455 Highway 95 S	Moscow	24' x 30' pole structure
2006-167	RP39N05W191960	V-B	B	2555 South Highway 95	Lewiston	seed bins, scale cover, leg
2010-083	RP39N05W197430	V-B	B	2728 Highway 95 S	Moscow	porch & ramp, remodel, window
2009-205	RP39N05W202276	V-B	R-3	3000 S Mountain View Ext. #3	Moscow	10' x 20' deck
2008-072	RP39N05W204940	V-B	F-2	1605 Paradise Ridge Road	Moscow	bathroom remodel
2006-205	RP39N05W204940	V-B	U	1605 Paradise Ridge Road	Moscow	pole picnic area cover
2010-220	RP39N05W295505	V-B	U	3306 Cameron Road	Moscow	shop with carport
2010-214	RP39N05W295505	V-B	R-3/U	3306 Cameron Road	Moscow	SFR w/ garage & decks
2005-168	RP39N05W300006	V-B	R-3	2844 Highway 95 S	Moscow	residential remodel
2005-226	RP39N05W300006	V-B	U	2844 Hgihway 95 S	Moscow	complete garage
2009-070	RP39N05W300016	V-B	U	2840 Highway 95 S	Moscow	36' x 36' pole building
2009-068	RP39N05W300026	V-B	U	2836 Highway 95 S	Moscow	16' x 24' pole building
2005-104	RP39N05W301637	V-B	U	3045 Highway 95 S	Moscow	Ag building 42' x 24'
2005-236	RP39N05W301676	V-B	U	2939 Cameron RD	Moscow	garage
2005-073	RP39N05W301676	V-B	R-3	2939 Cameron RD	Moscow	SF Residence
2007-178	RP39N05W305260	V-B	B	3045 Highway 95 S	Moscow	10' x 94'4" pole building
2005-248	RP39N05W306766	V-B	U	3055 Highway 95 S	Moscow	30' x 40' pole building/barn
2007-166	RP39N05W307406	V-B	R-3	2979 Highway 95S, #22	Moscow	MH installation inspection
2008-055	RP39N05W307636	V-B	R-3/U	2950 Cameron Road	Moscow	SFR w/ attached garage & deck
2008-207	RP39N05W307646	V-B	R-3/U	3020 Cameron Road	Moscow	SFR w/ garage & deck
2010-144	RP39N05W307646	V-B	U	3020 Cameron Road	Moscow	45' wind tower
2007-144	RP39N05W307656	V-B	U	3090 Cameron Road	Moscow	34' x 60' pole building
2007-193	RP39N05W307656	V-B	R-3/U	3090 Cameron Road	Moscow	SFR w/ garage & decks
2005-088	RP39N05W315887	V-B	R-3	1020 Zeitler RD	Moscow	60' x 100' pole building
2010-165	RP39N05W320748	V-B	U	3650 Cameron Road	Moscow	50' windtower
2010-204	RP39N05W327308	V-B	R-3/U	1139 Paradise Ridge Road	Moscow	SFR w/ garage & decks
2006-161	RP39N06W240016	V-B	R-3	1670 Sand Road	Moscow	Install MH as personal property
2011-123	RP39N06W369648	V-B	R-3	3625 Highway 95 S	Moscow	MH as real property

U.S. Hwy 95
Area of Influence
Spring 2010

21 New Single Family Homes

192 Multiple Family Dwelling Units

Legend

- CityLimits
- Parcels

N

1 inch = 600 feet

2.2

Future Land Use and Growth Plan

comprehensive PLAN

FUTURE LAND USE

- Rural and Agriculture
- Neighborhood Conservation
- Suburban Residential
- Auto-Urban Residential
- Urban Residential
- Urban Mixed
- Suburban Commercial
- Auto-Urban Commercial
- Urban Commercial
- Business Park
- Industrial
- Civic/Institutional
- Parks and Open Space

THOROUGHFARE PLAN

- National Highway
- Alt Highway 8 Align
- Alt Highway 95 Align
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

BOUNDARIES, WATER, & INFRASTRUCTURE

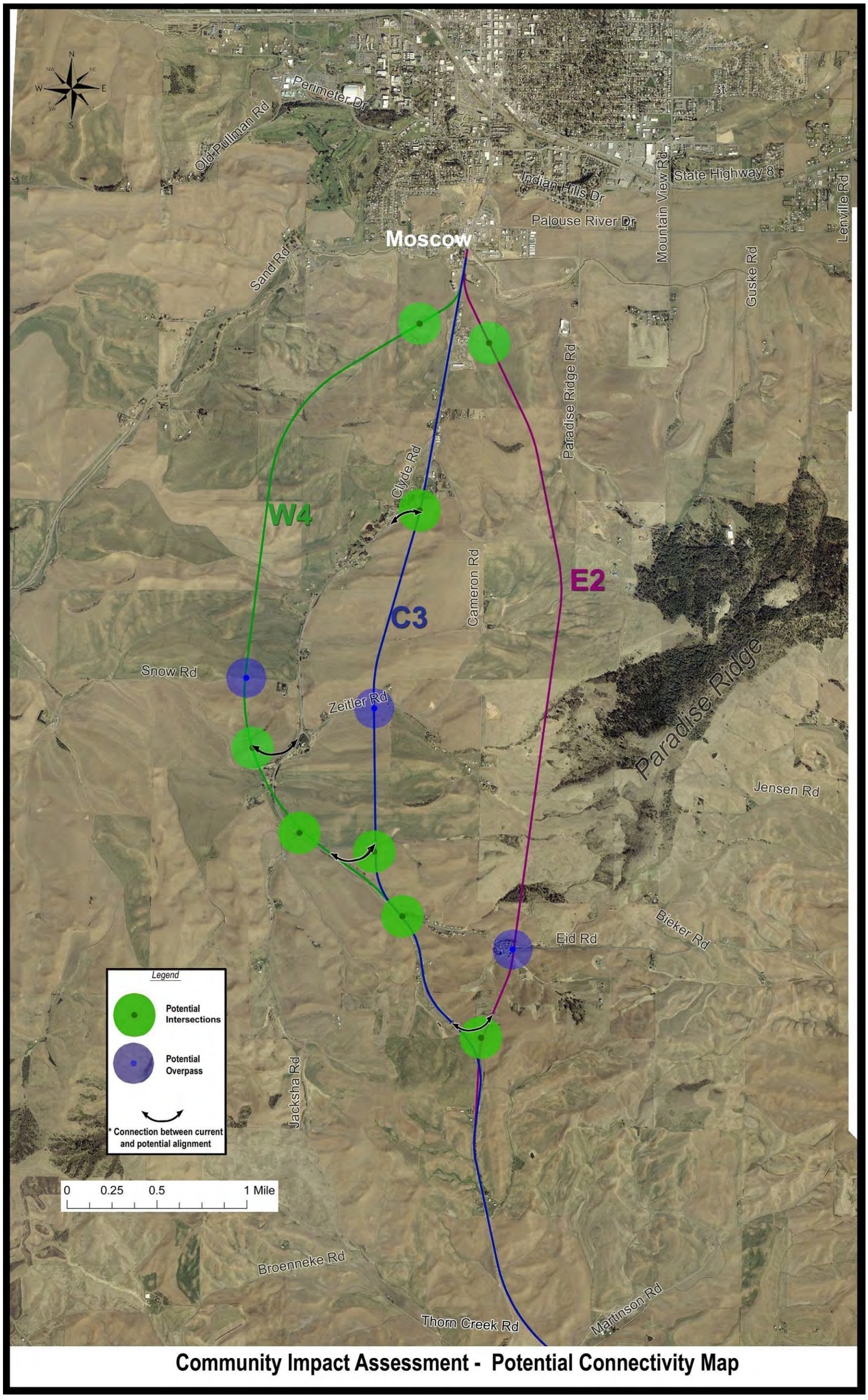
- City Limits
- State Border
- Area of City Impact

Note: Proposed future roadway locations are approximate and ultimate roadway locations will be determined at the time of development based upon topography, existing development, property boundaries and proposed devleopment needs.

Miles
0 0.15 0.3 0.6

MOSCOW IDAHO

Washington
Idaho



Community Impact Assessment - Potential Connectivity Map

DEED OF CONSERVATION EASEMENT

THIS GRANT DEED OF CONSERVATION EASEMENT is made on this the 30th day of April, 2010, by Frank L. Hill and Rebecca R. Hill, husband and wife (collectively referred to herein as the "Grantors"), in favor of the Palouse Land Trust, Inc., a non-profit Idaho corporation whose mailing address is P.O. Box 8506, Moscow, Idaho 83843 ("Grantee").

WITNESSETH:

A. Grantors are the sole owners in fee simple of certain real property located in Latah County, Idaho (the "Property"), consisting of 160 acres, free of mortgage or other encumbrance described more particularly as the Southwest One-Quarter (SW1/4) of Section 9, T38N, R5WBM, which Property remains undeveloped in a natural state with historic agricultural uses.

B. On January 3, 2005, a Warranty Deed vesting title in Grantors describing the Property was recorded and filed in the office of the Clerk of Latah County, Idaho, as Instrument Number 492952.

C. The Property possesses ecological, scenic, wildlife, and agricultural values (collectively, "Conservation Values") of great importance to the Grantors, Grantee, the people of Latah County, and the people of Idaho and the United States, and the protection of which will yield a significant public benefit, including but not limited to the protection of unique, threatened, and rare plant communities.

D. The Property provides significant benefit to the people of Latah County, Idaho, the State of Idaho, and the United States by protecting, preserving, and providing for the public in perpetuity the following resources (hereafter collectively referred to as "Conservation Values"):

   a. The Property contains one of the largest remaining remnants of native Palouse Prairie known to exist. Numerous species of rare plants have been identified on the Property such as Palouse Thistle and Palouse Goldenweed that are endemic to the Palouse region.

   b. The high elevation of the Property relative to the surrounding landscape assures that it offers scenic views to residents of the city of Moscow, Idaho as well as from the important transportation corridor (U.S. 95) between Moscow and Lewiston, Idaho.

   c. The Property is a natural habitat for a variety of native animal life including mammals, birds, and reptiles. It also provides an important travel corridor for larger mammals and birds to other habitats along Paradise Ridge south of Moscow.

   d. Grantee has received a grant under the U.S. Fish and Wildlife Service (USFWS) Landowner Incentive Program (LIP grant) for the purpose of acquiring this Conservation Easement, Grant Number ID I-8-1. The LIP grant is to be administered by the Idaho

Department of Fish and Game (IDFG). The purpose of the LIP grant is to assist States by providing grants to establish or supplement landowner incentive programs that protect and restore habitats on private lands, to benefit federally-listed, proposed, or candidate species or other species determined to be at-risk, and provide technical and financial assistance to private landowners for habitat protection and restoration.

e. The Grantors currently have the right to subdivide the Property for several residences that would degrade the prairie habitat and introduce exotic plant species, and Grantors do not wish to retain, for themselves or for their successors, the right to develop the Property or to have residences built, nor to engage in any commercial or industrial development that would impair the Conservation Values of the Property.

E. The Grantors intend that the Conservation Values of the Property be preserved and maintained by permitting only those uses on the Property that do not impair or interfere with the Conservation Values.

F. The Grantors further intend, by executing this Easement, to convey to Grantee the right to preserve and protect the Conservation Values of the Property in perpetuity.

G. Grantee is a publicly-supported, tax-exempt nonprofit organization, qualified under Sections 501(c)(3) and 170(h) of the Internal Revenue Code of 1986, as amended, and is a qualified holder of Conservation Easements under Idaho Code § 55-2101 et seq., whose primary purpose is the conservation of the natural and agricultural resources, significant ecosystems, scenic open spaces, and traditional lifestyles of the Palouse Region of Northern Idaho and Eastern Washington.

H. Grantee has agreed to accept this grant of Conservation Easement on the Property upon the condition and understanding that the mutual intentions of the Grantors and Grantee regarding the future uses and preservation of the Property as expressed in this document shall be forever honored and defended.

I. The Property meets the Grantee's criteria for acceptance of Conservation Easements and Grantee's Board of Directors has duly adopted a resolution approving Grantee's execution, delivery and acceptance of this Conservation Easement and all conditions and terms relevant thereto.

NOW, THEREFORE, in consideration of the above Recitals and the mutual covenants, terms, conditions, obligations and restrictions contained herein, and pursuant to the laws of the State of Idaho, and with the intention of making a voluntary and irrevocable gift in perpetuity, Grantors hereby voluntarily grant and convey to Grantee a Conservation Easement in perpetuity on, over, and across the Property of the nature and character and to the extent hereinafter set forth:

1. Purpose. The purposes of the Conservation Easement are to assure that the Property will be retained forever in its natural and scenic condition and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. A

specific purpose of this Easement is to conserve the diversity of native plants that are unique to this site and reflective of the Palouse Prairie ecosystem prior to the arrival of Euro-Americans. Grantors intend that this Conservation Easement will confine the use of the Property to activities that are consistent with the purpose of this Conservation Easement, which include but are not limited to management activities designed to maintain, protect, and enhance the native prairie plants, the enjoyment of nature and wildlife, and limited access for educational purposes. If one or more of the purposes of this Conservation Easement may no longer be accomplished, such failure of purpose shall not be deemed sufficient cause to terminate the entire Conservation Easement as long as any other purpose of the Conservation Easement may be accomplished.

1.1. Paragraphs 2, 3, and 4 of this Conservation Easement identify rights conveyed to Grantee, rights reserved to Grantors, and prohibited uses and practices, respectively. It is the intention of Grantors and Grantee in the foregoing paragraphs of this instrument to define better those rights so that Grantors and Grantee can accomplish the purposes of this Conservation Easement in a cooperative and amicable manner.

2. Rights Conveyed by the Conservation Easement to Grantee. To accomplish the purposes of this Conservation Easement, the following rights are conveyed to Grantee by Grantors in this Conservation Easement:

2.1. To identify, preserve, and protect in perpetuity the Conservation Values of the Property, subject to the terms of this Conservation Easement and to the rights reserved by Grantors in Section 3 below, and further subject to all third-party rights of record in and to the Property that are not subordinated to the terms and conditions of this Easement.

2.2. To enter upon and inspect the Property without motor vehicles no more frequently than one (1) time per year, and only upon reasonable notice to Grantors, in order to administer this Conservation Easement. Grantors may, at Grantors' sole discretion allow Grantee additional access throughout the year with prior written approval. Grantee's access shall be for the purpose of inspecting, observing, studying, and making scientific observations of the Property, all in a manner that will not unreasonably interfere with the Grantors' uses of the Property that are consistent with the terms and purposes hereof. Aside from Grantee's rights of access granted by this Paragraph, this Easement does not grant to Grantee, or to the public, any rights to enter upon the Property. Furthermore, Grantors shall retain the right to control who may enter upon the Property as well as when the public or other persons may enter upon the Property.

2.3. To enjoin any unpermitted activity on or unpermitted use of the Property that is inconsistent with the terms or purposes of this Conservation Easement, or which may have a significant adverse impact on the Conservation Values, and to enforce the restoration of such areas or features of the Property that may be damaged by any inconsistent activity or use, pursuant to provisions of Paragraph 7.

2.4. This Easement shall run with and burden title to the Property in perpetuity, and shall bind the Grantors and all future owners and tenants of the Property.

3. Permitted Uses and Practices. Grantors reserve to them and to their personal representatives, heirs, successors, and assigns, all rights accruing from their ownership of the Property, including the right to engage or permit or invite others to engage in all uses of the Property that are not expressly prohibited herein and that are consistent with the terms and purposes of this Conservation Easement and that will not result in injury to or the destruction of any Conservation Value. Without limiting the generality of the foregoing statement, the following rights are expressly reserved by Grantors:

3.1. The Grantors have identified several management goals and related management techniques that may be permitted on the easement property that are described below.

3.1.1. The Grantors wish for the Property to serve as a stewardship site for the existing populations of rare plants, and to work with botanists to establish populations of other rare plants on the Property. These would include rare plants associated with Palouse Prairie and open-canopy ponderosa pine, notably the Property could serve as a recovery site for Spalding's silene, an ESA-listed (threatened) plant.

3.1.2. The use of agricultural and management techniques, at Grantors' sole and absolute discretion, necessary to control non-native and unwanted vegetation of the Property. These can include traditional chemical control, biocontrol, and hand pulling. The Grantors will also work with weed scientists and researchers to investigate more effective methods for controlling weeds in a native plant community.

3.1.3. To engage in the collection of seed from plant species found on the Property at times and locations and from species Grantors deem most appropriate, at Grantors' sole and absolute discretion.

3.1.4. To use tractors and other equipment appropriate for the management and restoration goals of the Property.

3.1.5. To use controlled fire as deemed feasible and necessary by the Grantors' experience and/or by Palouse Prairie restoration experts, either to enhance the growth of native plants, reduce competition, or for other valid ecological reasons.

3.1.6. To develop trails, footpaths, and walkways appropriate for the use and management of the easement property, provided such development shall be in compliance with the purposes of this Conservation Easement.

3.1.7. To remove vegetation from the Property, but only if such removal is compatible with the purpose of this Conservation Easement. Permitted activities include the removal of individual trees which present a hazard to persons or property; the removal of trees in connection with the upkeep, maintenance, and repair of fences, and uses permitted in Paragraph 3; the removal of trees to control disease, and to enhance the growth of native prairie plant species. Furthermore, Grantors specifically reserve the right without Grantee's prior consent to harvest trees on

the property for the purpose of maintaining a healthy ecosystem and to foster a healthy habitat of native species of plants endemic to the Palouse region.

3.1.8. To take any and all action deemed by Grantors as necessary, at Grantors' sole and absolute discretion, to protect the current ecosystem including, but not limited to, introducing non-native plant species if such vegetation will help protect and cause the native plant species to flourish.

3.1.9. To use the Property for walking, hiking, horseback riding, skiing, hunting, and other noncommercial recreational uses consistent with the purpose of this Conservation Easement and all applicable governmental regulations in regard to taking of wildlife.

3.1.10. The Grantors may, at Grantors' sole and absolute discretion, permit entrance to the Protected Property by certain persons or groups for educational, scientific, or biological study and observation provided that any such persons or groups are first approved by the Grantors, make prior arrangements with the Grantors, and agree to abide by any restrictions on access set forth by the Grantors.

3.1.11. Any fences constructed on or around the Easement property after the date of this Easement shall be designed to minimize obstruction of wildlife migration either by limiting the maximum height to 42 inches and providing a bottom clearance of at least 16 inches or by taking down the wires or rails by November 1 every winter or in accordance with guidelines provided by IDFG.

3.1.12. Grantors have the right to control weeds and predatory and problem animals in a manner consistent with state laws, subject to the following:

3.1.12.1. All control techniques shall be consistent with the labeled instructions of the application materials which constitute the reasonable minimum necessary to control and/or eradicate the weeds, and which reasonable minimize impacts on the Conservation Values of the Property.

3.1.12.2. Biological (insect) control of weeds which do not materially adversely impact any of the Conservation Values of the Property shall be deemed consistent with the purposes of this Easement.

3.1.12.3. The Grantors have the right to control predatory and problem animals, consistent with federal and state laws and regulations, as the Grantors determine is reasonably necessary and in a manner which is not inconsistent with the conservation purposes of this Easement, by the use of live trapping, selective leg-hold traps, and selective control techniques, which shall be limited in their application to specific animals which have caused damage to or threaten to cause damage to livestock or other property, and provided further, that Grantors shall have no right to use cyanide guns, poison bait,

traps other than those expressly permitted in this Paragraph or other non-selective control techniques.

3.2. To sell, exchange, devise, gift, convey, or otherwise transfer the Property in unified title as separate parcels. Whether conveyed as a single tract or whether conveyed as separate parcels pursuant to this paragraph, the Property shall be conveyed expressly subject to all terms, conditions, rights, restrictions, and obligations contained in this Easement.

Notwithstanding any provision in Paragraph 3.2 to the contrary, however, Grantors may convey portions of the Property by way of boundary adjustments as long as such boundary adjustments do not impair the conservation purposes of this Easement.

Grantors shall furnish Grantee with a copy of any document or conveyance utilized to effect any transfer of the Property within thirty (30) days of the execution of said document or conveyance. Upon Grantors' exercise of any rights reserved under this Paragraph to convey or transfer portions of the Property in separate tracts, Grantee shall be entitled to record in the Public Records of the appropriate county a "Notice of Exercise of Reserved Development Right Under Deed of Conservation Easement" to document the exercise of such rights for the benefit and information of the Grantors, Grantee, and the public.

Nothing in this Easement shall be construed to prevent Grantors from owning the Property in cotenancy, wherein each cotenant shall have undivided interests in the whole of the Property. Grantors also retain the right to enter into leases, licenses, or other transfers indicia of a right of occupancy of the Property, provided such agreements are made expressly subject to the terms and conditions of this Easement. Grantors expressly convey to Grantee the right to enforce this Easement against, and to seek and recover all remedies for violation of the terms of this Easement from, all tenants or other occupants residing on or using the Property with Grantors' knowledge or consent.

3.3. Grantors may grant or deny public access at Grantors' sole discretion.

4. Prohibited Uses and Practices. Any activity on or use of the Property inconsistent with the purpose of this Conservation Easement is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:

4.1. Division, subdivision, or de facto subdivision through sales, leases, or otherwise, except as may be permitted in Paragraph 3.2 above. Agricultural leases of the Property are permitted as long as such leases are subordinate to the terms and conditions of this Easement.

4.2. By executing this Easement, Grantors hereby transfer and convey to Grantee all of the residential development rights in the Property that are not specifically reserved to Grantors in Paragraph 3 above. This shall include two (2) 80-acre residential homesites

as may be approved by Latah County by Lot Division. Grantors shall take all necessary steps to create and extinguish such residential homesites and make such extinguishment of record in Latah County. Grantee agrees to hold all such development rights in perpetuity without exercising them, and without transferring them off of the Property, if a transferable development right program is adopted or sanctioned at any time in Latah County. Grantors and Grantee hereby agree to execute and record any additional instruments as may be necessary or appropriate, as provided by state or local law, to effectuate the transfer of said Development Right from Grantors to Grantee.

4.3. Any residential, commercial or industrial buildings, structures of any kind, or associated developments or utilities, except as permitted by Paragraph 3 above.

4.4. Drilling, filling, excavating, dredging, mining, or removal of topsoil, sand, gravel, rock, minerals, hydrocarbons, or other materials on or below the surface of the Property, or any similar changes to the topography of the Property that are inconsistent with the conservation values defined herein.

4.5. Livestock grazing is prohibited specifically on the South One-Half of the Southwest One-Quarter (SW1/4) of Section 9, T38N, R5WBM.

4.6. Disposing, dumping, storing, or releasing of hazardous substances, ashes, trash, garbage, unregistered vehicles, abandoned equipment, parts thereof, junk, or other offensive materials, except for uses permitted by Paragraph 3 above.

4.7. Manipulation or alteration of natural watercourses, except as necessary for uses permitted by Paragraph 3 above.

4.8. Manipulation or alteration of native vegetation except as is permitted by Section 3 above.

4.9. Outdoor burning of any materials except where and when the burning conforms with applicable governmental controls and regulations; for prescribed burns as provided in Section 3.8 and, in the case of vegetation, where the burning is also beneficial to wildlife.

4.10. Off-road use of vehicles, except as permitted by Paragraph 3 above.

4.11. Establishment or maintenance of any livestock feedlot or game farm. Game ranching of confined, native, or non-native wildlife or supplemental feeding of elk, moose, white-tailed deer, and mule deer shall not be permitted. Expressly, domestic cervidae farming, including elk and deer farming, as defined in Title 25, IDAPA 02.04.03.365, Idaho Code, is not permitted.

4.12. Any timber harvest.

4.13. Construction of any road, except as permitted by Paragraph 3 above.

4.14. Any industrial use.

4.15. Dude ranching, guest ranches, or bed and breakfasts, or other Property businesses.

4.16. Use of the Property for commercial uses, except for uses permitted by Paragraph 3 above.

5. Documentation of Use and Condition of Property--Baseline Report. In order to establish the condition of the natural and wildlife resources and man-made features of the Property at the time of the grant of this Easement, so as to be able to monitor properly future uses of the Property and assure compliance with the terms hereof, an inventory of the Property's relevant resources, features, and conditions has been compiled into a Baseline Report. Grantors and Grantee have signed a written acknowledgment, attached hereto as Exhibit A, that the Baseline Report accurately represents the condition of the Property at the time of conveyance of this Easement, as required by Treasury Regulation Section 1.170A-14(g)(5)(i). In the event a dispute arises with respect to the nature and/or extent of the historical and/or present use of the Property or the physical condition of the Property as of the date of the execution of this Conservation Easement, the parties shall not be foreclosed from utilizing all relevant or material documents, surveys, reports, and other evidence to assist in the resolution of the dispute. Any characterization of the terms of this Conservation Easement contained in the Baseline Report shall not be interpreted so as to alter, amend, or otherwise modify this Conservation Easement. In any conflict or inconsistency between the terms of this Conservation Easement and the Baseline Report, the terms of this Conservation Easement shall prevail.

5.1. A management plan for the Property will be developed with Grantor's input and direction, that will direct the restoration, protection, and monitoring of activities on the Property consistent with the purpose of the conservation easement. Grantee will provide to IDFG a copy of this management plan, subject to approval, no later than 12 months after this Easement is signed. Grantee will notify IDFG of any future changes to the management plan.

6. Notice and Approval.

6.1. Except as may be otherwise expressly provided for herein, any notice, demand, request, consent, approval, or communication that either party desires or is required to give to the other shall be in writing by certified United States mail or by Federal Express or other reputable "overnight" service that maintains delivery records, provided that the sender requests next-business-day delivery and addressed as follows:

To Grantors: Frank & Becky Hill
418 E. B Street
Moscow, Idaho 83843

To Grantee: Palouse Land Trust
P.O. Box 8506
Moscow, Idaho 83843

Third Party: Idaho Department of Fish and Game
Regional Supervisor, Clearwater Region
3316 16th Street
Lewiston, Idaho 83501

Or such other address as either party from time to time shall designate by written notice to the other. Except as may be otherwise expressly provided herein, (a) if such notice is delivered in person, it shall be deemed given immediately upon delivery or refusal of delivery or receipt; (b) if such notice is sent by certified mail, it shall be deemed given on the earlier of the date of first attempted delivery or the third day after being deposited in the mail and; (c) if such notice is sent by Federal Express or other reputable "overnight" service, it shall be deemed given on the next business day after being deposited with the delivery service. Where notice to Grantors of entry upon the Property by Grantee is required under this Conservation Easement, Grantee may notify any of the persons constituting Grantors or any appropriate agent of Grantors by telephone, mail or in person no less than ten (10) days prior to such entry.

7. Grantee's Remedies.

7.1. Notice of Violation; Corrective Action. If Grantee determines that a violation of the terms of this Conservation Easement has occurred, Grantee shall give written notice to Grantors of such violation and demand corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the purpose of this Conservation Easement, to restore the portion of the Property so injured to its prior condition in accordance with a plan approved by Grantee.

7.2. Injunctive Relief. If Grantors fail to cure the violation within thirty (30) days after receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty- (30) day period, fails to begin curing such violation within the thirty- (30) day period (or, within 30 days of Grantors' receipt of notice from Grantee, fail to agree with Grantee in writing on a date by which efforts to cure such violation will reasonably begin), or fail to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Conservation Easement, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, and to require the restoration of the Property to the condition that existed prior to any such injury.

7.3. Costs of Enforcement. All reasonable costs incurred by Grantee in enforcing the terms of this Conservation Easement against Grantors, including, without limitation, costs and expenses of suit and reasonable attorneys' fees, and any costs of restoration

necessitated by Grantors' violation of the terms of this Conservation Easement shall be borne by Grantors. If Grantors prevail in any action to enforce the terms of this Easement, Grantors' reasonable costs of suit, including reasonable attorneys' fees and costs, shall be borne by Grantee.

7.4. Acts Beyond Grantor's Control. Nothing contained in this Conservation Easement shall be construed to entitle Grantee to bring any action against Grantors for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, unauthorized use of the Property by trespass, or from any prudent action taken by Grantors under emergency conditions to prevent, abate, or mitigate significant injury to the Property or to any person resulting from such causes.

7.5. Mediation. If a dispute arises between the parties concerning the consistency of any proposed use or activity with the terms or purpose of this Conservation Easement, and if Grantors agree not to proceed with the use or activity pending resolution of the dispute, either party may request in writing to the other that the matter be mediated. Within fifteen (15) days of the receipt of such a request, the two parties may jointly appoint a single independent third-party mediator to hear the matter. Each party shall pay an equal share of the mediator's fee. In referring any matter arising under this easement to mediation, Grantors and Grantee agree that mediation offers an alternative to the expense and time required to resolve disputes by litigation and is therefore often preferable to litigation. Nevertheless, mediation pursuant to this Paragraph 7.5 shall be voluntary, and this mediation provision shall not be interpreted as precluding or limiting the parties from seeking legal or equitable remedies available under this Section 7.

7.6. Third Party Right of Enforcement. Grantors grant to IDFG the same and enforcement rights are granted to Grantee under this Conservation Easement at Sections 2 and 7. The parties hereto intend that Grantee shall be primarily responsible for enforcement of this Conservation Easement, and that IDFG intends to assume such responsibilities only if IDFG determines that Grantee has failed to properly enforce. Notwithstanding the foregoing, and in any event, under no circumstances may both Grantee and IDFG bring independent enforcement actions against Grantors for the same violation or breach of Conservation Easement.

8. Costs, Liabilities, Taxes, Environmental Compliance, Indemnity.

8.1. Costs, Legal Requirements, and Liabilities. Grantors retain all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of adequate general liability insurance coverage. Grantors remain solely responsible for obtaining any applicable governmental permits and approvals for any construction or other activity or use permitted by this Conservation Easement, and all such construction or other activity or use shall be undertaken in accordance with all applicable federal, state, or local laws, regulations, and requirements.

8.2. Taxes. Grantors shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), and shall furnish Grantee with sufficient evidence of payment upon request.

8.3. Subordination. No provision of this Conservation Easement is to be construed as impairing the ability of Grantors to use the Property as collateral for any loan, provided that any mortgage or lien arising after the date of execution of this Conservation Easement shall be subordinate to the terms of this Conservation Easement.

8.4. Representations and Warranties. Grantors represent and warrant that, after reasonable investigation and to the best of their knowledge:

8.4.1. Grantors have clear title to the Property, that Grantors have the right to convey this Conservation Easement, and that the Property is free and clear of any encumbrances.

8.4.2. Grantors and the Property are in compliance with all federal, state, and local laws, regulations, and requirements applicable to the Property and its use; Grantee will notify IDFG of any noncompliance issues.

8.4.3. There is no pending or threatened litigation in any way affecting, involving, or relating to the Property; and

8.4.4. No civil or criminal proceedings or investigations have been instigated at any time or are now pending, and no notices, claims, demands, or orders have been received, arising out of any violation or alleged violation of, or failing to comply with, any federal, state, or local law, regulation, or requirement applicable to the Property or its use, nor do there exist any facts or circumstances that Grantors might reasonably expect to form the basis for any such proceedings, investigations, notices, claims, demands, or orders.

8.5. Indemnity. Grantee assumes no obligations of ownership such as payment of taxes, maintenance, posting warnings, or any other incidence of ownership under Idaho law. Grantor, or successive owners, or his successors in interest, shall bear all such duties and responsibilities of land ownership as imposed by Idaho law. Each of the parties to this agreement agrees that it will be liable for third party claims or damages to the extent that such claims or damages arise from its own acts and acts of its employees, agents, representatives, subsidiaries, or affiliates, and the results thereof, in connection with the performance of its obligations under this agreement and as provided by Idaho law. To the extent of such claims for which a party is liable, that party will hold the other party harmless there from.

9. Extinguishment of Conservation Easement. As a consequence of the funding received by the Grantee from Grant number ID I-8-1 between the USFWS and IDFG, termination, extinguishment, or release of this Easement must be in accordance with Idaho General Laws

and the provisions contained in the Uniform Administrative Requirements for Grants and Cooperative Agreements to the State and Local Governments (43 CFR part 12, Subpart C 12.71 – Real Property), or successor regulations.

In the event that this Conservation Easement is extinguished as to all, or a portion, of the Property, the Grantee shall be entitled to a share of any proceeds resulting from the conveyance of the underlying Property on the terms contained in Paragraph 9. This provision is required by Section 1.170A-14(g)(6)(ii) of the Regulations for a "qualified conservation contribution," and is intended by the Parties to comply with such Regulations, and to entitle the Grantee to all of the rights that such Regulations require that a "donor" grant to a "done organization" with respect to a qualified conservation contribution.

9.1. Extinguishment. If circumstances arise in the future that render the purpose of this Conservation Easement impossible to accomplish, this Conservation Easement can only be terminated or extinguished by agreement of the parties or judicial proceedings in a court of competent jurisdiction. The amount of the proceeds to which Grantee shall be entitled, after the satisfaction of prior claims, from any sale, exchange, or involuntary conversion of all or any portion of the Property subsequent to termination or extinguishment, shall be the stipulated fair market value of the Conservation Easement, or proportionate part thereof, as determined in accordance with this Paragraph 9. Grantee shall use any proceeds received under the circumstances described above in this Section in a manner consistent with the Purposes or as otherwise permitted by the Internal Revenue Code governing Qualified Conservation Easements or governing tax exempt organizations

This Easement is acquired, in part, with funding received by the Grantee from Grant Number ID I-8-1 dated 9/20/2007 between the USFWS and IDFG as part of the USFWS's LIP Program. The purpose of this grant is to ensure the perpetual protection of the conservation values of the Property with this Conservation Easement. The burden of this restriction shall run with the Premises in perpetuity, and shall be enforceable against the Grantor and the Grantor's successors, and assigns holding any interest in the Premises. This restriction may only be released, in whole or in part, by the Grantees pursuant to the procedures established by Idaho General Laws, and the provisions contained in the Uniform Administrative Requirements for Grants and Cooperative Agreements to the State and Local Governments (43 CFR Part 12, Subpart C, 12.71 – Real Property) which requires the IDFG to request disposition instructions from the USFWS. Disposition may include the Grantee either acquiring title to (or an easement upon) another parcel of real property of equal value that serves the same primary purpose as this subject Property, and by managing the new acquired real property for the same purposes as this Property, hereunder; or by repaying the USFWS, any such requirements being up to the discretion of the USFWS.

9.2. Valuation. This Conservation Easement constitutes a real property interest immediately vested in Grantee upon the execution of this Conservation Easement, which, for the purposes herein, the parties stipulate to have a fair market value determined by multiplying (a) the fair market value of the Property unencumbered by

this Conservation Easement (minus any increase in value after the date of this Conservation Easement attributable to improvements) by (b) a fraction, the numerator of which is the value of the Conservation Easement at the time of this conveyance and the denominator of which is the value of the Property, without deduction for the value of this Conservation Easement, at the time of the conveyance of this Conservation Easement. The values at the time of this Conservation Easement shall be those values used to calculate the deduction for federal income tax purposes allowable by reason of this Conservation Easement, pursuant to Section 170(h) of the Internal Revenue Code of 1986, as amended. For the purposes herein, the ratio of the value of this Conservation Easement to the value of the Property unencumbered by this Conservation Easement shall remain constant

9.3. Condemnation. If all or any part of the Property is taken by exercise of the power of eminent domain or acquired by purchase in lieu of condemnation so as to terminate this Conservation Easement, in whole or in part, Grantors and Grantee shall act jointly to recover the full value of their interests in the Property subject to the taking or in lieu purchase and all direct or incidental damages resulting therefrom. All expenses reasonably incurred by Grantors and Grantee in connection with the taking or in lieu purchase shall be paid out of the amount received. Grantee's share of the balance of the amount recovered shall be determined by multiplying that balance by the ratio set forth in Paragraph 10.2. Grantee shall have the right to appear as a party in any eminent domain proceeding concerning the Property. In the event that the Conservation Easement is condemned, the Grantee will notify the IDFG. The USFWS may be entitled to receiving back either the funds that were provided via the LIP program, or a property of comparable value.

9.4. Application of Proceeds. Grantee shall use all or any proceeds received under the circumstances described herein in a manner consistent with the conservation purposes of this Conservation Easement.

9.5. Reimbursement. In the event of any termination or extinguishment of the Conservation Easement, Grantee shall reimburse the USFWS for the amount of Grant number ID I-8-1 paid for the purchase of the Conservation Easement. The Reimbursement may be made in cash or other bankable funds, or, at the option of Grantee and the USFWS, by a permanent dedication of a substitute conservation property or properties that provides comparable conservation value to the public, in accordance with 43 CFR 12.71(c). The amount of such reimbursement to USFWS shall be determined by multiplying the fair market value of the Conservation Easement, or portion thereof, that is terminated, extinguished or released (as such value is established by independent appraisal, or by another mutually agreed upon valuation technique, as of the date immediately preceding the termination, extinguishment or release) by the percentage of the Conservation Easement value that was paid for by funds from Grant number ID I-8-1, using the value of the Conservation Easement determined according to Paragraph 9.2.

10. Amendment. If circumstances arise under which an amendment to or modification of this Conservation Easement would be appropriate, Grantors and Grantee are free to jointly amend

this Conservation Easement; provided that no amendment shall be allowed that will affect the qualification of this Conservation Easement or the status of Grantee under applicable laws, including Section 170(h) of the Internal Revenue Code of 1986, as amended, and any amendment shall be consistent with the purposes of this Conservation Easement, and shall not affect its perpetual duration. Any such amendment shall be recorded in the official records of Latah County, Idaho.

11. Assignment. With the prior written approval of IDFG and USFWS, this Conservation Easement is only transferable upon the written consent of the Grantors at the Grantors' sole and absolute discretion. However, Grantee may assign its rights and obligations under this Conservation Easement only to an organization that is a qualified organization at the time of transfer under Section 170(h) of the Internal Revenue Code of 1986, as amended (or any successor provision then applicable) and qualified to hold conservation easements under Idaho Code Section 55-2101. As a condition of such transfer, Grantee shall require that the conservation purpose that this Conservation Easement is intended to advance continue to be carried out. In the event that this Easement is transferred to another landowner, the Grantee will notify the IDFG.

    11.1. Existence of Grantee or Qualification to Hold Easement. If Grantee shall cease to exist or be qualified to hold conservation easements under Idaho Code § 55-2101, Grantee shall as soon as practicable convey in perpetuity all its rights under this Conservation Easement to another appropriate conservation entity that is a qualified holder of Conservation Easements under Idaho Code § 55-2101and take all other appropriate measures to ensure that this Conservation Easement is enforced.

    11.2. Notice is hereby given that the Property was acquired in part with funds provided by the IDFG under the USFWS LIP, Grant number ID I-8-1, for the purpose of conserving habitat for species-at-risk, a copy of which is kept at the USFWS, Wildlife and Sport Fish Restoration Program, 911 NE 11th Avenue, Portland, OR 97232 and IDFG. The LIP grant is to be administered by the IDFG.

12. Conservation Easement Granted in Perpetuity. The Conservation Easement herein granted shall be a burden upon and shall run with title to the Property in perpetuity and shall bind the Grantors and Grantors' heirs, successors, and assigns forever.

13. Subsequent Transfers. Grantors agree to incorporate the terms of this Conservation Easement by specific reference in a separate paragraph, along with the recording date of this Conservation Easement, in any deed or other legal instrument by which Grantors divest themselves of any interest in all or a portion of the Property, including, without limitation, a leasehold interest.

    Grantor shall: (a) notify Grantee of any transfer at least forty-five (45) days in advance of its occurrence; and (b) provide a true and complete copy of this Easement, as recorded, to each transferee of any interest in the Property. No failure by a Grantor to include such language, make such references, give such notice, and/or provide such copies shall, however, affect to any extent the enforceability of the Easement or any of the terms of this Easement. In

addition, if Grantee has previously given Grantor written notice of any public or private funding sources which have cooperated with Grantee in the acquisition and/or maintenance of the Easement (in each case, a "Funding Agency") which require such notice as well, then Grantor shall give notice of the transfer to each such Funding Agency, including the IDFG, by the same deadline, at the address for such purposes which is supplied by Grantee.

14. Recordation. Grantee shall record this instrument in timely fashion in the official records of Latah County, Idaho, and may re-record at any time as may be required to preserve its rights in this Conservation Easement.

15. General Provisions.

15.1. Controlling Law. The laws of the State of Idaho shall govern the interpretation and performance of this Conservation Easement.

15.2. Liberal Construction. Grantors and Grantee agree that any ambiguities regarding the terms and conditions of this Conservation Easement shall be resolved in a manner consistent with the Conservation Values and the purpose of this Conservation Easement and the policy and purpose of Idaho Code §55-2101 et seq.

15.3. Severability. If any provision of this Conservation Easement, or application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Conservation Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

15.4. Entire Agreement. This instrument sets forth the entire agreement of the parties with respect to this Conservation Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to this Conservation Easement, all of which are merged herein. No alteration or variation of this instrument shall be valid or binding unless contained in an amendment that complies with Paragraph 11 above.

15.5. No Forfeiture. Nothing contained herein will result in a forfeiture or reversion of Grantors' title in any respect.

15.6. Joint Obligation. The obligations imposed by this Conservation Easement upon Grantors shall be joint and several.

15.7. Successors. The covenants, terms, conditions, and restrictions of this Conservation Easement shall be binding upon, and inure to the benefit of, the parties hereto and their respective personal representatives, heirs, successors, and assigns and shall continue as a servitude running in perpetuity with the Property. The terms "Grantors" and "Grantee" wherever used herein, and any pronouns used in place thereof, shall include, respectively, the above-named Grantors and their personal representatives,

heirs, successors, and assigns, and the above named "Grantee" and its successors and assigns.

15.8. Termination of Rights and Obligations. A party's rights and obligations under this Conservation Easement terminate upon transfer of that party's interest in the Conservation Easement or the Property, except that liability for acts or omissions occurring prior to transfer shall survive transfer.

15.9. Captions. The captions in this instrument have been inserted solely for convenience of reference and are not part of this instrument and shall have no effect upon construction or interpretation.

15.10. Counterparts. The parties may execute this instrument in two or more counterparts, which shall, in the aggregate be signed by both parties; each counterpart shall be deemed an original instrument as against any party who has signed it. In the event of any disparity between the counterparts produced, the recorded counterpart shall be controlling.

TO HAVE AND TO HOLD unto Grantee, its successors, and assigns forever.

IN WITNESS WHEREOF, the Grantors and Grantee have set their hands on the day and year first above written.

GRANTORS:

FRANK L. HILL

REBECCA R. HILL

GRANTEE:

PALOUSE LAND TRUST, INC.

By: _____
Charles Burke, President

STATE OF IDAHO)
) ss.
County of Latah)

On this 7th day of May, 2010, before me, a Notary Public in and for the State of Idaho, personally appeared Frank L. Hill and Rebecca R. Hill, known or identified to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first hereinabove written.

RENEE HASKELL NOTARY STATE OF IDAHO

Notary Public for the State of Idaho
Residing at Viola
My Commission Expires 11-24-12

STATE OF IDAHO)
) ss.
County of _____)

On this _____ day of _____, 2010, before me, a Notary Public in and for the State of Idaho, personally appeared Charles Burke, known or identified to me (or proved to me on the oath of), to be the President of the corporation that executed the instrument and the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first hereinabove written.

_____
Notary Public for the State of Idaho
Residing at _____
My Commission Expires _____

IN WITNESS WHEREOF, the Idaho Department of Fish and Game, which has received a third party right of enforcement, has set its hands on the day and year first above written.

IDAHO DEPARTMENT OF FISH AND GAME

By: Cal Groen
Cal Groen, Director

STATE OF IDAHO)
) ss.
County of Ada)

On this 30th day of April, 2010, before me, a Notary Public in and for the State of Idaho, personally appeared Cal Groen, known or identified to me (or proved to me on the oath of), to be the Director of the Idaho Department of Fish and Game that executed the instrument and the person who executed the instrument on behalf of said department, and acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first hereinabove written.

MARY C. BOYER NOTARY PUBLIC STATE OF IDAHO

Mary C. Boyer
Notary Public for the State of Idaho
Residing at Boise
My Commission Expires My Commission Expires August 31, 2011

EXHIBIT A BASELINE REPORT

Owner Acknowledgment of Condition

Completion of the following satisfies Section 1.1.70A-14 (g) (5) of the federal tax regulations.

Grantors: Frank L. Hill and Rebecca R. Hill

Grantee: Palouse Land Trust Inc., P.O. Box 8506, Moscow, Idaho 83843

Protected Property: Palouse Prairie remnant, Paradise Ridge, Moscow, Idaho

County: Latah

State: Idaho

Number of Acres Protected by Conservation Easement: Approximately 167.7 acres.

The condition of the Property on the date of the donation is established with the completion of the Baseline Assessment which includes: aerial photographs taken by the Natural Resources Conservation Service, digital photographs documenting the Property's condition, and descriptions of the Property's natural resources documented through field visits and surveys. In addition, the Property has been inspected by representatives of the Grantee, including Ecologists from the University of Idaho and representatives from the Latah Soil and Water Conservation District, to confirm the condition of the Property. In compliance with Section 1.170A-14 (g) (5), we hereby confirm that the Baseline Assessment provides an accurate representation of the Property at the time of the Conservation Easement donation. In order to effectively monitor for perpetual compliance with the purposes of the easement, the baseline documentation will be supplemented with additional on-site photographs, additional maps, and reports on an ongoing basis.

GRANTORS:

FRANK L. HILL

REBECCA R. HILL

GRANTEE:

PALOUSE LAND TRUST, INC.

By:_____
Charles Burke, President

Citizens for a Safe 95 Support Route E-2
Thorn Creek to Moscow U.S. Highway 95 Re-alignment

Citizens for a Safe 95 is a group of residents that reside, own property and use Highway 95 everyday in the Thorn Creek to Moscow Project corridor being studied by Idaho Transportation Department (ITD). Most of us have lived and raised families in this area for decades. Several of our members are from pioneer families that settled and have maintained homes and farms here for more than a century. This is the third time in the last 100 years these neighbors have come together to work out the best, safest and most efficient route through our property for this highway. Some of our member homes were re-located by ITD decades ago when the current route was built. We have attended ITD's workshops, reviewed the reports, and have met several times to discuss and consider the various viewpoints and concerns. We appreciate and respect the many perspectives and opinions expressed and we are committed to listening to, considering and working with ITD and other interest groups and individuals to accommodate those concerns.

We want a route that is safe, best serves the State and community transportation and commerce needs for the coming century, and is least disruptive to our lives, livelihoods and the environment. It is our position that we NEED A NEW HIGHWAY. We need it for safety reasons because the existing highway is unsafe and we don't believe it can or should be upgraded. We need a new highway for the future. This is STATE issue – Idaho needs a safe reliable north-south highway from Boise to Canada and it should be built to enhance the commerce and quality of life in this State for future generations.

We have worked diligently with the landowners in the corridor to bring about a spirit of informed cooperation to work with ITD, County, City, local Highway District and other stakeholders. ***The attached map shows highlighted in blue those properties belonging to landowners who support our position that E-2 is the best route.*** ITD will have these property owners' cooperation in developing and mitigating any adverse effects identified in building the Highway along this route.

Collectively, we represent about 80% of the land that would be directly impacted by the ten routes ITD has identified. We respectfully request that ITD give us the consideration appropriate to private property owners that are impacted directly by State decisions, condemnations and acquisitions; and recognize the considerable effort and goodwill we are putting forth to find a safe and efficient highway for the citizens of Idaho. We favor the farthest east route (E-2), but are flexible and wish to work with ITD to mitigate any adverse effects associated with this route. We believe that through mitigation and working with the property owners, the best route will be determined.

For us E-2 is the common sense route. Safety is our biggest concern. This is the safest route. It will have the least impact on our lives, best serve Idaho's future, is cost effective, and provides the best opportunities for environmental mitigation.

Safety Issues: Above all else, E-2 is safe, limited/no access, and doesn't require local residents, farmers and businesses to pull on and off the highway everyday. Idaho needs a road built to meet the next generation of highway travel. E-2 is also the shortest, straightest and flattest route available that doesn't split farmland. Less distance, curves, and grade changes mean fewer accidents. We believe ITD will design a highway that meets the most progressive standards and addresses the geographic, topographic and climatic problems that are found throughout our State.

Eastern Route (E-2) Safety Considerations:

Limited access highway:

Our 39 families will no longer have to pull on and off the Highway as much as a thousand times per year per family. No homes are adjacent, eliminating concerns with foot traffic, pets, and other residential activities impacting the right-of-way. There will be no county road accesses between Eid Road and Moscow. This will protect surrounding land from development and keep school bus, mail, farm machinery, local commerce, neighborhood traffic, commuters, and parents and teen-agers that live in the corridor and ferry young children to community and school events off this route. We feel that ITD's analysis has not fully accounted for the impact that eliminating the daily local traffic will have on accident rates.

Curves, grades, traffic characteristics, and constructability:

ITD's own accident analyses show this to be a safer route than any of the Central alternatives and much shorter and less disruptive than the Western alternatives. E-2 is the route that provides the best combined configuration of flatness, straightness, limited access and crossings that are major factors in potential accident rates. This route will be safer than the other routes during construction as it is the least disruptive to build, and will have the least construction impact and delays during construction. The route will have less severe cut and fill areas than other routes, minimizing drop-offs and hills adjacent to the roadway that contribute to the severity of accidents. Slow-moving farm equipment, school buses, mail delivery and local commercial traffic will use this route with much less frequency.

Climate, weather:

According to ITD's analysis, Route E-2 has a significantly lower frequency of icy road conditions than the Central and West routes. The worst conditions for fog were found to the south at Reisenauer Hill. All of the proposed routes are at a lower elevation than the top of Reisenauer Hill. On a larger scale, the relative conditions are less severe than current

sections of the highway from Reisenauer Hill to the Lewiston grade. Our experience as neighbors to this highway tells us that fast-moving traffic encountering icy conditions has resulted in more, and more severe, accidents than those associated with poor visibility and slower traffic. The lower Central routes with many curves, shady spots, patchy ice, hills, hidden driveways and county roads contribute to line-of-sight problems and sudden condition changes which have caused the bulk of critical and severe injury accidents. We feel that ITD's safety analyses have not given sufficient weight to the potential severity of accidents associated with these conditions, nor with the advantages of eliminating local access, moving local traffic off the route, and the changed character of the traffic achieved by eliminating farm machinery, school busses, etc. from the traffic flow.

Game/Wildlife:
There are issues of wildlife safety associated with all of the proposed routes as game migration occurs across the corridor. There are issues of the game's safety, as well as potential for accidents that endanger highway users. ITD's analysis shows that impacts to the game populations are potentially minimal and can be mitigated with both management and resource replacement actions. As landowners, we firmly believe that E-2, with mitigation, is the safest route for drivers with respect to game. It has the most efficient and effective locations to establish game crossings and manage attractive water and cover assets. As landowners, we support those efforts and will cooperate throughout the corridor to make them successful and improve conditions for game.

Other Routes' Safety Considerations:

Eastern Routes E-1 and E-3: We are not opposed to combining the best features of Route E-3 with E-2 to achieve a safer and less disruptive configuration in consideration of the other issues discussed below. We do not favor Route E-1 along the power lines as it has several disadvantages - is very steep, goes through Stevens Spring, and would probably be the most costly to construct.

Central Routes: We are adamantly opposed to all the Central Routes ***on safety issues alone***. We have risked our families' health and safety and witnessed too many deaths and severe injuries on this route in recent years. Each year it becomes more and more dangerous to access the existing highway as speeds and traffic volumes increase. We fear that there will be more tragic accidents associated with the five-plus year delay ITD is experiencing in resolving this problem today. We believe it would be total irresponsibility to retain a full access highway in the corridor as Moscow develops to the south and will only exacerbate an already dangerous situation. We believe ITD should fully reject the Central and any Western Routes that utilize the current right-of-way from the top of

Reisenauer Hill. Similarly, we believe ITD, on the basis of safety alone, should rescind the federal guideline to take maximum advantage of existing right-of-way in this case. Rather, ITD should work closely with the North Latah Highway District, City of Moscow and Latah County to move the Federal Highway to a no-access standard and develop the existing route to serve local traffic and development needs of the community. Aside from access issues, these routes have more line-of-sight-problems and are subject to more shade, slick road surface conditions, and pockets of fog. Additionally, wildlife crossings are more problematic and more difficult to mitigate. As one neighbor notes, "if you can't have pets; why worry about deer?" Farmers have no choice but to use this route whether it's a federal or local highway. The Central routes are not a next-generation highway; future highway expansion is not possible. These should be dropped from consideration.

Western Routes: We believe the Western routes are also less safe than the Eastern routes. They are needlessly longer, require cuts and fills that elevate the roadway above surrounding terrain, have more grade changes, are subject to more shade, ice, drifting conditions, and have more access points and problematic game crossings. We are especially opposed to Route W-4 for safety reasons similar to the three Central routes as these all include Reisenauer Hill, thereby retaining this treacherous stretch of so many accidents and local and county road accesses.

Agricultural / Farm Livelihood Issues: Route E-2 also best serves the agricultural needs of the corridor. It follows Latah County's comprehensive plan to preserve prime farm lands. E-2 is on marginal ground at the base of Paradise Ridge, not the prime farmland below. It does not split farms and doesn't require farmers to access it with planting and harvest equipment. We believe ITD's analyses on farm impacts to be weak. The Eastern routes are located on consistently poorer quality decomposed granite/clay soils that are better for constructability than the more fertile soils below. The land along E-2 is almost exclusively participating in the Conservation Reserve Program (CRP) or being slated for development. Yields, were it to be farmed, are substantially less than in the lower elevations. The value of the land, were it for sale for agricultural purposes, would be considerably less. These lands are in CRP because they are less productive and poorer quality. ITD should recognize this in their analysis of impacts to prime farmland.

There is also considerable concern regarding the splitting of farmland. A particular advantage to the E-2 route is that is does not divide farming units below the ridge. Land to the east can remain in CRP and minimize any harvest and planting impacts. Some of this land will be available for mitigation, if required. Among the Central routes, C-3 in particular would divide farms/land with better soils than eastern routes. ITD's analyses seemed to address farm fragmentation by examining property parcels rather than farming operations. As a result E-3, C-2, C-3 and all of the Western routes are disruptive of current and on-going farm units and operations. The owners of these properties who will be directly affected are members of our group and believe they should be consulted directly on these issues.

The farm owners and operators were astounded that ITD failed to take yield, productivity and soil quality factors (well known to the agricultural community) into account. ITD should recognize that taking land out of CRP, that receives government payments, is preferable to condemning some of the most productive wheat land in all of Idaho that contributes to our local and State economy. The "Snow Valley" west of the current highway is the most productive farmland of any of the routes, with highest yields/appraisal values. This century old farming operation will be severely impacted and fragmented by any of the Western routes.

Historic Properties / Buildings Issues: Several of our group's members were surprised that ITD's report saw such insignificant historical and architectural value in several 50-120 year-old properties and buildings in the corridor. These group members will likely ask that their property be re-evaluated by an independent appraiser should their property be impacted by the routes forwarded to the EIS process. The one property identified on route W-4 seems to make that route ill-advised as well. Route W-4 would consume the majority of pastureland associated with this property, is located in the flood plain, and would require re-channeling the creek. This particular area is of historic significance as it was reportedly a cash purchase in 1881 by William Plummer (Plummer, ID's namesake) and the existing original orchard was established the same year. Further research on the Davis property is needed, as apparently the narrowest interpretation of historical value seems to have been applied.

ITD has also ignored that two of the farms in this area were established, and are still maintained, by the same families prior to Mr. Plummer's purchase in 1881. Both the Clyde and Snow farming operations were original homesteads and pre-date the State, the Idaho Constitution, and ITD. These are recognized Centennial Farms that have been continuously owned and operated by the same families for 128 years. The Clyde family is supportive of Route E-2 that passes through their land and is willing to work with ITD to affect the best route as discussed above. The Snow families are also supportive of E-2 that passes through parts of their collective operations. They are adamantly opposed to all the Western routes that will destroy and fragment some of this century-old farm's most productive land.

Private Property Issues: E-2 is the least disruptive to most of those whose property could be taken by the new route. The attached map shows those landowners in the corridor who support E-2 as the preferred alternative (80% of affected lands, at this time). There will be the least opposition and acquisition problems from the property owners directly affected with Route E-2.

Convenience / Construction Disruption Issues: Route E-2 can be built without impacting the existing highway during construction, minimizing construction delays, inconvenience and accidents.

Environment Issues: E-2 is ¼ mile from the base of Paradise Ridge and we urge ITD to diligently investigate any potential adverse environmental impacts and appropriately mitigate those, as required. Special attention should be given to game crossings for wildlife, groundwater and wellhead protection in the Eid Road developments, mitigation of wetland and habitat damage, and minimizing impacts to adjacent properties. Our members are committed to work with all parties to implement environmental improvements throughout the corridor.

Aesthetics and Visual Impact Issues: We also encourage ITD to consider the aesthetic aspects of the highway. Paradise Ridge is beautiful to look at (as we've known for generations) and that should be respected in the design of the new route. We believe E-2 could be an attractive entrance to Moscow and provide an impressive viewpoint in itself. We believe that ITD's visual analysis presented at the workshop meetings was short-sighted and one-sided. We believe ITD should also consider the visual impact *from* Route E-2 as it approaches Moscow and overlooks the Palouse, consider scenic highway status, and provide a rest area to promote the Palouse country.

Cost: We also believe that E-2 will prove to be the most cost effective route, with the fewest miles, most suitable sub-grade materials, least cut-and-fill, and least right-of-way acquisition expense. **We believe the more savings there are in construction costs, the more funds will be available to mitigate any adverse effects and make this a better road for everyone.** We also urge the ITD to consider constructability of these routes. We believe there will be substantially greater difficulties and costs associated with working in the soils along the Central and Western routes than on E-2. These Central and Western Route soils are better suited to raising wheat than roadbeds, and will require substantial amendments to provide suitable sub-grade.

We, the undersigned residents and owners of property in the Thorn Creek to Moscow Corridor support Route E-2. We respectfully request that ITD include this alignment in the EIS, identify appropriate mitigation efforts, work with landowners to implement those measures, and build the safest highway possible along the E-2 route, as soon as practicable.

Hugh Martin
Larry Germer
Isabel Bond
Doug Wasankari
Melanie Wasankari
John Bieker
Alan Hoffman
George Alderman
Mary Paasch
Norm Druffel
Wayne Druffel
Roy Druffel
Jessie Druffel
Mark Druffel
Karna Druffel
Diane Mabbutt
Raymond Richmond, Jr.
Louise Barber
Christa Davis
Don Redinger

Leland Gibbs
Leonard Kammeyer
Joy Kammeyer
Stephen Redinger
Pearl Renfrew
David Barber
Cathy Merickel
Frank Merickel
Don Sinclair
Margrit von Braun
Donn Morse
Ted C Thompson
Jack Flack
Ole Johnson, Jr.
Marilyn Johnson
Kenneth Clyde
Gaylynn Clyde
Scott Clyde
Kathleen Bliler
Junette Dahmen

Jerry Bliler
Steve Clyde
Bob Carrico
Shirley Carrico
Craig Fountain
Joan Olson
Bernard Olson
Joanna Cenis-Bursch
Lucille Bursch
Ed Bursch
Tom Taylor
Allan Jensen
Roy Reisenauer
Ian von Lindern
Robert Clyde
Martin Deesten
Vivian Deesten
Tom Redinger
James Dahmen

N
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S

C1
W4
E3
W3
C2
E1
E2
C3
W2
W1

0 1,000 2,000 4,000
Feet
Meters
0 250 500 1,000
1:30,000

Not a legal document. This map was produced using information obtained from several different sources that have not been independently verified. Map features do not represent survey data and should be used for conceptual planning purposes only.

Map Key
Property Boundaries
Property Owners Who Support Route E2

APPENDIX C Area Real Estate Information

Real Estate Market Trends

RESIDENTIAL | LOTS/LAND | COMMERCIAL | INVESTMENT | PROPERTY MANAGEMENT

Palouse Region
January 2011

TEAM Idaho real estate

MISSION STATEMENT

The primary goal of Team Idaho Real Estate is to provide the highest quality of service to our Customers and Clients. Our mission is to provide real estate service to the public, through a team approach. This approach means that each and every REALTOR and staff member works together to increase the overall productivity of the company, thus providing the ultimate assistance to the Sellers, Buyers, Owners and Tenants who utilize our services.

We will strive to operate in a fiscally responsible manner in the daily operation of our business. To this end, the company will hire only the most qualified personnel in all aspects of our profession, and provide them with the highest quality support, marketing materials, training, and management.

MARKETING APPROACH

Team Idaho commits itself to an aggressive marketing approach, utilizing proven and innovative techniques to project our image to the public. Advertising is done on our personal Website and virtual tours, in all local newspapers, and local monthly real estate publications. We have an in-house marketing specialist available to all staff and agents.

Loans from the USDA

The USDA Rural Development program grants loans to low-income households to help purchase homes in rural areas. Applicants may obtain up to 103% financing to purchase an existing dwelling, or purchase a site and pay for the construction of a new home. There are two types of USDA loans: direct and guaranteed. USDA direct loans apply to households with income defined as "low to very low" - 80% or less of the area median income (AMI). USDA guaranteed loans are for households that make 80-115% of the AMI. For more information, please visit: eligibility.sc.egov.usda.gov.

2010 Regional Residential Sales Stats*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

Location	# Sales	Avg Sales Price	Avg Dys On Mrkt
Moscow	172	$224,975	147
Viola	2	$190,000	362
Troy	18	$144,586	207
Deary	12	$163,616	170
Genesee	8	$161,737	266
Potlatch	25	$147,349	196
Kendrick	3	$119,000	249
Helmer	0	$0	0
Bovill	3	$36,500	187
Elk River	0	$0	0

* Numbers per Latah County Multiple Listing Service

TEAM Idaho real estate

2009 Regional Residential Sales Stats*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

Location	# Sales	Avg Sales Price	Avg Dys On Mrkt
Moscow	278	$190,896	143
Viola	5	$251,700	213
Troy	20	$199,596	181
Deary	14	$149,778	171
Genesee	10	$169,960	182
Potlatch	20	$148,772	198
Kendrick	3	$450,000	222
Helmer	1	$65,000	144
Bovill	1	$40,000	422
Elk River	0	$0	0

* Numbers per Latah County Multiple Listing Service

WHAT MAKES IDAHO GREAT

* In Idaho, and especially in Latah County, the housing market has stayed remarkably steady. Our average sales price in 2010 remained at par with 2009 prices.

* Idaho ranks fourth nationally in percentage of population growth - 21 percent - from April 2000-2010 according to census data. Population rates rose 21.1% in 2010, making Idaho the state with the 12th fastest growing population in the United States.

* Idaho's climate is diverse and influenced by weather patterns off the Pacific Ocean. Generally, the northern part of the state receives more precipitation than southern Idaho which has warmer summer temperatures.

* Based on average housing costs, utilities, health care, transportation, groceries and other services, Idaho's cost of living is the second lowest of the 11 western states.

* According to FBI statistics, Idaho's crime rate is the lowest in the West. The rate of serious crime is 21.3 percent less than the national average.

* Much of Idaho's surface water flows out of the high mountains and is generally of high quality. Air quality is good throughout the year with the exception of winter temperature inversions and the effects of pollen in a few locations.

Source: www.visitIdaho.org

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PALOUSE REGION'S LARGEST EMPLOYERS

(Some figures may represent a combination of both FT &PT)

University Inn - Best Western
Good Samaritan Society
Latah County
Moscow School District #281
Wal-Mart Associates Inc.
Bennett Lumber Products
Winco Foods
City of Moscow
Gritman Medical Center
Latah Health Services, Inc
Rosauers Super Markets
University of Idaho
Washington State University
Schweitzer Engineering
Pullman Regional Hospital
Dissmore's IGA
Student Book Corporation
Safeway Stores
ShopKo

Average Years Salary Per Worker

	2000	2010
Total Covered	$28,305	
Construction	$29,989	
Manufacturing	$38,467	
Government	$35,420	
Trade	$23,015	
Finance, Insurance & Real Estate	$29,590	
Educational & Health Services	$24,762	
Leisure & Hospitality	$9,404	

* Numbers per Moscow Chamber of Commerce

TEAM Idaho real estate

2008 Regional Residential Sales Stats*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

Location	# Sales	Avg Sales Price	Avg Dys On Mrkt
Moscow	224	$229,370	137
Viola	2	$296,500	2
Troy	23	$196,584	136
Deary	4	$194,437	89
Genesee	10	$181,859	143
Potlatch	34	$135,148	141
Kendrick	1	$155,000	89
Helmer	2	$106,000	307
Bovill	3	$45,333	92
Elk River	0	$0	0

* Numbers per Latah County Multiple Listing Service

EMPLOYMENT CHARACTERISTICS 2008

	1998	2000	2002	2008
Civilian Labor Force	15,126	15,164	15,572	18,334
Unemployed	501	523	560	720
% Unempl. Labor Force	3.2	3.4	3.6	3.9
Employed	14,573	14,616	15,012	17,614
Per Capita Income				
Latah County	$19,473	$20,033	$21,084	$26,980
State of Idaho	21,612	22,371	23,737	29,920
United States	26,893	27,843	29,469	36,714

Latah County

RESIDENTIAL STATISTICS*

Single Family & Single Family Rural Only
(excludes all manufactured homes & condos)

	2010	2009	2008	2007
Homes Sold	243	216	307	347
No. Days On Market	165	173	138	124
Average Sales Price	$201,999	$208,189	$211,589	$216,659
Total Sales	**$49,085,809**	**$62,011,176**	**$64,746,350**	**$74,530,736**

* Numbers per Latah County Multiple Listing Service

LATAH COUNTY: THE YEAR IN REVIEW

With enrollment rising in response to the recession, the University of Idaho's employment held at 4,800 in 2009. Latah County also benefits from the stability of Washington State University and the growth of Schweitzer Engineering Lab in Pullman, just across the state line.

The health care sector has thrived in recent years, growing to 1,069 jobs in 2010. Gritman Medical Center, which is the county's second largest employer, added about 110 jobs in March 2010 bringing its employment close to 485. Fresenius Medical Care opened the Palouse's first dialysis clinic in August.

I-minerals, a canadian company has bought a 29 year lease on state land just outside of Bovill where they will build a quartz and feldspar processing plant. The companies already extensive exploration has revealed deposits that could yield quartz-feldpsar ore for over 30 years. When the plant is fully operational it will employ 40 people in the Bovill area and another 30 at the Lewiston branch. In addition, 20 contract hauling jobs will be created. If the company gets the lease and all requirements are met the will start production in late 2011.

*Source: Moscow Chamber of Commerce

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CITY OF MOSCOW BUILDING PERMITS 1979 - 2010

Year	Single Family Units	Duplexes	Multi-Family Units	Total Units
2010	26	3	4	33
2009	20	2	10	32
2008	52	10	36	88
2007	50	11	23	84
2006	79	56	165	300
2005	63	38	188	289
2004	61	48	140	249
2003	46	36	17	99
2002	54	22	160	236
2001	46	8	35	89
2000	46	10	43	99
1999	32	4	8	44
1998	37	2	21	60
1997	33	6	46	85
1996	75	6	75	156
1995	55	10	166	231
1994	47	16	108	171
1993	64	24	110	198
1992	70	16	104	190
1991	47	2	14	63
1990	45	6	14	65
1989	20	4	0	24
1988	17	4	0	21
1987	15	0	8	23
1986	18	10	48	76
1985	28	4	73	105
1984	34	22	97	153
1983	28	16	85	129
1982	12	4	23	39
1981	35	16	14	65
1980	42	8	52	102
1979	43	8	39	90

* Numbers per City of Moscow Bldg Department

YEAR-TO-YEAR COMPARISON REPORT

Residential sales from 1/1/2010 - 12/31/2010

	Qty Sold	% Chg	Volume Sold	% Chg	Average Sale	% Chg
MOSCOW						
Current Period	172		28,695,710		224,975	
One Year Ago	222		48.305,497		217,592	
Increase/(Decrease)	(50)	-23%	(9,609,787)	-20%	7,383	3%
TROY						
Current Period	18		2,602,550		144,586	
One Year Ago	20		3,991,929		199,596	
Increase/(Decrease)	(2)	-10%	(1,389,379)	-35%	(55,010)	-28%
POTLATCH						
Current Period	25		3,683,749		147,349	
One Year Ago	20		2,975,450		148,772	
Increase/(Decrease)	(5)	25%	708,299	24%	(1,423)	-1%
GENESEE						
Current Period	8		1,293,900		161,500	
One Year Ago	10		1,699,600		169,960	
Increase/(Decrease)	(2)	-20%	(405,700)	-24%	(8,223)	-5%
DEARY						
Current Period	12		1,963,400		163,616	
One Year Ago	14		2,096,900		149,778	
Increase/(Decrease)	(2)	14%	(133,500)	6%	13,838	9%
BOVILL						
Current Period	3		109,500		36,500	
One Year Ago	1		40,000		40,000	
Increase/(Decrease)	(2)	-200%	69,500	-71%	(3,500)	-9%
VIOLA						
Current Period	2		380,000		190,000	
One Year Ago	5		1,258,500		251,700	
Increase/(Decrease)	(3)	-60%	(878,500)	-70%	(61,700)	-25%
HELMER						
Current Period	0		0		0	
One Year Ago	1		65,000		65,000	
Increase/(Decrease)	(1)	-100%	(65,000)	-100%	(65,000)	-100%
TOTAL						
Current Period	240		38,765,709		1,068,526	
One Year Ago	293		60,432,876		206,256	
Increase/(Decrease)	(53)	-47%	(21,667,167)	-6%	862,270	-3%

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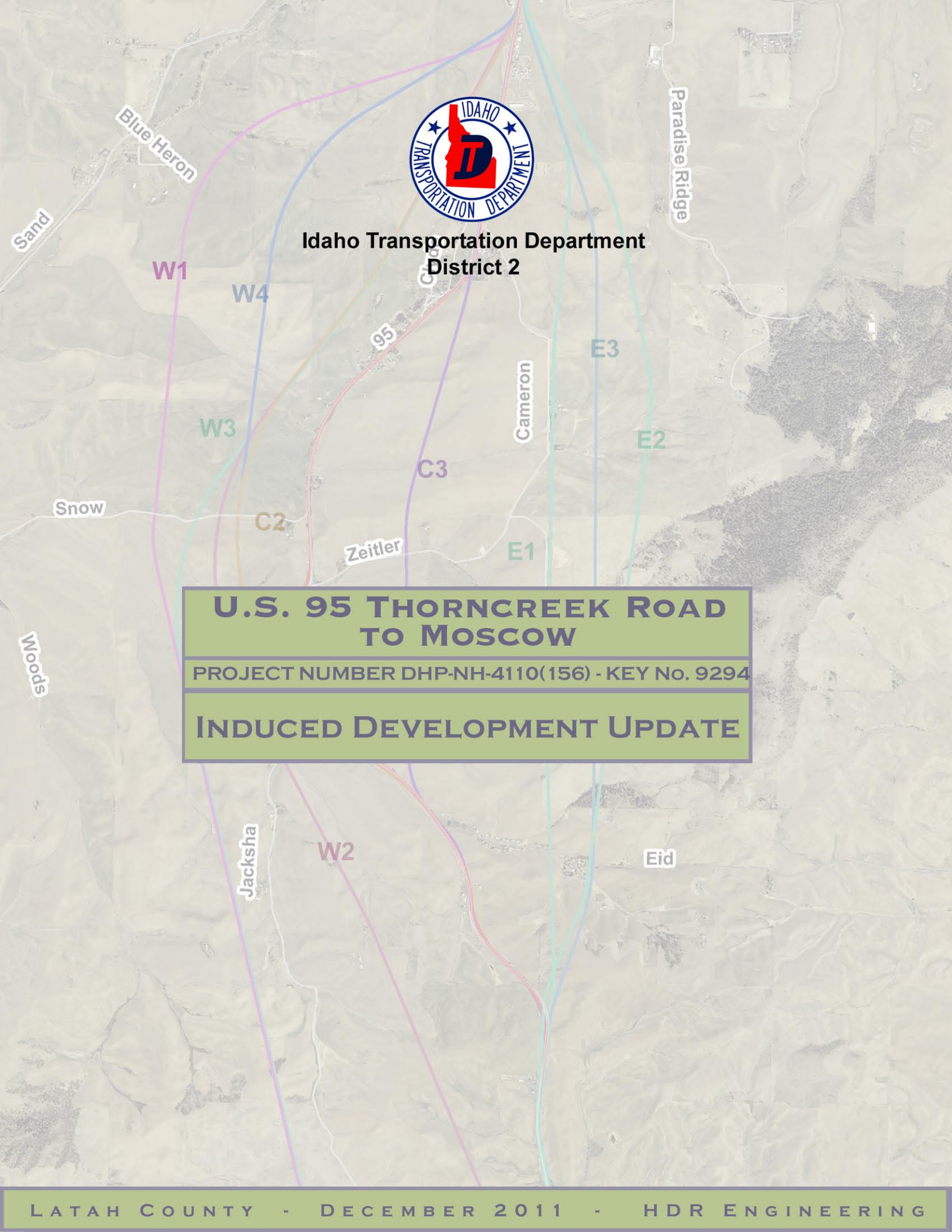

Idaho Transportation Department
District 2

U.S. 95 Thorncreek Road to Moscow

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

Induced Development Update

Latah County - December 2011 - HDR Engineering

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Purpose and Overview

This report is an update to the induced development report conducted in 2006, which identified how the US-95 Thorncreek to Moscow project could affect the location, pattern, and pace of residential, commercial, and industrial development in the corridor study area. This update functions as an addendum to the original report. Because the proposed alignments have not changed since the original analysis, this update focuses only on the areas that have experienced changes in the corridor study area. The purpose of the update is to identify changes in the area that would affect the findings of the original induced development analysis.

Figure 1 shows the corridor study area and the points of interest that have been updated since 2005.

Interviews

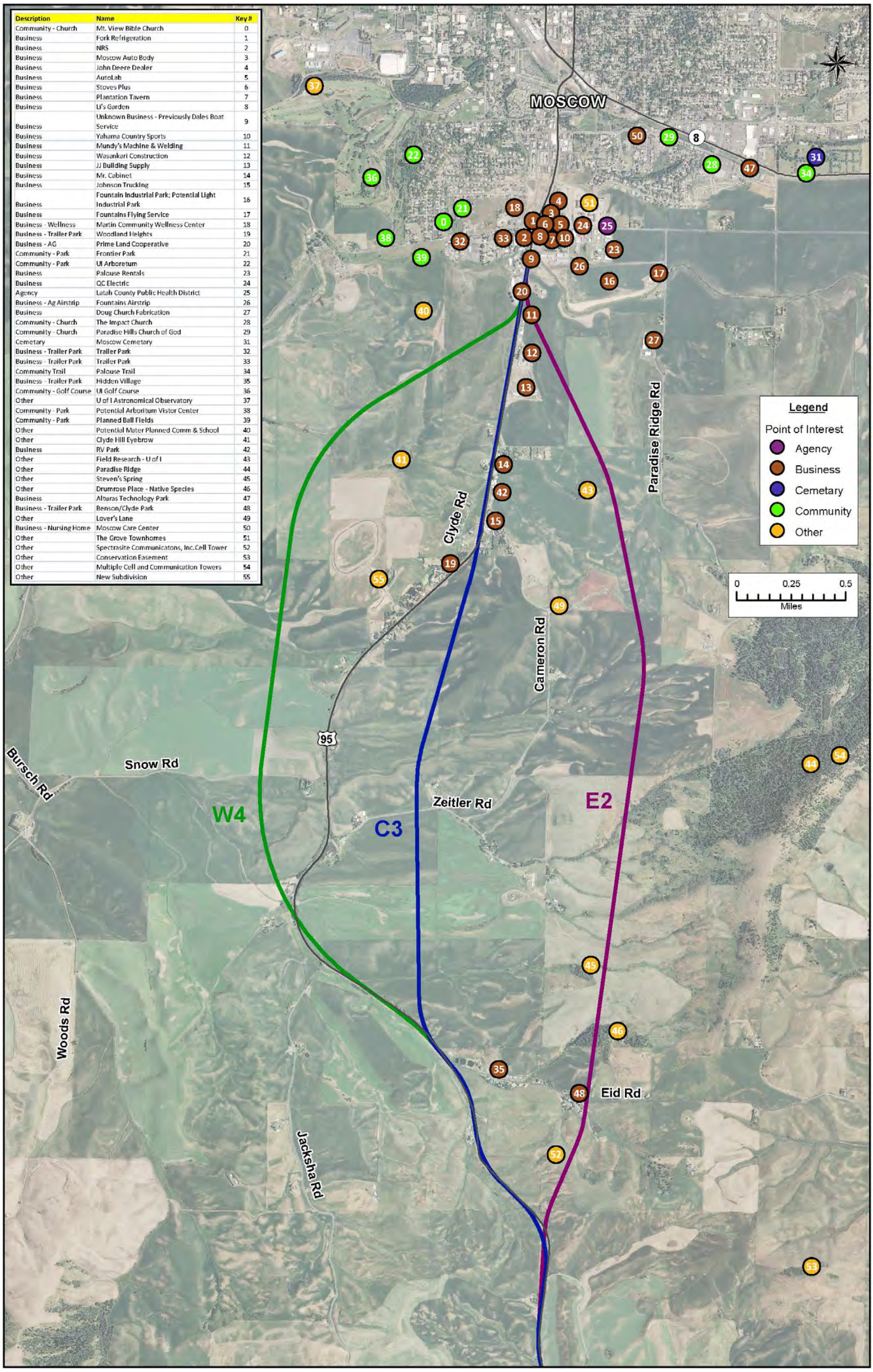
In order to evaluate current input on the project, six interviews were conducted with experts from the original analysis. The interviewees were selected to represent diverse opinions on the subjects of land use and transportation. Contacting these experts would help identify new or changed information since the original induced development interviews. The interviewees from the induced development update are shown in **Table 1**.

Table 1: Interviewees

Name	Agency/Affiliation
Cinthya Barnhart	Former Latah Economic Development Council Executive Director
Shelley Bennet	Realtor
Michelle Fuson	Latah County Planning Director
Tom LaPointe	Former Valley Transit Executive Director
Gundars Rudzitis	University of Idaho Geography Professor
Travis Wambeke	Local Engineering Consultant

The interviewees were selected based on their understanding of urban development, knowledge of transportation/land use relationships, and local conditions. Six of the interviewees were invited to be interviewed for the update. Telephone interviews were conducted with these individuals to inform them about the update process and to explain the commitments involved with participation. Each interview was recorded to ensure clear documentation of the panelists' comments.

Figure 1: Corridor Study Area and Surrounding Features



Description	Name	Key #
Community - Church	Mt. View Bible Church	0
Business	Fork Refrigeration	1
Business	NRS	2
Business	Moscow Auto Body	3
Business	John Deere Dealer	4
Business	AutoLab	5
Business	Stoves Plus	6
Business	Plantation Tavern	7
Business	Li's Garden	8
Business	Unknown Business - Previously Dales Boat Service	9
Business	Yahama Country Sports	10
Business	Mundy's Machine & Welding	11
Business	Wasankari Construction	12
Business	JJ Building Supply	13
Business	Mr. Cabinet	14
Business	Johnson Trucking	15
Business	Fountain Industrial Park; Potential Light Industrial Park	16
Business	Fountains Flying Service	17
Business - Wellness	Martin Community Wellness Center	18
Business - Trailer Park	Woodland Heights	19
Business - AG	Prime Land Cooperative	20
Community - Park	Frontier Park	21
Community - Park	UI Arboretum	22
Business	Palouse Rentals	23
Business	QC Electric	24
Agency	Latah County Public Health District	25
Business - Ag Airstrip	Fountains Airstrip	26
Business	Doug Church Fabrication	27
Community - Church	The Impact Church	28
Community - Church	Paradise Hills Church of God	29
Cemetary	Moscow Cemetary	31
Business - Trailer Park	Trailer Park	32
Business - Trailer Park	Trailer Park	33
Community Trail	Palouse Trail	34
Business - Trailer Park	Hidden Village	35
Community - Golf Course	UI Golf Course	36
Other	U of I Astronomical Observatory	37
Community - Park	Potential Arboritum Vistor Center	38
Community - Park	Planned Ball Fields	39
Other	Potential Mater Planned Comm & School	40
Other	Clyde Hill Eyebrow	41
Business	RV Park	42
Other	Field Research - U of I	43
Other	Paradise Ridge	44
Other	Steven's Spring	45
Other	Drumrose Place - Native Species	46
Business	Alturas Technology Park	47
Business - Trailer Park	Benson/Clyde Park	48
Other	Lover's Lane	49
Business - Nursing Home	Moscow Care Center	50
Other	The Grove Townhomes	51
Other	Spectrasite Communicatons, Inc.Cell Tower	52
Other	Conservation Easement	53
Other	Multiple Cell and Communication Towers	54
Other	New Subdivision	55

The Update Process

The original induced development analysis followed a Delphi process, which relied on the panel's expert opinions and assessments of likely future outcomes by responding to several rounds of questions. For this update, the Delphi process was not re-created.

The update process involved re-defining questions and supplementing the original analysis to reflect changes to the original responses on the project. Each panelist was briefed on the general purpose of the update and the induced development analysis. The purpose was to evaluate how the proposed alignments could affect the location, pattern, and pace of residential, commercial, and industrial development in the area. It was explained that the alignments have not changed and that the original Delphi process would not be re-created. The goal of the update was to help identify "only the issues that have experienced changes since 2005-2006 that could affect the findings of the original induced development analysis."

The project team summarized the key issues from the original evaluation for each panelist to refresh their understanding of the project. The specific issues that were outlined include:

- Land use changes and changes to usable land
- Land Use consistency/compatibility, including changes in commercial and industrial land uses south of Moscow
- Contiguous growth and future connectivity
- Changes to the City of Moscow area of impact
- Visual amenities
- Demographics and population changes
- Inducing additional development south of Moscow and along any of the alignments
- Development along the current US-95 alignment if a new US-95 alignment is selected
- Benefits or impediments to regional trade
- Property values

After outlining key issues from the original analysis, the project team explained some of the key changes in the corridor study area since 2005 to each panelist. Identifying the changes that have occurred in the corridor study area provided an understanding of new issues that could generate changes to induced development. Some of the area changes that were highlighted include:

- Change in economic conditions, although modest change to property values has been noted in Moscow.
- Change in the bus route from Moscow to Lewiston.
- Changes in business ownership in south Moscow.
- Growth in the general project area with approximately 28 relevant building permits issued by Latah County and approximately 213 permits by the City of Moscow since 2005.
- Increased growth in Latah County along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, including a new planned 20-24 unit subdivision.
- Updates to the City's comprehensive plan that include land use modifications in south Moscow, extending residential growth further south of East and West Palouse River Drive, more urban commercial land uses at the south entrance to town, and a master plan for industrial development at the southeast entrance to town.

- Updates to the County's comprehensive plan and their land use ordinance.
- Walmart, a large employer in Moscow, left the area, and now is planning to return, expand their original facility, and re-open in 2012.
- Changes in area land uses that include a new conservation easement east of the proposed E2 alignment, and conservation reserve land that will be converted back to farmland that is located along the E2 alignment.

Based on the information provided above, the panelists were asked to consider and provide feedback on what types of development and changes in land use each of the alternative alignments might produce.

Findings

The following outlines each of the panelist's input on the Induced development update.

Overview

After reviewing the identified changes to the study corridor area since 2005, all interviewees agreed that none of the changes in the corridor study area would necessarily alter the original findings of the induced development analysis. Moreover, almost none of the interviewees thought that the slight changes in development or regional planning in the corridor study would be impacted by any of the proposed alignments.

Depressed Growth

It was noted that the delay in completing the US-95 realignment has depressed growth along each of the proposed alignments, because uncertainty about the ultimate realignment route has stigmatized the area. Selecting an alignment and completing the project will remove the uncertainty with the future of the corridor study area.

Development Compatibility

It was noted that the proposed W4 alignment presents some significant new development opportunities by installing a road and bridge, which will not only spur development west of existing US-95, but will also help overcome existing access challenges around the planned ball fields in the vicinity. While it may be desirable to install the much-needed bridge in this area, it was noted that putting a highway through the area would spur commercial growth, which is not consistent with existing city plans for the ball fields, residences and a school in that area.

It was mentioned that spurred development caused by the W4 alignment would divert resources and detract from the value of the existing properties along the other proposed alignments, because development opportunities around those alignments are more limited due to existing industrial, farm and residential land uses.

Conversely, it was also mentioned that if proposed alignments C3 or E2 were selected, property values directly along either alignment would likely increase, although development in the greater corridor study area would be limited when compared to the development spurred by the W4 alignment. Thus, alignments E2 and C3 have less potential to adversely affect property values elsewhere in the corridor study area.

Future Industry

It was noted that since the proposed E2 alignment is the most direct route, it has the highest potential for promoting future industry in the corridor study area.

Planned Development

It was noted that the planned community in the northwest corridor study area, west of where proposed alignment W4 merges with the existing alignment is hypothetical and no concrete plans have been seen. As a result, the W4 alignment may not be incompatible with future planning for the area.

Access Management

It was noted that the proposed C3 alignment provides less opportunity for access management. This is largely due to the amount of existing development along the current US 95 alignment. There is more opportunity for controlled access management on the proposed W4 and E2 alignments, because of the general lack of development in these areas.

Safety

It was noted that safety concerns continue along the existing US-95 alignment that fuel the community's eagerness to get the project completed. Fatalities since 2005 were noted. Even though individuals could be displaced by the realignment of US 95, a new alignment and associated safety benefits should outweigh these impacts.

It was also noted that a bypass around Moscow would improve safety in the City because it is the main passageway to Pullman, Washington.

Political Willingness

It was noted that the political willingness for support of the project may have changed since 2005. Particularly, it was mentioned that changes in members of the Moscow City Council may provide more opportunity to effectively consider all the proposed alignments without influences of issue advocacy.

RECOMMENDATIONS AND MITIGATION STRATEGIES

Based on the information presented above and the key findings of the induced development update, there are no new mitigation strategies that would benefit the project.

Idaho Transportation Department
District 2

U.S. 95 Thorncreek Road to Moscow

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

Environmental Justice Update

Latah County - December 2011 - HDR Engineering

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PROJECT BACKGROUND AND DESCRIPTION

The purpose of the Environmental Justice report is to address disproportionately high and adverse human health or environmental effects of a project on minority populations and low-income populations. It achieves this by recognizing that impacts upon minority populations, low-income populations, or Indian tribes may be different from impacts on the general population due to a community's distinct culture. This document, together with the community impact assessment, evaluates these impacts. **Figure 1** shows a vicinity map for the corridor study area.

The original Environmental Justice analysis evaluated and compared minority populations and low-income populations between the years 2000 and 2004. The findings from this document were incorporated into the Draft Environmental Assessment (DEIS) for the project. Since the original analysis was conducted, the area has undergone changes that should be incorporated into the DEIS. These changes would help to identify important shifts in the minority and low-income demographic characteristics of Latah County (County) and the Thorncreek corridor. This update to the Environmental Justice document was conducted to re-evaluate the low-income and minority demographic conditions in order to present current available information. Understanding the changes in these demographics would help to evaluate how the various alignments could impact specific populations.

To provide the most current available information, data from the 2010 Census is evaluated in the update. The project area is contained within two census block groups, which are compared to Latah County to asses the extent of the concentration of minority or low-income populations that exist in the area. The designation of one of the census block groups for the update in 2010 analysis changed. The original census tract 54, block group 6 changed to census tract 54, block group 2. The boundaries of this block group did not change. The other census block group included census tract 57, block group 3. These block groups were larger than the actual corridor boundaries, so the data presented in the profile is more inclusive than the actual demographics found in the corridor. In rural areas, census reporting areas tend to cover large areas. Most of the census data for the larger area cannot be disaggregated to smaller areas of geography. For the Environmental Justice report, the City of Genesee was not extracted from the original data. As a result, this report will show higher numbers than that of the Community Profile Report. Retaining similar numbers as the original analysis allows comparison of changes that have occurred.

The following are the main findings of the study update:

Environment Justice Update Findings

- Since 2004, minority populations in the County decreased by 0.3 percent.
- In 2010, the racial minority and Hispanic origin of the County, at nearly 11 percent of the County's total population, was greater than the minority and Hispanic population concentration of 6.75 percent in the corridor study area (including Genesee).
- In 2010, minorities comprised 3.1 percent of the corridor blocks identified in the corridor study area, an increase of 0.1 percent since 2000.
- Based on the block level analysis, the largest percentage of minorities occurs near the Hidden Village and Benson Mobile Home Parks, which is comparable to the original analysis.
- From 2000 to 2009, the total population in the County experienced a 14.8 percent increase, while the population below the poverty level increased by 6.2 percent.

- From 2004 to 2009 there was a decrease in the number of total families (a decrease of 10 percent for census tract 54 block group 2 and a decrease of 0.5 percent for census tract 57 block group 3) that was accompanied by a decrease in the family incomes below the poverty level (by 50 percent and 76 percent respectively).
- There are currently no rental assistance recipients within the corridor study area.
- Some changes in renters and owners in the corridor study area mobile home parks occurred, although no additional housing was noted as being built in these areas.
- No changes were identified that would require mitigation solutions that are different from the original analysis.

Figure 1: Vicinity Map

Demographics and Minorities/Low Income Populations - Update

In 2010, minorities represented about 9 percent of Latah County's population (**Table 1**). The minorities in the two residing block groups for the corridor study area account for 6.4 percent and 7.1 percent (respectively) of the population.

Table 1: 2010 Population by Block Group

	2004			2010		
	Latah County	CT 54 BG 2	CT 57 BG 3	Latah County	CT 54 BG 2	CT 57 BG 3
Population	35,619	735	1,374	37,244	736	1,450
White	33,075	704	1,327	34,557	714	1431
	92.9%	*95.8%*	*96.6%*	*92.7%*	*97%*	*98.7%*
White (non Hispanic)	32,251	698	1,314	33,746	709	1397
	90.5%	*95.0%*	*95.6%*	*90.6%*	*96.3%*	*96.3%*
Black of African American Alone	255	4	1	293	4	2
	0.7%	*0.5%*	*0.1%*	*0.8%*	*0.5%*	*0.14%*
American Indian and Alaska Native Alone	374	6	13	237	6	25
	1.1%	*0.8%*	*1.0%*	*0.6%*	*0.8%*	*1.7%*
Asian Alone	856	4	7	781	11	19
	2.4%	*0.5%*	*0.5%*	*2.1%*	*1.49%*	*1.31%*
Native Hawaiian and Other Pacific Islander Alone	38	0	0	52	0	2
	0.1%	*0%*	*0%*	*0.14%*	*0%*	*0.14%*
Some other Race Alone	294	1	0	375	6	6
	0.8%	*0.1%*	*0%*	*1.01%*	*0.82%*	*0.41%*
Two or more races	727	16	26	949	5	34
	2.0%	*2.2%*	*1.9%*	*2.55%*	*0.68%*	*2.34%*
Hispanic	824	6	13	1,326	15	15
	2.3%	*0.8%*	*1.0%*	*3.56%*	*2.04%*	*1.03%*
Total Minority	3,368	37	60	43,013	47	103
	9.5%	*5%*	*4.4%*	*10.77%*	*6.4%*	*7.1%*

Source: U.S. Census Bureau, 2010; CT = Census Tract; BG = Block Group

Table 2: 2004-2010 Population Change by Block Group

	2004-2010 Population Change					
	Latah County		CT 54 BG 2		CT 57 BG 3	
	# Change	% Change	# Change	% Change	# Change	% Change
Population	1,625	4.5	1	0.14	76	5.5
White	1,482	4.5	10	1.4	104	7.8
White (non Hispanic)	1,495	4.6	11	1.58	83	6.3
Black of African American Alone	38	14.9	0	0	1	100
American Indian and Alaska Native Alone	-137	-36.6	0	0	12	92.3
Asian Alone	-75	-8.8	7	175	12	171.4
Native Hawaiian and Other Pacific Islander Alone	14	36.8	0	0	2	200
Some other Race Alone	81	27.6	5	500	6	600
Two or more races	222	30.5	-11	-68.75	8	30.8
Hispanic	502	60.9	9	150	2	15.4
Total Minority	-10	-0.30	10	27	43	71.7

CT = Census Tract; BG = Block Group

Table 2 shows that since 2004, minority populations in the County decreased by 0.3 percent. For the corridor study area, minorities increased by nearly 50 percent for the combined block groups. The largest increases in minorities were seen in the Asian population and some other race categories. Hispanic populations also grew in Census Tract 54, Block Group 2. It is important to note that large percent increases are shown in some categories where a relatively small numerical increase was experienced. This is due to the low overall population in the block groups.

Despite the slight increase in minorities since 2004 in the corridor study area, the overall minority percentage of the population of the corridor study area (6.4 percent for census tract 54 block group 2 and 7.1 percent for census tract 57 block group 3) is lower than the 9.02 percent minority population for the County. This shows that the project area is not represented by a high comparable percentage of minorities. The average minority population in the study corridor is 6.75 percent for the two block groups. The percentage of minorities in the state of Idaho in 2010 is at 17 percent including persons from the Hispanic origin.

Table 3 shows minorities in the corridor study area at the block level. The specific blocks that were analyzed as part of the original analysis have changed since 2005. As a result, the block level data can not be efficiently compared and the change is not shown. Nevertheless, the data provided updates the original analysis for sub-population groups in the corridor study area. The highlighted columns show the areas with minority populations.

Table 3: 2010 Minorities by Census Block

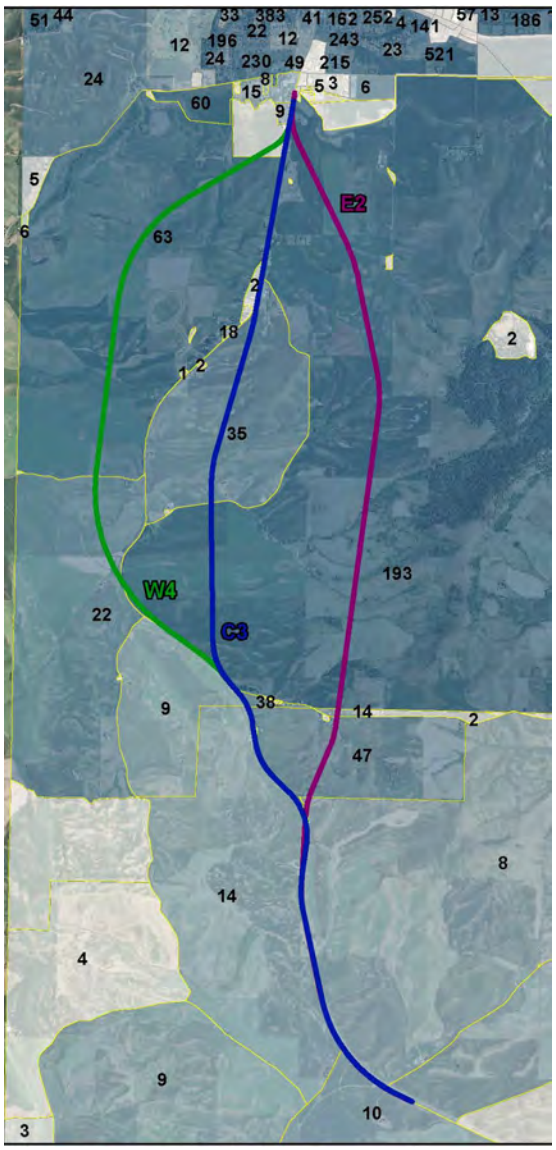
Tract/ Block	Population	White	White (non-Hispanic)	Black of African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some other Race Alone	Two or more races	Hispanic	Minority Population
5400	193	184	193	0	0	7	0	0	2	0	9
2003		95.3%	100.0%	0.0%	0.0%	3.6%	0.0%	0.0%	1.0%	0.0%	4.7%
5400	35	34	34	0	0	0	0	0	0	1	1
2007		97.1%	97.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%
5400	2	2	2	0	0	0	0	0	0	0	0
2028		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	2	2	2	0	0	0	0	0	0	0	0
2039		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	60	59	60	1	0	0	0	0	0	0	1
2041		98.3%	100.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
5400	63	60	62	0	1	1	0	0	0	1	3
2043		95.2%	98.4%	0.0%	1.6%	1.6%	0.0%	0.0%	0.0%	1.6%	4.6%
5400	2	2	2	0	0	0	0	0	0	0	0
2045		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	2	2	2	0	0	0	0	0	0	0	0
2046		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	6	5	6	1	0	0	0	0	0	0	1
2048		83.3%	100.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%
5400	1	1	1	0	0	0	0	0	0	0	0
2049		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	18	17	17	0	0	0	0	0	0	1	0
2050		94.4%	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0%
5400	9	9	9	0	0	0	0	0	0	0	0
2052		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	22	22	22	0	0	0	0	0	0	0	0
2053		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	14	14	14	0	0	0	0	0	0	0	0
2057		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	4	4	4	0	0	0	0	0	0	0	0
2058		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5400	14	14	14	0	0	0	0	0	0	0	0
2067		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	8	8	8	0	0	0	0	0	0	0	0
3022		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	10	10	10	0	0	0	0	0	0	0	0
3027		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	4	4	4	0	0	0	0	0	0	0	0
3028		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	17	17	17	0	0	0	0	0	0	0	0
3030		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	1	1	1	0	0	0	0	0	0	0	0
3031		100%	100%	0%	0%	0%	0%	0%	0%	0%	0%
5700	9	9	9	0	0	0	0	0	0	0	0
3088		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
5700	47	42	47	0	1	0	0	0	4	0	5
3191		89.4%	100.0%	0.0%	2.1%	0.0%	0.0%	0.0%	8.5%	0.0%	10.6%
5700	38	38	38	0	0	0	0	0	0	0	0
3194		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Project Corridor	581	560	578	2	2	8	0	0	6	3	18
		96.4%	99.5%	0.34%	0.34%	1.38%	0%	0%	1.03%	0.5%	3.1%

Source: U.S. Census Bureau, 2010

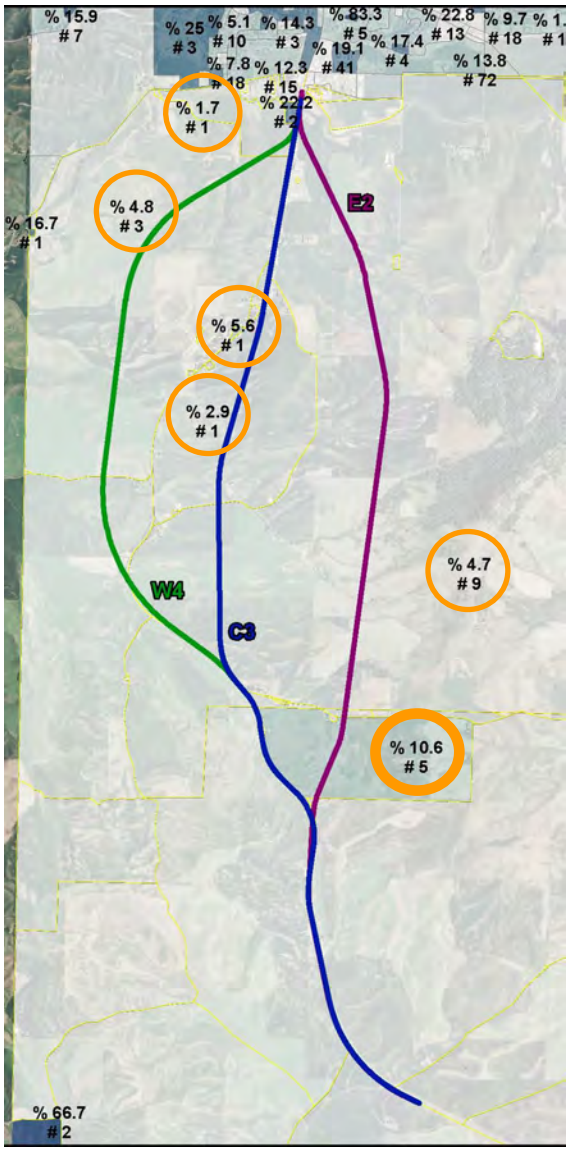
The blocks that did not have any population were extracted from the data presented. The blocks that showed no population included: 2002, 2001, 2006, 2004, 2012, 2011, 2013, 2015, 2017, 2019, 2020, 2021, 2022, 2025, 2026, 2027, 2042, 2044, 2047, 2051, 2054, 2055, 2056, 2060, 2068, 3024, 3026, 3029, 3032, 3193, and 3195.

In 2010, minorities comprised 3.1 percent of the corridor blocks identified in the corridor study area. It should be noted that this data is slightly different than the data presented in the community profile document, which analyzed community block groups that cover a larger area. As a result, the data for community blocks show a smaller number of total minorities in the corridor study area. **Figure 2** shows the population and minority distribution at the block level for the corridor study area. The areas with minority populations are highlighted by an orange circle (these figures correlate to the information show in Table 3 above). Based on the block level analysis, the largest percentage of minorities occurs near the Hidden Village and Benson Mobile Home Parks (discussed in more detail below). This new block directly abuts the block that also had the highest minority populations in the original analysis and is adjacent to all proposed alignments. Block 2003 is a large block that abuts portions of all alignments and contains the largest number or minorities (nine). Block 2043 contains a similar percentage of minorities as block 2003 and abuts a large portion of the W4 alignment.

Figure 2: Population & Minorities Distribution by Census Block



Population 2010



Minorities 2010

Various sub-populations were compared by income using the 2010 census at the County level. Poverty status was compared by using the 2005 to 2009 Community Survey Census data at the County and block group level. Population-level poverty data was not available at the block group level during this period. Updated census data for 2010 at the block group level for poverty was not available at the time of this report. It is important to note that the original analysis was conducted in 2000, so a greater change will be presented in the analysis of data compared to the populations comparisons presented above.

Table 4 shows that the County contained a higher population with a higher per capita income in 2010 than in 2000. Per capita income increased by $3,627 or about 22 percent from 2000 to 2010. During the period up to 2009, the population below the poverty level increased by 6.2 percent. This is likely correlated to the change in economic conditions during this period.

Table 4: Per Capita Income

	2000 Population	2000 Per Capita Income	Population below Poverty Level 2000	2010 Population	2010 Per Capita Income	Population below Poverty Level 2009*
Latah County	31,008	$16,690	5,186 16.7%	35,619	$20,317	8,156 22.9%

Source: U.S. Census Bureau - Census 2010 and 2005-2009 Community Survey Estimates
*2010 Poverty data not available as of early December 2011

For families in the corridor study area, the incomes below the poverty level decreased (by 50 percent for census tract 54 block group 2 and 76 percent for census tract 57 block group 3) from 2004 to 2009 (**Table 5**). This decrease in family poverty was accompanied by a decrease in the number of families in these block groups (a decrease of 10 percent and 0.5 percent respectively). In 2009, the families below poverty level comprised 3 percent of census tract 54 block group 2 and two percent of census tract 57 block group 3.

Table 5: Families Below Poverty Level

	2004 Families	Families below Poverty 2004	2010 Families	Families below Poverty 2009*
Latah County	7,854	668 8.5%	8,268	871 9.4%
Census Tract 54, Block Group 2 (Previously Block Group 6)	199	10 5%	179	5 3%
Census Tract 57, Block Group 3	400	25 6.3%	389	6 2%

Source: U.S. Census 2005-2009 Community Survey Estimates
*2010 Poverty data not available as of early December 2011

Rental housing can also be used as an indicator of income for the study corridor (**Table 6**). **Figure 3** shows that many of the rentals in the corridor study area continue to be located in the general vicinity of mobile home parks. The orange circles highlight the areas with the largest numbers of renter-occupied units. This finding represents little change from the original analysis. There was also small growth in rental units along the proposed C3 alignment (highlighted by the yellow circle).

Table 6: Renter-Occupied Housing Units

	2010 Occupied Housing Units	2010 Owner-Occupied Units	2010 Renter-Occupied Units
Latah County	14,708	8,265 56%	6,443 44%
Census Tract 54, Block Group 2	338	246 73%	92 27%
Census Tract 57, Block Group 3	570	467 82%	103 18%

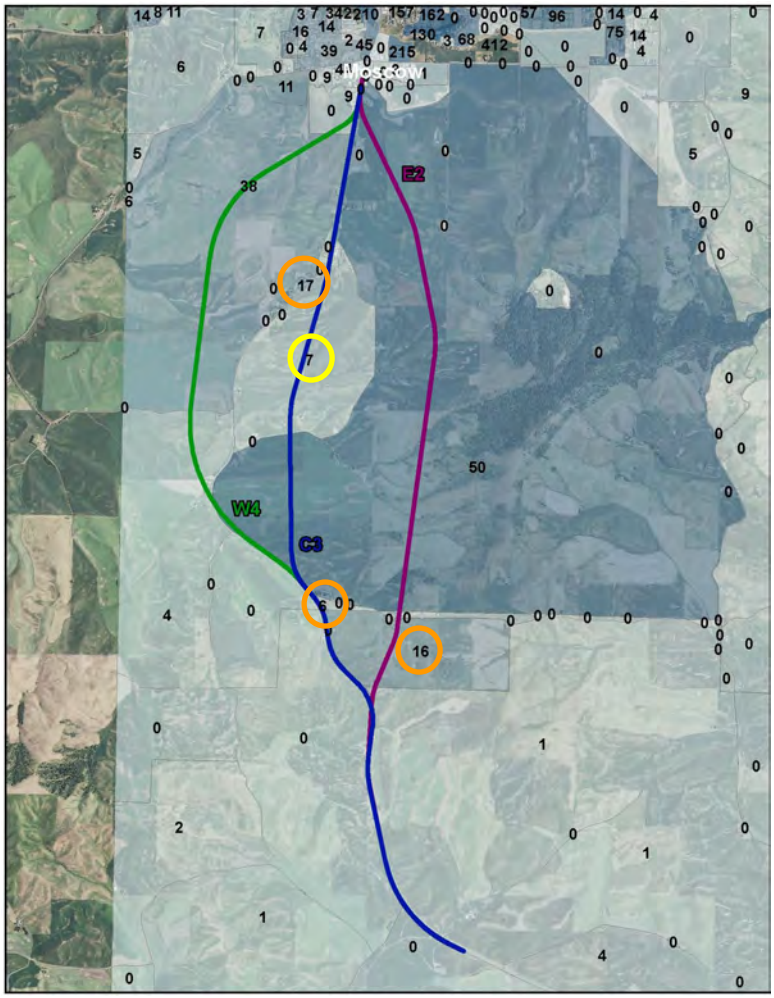


Figure 3: Renter Occupied Units by Census Block

In order to gain better information and a clearer understanding of the low-income population in the area, data was retrieved through correspondence with the Idaho Housing & Finance Association for rental assistance recipients in the project area. **Table 7** shows the information provided by the Idaho Housing & Finance Association containing the number of rental assistance participants for each street segment within or adjacent to the study area for the years 2005 and 2011. Currently, there are no recipients of rental assistance within the corridor study

area, adjacent to US 95. The other locations that are shown are near the study area, but are not within the study area and will not be affected by the project.

Table 7: Rental Assistance Recipients

Street name	From Number	To Number	2005 Recipients	2011Recipients
Nursery Street	2220	2300	1	0
S. Mountain View Ext	0	4000	3	3
US-95	337	344	1	0
W. Palouse River Drive	321	100	1	0
W. Palouse River Drive	489	324	1	0
W. Palouse River Drive	647	601	1	5
W. Palouse River Drive	0	0	3	0

Source: Idaho Housing & Finance Association, 2005 and 2011

CHARACTERISTICS OF AREAS OF CONCERN

The Woodland Heights Mobile Home Park (formerly Valhalla Hills), Hidden Village Mobile Home Park, and Benson Park (**Figure 1**) were surveyed as part of the original analysis to analyze subpopulations of concern. These identified subpopulations of concern were important due to their proximity to the corridor study area and the proposed alignments. In order to update the information since the original analysis, the property managers for each of these parks were contacted to identify any changes that have occurred to any of the mobile home parks. Questions were asked regarding changes to:

- The number of lots or units in the park
- Changes in residency
- The demographics of the tenants in the park

The Valhalla Hills Mobile Home Park has changed names and is now known as the Woodland Heights Mobile Home Park. The previous property manager of Woodland Heights sold the park about four years ago (in about 2007). Aaron Schleuter is the new owner of the park. The Tribble's, that previously owned the park, still own the property behind the park that includes a duplex on about four acres. This property would likely be impacted by one of the proposed alignments. According to interviews with the old and new park owners, no new units have been constructed in the park since 2005. The changes that were noted include:

- Two of the trailers were removed and the spaces are currently used for RVs.
- In the future, they would like to replace the units that were removed.
- Residency changes in Woodland Heights are frequent. It was noted that half of the units in the park have changes in residency every other year.
- Current residency in the park is:
    - Two units in the park are owner-occupied
    - One house exists in the park.
    - Five spaces are used for RVs.
    - 19 mobile homes are owned by the park and rented to occupants.

According to an interview with Cristie Thomas, the property manager of the Hidden Village Mobile Home Park, no new units have been constructed in Hidden Village since 2005. There are currently 32 units in the Hidden Village Park with just under one hundred people living in the park.

She stated that no change in minorities has occurred in the park since 2005. This information was contradictory to the census data shown above that suggests an increase in the area in minorities. A few changes in residency were noted in the actual park including:

- No more units will be built in the park.
- The Thomas's sold their house to the Ziegler family which could be impacted by one of the alignments.
- One of the units in the park was purchased by a university student this year that is in the path of one of the alignments.
- There is a home that sold recently that is just adjacent to the Benson Park on Eid Road.
- There is another home above the park that may also have sold. This home may be the HUD residency that Mr. Clyde notes below.

According to an interview with Bob Clyde, the property manager of the Benson Park adjacent to the Hidden Village Park, he and his wife still live in the same residence as in 2005. They also provided the following information regarding changes to residency in the general corridor study area:

- The U.S. Department of Housing and Urban Development (HUD) sold a house near the Hidden Village Park.
- No residents have moved away from the area since 2005.
- Delbert Reisenauer moved in across the road from the Clyde's at the Benson Park.
- John Thomas sold his house that was along the proposed E2 alignment.
- Niehenke purchased the Andrews' house that could potentially be impacted by one of the proposed alignments.
- Bob Clyde sold the upper end of the trailer court to his son Steve, which would be impacted by the proposed E2 alignment. Steve is aware of the potential impacts of the alignment.

The Clyde's did not feel that any changes have occurred in the corridor study area since 2005 that would be impacted by any of the proposed alignments.

Based on the changes outlined above**, Table 8** shows the current number of units in each mobile home park in the project area.

Table 8: Mobile Home Housing Units in the Project Area

Mobile Home Park	Housing Units 2005	Housing Changes	Current Units
Woodland Heights (formerly Valhalla Hills)	27 spaces for housing units and 2 spaces for RVs	Removed 2 housing units for RV spaces	25 spaces for housing units and 4 spaces for RVs
Hidden Village	32 housing units	No changes	32 housing units
Benson Park	8 housing units (seven mobile homes, and one home). Two additional RV spaces	No changes	8 housing units and two RV spaces.

CHANGES TO MITIGATION

No changes were identified since 2005 at the subpopulation level that would change the original findings for community safety, or right-of-way acquisition. While a few changes have occurred to the people living in the units that would be relocated, no new units were identified that would be displaced by any of the alignments. Moreover, no changes were identified

through the update process that would suggest the need for new mitigation strategies for traffic access, traffic noise or visual impacts as part of this update. As such, the original mitigation recommendations would remain consistent.

US 95 Thorncreek Road to Moscow Summary Table - Update

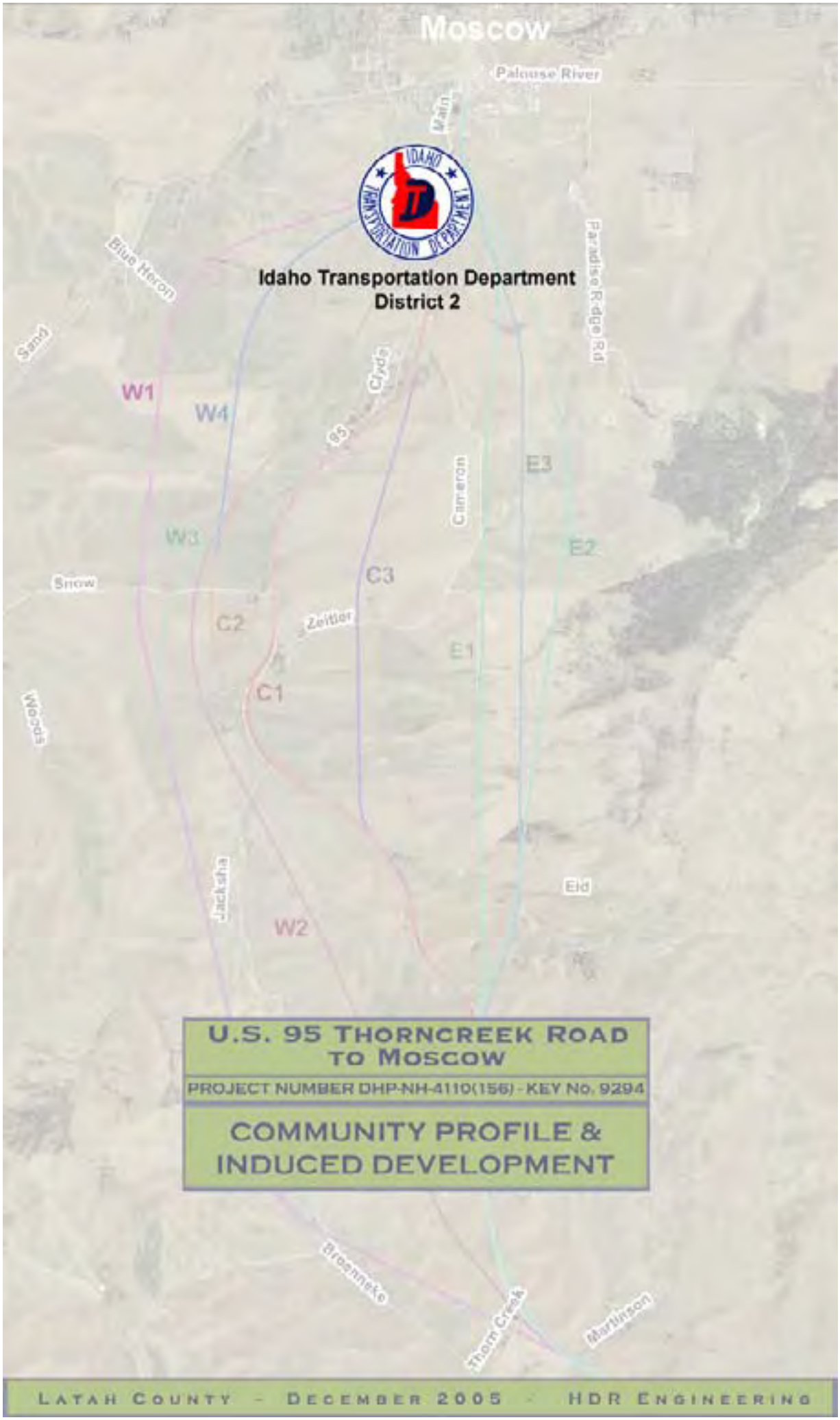
Evaluation Document	US 95 Thorncreek to Moscow Summary of Changes since the Original Analysis			
	Alignment W4	**Alignment C3**	**Alignment E2**	**General Area/All Alignments**
Community Impact Assessment (CIA)				
Land use (agricultural and environmental)			■ A conservation easement is now located east of this alignment. ■ This alignment also passes through a half-mile of land that is currently part of a Conservation Reserve Program (CRP) that will be converted back to agriculture land 2012.	
Land use (plans and policies)	■ This alignment would present more planning challenges for the city, considering the potential for bisecting the conceptual planned community in the western project area. ■ The potential for challenges were noted regarding connectivity of this alignment with the proposed ring road alignments	■ There is a new residential subdivision that includes approximately 20 to 24 lots in Latah County. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005, and has potential for continued growth.	■ The potential for challenges were noted regarding connectivity of this alignment with the proposed ring road alignments.	■ A relatively low amount of development has occurred in the corridor study area since 2005. ■ Based on conversations with local land use administrators in the County and the City of Moscow, land use changes along the corridor since 2005 are not anticipated to have an effect on any of the proposed alignments. ■ No new commercial buildings exist in the corridor study area, and demand for commercial activity remains low. ■ The City of Moscow conducted a Master Plan for an Industrial Park that will be adjacent to US 95 in south Moscow, just north of where the proposed alignments converge. ■ The City of Moscow issued building permits for 21 single family homes and 192 multi-family units in the corridor study area since 2005. ■ Latah County issued approximately 28 relevant building permits between 2005 to September 2011. ■ Latah County has abandoned their individual land use codes and they now have a single combined code called that Latah County Land Use Ordinance. Latah County also updated their Comprehensive Plan in 2010. ■ Moscow updated their Comprehensive Plan in 2009, which includes future land use changes for the corridor study area, and a new ring road alignment concept. ■ The North Latah Highway District Transportation Plan was completed in November 2006. It was noted that the selection of any of the proposed alignments would have a positive impact on both the proposed new industrial corridor and the urban renewal district in the City of Moscow.
Recreation, parks, bicycles, pedestrians	■ The City of Moscow has re-zoned and annexed land for future baseball fields along West Palouse River Drive. This alignment could provide connectivity to the ball fields.			■ A highway crossing of the Palouse Trail will need to be designed to get trail-users across the highway north of where the three proposed alignments converge.
Safety	■ New development south of where US-95 converges with the proposed C3 alignment, would create additional side road traffic, which could potentially cause more traffic conflicts on this alignment.	■ It was noted that this alignment provides *less* opportunities for controlled access management due to existing development along the corridor.	■ It was noted that this alignment provides better opportunities for controlled access management because of the relative lack of development along the alignment.	■ An increase in roadway traffic and safety concerns were noted in the corridor study area due to the general increase in population. ■ It was noted that if the proposed 70-acre planned industrial park is built in south Moscow, there could be additional traffic that would impact all proposed alignments as a result of the development.
Economics				■ Changes to local businesses have occurred since 2005, yet there has not been a change in the total number of businesses. ■ It was reiterated that all alignments have potential to improve freight and the transport of goods and would open up a major north/south thoroughfare between Moscow and Lewiston.
Mobility and access				■ Since 2005, Moscow Valley Transit started and closed bus routes between Moscow and Lewiston, due to funding changes. ■ The City of Moscow now operates a small vanpool from the Palouse-Clearwater Environmental Institute that runs between Moscow and Lewiston.
Community cohesion, noise evaluation, visual environment	Concerns were expressed with this alignment regarding new and existing development and traffic and access.	■ Concerns were expressed with this alignment regarding new and existing development and traffic and access.	■ This alignment was identified as having the fewest access points, being the shortest route, and impacting the least amount of farmland. ■ Based on findings of the Citizens for a Safe 95, nearly 80 percent of the landowners surveyed in the impact area were in favor of this alignment.	

US 95 Thorncreek Road to Moscow Summary Table - Update

Evaluation Document	US 95 Thorncreek to Moscow Summary of Changes since the Original Analysis			
	Alignment W4	**Alignment C3**	**Alignment E2**	**General Area/All Alignments**
Displacement				■ Some properties that could be displaced by the project alignments have experienced changes in renters and owners.
Induced Development (ID)				
Overview	■ All interviewees agreed that none of the changes in the corridor study area would necessarily alter the original findings of the induced development analysis. Moreover, almost none of the interviewees thought that the slight changes in development or regional planning in the corridor study would be impacted by any of the proposed alignments.			
Depressed Growth				■ The delay in selecting an alignment has depressed growth in the corridor study area due to uncertainty about the ultimate realignment route. Selecting an alignment and completing the project has potential to remove uncertainty and raise economic esteem in the corridor study area.
Development Compatibility	■ This alignment presents opportunities to install a new road and bridge as part of the alignment that would help to overcome existing access challenges in this area. ■ Despite the opportunities for new development, the potential for spurred commercial growth along this alignment is not consistent with existing city plans for the ball fields, residences and a school in that area. ■ Growth along this alignment has potential to reduce development along the other proposed alignments.	■ This alignment was noted as having lower potential to adversely affect property values in the corridor study area.	■ This alignment was noted as having lower potential to adversely affect property values in the corridor study area.	
Future Industry			■ This alignment was noted as being the most direct route and having the highest potential for promoting future industry in the corridor study area.	
Planned Development	■ It was noted that plans for development near this alignment are hypothetical and as a result this alignment is not inconsistent with plans for the area.			
Access Management	■ Due to continued growth along the existing US 95 alignment, this alignment has good potential for controlled access management.		■ Due to continued growth along the existing US 95 alignment, this alignment has good potential for controlled access management.	
Safety				■ There is eagerness in the community to complete the project to improve the road and increase safety. The impacts associated with the re-alignment of US 95 should be outweighed by continued safety concerns.
Political Willingness				■ Changes in political willingness were noted that may provide more opportunity to effectively consider all the proposed alignments without influences of issue advocacy.
Community Profile (CP) *None of the demographic changes identified in the community profile had specific implications for any of the proposed alignment. As a result, the main findings of the community profile are spread across all categories.*				
Population and households	■ In Latah County, the population grew at a higher rate between 2004 and 2010 (4.6%) than what it did during the 2000 to 2004 study period (2%). The number of households in the County also grew at a higher rate between 2004 and 2010 (10.6%) than what it did during the 2000 to 2004 study period (2%). ■ Latah County's population is forecast to continue increasing moderately through 2021, reaching 38,797 people and increasing by 4%. ■ Along the corridor, the number of households grew by 3% and population grew by 1%, compared to negative growth during the 2000 to 2004 study period.			
Population by age	■ The 15 to 24 age group is the largest group in the County with approximately 10,500 members. It continues to grow at the largest pace and is up 14% since 2004. In the corridor study area, this age group is up 22% from 2004 to approximately 190 members. ■ In the corridor study area, the 45 to 59 year old age group represents the largest population at 26% of total; it is up 32% from 2004 and is comprised of approximately 310 members. ■ In 2010, the median age for the County as a whole was 28.3, while the median age in the corridor study area was 40.4.			
Race and Hispanic	■ From 2004 to 2010, a decrease of 37% of the American Indian population occurred in the County and a 130% increase occurred along the corridor.			

US 95 Thorncreek Road to Moscow Summary Table - Update

Evaluation Document	US 95 Thorncreek to Moscow Summary of Changes since the Original Analysis			
	Alignment W4	**Alignment C3**	**Alignment E2**	**General Area/All Alignments**
origin	■ From 2004 to 2010, persons of Hispanic origin increased by 61% in the County and by 150% along the corridor. In 2010, Hispanics comprised about 4% of the County population and about 2% of the corridor study area population. ■ ***In 2010, the racial minority and Hispanic origin of the County, at nearly 11% of the county's total population, was greater than the minority and Hispanic population concentration of 5% in the corridor study area.***			
Housing units	■ In Latah County, a 15% increase in housing occurred since 2000. ■ From 2005 to 2011, nearly 213 residential building permits were issued by the City of Moscow and 28 building permits were issued by Latah County. ■ From 2004 to 2010, the number of occupied housing units decreased and vacancy increased along the corridor.			
Employment	■ Latah County's full- and part-time employment was 21,431 in 2009; a 1 percent increase from 2003 employment numbers. ■ Gritman Medical and the University of Idaho remain the largest employers in the County. The loss of Walmart from the City of Moscow has removed a significant number of jobs in the area.			
Income	■ Income distribution in the County continues to be consistent with areas with a large concentration of university students, with most households with incomes below $15,000. ■ Per capita income in the corridor remained higher ($24,370) than for Latah County ($19,921). ■ Latah County's full and part-time employment is forecast to increase from 21,012 in 2010 to 23,215 by 2021, an increase of nearly 10%. Updated projections anticipate less new employment in the County than the estimates for the original analysis. The change in these projections is reflective of changes in national economic conditions.			
Land Use	■ There is a new residential subdivision that includes approximately 20 to 24 lots in Latah County. This general area, along the northern portion of the C3 alignment to where the existing US-95 corridor splits between the C3 and W4 alignments, has experienced the largest intensity of development in the corridor study area since 2005, and has potential for continued growth.			
Environmental Justice (EJ) *Many of the demographic changes identified in the community profile did not have specific implications for any of the proposed alignment. As a result, the main findings of the community profile are spread across all categories.*				
Minority demographics	■ In 2010, minorities represented about 9% of Latah County's population. This is down about 0.5% since 2005. Minorities in the two residing block groups for the corridor study area account for 6.4% and 7.1% of the population. ■ In 2010, the racial minority and Hispanic origin of the County, was greater than the minority and Hispanic population concentration of 6.75 percent in the corridor study area (including Genesee).			
Poverty	■ Per capita income increased in Latah County by $3,231, or 19%, from 2000 to 2009, but those below the poverty level also increased from approximately 17% to 23% of the population. ■ From 2000 to 2009, the total population in the County experienced a 14.8% increase, while the population below the poverty level increased by 6.2%. ■ From 2004 to 2009 there was a decrease in the total number of families in the corridor study area that was accompanied by a decrease in the incomes of families below the poverty level.			
Owner-occupied housing units	■ In 2010 in Latah County, there were approximately 8,260 (56%) owner-occupied units. In the two block groups that comprise the corridor study area, the numbers were 250 (73%), and 470 (82%) owner-occupied units.			
Renter-occupied housing units	■ In 2010 in Latah County, there were approximately 6,440 (44%) renter-occupied units. In the two block groups that comprise the corridor study area, there were approximately 90 (27%) and 100 (18%) renter-occupied units.			
Subpopulations of Interest	■ Some changes in renters and owners occurred in the corridor study area mobile home parks at the subpopulation level. Some of these residency changes could be impacted by the proposed alignments.			



Idaho Transportation Department
District 2

U.S. 95 THORNCREEK ROAD TO MOSCOW

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

COMMUNITY PROFILE & INDUCED DEVELOPMENT

LATAH COUNTY - DECEMBER 2005 - HDR ENGINEERING

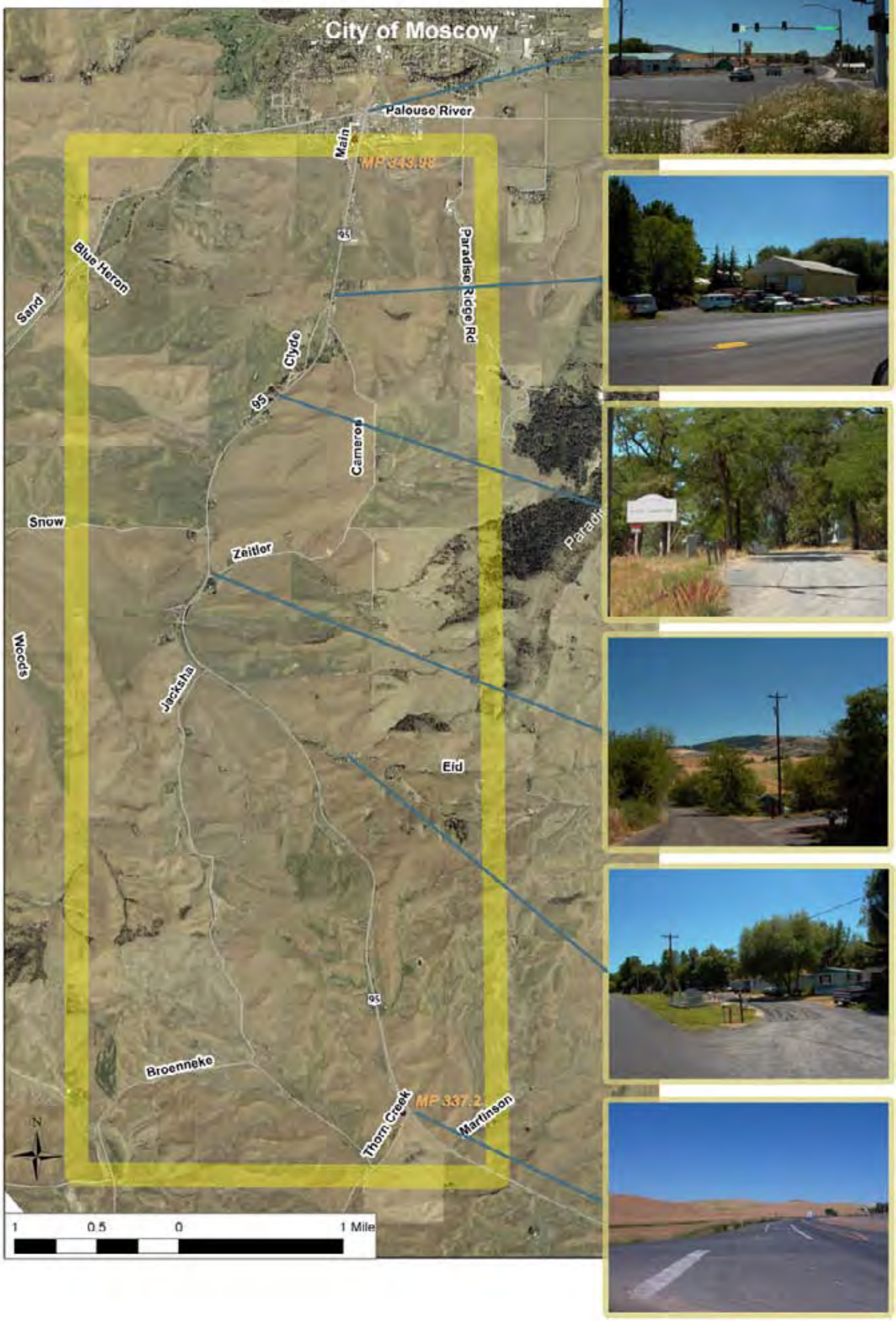
PROJECT DESCRIPTION & VICINITY MAP

U.S. Highway 95 is a major route for commercial, agricultural, recreational, and residential traffic between northern and southern Idaho. This highway is of statewide significance and is designated as a part of the National Highway System in the Transportation Efficiency Act of the 21st Century (TEA-21). US 95 through Idaho begins at the southwestern Oregon/Idaho border approximately 35-miles south of Caldwell, Idaho, extending northward approximately 530-miles to the Idaho/Canada border.

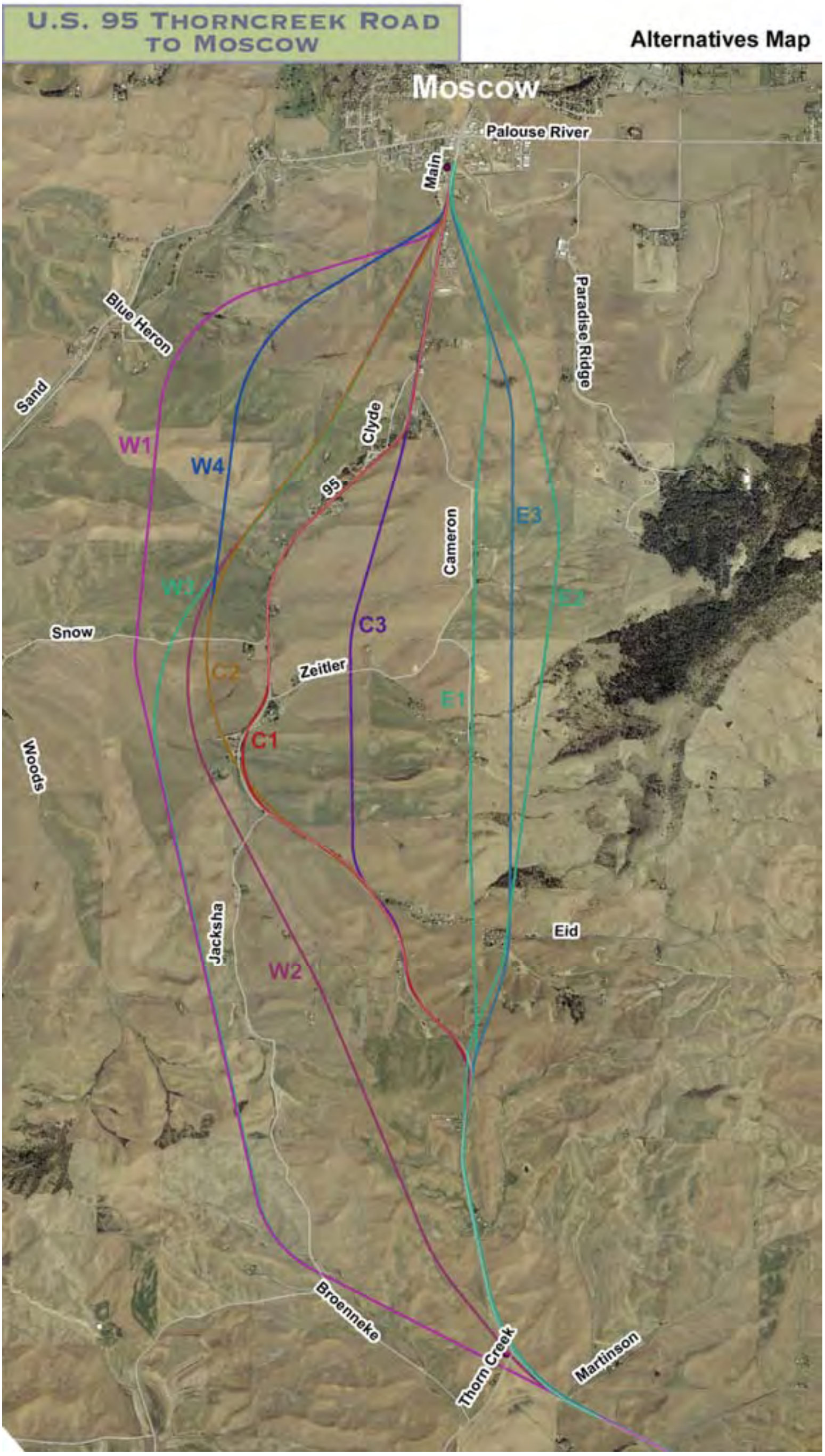
The U.S. 95 Thorncreek Road to Moscow Project is a study led by the Idaho Transportation Department (ITD) to determine an alignment for nearly 6.5 miles of U.S. 95 between Thorncreek Road (milepost 337.2) and the recently completed south fork of the Palouse River Bridge (milepost 343.98) in Latah County. Currently, U.S. 95 between Thorncreek Road and Moscow is a two-lane highway classified as a principal arterial, operating near capacity and includes several curves that do not meet current engineering standards. The proposed project consists of replacing the existing two-lane facility with a four-lane divided highway.

This section of US 95 travels primarily through the rolling hills and agricultural fields of the Palouse, with scattered housing throughout the study area. The following figure shows the project area and its surrounding features. Photographs are included to help convey the character of the area.

Vicinity Map



Alternatives under consideration



EXECUTIVE SUMARY

The community profile analyzes and discusses the demographic characteristics of Latah County as a whole, and the Thorncreek corridor area. The profile begins with changes occurring in each of these study areas. Population, including age, Race and Hispanic origin, households, housing units, employment, and detailed income variables are analyzed.

The land use section provides background information on land usage and land use regulations for the corridor area containing the proposed alignments. This section begins with an overview of general land usage in Latah County and recent development trends in the county and City of Moscow.

The section on induced development identifies and analyzes the indirect impacts of the proposed alignment alternatives on land use and future residential and commercial development through the use of the Delphi process. The overall objective of this section is to answer the question: How would the US 95 Thorncreek to Moscow project affect the location, pattern, and pace of residential, commercial, and industrial development in the area?

The following are the main findings:

Demographics

- From 2000 to 2004, the total population and number of households increased by about two percent in Latah County. The corridor area lost population and households during that same time.

- Over one-half of the county's population was between 15 and 44 years old in 2004. Its median age was 29.8 years old. There was a population decline in the under-15 years old age group.

- In the corridor, there was an out-migration of persons 15 to 44 years old. Its 2004 median age ranged from 31.7 to 35.9 years old. Its greatest population gain was an increase in the youngest age group.

- The Racial minority and Hispanic origin of the county, at nearly 10 percent of the county's total population, was greater than the minority and Hispanic population concentration of five percent in the corridor study area.

- The housing occupancy and vacancy rates for the county and the corridor were similar in 2000. However, the county had a higher rate of renter occupied units than the corridor.

- In 2003, government, services, and retail trade were the largest employment sectors in Latah County. The corridor is primarily farming and agricultural-services employment based.

- Income characteristics in the county and in the corridor also were different in 2000 and 2004. The largest concentration of the county's households was found in the lowest income category. The largest concentration of households in the

corridor was in the $35,000 o $75,000 income range. Per capita income in the corridor was greater than that for the county and increased more from 2000 to 2004.

- Per capita income gains in the corridor, a 20 percent increase from 2004 to 2009, will outpace the 12 percent per capita income gain for the county.

- Latah County's population is forecast to increase at a moderate rate through 2030. The population will continue to grow through 2010, occurring with a corresponding increase in the number of households. Claritas, the data provider for the 2004 and 2009 portions of the profile, expects population and household numbers to continue to decline in the corridor area.

Land use

- The land surrounding the majority of the corridor is agricultural with accompanying farmhouses and accessory buildings. There are clusters of residential development along certain portions of the corridor (Zeitler Road, Cameron Road, and Clyde Road) and two areas (Valhalla and Hidden Village / Benson Park) that have a concentration of mobile homes. The northern portion of the corridor is more highly developed with a mix of uses and an emphasis on auto oriented businesses (recreational vehicle parts and service, automotive repair facilities, trucking services, etc) is present.

- From 2000 through 2004, nearly 400 residential building permits were issued in unincorporated Latah County. Eleven residential building permits were issued in the Thorncreek corridor from 1999 to 2005. Low-density residential development is the only type of residential development allowed in unincorporated Latah County.

- Residential growth is expected to continue at about the same rate, with growth occurring primarily on the eastern and northern sides of Moscow. Latah County is currently using a 1.14% annual growth rate for planning purposes.

- A limited number of requests for rezoning to commercial or industrial uses have been received over the last five to six years in all of Latah County. There were requests for five or six rezoning applications last year. Currently, there are no development proposals in the Thorncreek corridor; although County staff expects that some commercial land uses will arise along US-95 at the southern edge of the city limits.

- Nearly two-thirds (more than 500 of 785 residential units) of Moscow's residential development in the last five years has been for apartment development. Much of that development has been for specific markets such as students, lower-income families, and the elderly. Many of the apartment units have been developed on A Street, north of State Highway 8 (Pullman Road). Single-family development has been scattered throughout the city, with a concentration in northern Moscow, off Highway 95.

- Most large-scale commercial development has taken place along State Highway 8, north of the University of Idaho to the Idaho/Washington boundary. Recent

commercial development has taken place near Rodeo Drive, off U. S. 95. A 96-acre parcel near South Mountain View Drive and State Highway 8 was recently annexed into the city and may become a commercial site.

- It is a priority of the City of Moscow (as noted in the comprehensive plan) to develop a west US Highway 95 bypass. It is important that a corridor for the bypass be identified before land development occurs. The alternative to a western bypass of US Highway 95 is an eastern bypass; however, several factors make the western alignment a more logical choice. These reasons include the deterrents to city growth on the west, proximity to the university, as well as the central business district and shopping areas, proximity of Pullman, and the potential of city growth.

- While the Thorncreek corridor is located in the unincorporated portion of Latah County, Moscow's area of city impact extends into the northern portion of the corridor. In the Moscow area of city impact, Latah County has adopted the City of Moscow's zoning ordinance and zoning classifications. The city has recommendation powers for a rezoning request, but the county has the final decision making authority. The county is also responsible for issuing building permits in the Area of City Impact.

- To promote an efficient and safe transportation system, the Latah County Comprehensive Plan requires that limits should be placed on the number of access points to state and federal highways; and encourages bike and pedestrian routes and mass-transit as transportation options.

- The Latah County portion of the Thorncreek corridor is zoned AF – the Agriculture/Forest zone, the purpose of which is to continue agriculture and forestry use in the county.

- The City of Moscow Comprehensive Plan promotes a system of transportation and circulation within and around the city that will make it possible for all people utilizing various modes of transportation to reach their destination as safely and as easily as possible, with the least disturbance possible occurring upon adjacent uses.

- The plan also states that roads and intersections are to be designed to restrict and control vehicular access along state and federal highways in the Area of City Impact

- Light Industrial uses have been designated for the area east of US Highway 95 at the extreme southern edge of the city (which has immediate access to US Highway 95) whether or not a bypass is built.

- The 1999 comprehensive plan calls for medium density residential development in the north end of the Thorncreek corridor, but that type of development has not yet occurred.

Induced Development

- No clearly foreseeable outcome could be identified regarding the eastern alignments to reduce development in the Paradise Ridge area by affecting visual amenities and the amount of usable land.

- No clearly foreseeable outcome could be identified regarding the extent to which partitioned farm fields will change in land use.

- Demographics analysis and forecast data indicate that low growth is expected in the area. Short-term estimates for 2009, prepared by Claritas, indicate that population and households in the corridor will continue to decline. On the other hand, community members and the analysis of housing sales (number of units, average price and days on the market) in the city of Moscow and Latah County indicate that moderate growth could be expected.

- Delphi panelists felt that growth will occur in the area south of the Moscow city limits, regardless of the alternative selected. Eighty-three percent of the panelists acknowledged that development is already occurring in the area and that once the final alternative is chosen, pace and intensity will increase due to the alleviation of uncertainty as to the location of the alignment.

- The type of commercial and industrial development that will be induced immediately south of Moscow (within the area of impact) will be consistent with planning documents and existing land uses.

- Additional development is likely to occur along the current US95 alignment if a new US 95 alignment is selected and the current alignment is transferred to the jurisdiction of the North Latah Highway District.

- Any of the built alternatives will benefit regional trade and the possibility of new commercial and industrial uses locating to the south of Moscow in areas already zoned for these purposes.

- Alternatives W1 and W4 might pose a challenge for contiguous growth and future connectivity.

- Regardless of the alternative selected there is strong consensus around the need to expand the City of Moscow area of impact to the south

- The western and eastern alignments would have a high to moderate potential to induce development immediately south of the City of Moscow. The potential for the central alignments would be moderate to low.

- All the build alternatives would have a moderate to low potential to induce development in the rest of the corridor

- Property values in the general corridor area for all of the build alternatives are expected to increase immediately south of Moscow and to experience no change in the rest of the corridor.

Purpose and Overview

The purpose of the community profile is to analyze and discuss the demographic characteristics of Latah County as a whole, and the Thorncreek corridor area. The profile begins with changes occurring in each of these study areas. Population, including age, Race and Hispanic origin, households, housing units, employment, and detailed income variables are analyzed and compared between the years 2000 and 2004.

A series of long-range population, household, and employment forecasts were prepared for Latah County. Short-term income forecasts for the county also are included in the analysis. Short-term population, household, and income forecasts were prepared for the corridor. The community profile concludes with a listing of major findings and conclusions.

The main sources of information for this analysis were data provided by the U. S. Department of Commerce and data from Claritas, a national proprietary data company. Data for 2000 was from the U. S. Census Bureau; employment data for 2003 was from the U. S. Bureau of Economic Analysis and; Claritas provided updated information for 2004 and 2009.

The corridor consists of two areas called census block groups: census tract 54, block group 6, and census tract 57, block group 3. Those block groups were larger than the actual corridor boundaries, so the data presented in the profile is more inclusive than the actual demographics found in the corridor. In rural areas, census reporting areas tend to cover large areas. Most of the census data for the larger area can not be disaggregated to smaller areas of geography. The City of Genesee is located in census tract 57, block group 3. Data for the City of Genesee (while within these census block groups) were able to be excluded from this analysis because the city is classified by the Census as its own unit of geography. By excluding this population center, the analysis area, while still larger than the project area, is more representative of the study area as a whole.

Analysis of Demographic Conditions

Population and Households

Latah County

Latah County's population gain was moderate from 2000 to 2004, increasing by about two percent. Its population reached 35,619 by 2004, gaining nearly 700 persons according to the population data from Claritas (Table 1).

The number of households (occupied housing units) in Latah County also increased by two percent for the same time period. Total households reached 13,298 by 2004, increasing by 239 in the time period since the census was taken.

Table 1: 2000 and 2004 Latah County Population and Households

Variable	2000	2004	# Change	% Change
Population	34,935	35,619	684	2%
Households	13,059	13,298	239	2%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Thorncreek Corridor

In 2004, the Thorncreek corridor contained 1,217 persons, about three percent of Latah County's total population (Table 2). Population in the corridor decreased by 90 persons from 2000 to 2004, a seven percent reduction from the 2000 population of 1,307 persons. Population loss in the study area resulted in a decline of 49 households, a nine percent reduction during the same four-year period. There were about 850 households in the study area in 2004, representing six percent of the county's total households.

Table 2: 2000 and 2004 Thorncreek Corridor Population and Households

Variable	2000	2004	# Change	% Change
Population	1,307	1,217	-90	-7%
Households	572	523	-49	-9%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Population by Age

Latah County

In 2004, the largest concentration of Latah County's population was in the 15 to 24 and 25 to 44 year old age groups, with each containing over 9,000 persons, totaling more than one-half of the county's entire population (Table 3). That population distribution, especially with a concentration of persons in the 15 to 24 year old age bracket, is consistent with that of a university town population. The under-15 and 45 to 59 year old age groups were the next largest, with each containing about 17 percent of the county's population.

Table 3: 2000 and 2004 Latah County Population by Age

Age Group	2000	2004	# Change	% Change
Under 15	5,796	5,671	-125	-2%
15 to 24	9,824	9,318	-506	-5%
25 to 44	9,412	9,854	442	5%
45 to 59	5,603	6,144	541	10%
60 to 74	2,562	2,807	245	10%
75 and Older	1,738	1,825	87	5%
Total	34,935	35,619	684	2%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Data from Claritas indicates that the 15 to 24 year old age-group population declined by more than 500 persons from 2000 to 2004, while the population gain of 442 in the 24 to 44 age group nearly offset that loss. The other population loss occurred in the under -15 age group which decreased by 125 persons (a two percent reduction). Population in the 45 to 59 and 60 to 74 year old age groups each increased by 10 percent,

representing the largest percentage gains in the county from 2000 to 2004. Latah County's median age increased from 27.9 in 2000 to 29.8 in that same time period.

Thorncreek Corridor

Age distribution of the population in the Thorncreek study area differed from the age distribution for the county as a whole (Table 4). In the study area, the 25 to 44 year old age group contained the largest portion of the area's population, with 30 percent of the total. The next population concentrations were found in the under-5 and in the 45 to 59 year old age groups, both accounting for about twenty percent of the study area's total population. The study area's population is more similar to an area with families and children, while the county's total population is more similar to a university based population. In 2004, median age in the northern portion of the study area was 31.7, while the median age was 35.9 in the southern end of the analysis area. Both median ages were higher than the overall Latah County median age of (slightly below) 30 years of age.

Table 4: 2000 and 2004 Thorncreek Corridor Population by Age

Age Group	2000	%Total	2004	%Total	# Change	% Change
Under 15	260	19.9%	283	23.2%	23	9%
15 to 24	201	15.3%	155	12.7%	-46	-23%
25 to 44	409	31.2%	364	29.9%	-45	-11%
45 to 59	254	19.4%	242	19.9%	-12	-5%
60 to 74	131	10%	135	11.1%	4	3%
75 and Older	52	3.9%	38	3.1%	-14	-27%
Total	1,307		1,217		-90	-7%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Population in the corridor area decreased by seven percent (90 residents) with the largest population declines in the 15 to 24 and 25 to 44 year old age groups. The 75 and older age group also had a net decline in population. The largest population gain was in the under-15 year old age category, which increased by nine percent.

Race and Hispanic Origin

Latah County

In 2004, persons of the White race represented approximately 93 percent of Latah County's total population (Table 5). Asians had the next highest single-race concentration of residents and were about one percent of the county total. Persons of other races and Hispanics each comprised about two percent of all Latah County residents. It should be noted that according to the U. S. Census Bureau definition, Hispanic is not a race, it is a national origin: a person of Hispanic origin may be of any race.

Table 5: 2000 to 2004 Latah County Race and Hispanic Origin

Race or Origin	2000	2004	# Change	% Change
White	32,817	33,075	258	1%
Black	206	255	49	24%
American Indian	262	374	112	43%
Asian	765	894	129	17%
Other Races	885	1,021	136	15%
Total	34,935	35,619	684	2%
Hispanic	740	824	84	11%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

For the county as a whole, the greatest population gain occurred in the White race, which increased by 258 persons from 2000 to 2004. Members of other races and those of the Asian race had the next largest population gain in the county, with each increasing by 129 and 136 persons respectively.

Thorncreek Corridor

For the corridor, members of the White race accounted for the largest share (about 95 percent) of the study area's total population (Table 6). American Indians and Asians each accounted for about one percent of the corridor's 2004 population. Hispanics also represented about one percent of the corridor's population. A more detailed discussion of the racial and Hispanic origin composition of the corridor study area is found in the environmental justice portion of this analysis.

Table 6: 2000 to 2004 Thorncreek Corridor Race and Hispanic Origin

Race or Origin	2000	2004	# Change	% Change
White	1,267	1,173	-94	-7%
Black	3	4	1	33%
American Indian	7	7	0	0%
Asian	10	10	0	0%
Other	20	23	3	15%
Total	1,307	1,217	-90	-7%
Hispanic	10	8	-2	-20%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

From 2000 to 2004, the largest population decrease in the corridor area was seen in the White race, where the population declined by almost 100 persons, a seven percent decline. Population changes in all other races and in the number of Hispanics remained near constant.

Housing Units

Latah County

In 2000, Latah County contained 13,838 housing units (Table 7) with more than 13,000 of those units occupied at that time. Nearly 60 percent of the occupied units, slightly more

than 7,700 units, were owner-occupied units. Rental units accounted for about 40 percent of all occupied housing while the housing vacancy rate was about six percent.

Table 7: 2000 Latah County Housing Characteristics

Variable	# Units	% Total
Total Housing Units	13,838	100%
Occupied Units	13,059	94%
Owner-Occupied	7,760	-
Renter Occupied	5,389	-
Vacant Units	779	6%

Sources: INTERMOUNTAIN DEMOGRAPHICS & U. S. Department of Commerce

From the beginning of 2000 through the end of 2004, nearly 1,200 residential building permits were issued in the City of Moscow and Latah County. More than 500 of those permits (about 45 percent) were for multi-family or apartment buildings. About 95 percent of the multi-family units were in the City of Moscow.

Thorncreek Corridor

The Thorncreek study area contained 604 housing units in 2000, with 93 percent of those units occupied at that time (Table 8). The vacancy rate in the corridor was seven percent, nearly matching the vacancy rate for Latah County. Nearly 70 percent (562 housing units) of the occupied units were owner-occupied, with the balance being occupied by renters. The 31 percent renter occupancy rate in the corridor was lower than the 40 percent renter occupancy rate for the entire county due in part to the concentration of multi-family rental units in the City of Moscow serving the university's student population. Permits for 11 residential units in the corridor were issued by Latah County from 2000 through May of 2005.

Table 8: 2000 Thorncreek Corridor Housing Characteristics

Variable	# Units	% Total
Total Housing Units	604	100%
Occupied Units	562	93%
Owner-Occupied	389	-
Renter Occupied	173	-
Vacant Units	42	7%

Sources: INTERMOUNTAIN DEMOGRAPHICS & U. S. Department of Commerce

Employment

Latah County

Latah County's full and part-time employment was 21,145 in 2003 (Table 9). The services and government sectors contained the largest number of employees, with each accounting for about one-third of the county's total employment. Retail trade employment, with almost 2,700 employees, was the third largest employment sector in the county. (Employment data were not available for the forestry, fishing, mining, utilities, and transportation employment sectors because of disclosure of confidentiality restrictions.)

Table 9: 2003 Latah County Employment

Sector	# Employees	% Total
Farming	887	4%
Forestry, Fishing	-	-
Mining	-	-
Utilities	-	-
Construction	795	4%
Manufacturing	435	2%
Wholesale Trade	238	1%
Retail Trade	2,694	13%
Transportation	-	-
Information	275	1%
Finance & Insurance	474	2%
Real Estate	449	2%
Services	6,900	33%
Government	7,170	34%
Total	21,145	-

Sources: INTERMOUNTAIN DEMOGRAPHICS & U.S. Bureau of Economic Analysis

Since 2001, the largest employment gain occurred in the services sector, increasing by more than 800 employees. Minor employment increases were recorded in the finance and insurance, and retail trade segment of the local economy; employment in the government sector declined slightly. Short-term employment data are only available for the 2001 to 2003 period because of employment reclassifications made in 2000 (employment data from 2001 to 2003 are not consistent with employment data before that time). However, the longer-term trends from 1990 to 2000, based on consistent employment classifications, indicate that the largest employment gains were in the government, services, and retail trade sectors.

The Idaho Department of Commerce and Labor (IDC&L) reported that Latah County's civilian labor force was 17,317 in June 2005 (total employment was 16,571). The IDC&L employment total is less than federal employment information because the data base only includes workers covered by unemployment insurance, not all full and part-time employees. Latah County's unemployment rate was 4.3 percent in June 2005, compared to 3.9 percent for the State of Idaho and 5.0 percent for the nation.

The University of Idaho is the largest employer in Latah County, and "employs more than 40 percent of all workers in Latah County" (IDL&C). The university's student enrollment has increased from 11,635 in 2000 to 12,824 in 2004, a ten percent gain. However, university employment has been decreasing over time due to budgetary constraints. Other major government employers include Latah County, the City of Moscow, and School District #281. Major employers in the service sector are Gritman Medical Center and Latah Health Services; Wal-Mart, Winco, and Rosauers Super Markets are primary employers in retail trade.

Thorncreek Corridor

Detailed employment data are not available for small areas of geography. However, based on the land use inventory, farming, agriculturally related services, and general service providers appear to be the primary sources of employment in the corridor.

Income

Latah County

The largest concentration of households in the county, 2,838 households, had incomes below $15,000 in 2004 (Table 10). Those households with incomes below $15,000 represented about 20 percent of all county households that same year. That income distribution is consistent with an area with a large concentration of university students. The next largest concentration of households was in the $50,000 to $75,000 range which contained slightly less than 20 percent of all county households. The $15,000 to $25,000, the $25,000 to $34,000, and the $35,000 to $50,000 income ranges each had about 14 percent of Latah County households in 2004.

Table 10: 2000 and 2004 Latah County Households by Income Range

Income Range	2000	2004	# Change	% Change
Under $15,000	2,998	2,838	-160	-5%
$15,000 to $25,000	2,134	1,901	-233	-11%
$25,000 to $35,000	1,757	1,843	86	5%
$35,000 to $50,000	2,009	1,881	-128	-8%
$50,000 to $75,000	2,390	2,468	78	3%
$75,000 to $100,000	1,001	1,249	248	25%
$100,000 to $150,00	547	817	270	49%
$150,000 and More	227	301	74	33%
Total	13,063	13,298	235	2%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

The number of households in the two lowest income ranges decreased by about 400 households in the 2000 to 2004 time span, a 16 percent decline. The number of households also declined in the $35,000 to $50,000 income range, an eight percent reduction. The largest numerical gain (270 households) with a 50 percent increase occurred in the households with incomes between $100,000 and $150,000. Latah County's per capita income grew from $16,690 in 2000 to $18,535 by 2004, an increase of more than $2,743. That 11 percent gain in per capita income slightly exceeded the national rate of inflation for the same time period.

Thorncreek Corridor

In 2004, the $50,000 to $75,000 income range contained the largest concentration of households in the corridor, with 92 households (Table 11). The second largest household concentration was in the $35,000 to $50,000 income range which contained 90 households. About one-third of all households in the corridor had incomes in those ranges. About 15 percent of all households had incomes under $15,000 while another 15 percent had incomes more than $100,000.

Table 11: 2000 and 2004 Thorncreek Corridor Households by Income Range

Income Range	2000	2004	# Change	% Change
Under $15,000	100	78	-22	-22%
$15,000 to $25,000	86	85	-1	-1%
$25,000 to $35,000	73	57	-16	-22%
$35,000 to $50,000	90	90	0	0%
$50,000 to $75,000	106	92	-14	-13%
$75,000 to $100,000	27	36	9	33%
$100,000 to $150,00	31	31	0	0%
$150,000 and More	48	54	6	13%
Total	561	523	-38	-7%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

From 2000 to 2004, there was a net decline in the number of lower income households, decreasing by more than 20 percent. A decline of 20 percent also occurred in the number of households with incomes between $25,000 and $35,000. The largest household gain was in the $75,000 to $100,000 income range, where the number of households increased by one-third.

Per capita income in the Thorncreek corridor as a whole was $27,952 in 2004, an increase of 22 percent since 2000 and exceeded the national inflation rate for that period of time. The level of per capita income in the corridor was higher than for Latah County in 2004 and increased at a higher rate than the county from 2000 to 2004.

Forecasts and Future Trends

Population and Households

Latah County

Latah County's population is forecast to continue increasing moderately through 2030 (Table 12). Its population was 34,935 in 2000 and is forecast to reach 45,833 by 2030, gaining nearly 10,900 persons (about a 30 percent increase during the forecast period). The number of households in the county is forecast to increase by a slightly higher rate (36 percent) due to a continuing trend of declining household size; in 2000, there were 13,059 households in the county. By 2030, nearly 4,700 households will be added to reach a total of 17,757 by 2030.

Table 12: 2000, 2010, 2020, and 2030 Latah County Population Forecast

Year	Population	Households
2000	34,935	13,059
2010	38,806	14,762
2020	42,585	16,350
2030	45,833	17,757

Source: INTERMOUNTAIN DEMOGRAPHICS

Population forecasts were prepared using the cohort-survival technique. In that methodology, the most recent census count (the 2000 count) is divided into five-year age groups. Each age group is factored by a five-year mortality rate and placed into the next oldest age group over a five-year time frame. For example, the number of

persons in the 30 to 34 year old age group in 2000, is factored by its mortality rate and placed into the 35 to 39 year old for 2005. That process is repeated for each age group for each five year time period from 2000 to 2030. The number of births occurring in each five year time period is calculated to add in the population under five-years old in each time series.

Household forecasts are based on the cohort-survival population forecasts. The population residing in households for each ten-year time frame is divided by a person's per household rate to calculate the household change for each decade. The change in households is added to the previous number of households to produce an estimate for the forecast year. That process is repeated for each ten-year interval in the forecast period.

Thorncreek Corridor

Short-term estimates for 2009, prepared by Claritas, indicate that population and households in the corridor will continue to decline (Table 13). The corridor's population is estimated to decrease from 1,217 persons in 2004, to 1,155 by 2009, a reduction of about 60 residents. Households will decline by 27 to reach a total of 496 by 2009. Population and households in the corridor are both expected to decline by five percent.

Table 13: 2004 and 2009 Thorncreek Corridor Population and Households

Variable	2004	2009	# Change	% Change
Population	1,217	1,155	-62	-5%
Households	523	496	-27	-5%

Sources: INTERMOUNTAIN DEMOGRAPHICS & CLARITAS

Employment

Latah County

Latah County's full and part-time employment is forecast to increase from 20,337 in 2000, to 25,772 by 2030, gaining more than 7,800 employees in the forecast period (Table 14), a nearly 40 percent increase. Detailed predictions showed the strongest employment gains in the services, government, and retail trade sectors.

Table 14: 2000, 2010, 2020, and 2030 Latah County Employment Forecast

Year	Employment
2000	20,337
2010	23,034
2020	25,772
2030	28,199

Source: INTERMOUNTAIN DEMOGRAPHICS

Latah County's employment forecast is based on forecasts prepared for each sector of the county's economy. Historical data are available for the farming, agricultural services, mining, construction, transportation and public utilities, wholesale and retail trades, finance, insurance, and real estate, services, and government employment categories. Various assumptions were made for each sector to produce a countywide employment forecast. In general, it was assumed that employment in farming and

mining would remain relatively constant. Employment forecasts for the manufacturing, transportation, and public utilities, and wholesale trade were based on combinations of long range and short term economic trends. Forecasts for construction, retail trade, services, and government also were based on trends and were modified for countywide population forecasts.

Thorncreek Corridor

The future level of employment in the corridor depends in part on the proposed realignment of U. S. 95. Employment along the current alignment is expected to remain nearly constant through 2009. Any realignment of the highway in the 2004 to 2009 time frame could result in additional employment in the study area. A more detailed discussion of future development is found in the induced development section of this analysis.

Income

Latah County

Latah County income forecasts prepared by Claritas indicate that there will continue to be a reduction in lower income households. From 2004 to 2009, the number of households with incomes less than $15,000 is expected to decrease by nine percent. Claritas also forecast a similar reduction in the $15,000 to $25,000 income range. A slight reduction in the number of households with incomes between $35,000 and $50,000 will occur in that same time period. The number of households with incomes greater than $100,000 is forecast to increase by almost 50 percent. Median household income and per capita income indicators are predicted to increase by 13 percent and 12 percent respectively.

Thorncreek Corridor

The general short-term income forecasts for 2009 indicate that there will be a net reduction in the number of households with lower incomes and an increase in the number of households with higher incomes. The two lowest income categories in the under $25,000 group will decline by nearly 50 households. The largest gain in households will occur in the $75,000 to $100,000 income range, increasing by 20 households. In 2004, per capita income for residents in the corridor was $28,580. It is forecast to increase to $35,007 by 2009. Per capita income is expected to increase by abut $4,000 in the 2004 to 2009 time frame, a 20 percent gain.

LAND USE

Purpose and Overview

The purpose of the land use section is to provide background information on land usage and land use regulations for the corridor area containing the proposed alignments. This section begins with an overview of general land usage in Latah County and recent development trends in the county and City of Moscow.

A field inventory (windshield survey) was completed to provide current land use information for the corridor. That summary is included in the land use section.

Local city and county comprehensive plans and zoning ordinances were reviewed to determine what type of development would be permitted in the corridor. That discussion is the conclusion of the land use section.

General Land Use

Most of Latah County (nearly 96 percent) is in low intensity, sparsely developed land usage. More than one-half (about 58 percent) of Latah County is forestland (Table 15). Agricultural land accounts for approximately 38 percent of the total county's land usage. The county contains 3,400 acres of land designated as urban which accounts for about one-half of one percent of the county's total land.

About three-fourths of all property in the county is held in private ownership. Slightly more than 16 percent of the county's land is owned by the federal government, with most of that land in the Nez Perce National Forest. State held land accounts for close to six percent of the county. Most of the state property is endowment land for education.

Table 15: Latah County General Land Usage

Land Usage	Total Acreage	Percent Total
Urban Land	3,400	0.5%
Agricultural	266,300	38.2%
Rangeland	25,600	3.7%
Forest	402,300	57.7%
Total	697,600	100.0%

Sources: INTERMOUNTAIN DEMOGRAPHICS & Idaho Department of Commerce and Labor

General Development Trends 2000-2004

Latah County

From 2000 through 2004, nearly 400 residential building permits were issued in unincorporated Latah County. Eleven residential building permits were issued in the Thorncreek corridor from 1999 to 2005. Low-density residential development is the only type of residential development allowed in unincorporated Latah County. Until 1997, the maximum density was one dwelling unit per acre. That requirement has been changed to one dwelling unit per 160 acres, depending on soil type. High density residential development is not permitted in the unincorporated portion of Latah County (Fuson, July, 2005).

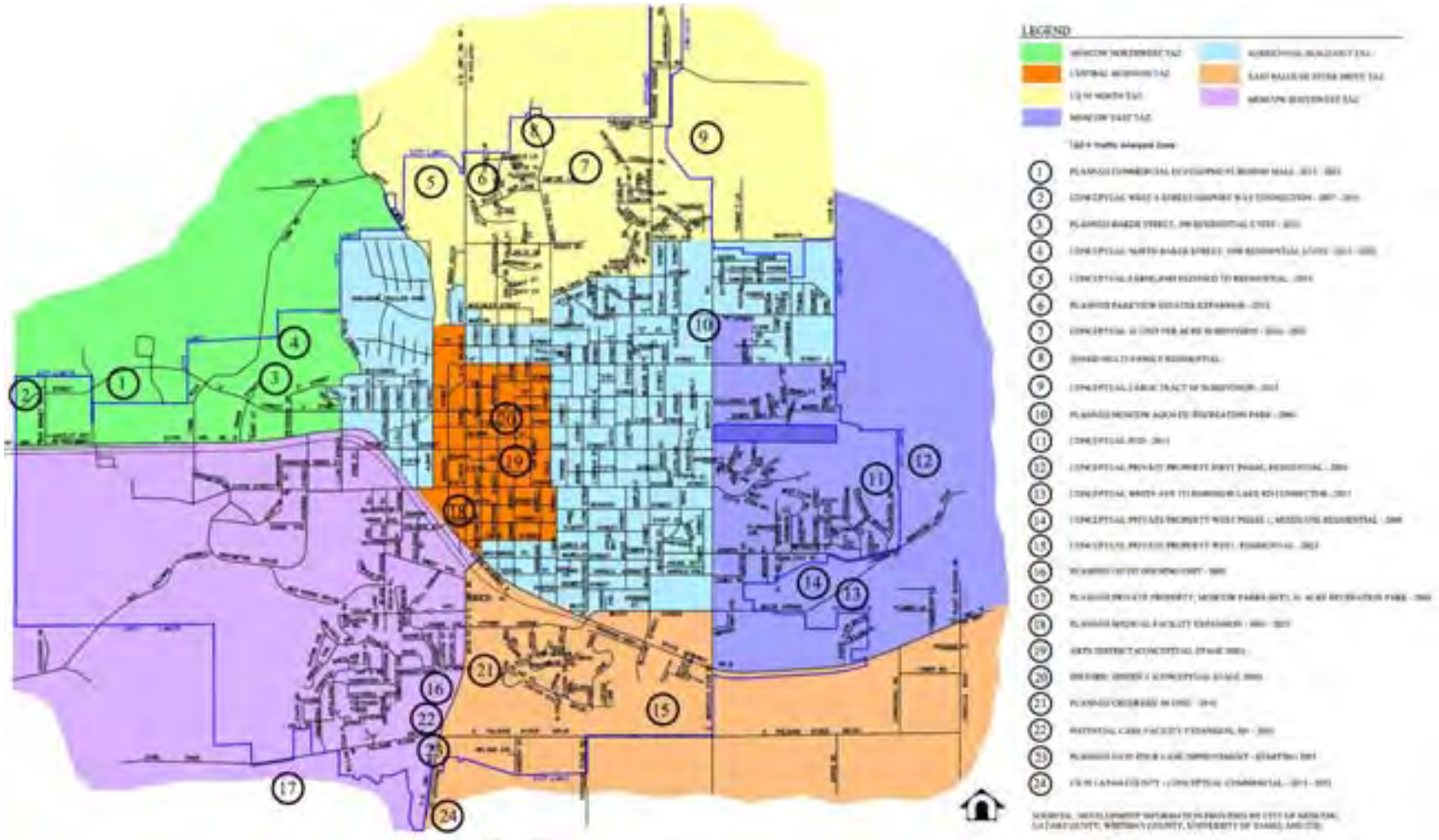
Demand for commercial activity in the unincorporated county is low. Commercial development has occurred in the incorporated cities and adjacent to the City of Moscow. The county's planning and zoning commission deals mainly with conditional use permit applications. Only a limited number of requests for rezoning to commercial or industrial uses have been received over the last five or six years in all of Latah County. There were requests for five or six rezoning applications last year. Currently, there are no development proposals in the Thorncreek corridor (Fuson, July, 2005).

There is no large industry or business site developments occurring in Latah County near the City of Moscow at this time. However, there are several potential areas for development. County staff expects that some commercial land uses will arise along US-95 at the southern edge of the city limits. Residential growth is expected to continue at about the same rate, with growth occurring primarily on the eastern and northern sides of Moscow. Latah County is currently using a 1.14% annual growth rate for planning purposes. (personal communication with Karl Otterstrom, Latah County Associate Planner, 8/19/05).

City of Moscow

Nearly two-thirds (more than 500 of 785 residential units) of Moscow's residential development in the last five years has been for apartment development. Much of that development has been for specific markets such as students, lower income families, and elderly households. Many of the apartment units have been developed on A Street, north of Highway 8 (Pullman Road). Single-family development has been scattered throughout the city, with a concentration of that type of development in northern Moscow, off of Highway 95 (Ackerman, July, 2005).

Most large scale commercial development has taken place along State Highway 8, north of the University of Idaho to the Idaho Washington state boundary. Recent commercial development has taken place near Rodeo Drive, off U. S. 95. A 96-acre parcel near South Mountain View Drive ad State Highway 8 was recently annexed to the city and may become a commercial site. There have been no inquiries about commercial or industrial development in the Thorncreek corridor (Ackerman, July, 2005).


LEGEND

Thorncreek Corridor Windshield Survey

In July 2005, a land use inventory was completed for the properties abutting the Thorncreek corridor and for the area containing the proposed alignments. In general, the land surrounding the majority of the corridor is agricultural with accompanying farm houses and accessory buildings (Picture 1). Clusters of residential development along certain portions of the corridor were observed (Picture 2). The northern portion of the corridor is more highly developed with a mix of uses (Picture 3).

The land use inventory is inclusive of the southern boundary of the corridor, where Thorncreek Road intersects U. S. 95 near milepost 337 (Picture 4). From that starting point to the intersection of Eid Road and U. S. 95 south of mile post 340, the land use abutting the corridor is entirely agricultural. Most of the land abutting Eid Road is also agricultural. There are several clusters of housing, including single-family dwelling units and mobile homes, scattered along Eid Road. The area surrounding Jacksha Road, from Thorncreek Road to north of milepost 340, and west of U.S. 95, is also entirely in agricultural usage.

From Eid Road, between mileposts 339 and 340, to the Zeitler Road/Snow Road, (near milepost 341) agricultural land use is predominant. There is a single farm house and buildings on Snow Road, west of U.S. 95. The Zeitler Road to Cameron Road loop from U.S. 95 at milepost 341 to its return to the highway at the bottom of Valhalla Hill (south of milepost 343) is a combination of agricultural land, some forested land, and residential land uses. Several houses are located along Zeigler Road as well as at its terminus (Picture 5). Several residential units are adjacent to Cameron Road. There are residential units clustered on Cameron Road, overlooking the City of Moscow, on Valhalla Hill south of milepost 343 (Picture 6). There are also residential units on the top of the ridge east of Cameron Road.

Farmhouses, agricultural buildings, and several mobile homes are located on both sides of U.S. 95 from Snow Road, north of milepost 341, to the Valhalla Hill /Clyde Road intersection area north of milepost 342. There are several single-family dwelling units and farm outbuildings located along Clyde Road (Picture 7). A mobile home park and self-storage units are on the west side of the highway, slightly north of the intersection of Clyde Road and the highway.

A variety of land uses are interspersed along U.S. 95 from Clyde Road north of milepost 342 to Palouse River Drive, at milepost 344.5 (the end of the Thorncreek corridor). Those uses include extraction services, machine and welding operations, an oil company, recreational vehicle parts and service, building suppliers, automotive repair facilities, an upholstery shop, a cabinetmaker, and trucking services. Those land uses occur in several clusters on agricultural land. A farm and several residential units are also located adjacent to that section of U.S. 95.

Regulatory Setting

Overview

In 1975, the Idaho Legislature passed the Local Land Use Planning Act, Chapter 65, and Title 67 of the Idaho Code. One provision of the act is that local entities, i.e., counties and cities, prepare a comprehensive plan for their jurisdiction. According to the Idaho Planning Association, that plan is a document or series of documents which guides the future development of a community.

The Local Land Use Planning Act also calls for the preparation of land use regulations, including a zoning ordinance. Each county and city in the state are to "establish within its jurisdiction one or more zones or zoning districts where appropriate. The zoning districts shall be in accordance with the adopted comprehensive plans" (Section 67-6511 Idaho Code).

Another provision in the Local Land Use Planning Act is the Area of City Impact requirement (Section 67-6526 Idaho Code). The purpose of designating an area of city impact is to determine those comprehensive plans and implementation ordinances that apply to a specific area surrounding a city. Either the county's or city's plan and ordinances, or a mutually agreed upon set of ordinances, may be used to regulate future development.

While the Thorncreek corridor is located in the unincorporated portion of Latah County, Moscow's area of city impact extends into the northern portion of the corridor. In the

Moscow area of city impact, Latah County has adopted the City of Moscow's zoning ordinance and zoning classifications. The city has recommending powers for a rezoning request, but the county has the final decision making authority (Ackerman, July, 2005). The county also is responsible for issuing building permits in the Area of City Impact (Fuson, July, 2005).

Comprehensive Plans

Latah County

The Latah County Comprehensive Plan, adopted in 1994 and revised in 2004, speaks to the objectives that aim to make the county a desirable place in which to live, work, and visit, and to outline "a pattern of growth compatible with community traditions, values, and vision for the future.' The transportation element of the plan addresses the following goals and policies that are relevant to the proposed project:

> Goal: To promote an efficient and safe transportation system in Latah County.
>
> Policies:
> 1. Ensure that access onto public roads will not disrupt traffic flow and that access is adequate for emergency response vehicles.
> 2. Limit the number of access points to state and federal highways.
> 3. Encourage bike and pedestrian routes and mass-transit as transportation options.

The Comprehensive Plan addresses Community Design in the following manner:

> Goal: To ensure a pattern of planned growth which results in the orderly and attractive development of Latah County.
>
> Policies:
>
> 3. Encourage clustering of commercial and industrial developments so that access points to existing arterials are limited.

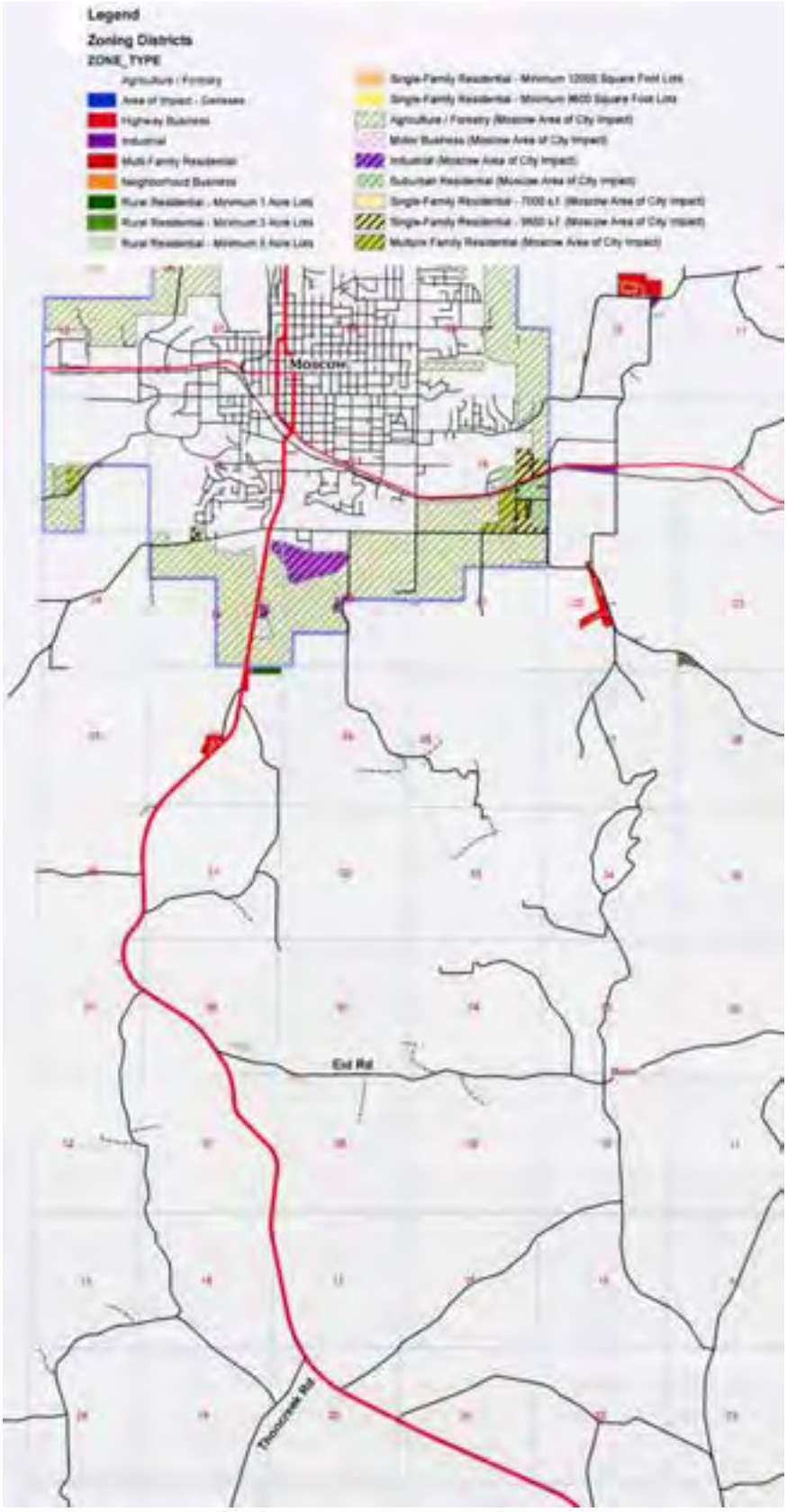
The Housing element is noted as follows:

> Goal: To ensure an adequate and attractive living environment to meet the needs of residents of different ages, family sizes, lifestyles, and income levels.
> Policies:
>
> 1. Encourage the development of a variety of housing types on land suitable for development.

Latah County Ordinances

A review of the subdivision (plat) ordinances did not reveal any codes specific to the US 95 corridor.

The following map shows the zoning districts and those uses allowed within said district:


Legend
Zoning Districts
ZONE_TYPE
Agriculture / Forestry
Area of Impact - Geneses
Highway Business
Industrial
Multi-Family Residential
Neighborhood Business
Rural Residential - Minimum 1 Acre Lots
Rural Residential - Minimum 3 Acre Lots
Rural Residential - Minimum 5 Acre Lots
Single-Family Residential - Minimum 12000 Square Foot Lots
Single-Family Residential - Minimum 9600 Square Foot Lots
Agriculture / Forestry (Moscow Area of City Impact)
Motor Business (Moscow Area of City Impact)
Industrial (Moscow Area of City Impact)
Suburban Residential (Moscow Area of City Impact)
Single-Family Residential - 7000 s.f. (Moscow Area of City Impact)
Single-Family Residential - 9600 s.f. (Moscow Area of City Impact)
Multiple Family Residential (Moscow Area of City Impact)
Moscow
Eid Rd
Thorncreek Rd

City of Moscow

The City of Moscow Comprehensive Plan, adopted in 1999, reflects what citizens want their community to be in the future, and attempts to clarify the relationship between physical development policies and social and economic goals. Further, there is the desire to "improve the physical environment of the community as a setting for human Activities - to make it more functional, beautiful, decent, healthful, interesting, and efficient". The transportation element of the plan addresses the following goals, objectives, and policies that are relevant to the proposed project:

General Transportation Goal

To provide a system of transportation and circulation within and around the city of Moscow that will make it possible for all people utilizing various modes of transportation to reach their destination as safely and as easily as possible with the least disturbance to adjacent uses.

General Transportation Objectives

1. Ensure a complete and logical circulation pattern throughout the Moscow area in the future.
2. Provide a circulation pattern that will adequately serve adjacent land uses.
3. Maintain and enhance the quality of life in Moscow by creating transportation systems that move people effectively and safely.

Motor Vehicle Goal

To provide a safe and efficient motor vehicle transportation system respecting non-motorized modes of transportation.

Motor Vehicle Objectives

2. Route through traffic around Moscow in a city bypass highway system.

Motor Vehicle Implementation Policies

5. It is a priority of the city to develop a west US Highway 95 bypass. A corridor for the bypass should be identified before land development occurs. The alternative to a western bypass of US Highway 95 is an eastern bypass. However, several factors make the western alignment a more logical choice. These reasons include the deterrents to city growth on the west, proximity to the university, as well as the central business district and shopping areas, proximity of Pullman, and the potential of city growth.

6. An arterial loop system should be developed around the existing city perimeter to move local traffic between traffic generators in a shorter period of time.

7. All developments should be designed to minimize direct vehicular access to and from arterial streets.

The Housing element of the plan addresses the following goals, objectives, and policies that are relevant to the proposed project:

Goal

To ensure decent and safe housing in sufficient quantity to accommodate the various housing needs of present and future residents of Moscow.

Objectives

1. Create an environment where a variety in type, size, cost, and location of housing will be encouraged.

4. Maintain a proper environment for residential purposes in all residential zones, free from unnecessary noise, traffic, air pollution, and other nuisances.

5. Provide for lower income housing such as mobile home parks, manufactured housing subdivisions, and manufactured housing on private lots.

Implementation Policies

6. Potential areas for mobile home parks and manufactured housing subdivisions should be provided. Updated standards should be established for mobile home park developments to ensure quality design and to provide buffering to adjacent land uses.

Community Design includes the following goals, objectives, and policies that are relevant to the proposed project:

Goal

To create a pleasant and interesting environment within the city of Moscow that is attractive to its residents and visitors.

Objectives

1. Develop attractive entrances to the city along major streets.

Implementation Policies

1. The city should consider the preparation and implementation of a design plan for the entrance corridors to Moscow.

Area of City Impact Goals

1. Ensure the orderly development of land near the city of Moscow. streets, etc.) within these expanding boundaries.

6. Preserve and enhance the function of state and federal highways and county roads in the Area of City Impact as safe and efficient transportation corridors for various modes of transportation.

Area of City Impact Implementation Policies

6. Require that roads and intersections be designed to restrict and control vehicular access along state and federal highways in the Area of City Impact to preserve the primary transportation function of these highway corridors. Buffer requirements should be considered where industrial and commercial areas are located near major entrances to the city.

Land use Designations

Light Industrial uses have been designated for four areas—the northern area which is located along A Street between Line and Almon Streets; the central area along the railroad tracks from Sixth to Logan Streets; the southern area east of US Highway 95 at the extreme southern edge of the city; and the eastern area south of Highway 8 at the eastern edge of the city.

The southern area, as well as the two industrial areas in the county, has immediate access to US Highway 95 whether or not a bypass is built. This area is the best location within the city for highway transport between Moscow and Lewiston and would be appropriate for general industry and warehousing operations.

The 1999 comprehensive plan called for medium density residential development in the north end of the Thorncreek corridor, but that type of development has not occurred (Ackerman, July 2005).

Ordinances

After a review of the city code section regarding subdivisions, no code section was found specific to US 95.

Existing Zoning Classifications and Uses

Latah County

The Latah County portion of the Thorncreek corridor is zoned AF – the Agriculture/Forest zone. According to Article 3, Section 3.01 of the county zoning ordinance, the purpose of that zoning classification is to continue agriculture and forestry use in the county.

The zoning ordinance states that general uses permitted in the AF zone are agronomy, animal husbandry, forestry, accessory buildings, limited single-family dwellings, some home occupations, some wind powered generation, and veterinary clinics. Conditional uses cover related commercial or industrial businesses, certain recreational activities, dog boarding operations, public buildings, communications facilities, mineral resource development, landing strips, solid waste facilities, cemeteries, churches, day care facilities, housing, bed and breakfasts, and wind power generation.

City of Moscow

Two areas of the Thorncreek Corridor are in Moscow's area of city impact and are governed by the City of Moscow's zoning ordinance. One area is zoned Motor Business Zoning District (MB), while a small portion of the corridor is in the Industrial Zoning District (I).

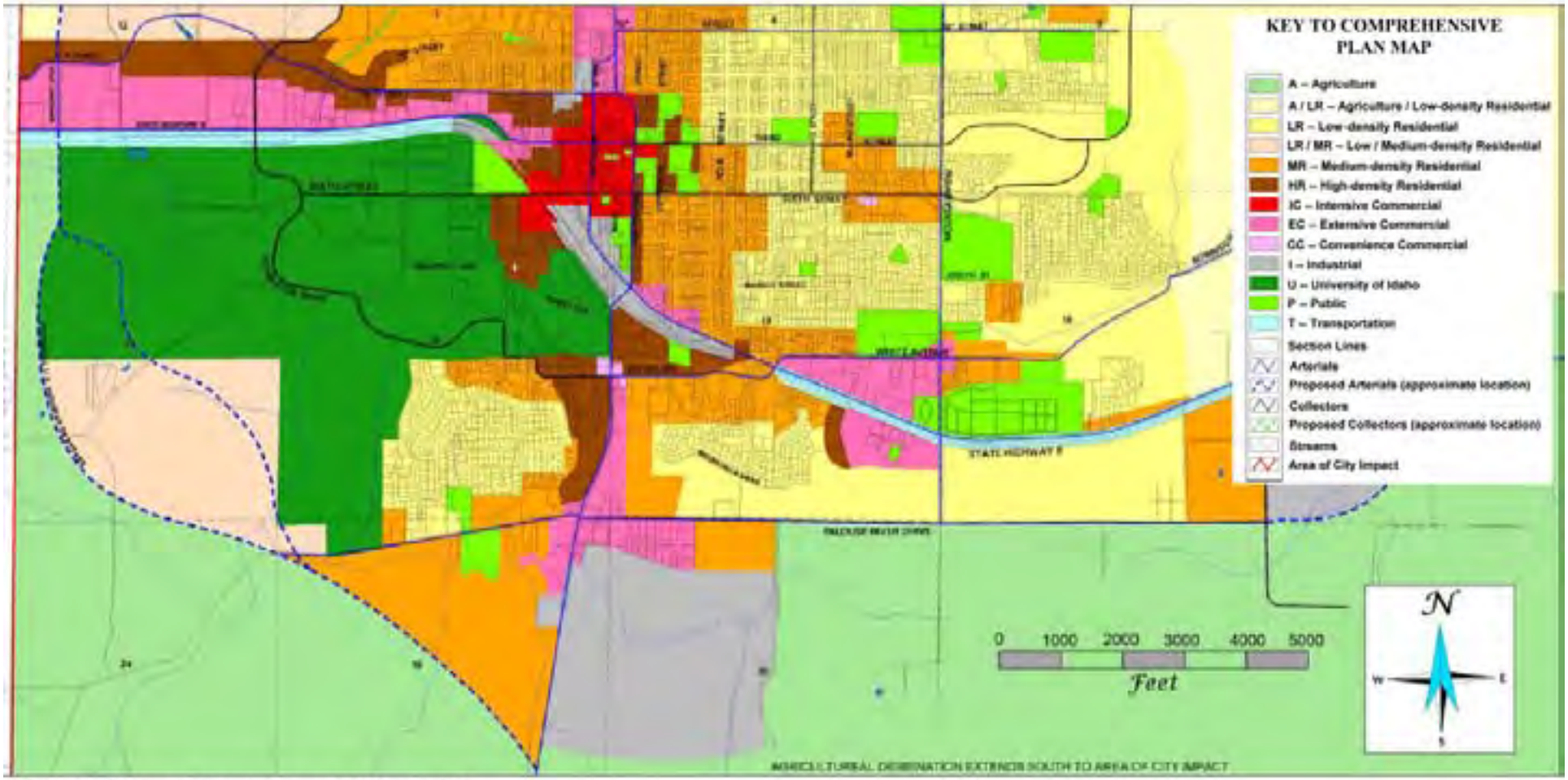
In Chapter 3 of Moscow's zoning ordinance "Commercial Zoning Districts", the intent of the MB zoning classification is to "provide for the location and grouping of compatible uses having similar operation as they involve enterprises which depend primarily on the transient motor vehicle-based trade." In Section 3-7, permitted uses and structures in that zone are listed in detail and generally include: retail enterprises dispensing food; professional, financial, and medical offices; eating, drinking, entertainment, dancing, and recreation establishments; printing and publishing houses; lodges; some public and private institutions; public utility installations; public off-street parking; hotels and motels; kennels; laundry facilities; administrative or research facilities; self-storage units; and, recreational vehicle parks.

Conditional uses generally permitted in the MB zone include various types of family day care facilities and limited warehousing activity. Special uses in the district generally are limited to some public services and utility facilities, public oriented commercial services, and light manufacturing.

An area of the corridor inside the area of city impact is zoned industrial (I). According to the zoning ordinance, that district "is designed to encourage sound industrial development in the City by providing a protective environment primarily for such development." Permitted uses and structures generally include manufacturing, processing, research, wholesale, and storage facilities; transportation facilities; public and utility facilities; automotive and heavy equipment uses; building material sales; and public off-street parking.

The I zone also allows limited conditional and special uses. Conditional uses generally are limited to accessory residential use; retail, office, or service activities; and day care facilities limited to children of persons working on a particular site. Special uses generally are limited to screened salvage and scrap yards; concrete, chemical, and meat packing plants; and, heavy manufacturing.

The following map from the City of Moscow Comprehensive Plan shows the land uses for the southern part of the city. :



Map produced by Resource Cartographics, Moscow, Idaho. Copyright 1999

Other Relevant Studies

Moscow Transportation Study - October 2004

In October of 2004, a report prepared by Dave Evans and Associates was released, commissioned by ITD in association with the City of Moscow to analyze the congested routes of US 95 and SH 8 through the city. The report summarizes current and anticipated deficiencies and traffic volumes to determine what, if any, improvements should be made to the existing corridors and whether an alternate highway route (ring road) should be constructed.

For study methodology purposes of the Transportation Study, the City of Moscow was broken into seven Traffic Analysis Zones (TAZs) based on anticipated housing and population growth during the next twenty years. The northern portion of the Thorncreek to Moscow study is located in the TAZs identified as the East Palouse River Drive TAZ (east of US 95) and the Moscow Southwest TAZ (west of US 95).

The Southwest TAZ includes the University of Idaho and much of the student housing, with the southern border just beyond the city limits, and the eastern border being US 95. As it relates to this subject document, the study mentions that a widening-project is planned for US 95 from Sweet Avenue southward to Lewiston Hill to include the installation of a signal at the intersection of West Palouse River Drive and US 95.

The East Palouse River Drive TAZ has its western border at US 95 and includes populated areas just beyond the city limits on the south and east. The study mentions that the south side of East Palouse River Drive is zoned commercial and farm-ranch transitional, with development possibilities in this area that may occur beyond 20 years. Further, the report states, "This area will likely be incorporated into the Economic Development Strategic Plan with commercial zoning on the south side and residential on the north side. A large tract of private property west and east of Mountain View Road is likely to continue to be farmed beyond the next 20 years. However, there is a slight possibility that some of this land west of Mountain View Road could be developed within 20 years. Some residential development is occurring just south of Styner Avenue. A 60-unit PUD called the Creekside is planned east of US 95 and south of Styner Avenue in 2004. Located south of here to East Palouse River Drive are other SF and duplex lots and other undeveloped land, including a large area zoned for multi-family dwelling units. There is potential for commercial development to occur just east and south of the city limits in Latah County in the area of the US 95 corridor."

University of Idaho Long Range Campus Development Plan

The University of Idaho Long Range Campus Development Plan (LRCDP - 2000) was developed with the input of the University's students, faculty, staff, and alumni to establish a series of goals and objectives related to campus development and issues, such as transportation in the greater Moscow area.

The Plan states, "The transportation goal of the LRCDP is to enhance the safety of the university community while providing choice and convenience. Transportation systems enhance the quality of life on campus and in the surrounding community by supporting and balancing multiple modes of transportation that move people effectively and safely. The transportation systems of the University of Idaho and the surrounding community of Moscow are, by their very nature, extensions of each other. They must be

well integrated, continuous, and mutually supportive. The university recognizes its responsibility within the overall city and regional transportation system. Transportation decisions made by the university must be weighed for their effect on safety, traffic flow and access, parking convenience and circulation to and from the city."

Main Findings

Demographics

- From 2000 to 2004, the total population and number of households increased by about two percent in Latah County. The corridor area lost population and households during that same time.
- Over one-half of the county's population was between 15 and 44 years old in 2004. Its median age was 29.8 years old. There was a population decline in the under-15 years old age group.
- In the corridor, there was an out-migration of persons 15 to 44 years old. Its 2004 median age ranged from 31.7 to 35.9 years old. Its greatest population gain was an increase in the youngest age group.
- The Racial minority and Hispanic origin of the county, at nearly 10 percent of the county's total population, was greater than the minority and Hispanic population concentration of five percent in the corridor study area.
- The housing occupancy and vacancy rates for the county and the corridor were similar in 2000. However, the county had a higher rate of renter occupied units than the corridor.
- In 2003, government, services, and retail trade were the largest employment sectors in Latah County. The corridor is primarily farming and agricultural-services employment based.
- Income characteristics in the county and in the corridor also were different in 2000 and 2004. The largest concentration of the county's households was found in the lowest income category. The largest concentration of households in the corridor was in the $35,000 o $75,000 income range. Per capita income in the corridor was greater than that for the county and increased more from 2000 to 2004.
- Per capita income gains in the corridor, a 20 percent increase from 2004 to 2009, will outpace the 12 percent per capita income gain for the county.
- Latah County's population is forecast to increase at a moderate rate through 2030. The population will continue to grow through 2010, occurring with a corresponding increase in the number of households. Claritas, the data provider for the 2004 and 2009 portions of the profile, expects population and household numbers to continue to decline in the corridor area.

Land use

- The land surrounding the majority of the corridor is agricultural with accompanying farmhouses and accessory buildings. There are clusters of residential development along certain portions of the corridor (Zeitler Road, Cameron Road, and Clyde Road) and two areas (Valhalla and Hidden Village / Benson Park) that have a concentration of mobile homes. The northern portion of the corridor is more highly developed with a mix of uses and an emphasis on auto oriented businesses (recreational vehicle parts and service, automotive repair facilities, trucking services, etc) is present.

- From 2000 through 2004, nearly 400 residential building permits were issued in unincorporated Latah County. Eleven residential building permits were issued in the Thorncreek corridor from 1999 to 2005. Low-density residential development is the only type of residential development allowed in unincorporated Latah County.

- Residential growth is expected to continue at about the same rate, with growth occurring primarily on the eastern and northern sides of Moscow. Latah County is currently using a 1.14% annual growth rate for planning purposes.

- A limited number of requests for rezoning to commercial or industrial uses have been received over the last five to six years in all of Latah County. There were requests for five or six rezoning applications last year. Currently, there are no development proposals in the Thorncreek corridor; although County staff expects that some commercial land uses will arise along US-95 at the southern edge of the city limits.

- Nearly two-thirds (more than 500 of 785 residential units) of Moscow's residential development in the last five years has been for apartment development. Much of that development has been for specific markets such as students, lower-income families, and the elderly. Many of the apartment units have been developed on A Street, north of State Highway 8 (Pullman Road). Single-family development has been scattered throughout the city, with a concentration in northern Moscow, off Highway 95.

- Most large-scale commercial development has taken place along State Highway 8, north of the University of Idaho to the Idaho/Washington boundary. Recent commercial development has taken place near Rodeo Drive, off U. S. 95. A 96-acre parcel near South Mountain View Drive and State Highway 8 was recently annexed into the city and may become a commercial site.

- It is a priority of the City of Moscow (as noted in the comprehensive plan) to develop a west US Highway 95 bypass. It is important that a corridor for the bypass be identified before land development occurs. The alternative to a western bypass of US Highway 95 is an eastern bypass; however, several factors make the western alignment a more logical choice. These reasons include the deterrents to city growth on the west, proximity to the university, as well as the central business district and shopping areas, proximity of Pullman, and the potential of city growth.

- While the Thorncreek corridor is located in the unincorporated portion of Latah County, Moscow's area of city impact extends into the northern portion of the corridor. In the Moscow area of city impact, Latah County has adopted the City of Moscow's zoning ordinance and zoning classifications. The city has recommendation powers for a rezoning request, but the county has the final decision making authority. The county is also responsible for issuing building permits in the Area of City Impact.

- To promote an efficient and safe transportation system, the Latah County Comprehensive Plan requires that limits should be placed on the number of access points to state and federal highways; and encourages bike and pedestrian routes and mass-transit as transportation options.

- The Latah County portion of the Thorncreek corridor is zoned AF – the Agriculture/Forest zone, the purpose of which is to continue agriculture and forestry use in the county.

- The City of Moscow Comprehensive Plan promotes a system of transportation and circulation within and around the city that will make it possible for all people utilizing various modes of transportation to reach their destination as safely and as easily as possible, with the least disturbance possible occurring upon adjacent uses.

- The plan also states that roads and intersections are to be designed to restrict and control vehicular access along state and federal highways in the Area of City Impact

- Light Industrial uses have been designated for the area east of US Highway 95 at the extreme southern edge of the city (which has immediate access to US Highway 95) whether or not a bypass is built.

- The 1999 comprehensive plan calls for medium density residential development in the north end of the Thorncreek corridor, but that type of development has not yet occurred.

INDUCED DEVELOPMENT

Purpose and Overview

The purpose of this report is to identify and analyze the indirect impacts of the proposed alignment alternatives on land use and future residential and commercial development through the use of the Delphi process. The overall objective of this report is to answer the question: How would the US 95 Thorncreek to Moscow project affect the location, pattern, and pace of residential, commercial, and industrial development in the area?

The process employed to meet the overall objective consists of (1) collecting information about factors that are the most likely to influence future land development patterns and (2), making a valid estimate of the probable magnitude and direction of change in development patterns (i.e., indirect land use impacts). Several types of data were used to identify factors that are going to affect development patterns: Socioeconomic conditions (population, employment by sub-area, and household characteristics); Land use patterns (location, type and extent of land development in the study area, vacant land, building permits by type and location, development capacity); Transportation system characteristics; Public services (primarily the availability of water and sewer connections) and; Public policy (land use plan designation and zoning, economic development). Analyses and findings regarding these topics are presented in the previous sections of this report.

By definition, *indirect* land use impacts are the long-term and wide-spread changes to the development patterns and comprehensive plans that are *induced* by the transportation improvement. Direct land use impacts are the short-term effects that occur during transportation construction projects (when residences and businesses are displaced) and are typically contained within the right-of-way adjacent to the improvements. By analyzing four dimensions: time, space, probability, and causality, it may be surmised that direct impacts of a project happen sooner, closer, and with more certainty than indirect impacts. These impacts are most often covered in the Right-of-Way Report section of an Environmental Impact Statement or an Environmental Assessment. As noted in the Federal Highway Administration, Environmental Guidebook, **"The Environmental Impact Statement must identify all of the indirect effects that are known, and make a good faith effort to explain the effects that are not known but are 'reasonably foreseeable' ".**

Indirect impacts may not be caused directly by the project, but by intervening factors that are affected by the project. A good example of a direct impact of a highway project on land use would be the acquisition of land for right-of-way. The land use change (for example, from residential to transportation right-of-way) (a) happens at the time of the project (the project cannot be started without the land use change), (b) is close to the project (it is within the right-of-way), (c) is certain, and (d) is caused directly by the highway project. As an example of an indirect impact, consider the assertion that a highway project that improves travel time to a central city will eventually cause a surrounding county to re-zone undeveloped land for residential development near, but not adjacent to, the project. The causal link is much more vague than the prior example since the purported impact (a) is not expected for many years, (b) is distant from the improvement, (c) is uncertain (it may happen, or not), and (d) is the result of intervening forces (the highway project affects travel time, which affects land value, which may encourage property owners and developers to petition for zone changes, which would

allow more residential development in outlying areas). These time, space, probability and causality characteristics are what define an indirect impact.

As one may gather, indirect impacts are not immediately tangible, and as such, neither are the characteristics used to measure said impacts. The Federal Highway Administration expresses in its Environmental Guidebook that: "Potential changes in land use, development, or other reasonably foreseeable actions are not easy to predict. Estimates may be arrived at with surveys, discussions with appropriate local entities, the examination of trends, and the use of sophisticated computer models or other appropriate methodology, such as the Delphi process."

And further, as noted in the NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM, Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects, *"The most structured consultation method is the Delphi technique. Delphi is a survey research technique directed toward the systematic solicitation and organization of expert intuitive thinking from a group of knowledgeable people."*

The Delphi method, modified Delphi method, or other "expert panel" approaches have been used to forecast reasonable foreseeable land uses for several recent transportation studies. Some of these projects are: USH41 & State Trunk Highway 26 (Wisconsin Department of Transportation), I-5 (Washington State Department of Transportation), I-270 Maryland Department of Transportation, I-93 (New Hampshire Department of Transportation), Three Cities River Crossing (Ada County Highway District, Idaho).

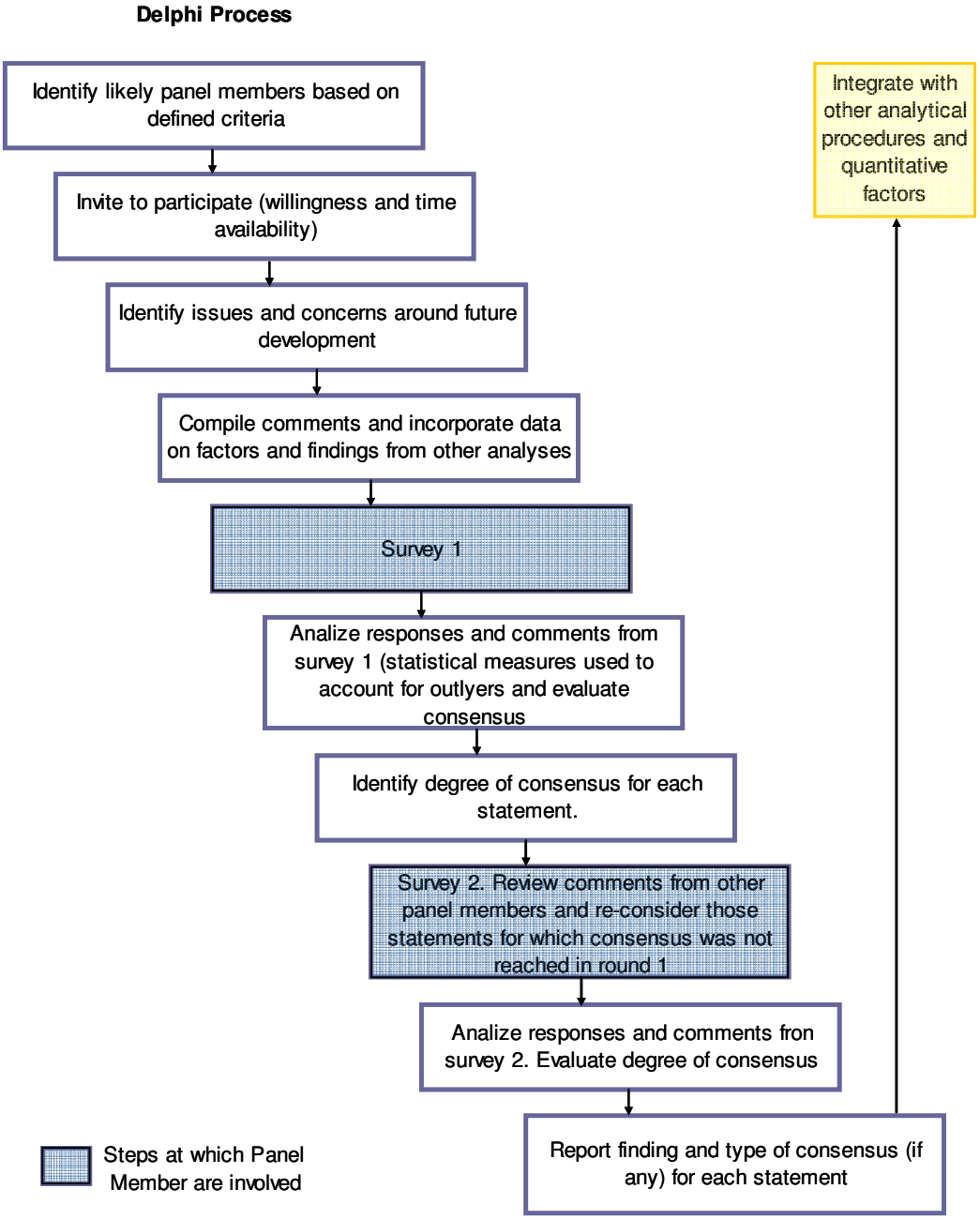
The Delphi Process

In the 1950s, the Rand Corporation developed a method to forecast future technological capabilities of interest to the military for defense purposes. Later, in the 1960s, the method was made available to the public and since then, it has been used relatively frequently for the purposes of forecasting and policy analysis. This *Delphi process* is a systematic method exercised to combine the testimony of a number of experts into a single useful statement. The Delphi method recognizes that, in the absence of defined standards, human judgment is a legitimate and useful input to generating forecasts. It may be considered that experts individually sometimes suffer from biases, and that meetings of individuals fall in line with "follow the leader" tendencies, often resulting in a reluctance to dismiss previously stated opinions.

The process relies on the opinions of a panel of experts to deal systematically with a complex problem or task to provide their assessment of likely future outcomes by responding to several rounds of questions. The process is predicated on the theory that, in a structured setting, access to the analysis of other experts through a feedback mechanism will provide information that may serve to alter or clarify one's own analysis. In summary, the main characteristics of this approach are:

- The panel consists of a group of individuals with diverse expertise;
- Each panel member has equal access to high quality information;
- Each panelist carries out his or her own analysis;
- Each analysis is shared with the rest of the panel (usually anonymously); and,
- Panelists have an opportunity to revise their initial analysis after reviewing other panelist's findings.

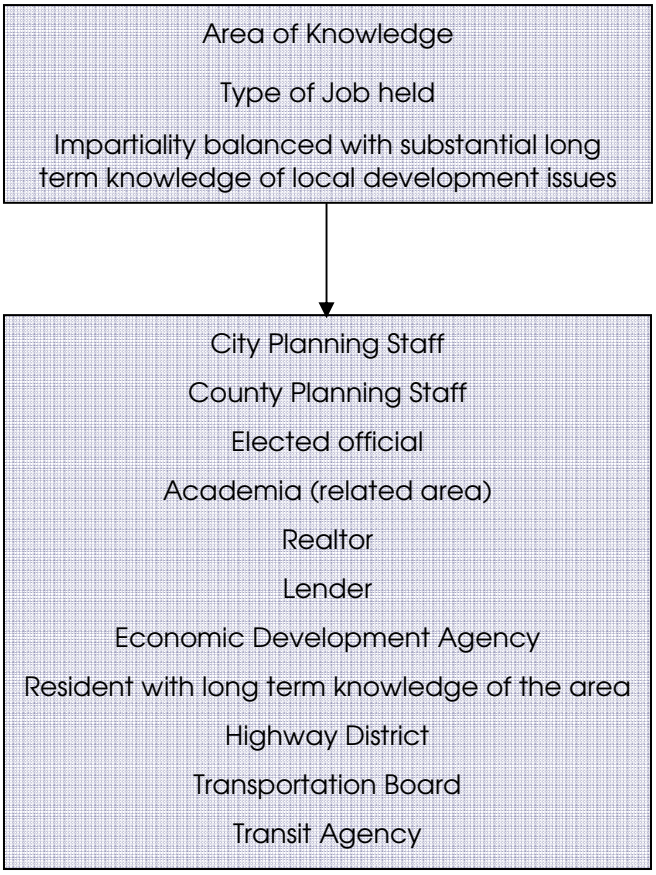
The main point behind the Delphi method is to overcome the disadvantages of conventional committee action. The Delphi process differs from a committee that meets face-to-face in that the participants are anonymous (to each other), the process is done iteratively with controlled feedback, and a numerical interpretation of the group response is reported. Anonymity allows participants to focus on the issues, not the personalities of the participants. The repeated rounds with feedback from the moderators allow participants to reconsider their responses in light of new information but prevent lobbying for any point of view. The statistical group response gives the range of opinion as well as the most common response. This helps clarify how strongly people agree or disagree.



The Panel

As noted in the *Handbook on Integrating Land Use Considerations into Transportation Projects to Address Induced Growth*, expert panels attempt to use the aggregate experience of a group of diverse local professionals to illuminate the most likely range of outcomes from particular transportation policies or investments. Panels typically include planners, developers, local government officials, business leaders, and others possessing informed perspectives on likely development trends and influences.

Expert panels combine an understanding of the theory of urban development, empirical knowledge of transportation/land use relationships, and the detailed understanding of local conditions. Panels are not a replacement for quantitative data; rather, they integrate data with the perceptions, intuition, and judgment of people familiar with the study area. Based on this premise, the following criteria were used to select the panel members:



In addition to the selection criteria, the likely panel members were asked two screening questions:

Are you or have you been an advocate for any particular alignment or group of alignments?

Will you experience direct financial gain or loss depending on the alternative that is selected?
One-on-one interviews were held with these individuals to inform them about the Delphi process methodology, to provide them with some examples, to explain the time commitments involved with participation in the process, and to then invite them to become part of the panel. A group of twelve panel members encompassing a wide array of opinions on the subject of the land use and transportation interaction was identified.

Michelle Fuson	Latah County Planning Director
Gundars Rudzitis	Univeristy of Idaho Professor
Shelley Bennet	Realtor
Walter Steed	City of Moscow Transportation Commission
Tom LaPointe	Valley Transit Executive Director
Travis Wambeke	Local Engineering Consultant
Orland Arneberg	North Latah Highway District
Jack Nelson	County Commissioner
Andrew Ackermann	City of Moscow Assistant Community Development Director
BJ Swanson	American West Bank
Cinthya Barnhart	Latah Economic Development Council Executive Director
Jeff Martin	CEO Gritman Medical Center

Initial Comments

The panel was provided with an information package and asked to generate comments expressing what type of development and changes in land use each of the alternative alignments might produce. The panel was also asked to consider how uses might change along the current route. The information package (appendix 1- Delphi initial comments) contained the following materials:

Assumptions
Instructions
Description of the alignments
Alignments map
Slope Analysis
Current land use map
Working map with milepost information

Questionnaire – Round One

The comments provided by the panel (relative to the information packet) were subsequently used to develop a set of statements and a summary map. Compiled in a survey format, this information was e-mailed or mailed to each participant who were then asked to agree or disagree with each statement on a scale of 1 to 4 (from strongly agree to strongly disagree). Participants were also asked to provide a brief comment explaining their position. The responses to each question/statement were evaluated for consensus using the measures of Central Tendency and Coefficient of Variation and the results were summarized anonymously. This blended average is used to express the "average" response of the panelists for a given question. It allows extreme values to be given some weight (unlike a median value) but not as much weight as they are given with the mean. The coefficient of variation is used to judge both the amount of variation and the level of consensus present among the panel's responses.

(Additional information produced by the Community Profile Report, such as Demographic Forecast and Land use analysis, was included with the survey – appendix 2 – Round one survey).

Round One – Results

First, the results were analyzed in order to determine whether there was consensus on any of the statements. There was substantial agreement in Round One regarding statements a, c, & k (for further detail and comments please see appendix 3 – Round one results).

Eleven of the twelve respondents agreed or strongly agreed that "the US 95 Thorncreek Road to Moscow project (any alignment) will induce more commercial development in the area within one-mile south of the City of Moscow" (statement a).

Nine out of ten respondents (not all chose to answer this question) agreed or strongly agreed that "if a new US 95 alignment is selected and the current alignment transferred to North Latah Highway District jurisdiction, additional development is likely to occur on this "new" county road" (statement c).

Ten out of 11 respondents (not all chose to answer this question) agreed or strongly agreed that "given that all of the proposed alternatives will ease accessibility to the Lewiston-Clarkston port and metro area; some new commercial and industrial uses might locate to the south of Moscow (up to one-mile south) in areas already zoned for these purposes" (statement k).

Questionnaire – Round Two

In order to refine the views of the group's work as it evolved, the panelists were provided with the results from round one, which included the degree of consensus and the comments for each response. They were then asked to provide new responses taking the results of round one into account (appendix 4 - Round two survey)

Round Two – Results

Minimal development is expected within the areas in and around any of the alternatives (except for the area within one-mile south of the Moscow city limits) due to limited access to the highway. 7 of 12 respondents may be characterized as feeling that development is less likely to occur the farther it is from the urbanized area and, that the type of access will control the type of development. That is to say, the remainder of the corridor will see less development potential than the area one-mile south of the Moscow city limits (statement b).

The distribution of responses from the panel revealed that there was no one particular group of alignments (compared to any of the other alternative alignments) that would create a greater or lesser need to change comprehensive plans and ordinances. Yet there was a majority of the panel (75%) who felt that comprehensive plans will need to change to reflect the potential change in land use type and intensity - regardless of which alternative was chosen. Because of the varied opinions, there is not a clear distinction in the results to predict a foreseeable outcome to this issue (statement d).

The panelists were divided on whether or not the county has a strong record of policy enforcement and implementation with regard to land use decisions (in consideration of the comprehensive plan and ordinances in effect). Much of the difference may be a result of believing that there are strong policies in effect, but that the enforcement of the policies is weak (statement e).

The southern expansion of the City of Moscow Area of Impact was recognized by panelists as necessary, although the reasons for the expansion were divided. Slightly less than half of the respondents felt that the expansion was needed due to the US 95 project placing a greater focus on the area, while the remaining panelists (7 of 12) felt expansion was necessary due to development and other projects proposed or occurring in the area (statement f).

There is disagreement as to whether or not residential development in the Paradise Ridge area will be reduced due to the affects upon visual amenities and the amount of usable land that the construction of the *Eastern* alignments will bring. 6 of the 11 respondents believed that a roadway is not of such a high visual detriment to reduce the amount of residential development in an area, as may be evidenced by other cities or neighborhoods that have grown adjacent to major roadways (statement g).

No agreement was reached on the limitations that alternatives W-1 and W-4 may or may not have on the expansion of residential development on the south side of Sand Road (where a park and ball fields are also planned). While there was no consensus on the expansion, it seems that there was acknowledgement by a majority that the area would be "split" by the roadway, creating both opportunities for additional access to the general area as well facilitating the creation of awkward development patterns, thus presenting challenges for future connectivity and contiguous growth (statement h).

There is a majority of the panelists who felt that the type and pace of development along the county roads of Eid, Zeitler, Snow, Sand etc. will not be altered due to the lack of direct access to the proposed alignments (except for C-1 and the majority of C-2 and C-3). Some felt that some of the roads (Sand Road) will see a higher amount of development than the other county roads, while others felt that any development pressures that may arise will determine appropriate solutions or changes to access issues. There is not a clear distinction in the varied opinions of the panelists to predict a foreseeable outcome to this issue (statement i).

The pace and intensity of development currently in progress south of Moscow is likely to increase due to the certainty or selection of the location of an alignment rather than due to the project in and of itself (statement j).

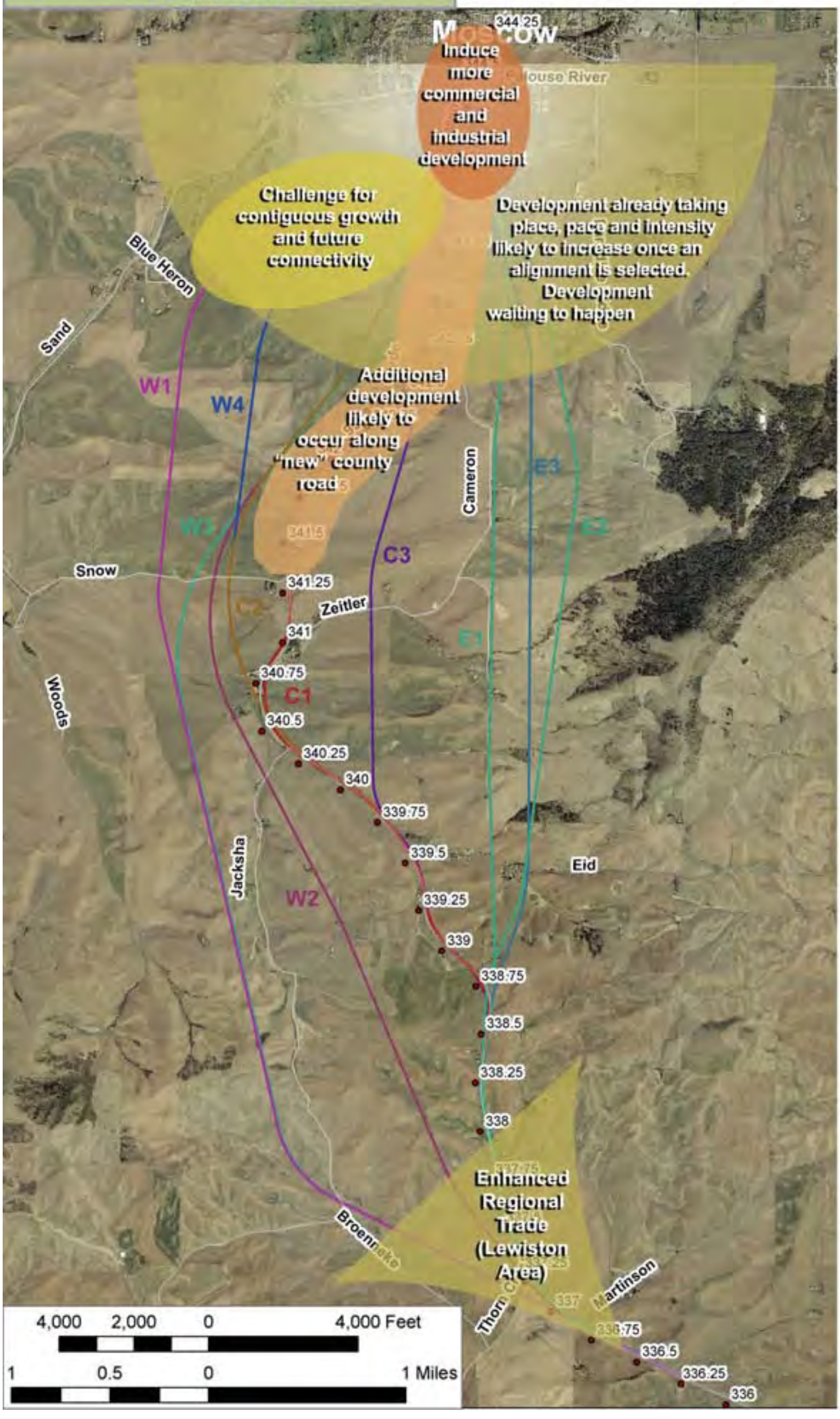
It is the general opinion that there is at least a moderate to low potential for induced development to occur in both the area south of the Moscow city limits and in the remainder of the corridor. The central alignments have hardly any potential for high to moderate development inducement in the area south of Moscow. Yet the Central alignments show a relatively high rating for the potential to induce development at a moderate to low rate in the same area. All of the alignments are rated relatively low in the "No Potential" and "Reduce Potential" categories for the area south of Moscow, indicating that the panelists feel development will occur regardless of which of the alignments is selected (statement l).

Most of the panelists (7 of 12) felt or indicated that land uses on larger parcels (i.e. agricultural fields) will change (even though accessibility is not enhanced) if property is partitioned into smaller, less productive lots for agricultural purposes due to a route bisecting the property. Immediate change is not likely to occur, but as time goes on, other variables such as migration and agricultural viability may be the catalyst for land use change rather than access in and of itself (statement m).

It is interesting to note that, according to the feedback of the respondents, property values are not anticipated to significantly decrease (more than 20 percent) or hardly even decrease at all in the area south of Moscow and the remainder of the corridor due to the construction of any of the alternatives. Moreover, properties immediately south of Moscow are expected to increase in value while the remainder of the corridor will experience no change or only a slight increase in property values. The eastern alignments would appear to generate the greater anticipated value increase as compared to the western and central alignments (statement n).

The following map summarizes those issues were an acceptable degree of consensus was reached.

U.S. 95 Thorncreek Road to Moscow



	Reduction in Travel Time (minutes)	Travel Time savings* (Yearly)	Change in propery values		Regional Trade	Potential to induce development	
			1 mile south of Moscow	Rest of the corridor		1 mile south of Moscow	Rest of the corridor
No Build	none	none	no change	no change	no change	none	none
W1	0.7	$444,558	Significant increase	No Change/minor increase	Positive effect	Moderate	Moderate to none
W2	1.6	$1,016,132	Significant increase	No Change/minor increase	Positive effect	Moderate	Moderate to none
W3	1.1	$698,591	Significant increase	No Change/minor increase	Positive effect	Moderate	Moderate to none
W4	1.4	$889,115	Significant increase	No Change/minor increase	Positive effect	Moderate	Moderate to none
C1	1.6	$1,016,132	Increase	No Change/minor increase	Positive effect	Moderate to low	Moderate to none
C2	1.5	$952,624	Increase	No Change/minor increase	Positive effect	Moderate to low	Moderate to none
C3	2.1	$1,333,673	Increase	No Change/minor increase	Positive effect	Moderate to low	Moderate to none
E1	2.3	$1,460,689	Increase	No Change/minor increase	Positive effect	Moderate	Moderate to none
E2	2.2	$1,397,181	Increase	No Change/minor increase	Positive effect	Moderate	Moderate to none
E3	2.3	$1,460,689	Increase	No Change/minor increase	Positive effect	Moderate	Moderate to none

** Direct effects (reduction in travel time) usually lead to indirect effects on the regional economy through the actions of the marketplace. The value of indirect effects is usually not additional to that of direct effects measured in a Benefit Cost Analysis (where reduction in travel time is the most significant in money value); rather, indirect effects (changes in employment or land use) are a restatement or transfer to other sectors of the economy (Economic Analysis Primer, Federal Highway Administration, Office of Asset Management).*

Response distribution for round 2 and the consensus analysis can be found in appendix 5 - Round two results and consensus analysis.

Conclusions

- No clearly foreseeable outcome could be identified regarding the eastern alignments to reduce development in the Paradise Ridge area by affecting visual amenities and the amount of usable land.

- No clearly foreseeable outcome could be identified regarding the extent to which partitioned farm fields will change in land use.

- Demographics analysis and forecast data indicate that low growth is expected in the area. Short-term estimates for 2009, prepared by Claritas, indicate that population and households in the corridor will continue to decline. On the other hand, community members and the analysis of housing sales (number of units, average price and days on the market) in the city of Moscow and Latah County indicate that moderate growth could be expected.

- Delphi panelists felt that growth will occur in the area south of the Moscow city limits, regardless of the alternative selected. Eighty-three percent of the panelists acknowledged that development is already occurring in the area and that once the final alternative is chosen, pace and intensity will increase due to the alleviation of uncertainty as to the location of the alignment.

- The type of commercial and industrial development that will be induced immediately south of Moscow (within the area of impact) will be consistent with planning documents and existing land uses.

- Additional development is likely to occur along the current US95 alignment if a new US 95 alignment is selected and the current alignment is transferred to the jurisdiction of the North Latah Highway District.

- Any of the built alternatives will benefit regional trade and the possibility of new commercial and industrial uses locating to the south of Moscow in areas already zoned for these purposes.

- Alternatives W1 and W4 might pose a challenge for contiguous growth and future connectivity.

- Regardless of the alternative selected there is strong consensus around the need to expand the City of Moscow area of impact to the south

- The western and eastern alignments would have a high to moderate potential to induce development immediately south of the City of Moscow. The potential for the central alignments would be moderate to low.

- All the build alternatives would have a moderate to low potential to induce development in the rest of the corridor

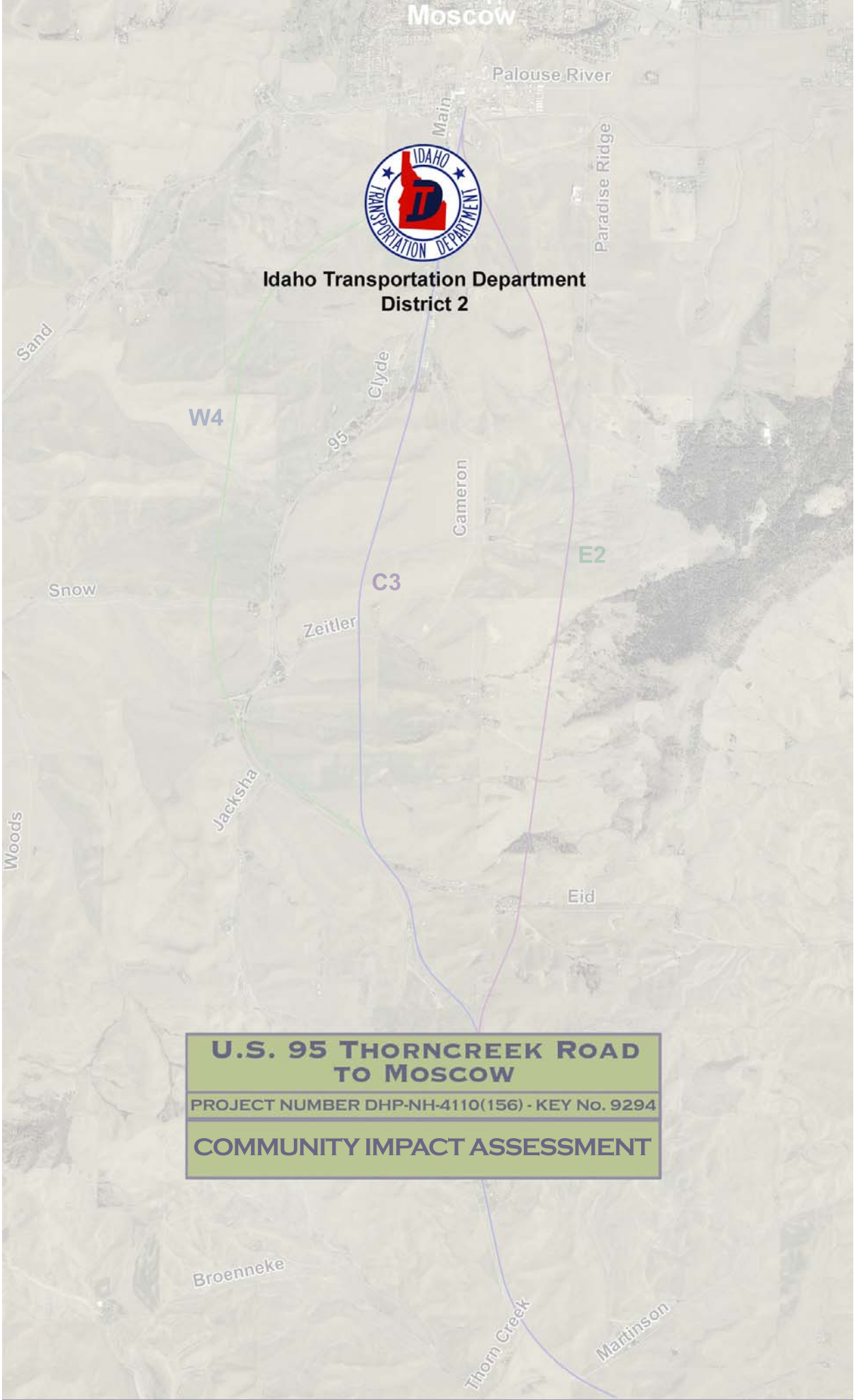
- Property values in the general corridor area for all of the build alternatives are expected to increase immediately south of Moscow and to experience no change in the rest of the corridor.

The potential for land use change via transportation projects is difficult to define; that is, land use change becomes somewhat more likely, but that it is in no way a certainty. The uncertainty about the prospects for change results from the complexity of land markets and land development (which is affected by multiple factors), and the fact that public policy can have a strong effect on development. There is no doubt that new roadway capacity might cause more development to occur. However, as discussed in the preceding section, this is not the driving factor for development decisions. At this stage, and as presented below, preventive strategies are key to mitigating impacts resulting from this transportation project:

- Mitigation measures for potential impacts on land use and growth require the efforts and cooperation of local agencies and ITD (measures that offset most future indirect impacts often will be beyond the control of ITD). Further, transportation decisions may be less important to developers' decisions about individual projects, because their time frames and planning horizons are so much shorter than the public sector's. In these situations, the best approach is to encourage the local agencies that can influence future growth to promote the benefits of design guidelines and environmental protection standards into all planned development (such as any future development near Paradise Ridge).

- Impacts to agricultural lands transitioning from farmland to non-farmland cannot be mitigated easily by the creation of new farmland elsewhere. For this reason, design standards and practices should be employed by ITD that minimize or avoid conversion and disruption to existing farming patterns. This may be achieved by designing corridors to follow existing property lines and minimize splitting large tracts of land (where reasonable); follow agricultural lines or cross fields at perpendicular angles to reduce the creation of odd-shaped, non-productive remnants; cooperation between farmers, ITD and the city and county planning departments to control access through select intersections, and; some small parcels that are separated by land fragmentation and are not economically feasible to farm could be purchased during the right of way acquisition process to facilitate land exchange and ownership consolidation (enabling ownership to be held on a single side of the highway). Success would be dependent on the cooperation of those whose property is needed for successful project completion.

- While not referenced in this survey, it bears mention that there is the possibility of a "Ring Road" being constructed to travel from the area south of the city west to the Pullman area. A roadway of this type, in combination with either the W-1 or W-4 alignment, may in all likelihood necessitate the construction of a "Y" type interchange at the point where the two alternatives curve from north to east. This presents its own set of challenges by exacerbating the issues surrounding future connectivity and contiguous growth in the area (previously mentioned above), as well as the potential for added pressure to develop the intersection in a commercial manner. Further, this "diversion" of traffic to the west of the city may create a shift in philosophy and planning for the area south of the Moscow city limits (and the recently completed Moscow South intersection project). The purpose (or perception of) of the Ring Road (quicker commute time, relief of congestion in Moscow, etc.) will also be a major factor in this area, with economic tradeoffs being most likely a necessity. Therefore, if plans are developed for a "Ring Road", it is imperative that the two projects are coordinated in order that the roadways operate together in an efficient manner; one roadway should not duplicate or be counterproductive to the functions of the other.



Idaho Transportation Department
District 2

U.S. 95 Thorncreek Road to Moscow

PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294

COMMUNITY IMPACT ASSESSMENT

Latah County - October 2006 - HDR Engineering

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U.S. 95 Thorncreek Road to Moscow

Community Impact Assessment

Table of Contents

Executive Summary

The U.S. 95 Thorncreek Road to Moscow Project is a study led by the Idaho Transportation Department (ITD) to determine an alignment for nearly 6.5 miles of U.S. 95 in Latah County. A community impact assessment has been conducted for this project. Community impact assessment is a process which evaluates the impacts of a transportation project on communities and their quality of life. Impacts were gathered from review of previous comments, review of other technical reports prepared for this project and interviews with community representatives.

This community impact assessment report discloses and evaluates potential impacts of the U.S. 95 Thorncreek Road to Moscow Project on the following categories:

- Land Use Plans and Policies (Chapter 3)
- Recreation (Chapter 4)
- Safety (Chapter 5)
- Economics (Chapter 6)
- Mobility and Access (Chapter 7)
- Public Services (Chapter 8)
- Community Cohesion (Chapter 9)
- Displacements (Chapter 10)

Key findings from the community impact assessment are presented below by topic. A summary of direct, indirect and cumulative impacts is found in Chapter 11, along with potential mitigation options for impacts. Note that ITD and the Federal Highway Administration will determine the feasibility of mitigation options and decide which options will be applied to the project.

Land Use

Western Bypass/Ring Road

Most observers concede that all alignments can be designed to work with a Ring Road. (The Ring Road is a concept put forward by the City of Moscow and not an ITD proposal.) However, if the western bypass (included in the Moscow Comprehensive Plan) is considered to be the first phase of an eventual Ring Road, then W4 could be argued to be more compatible with the goal of routing through traffic away from the center of Moscow.

Land Use Consistency

C3 is most compatible with existing commercial land use if it includes a frontageroad or center turn lane to provide access to specific areas. However, it might not solve traffic conflicts between high speed through traffic and vehicles entering and exiting to access homes and businesses along the existing highway, and other measures may be necessary to address unsafe school bus and postal delivery access issues (See Footnote[1] 1, below) .

[1] No frontage roads are proposed for this project. ITD will provide driveway access for all existing approaches within the project limits. Type IV Access will be used, with all existing approaches being constructed and other approaches being allowed once construction is completed. If a new business comes in after construction, they will have to build a frontage road from a county road or some other facility to have access.

Plan Consistency

Planning officials view C3 as most consistent with the adopted Moscow Comprehensive Plan. Others see W4 as more supportive of a western bypass and eventual Ring Road, but it impacts productive farmland. E2 has conflicts with growth expectations, as well as environmental and preservation goals. However, Latah County and others view any alignment as essentially inconsequential to planning and development, as long as the roadway is truly limited-access, and existing land use planning regulations and codes are enforced when development proposals are advanced for consideration. The main goal of Latah County is to preserve farmland.

Development Impacts

Since annexation occurs through a request and approval process, and development can only take place with the consent of the responsible jurisdiction (either City of Moscow or Latah County) it is likely that the construction of a limited-access widened U.S. 95 would impact development much less than would other economic and social factors.

Farmland Impacts

There is a difference of opinion about whether W4 or E2 would impact farmland more. In terms of productive farmland, W4 is perceived by the community to have the most impacts. Total acreage of impacted farmland, according to the farmland discipline report is 192.6 acres for W4 and 198.2 acres for E2 (Haagen, 2005) C3 would cause the least direct and indirect farmland conversion.

Affordable Housing/Historic Buildings or Properties

No definite impacts were noted, but there is concern for the historically notable William Plummer/Davis property. There is also a general concern that all displaced low-income residents be adequately compensated and assisted, and that displacements be minimized. [See *U.S. 95 Thorncreek Road to Moscow Environmental Justice*, December 2005.]

Recreation

Impacts to Existing/Planned Recreational Facilities

There are no existing recreational facilities adjacent to any of the alternatives. Improvements would result in quicker travel times to recreational opportunities. Alternative W4 would be the closest alternative to the planned City of Moscow ball fields; however, opinion varied on the severity of impacts to the ball fields and its users. Overall, improvements may benefit major events at recreational facilities, although overcrowding is unlikely. No impacts are expected for snowmobile activities.

Impacts to Bicyclists

It was generally agreed that the new facility should provide accommodations for bicyclists and that the proposed shoulders widths are adequate. Some respondents believed that as long as existing opportunities are not destroyed, impacts to bicyclists are negligible. There was some concern that E2 might limit future mountain biking opportunities on Paradise Ridge.

Impacts to Pedestrians/Hiking Trail Users

Opinion was divided on the subject of impacts on hiking Paradise Ridge posed by alternative E2. Preservation of Paradise Ridge and the Palouse Hills is valued by the City of Moscow. No existing or proposed trails would be impacted by any of the alignments. A proposed greenbelt would generally follow the South Fork of the Palouse River and could be impacted by any of the alternatives.

Impacts to University of Idaho Arboretum

Alternative W4 could increase visibility and awareness of the arboretum but might also have slight noise/visual impacts that would impact the arboretum. Alternatives C3 and E2 would not impact the Arboretum.

Safety

Emergency Response Time

Emergency responders agreed that any of the alternatives would improve emergency response times. It was noted that Alternative C3 would provide the best emergency response times to the existing population, while Alternatives E2 and W4 would provide quicker access to some of the more outlying areas. No need was identified for additional emergency service facilities as a result of construction of any of the alternatives. Any of the alternatives would improve the ability to patrol the highway.

Crime

Crime was not a major concern. The potential for crime along any of the new alignments is expected to be lower than for the present roadway.

Roadway Safety

It was agreed that a safer road is needed. Emergency service providers agreed that the design should be a limited-access highway. Law enforcement officials prefer a 4-lane divided highway design that reduces vehicle/vehicle conflicts. The ability for Emergency service providers to turn around within the project limits to access the oncoming lanes is critical. Tight curves and steep grades were a concern to both emergency responders and the public. Weather influences on the three alignments was a concern. Based on the 2005 climate study, each alternative has climatological elements of concern. Police expect that potential conflicts from farm equipment, people, pets and bicycles would be equal among the alternatives.

Economics

Business Impacts

The project would help commerce in general by providing a safer, more efficient transportation corridor. A variety of opinions was expressed regarding whether the project would encourage businesses to move to the area, close or relocate.

Short-term Impacts

Construction activities would result in temporary beneficial economic effects related to new local jobs created by the project and increased spending on services and materials related to the project. Business owners in the corridor would be adversely affected due

to delays and access disruptions. Alternative C3 would have a greater disruptive effect on existing businesses than other alternatives.

Business Visibility

Alternatives E2 or W4 would reduce visibility of existing businesses in the U.S. 95 corridor south of Moscow. This would have an adverse effect on these businesses, particularly the retail businesses that rely, at least in part, on traffic passing through the area. Visibility goes hand-in-hand with accessibility from the perspective of businesses in the corridor. If Alternative C3 were to maintain the visibility of existing businesses, but without maintaining access to them, then these businesses would be adversely impacted.

Tax Base and Property Values

Values of the existing business properties south of Moscow are related to the viability of those businesses. If an alternative adversely affected existing businesses, property values (and resultant tax revenues) would change with changes in property use.

Mobility and Access

General Mobility and Access Issues Pertaining to the 3 Build Alternatives.

The need for improvement or replacement of existing U.S. 95 was recognized. Arguments for and against each of the three alternatives were made based on mobility and safety.

Mobility and Access Related to Corridor Businesses

Little variation was found in travel times for the three alternatives. Concerns included loss of access and visibility for businesses along the existing highway and conflicts between traffic and expanded medical facilities.

Goods Movement

No agreement was reached on which route was the safest and most efficient. Shipping through the area would either remain the same or increase as a result of the project.

Carpooling and Vanpooling

No difference for vanpooling or carpooling was noted between the alternatives.

Public Transportation

All alternatives improved safety for public transportation. Transit service would not be impacted by any of the alternatives. Differences were perceived between the alternatives in regard to likelihood of adverse weather conditions.

Pedestrian and Bicycle Issues

Protection of opportunities for non-motorized transportation modes was important to the City of Moscow.

The Ring Road

The Ring Road is a concept put forward by the City of Moscow (not an ITD proposal) involving the development of a road circling the urbanized portions of the city, perhaps

linking with a multi-modal green belt. No design or technical analysis has been undertaken. The general opinion was that all alternatives were compatible with a Ring Road, with preferences noted for alternatives W4 and C3.

Roadway Configuration (4-Lane vs. 5-Lane with Center Turn Lane)

The 4-lane alternative was perceived as safer. The 5-lane alternative was perceived as providing greater access to existing homes and businesses on the current Highway 95 alignment. Concerns that the 5-lane alternative would encourage sprawl, impact bus, pedestrian and bike systems, and create a homogeneous landscape were discussed.

Public Services

Impact to US Postal Service (USPS) Delivery

The USPS needs to service all customers and stay on public roads. Concern that delays for postal customers would result from construction was noted. No major difference among the three build alternatives was identified.

Impact to Moscow School District

Student safety is the most important factor for the Moscow School District. Safety concerns regarding children waiting along and crossing the highway were noted for build alternative C3. No impacts on school access or attendance would result from construction of any of the alternatives.

Community Cohesion

Mapping Places of Importance to the Community

Local businesses, landmarks, environmentally significant locations, significant residential properties and recreation sites were identified. The high value placed on major landmarks and topographic features was noted.

Concerns about Visual Impacts

E2 and W4 appear to have the most serious objections on the grounds of visual impacts. According to some E2 is too close to Paradise Ridge, a valued scenic resource. Others oppose W4 because of light pollution impacts on the University of Idaho Observatory and general visual impacts to the University of Idaho Arboretum, surrounding neighborhoods, and planned recreational and residential facilities. Supporters of E2 believe the route would create a desirable gateway to Moscow.

Concerns about Potential Noise Impacts

E2 and W4 were the focus of opponents organized against these alternatives for a variety of reasons. E2 would increase noise for residents along Paradise Ridge, while W4 posed threats to the quiet enjoyed by those living, working, or visiting in the area southwest of town. C3 did not raise similar vocal opposition on the basis of noise.

Sense of Community Cohesion

Consideration of previous community opinion assessments is important to the community. Concern that ITD's decision will not reflect community opinion was noted. A great deal of support of and opposition to alternatives E2 and W4 was voiced. Concern that highway development will drive away desirable business community members and

negatively impact the economy were noted. Local citizens are greatly invested in preserving the aspects of the community and the landscape that they value, regardless of which alternative they support.

A Re-Aligned U.S. 95 and the "Barrier Effect"

A barrier effect that will limit sprawl was viewed as positive. Those interested in recreation in the Paradise Ridge area were concerned that E2 would cut off access to the area. Concerns that the barrier impact on ungulates had not been sufficiently addressed and concerns for potential vehicle/animal conflicts were noted. No barriers to community places or places of worship were identified.

Displacements

Implementation of any of the alternatives under review would cause some displacements. Potential displacements interviewed indicated that it would be possible to replace their home (size and value) but that it would be nearly impossible to replace the setting of their homes. They also indicated that the inconveniences from moving pale in comparison to the daily uncertainty they face awaiting selection of an alternative and subsequent property acquisition.

Chapter 1 Introduction

What is the U.S. 95, Thorncreek to Moscow Project?

U.S. Highway 95 is a major route for commercial, agricultural, recreational and residential traffic. It is the major link between northern and southern Idaho. This highway is of statewide significance and is designated as part of the National Highway System in the Transportation Efficiency Act of the 21st Century. The highway through Idaho begins at the southwestern Oregon/Idaho border approximately 35 miles south of Caldwell, Idaho. From this point, the route extends northward approximately 530 miles to the Idaho/Canada border.

The U.S. 95 Thorncreek Road to Moscow Project is a study led by the Idaho Transportation Department to determine an alignment for nearly 6.5 miles of U.S. 95 in Latah County. Currently, U.S. 95 between Thorncreek Road and the recently completed south fork of the Palouse Bridge in Moscow is a two-lane highway classified as a principal arterial. It is operating near capacity and has several curves that do not meet current engineering standards. The proposed project consists of replacing the existing two-lane facility with a four-lane divided highway.

What is Community Impact Assessment?

Under the National Environmental Policy Act (NEPA), any agency that proposes to take an official action must perform a series of environmental analyses if the proposed action is being implemented by a federal agency, requires a federal permit, or has federal funding. Community impact assessment is one such analysis tool that can be used to aid responsive decision making.

Community impact assessment is a process which evaluates the impacts of a transportation project on communities and their quality of life. Completion of a community impact assessment informs affected communities and transportation decision makers of the likely consequences of a project and ensures that human values and concerns receive proper attention during project development. (FHWA 1996) The findings of this community impact assessment will be incorporated into the Environmental Impact Statement for the U.S. 95 Thorncreek Road to Moscow project.

What types of impacts are included in a Community Impact Assessment?

This community impact assessment builds on the U.S. 95 Thorncreek Road to Moscow Community Profile & Induced Development Report (HDR, 2005) and the U.S. 95 Thorncreek Road to Moscow Environmental Justice Report (HDR, 2005). Other technical reports, available upon request from ITD are also relied upon for completion of this assessment.

This report discloses and evaluates potential impacts of the U.S. 95 Thorncreek Road to Moscow Project on the following categories:

- Land Use Plans and Policies
- Recreation
- Safety
- Economics
- Mobility and Access
- Public Services
- Community Cohesion
- Displacements

The land use plans and policy analyses, presented in Chapter 3, evaluate the current development trends and the local government plans and policies on land use and growth in the

area that may be impacted by the proposed project. The land use discussion also assesses the consistency of each of the alternatives with the comprehensive development plans adopted for the City of Moscow and Latah County. Impacts on farmland and induced growth are also considered in the land use plans and policies analysis.

Recreational impact evaluation is presented in Chapter 4. The evaluation includes potential displacement or relocation of recreational facilities (i.e. parks, trails), conflict or opportunities for planned or new facilities, overcrowding or underuse of facilities, and visual and noise impacts at facilities.

The safety impact analysis, presented in Chapter 5, considers pedestrian and bicycle safety, crime, emergency response time, and roadway design elements.

The economics evaluation seeks to answer questions about how the proposed action may affect businesses and construction employment, business visibility, property values and the tax base. It also considers how construction activities would impact businesses. The economic analysis is presented in Chapter 6.

The mobility and access evaluation is presented in Chapter 7. Considerations include pedestrian, bicycle and vehicular access to businesses; public transportation, between residences or communities; and schools and other public facilities.

The public services evaluation, presented in Chapter 8, includes impacts on fire and police departments and schools.

Community cohesion is the pattern of social networking within a neighborhood or community. The impacts of transportation projects on community cohesion "may be beneficial or adverse, and may include splitting neighborhoods, isolating a portion of a neighborhood or an ethnic group, generating new development, changing property values, or separating residents from community facilities" (FHWA 1987). Community cohesion impacts also include noise and visual impacts from a project. The community cohesion evaluation is presented in Chapter 9.

Potential displacements for each alternative and the associated impacts are presented in Chapter 10.

There are three types of impacts considered in a NEPA analysis: direct, indirect, and cumulative, and these will be discussed in the following chapters as they relate to community impacts. Direct impacts are impacts caused by the proposed action that occur at the same time and place. An example of a direct impact is displacing a resident in order to build a road. Indirect impacts are caused by the proposed action but the impact is later in time or farther removed in distance. They can also be called secondary impacts. Indirect impacts require forecasting of future conditions, probable changes, and project influences. Indirect impacts can be positive as well as adverse. Indirect impacts may include impacts related to changes in land use, population density or growth rate, as well as related impacts on air, water and other natural systems. In Chapters 3 through 10, direct and indirect impacts are combined, as they are of equal concern to the community. Direct and indirect impacts are differentiated in Chapter 11.

Cumulative impacts are impacts on the environment that result from the incremental impact of the proposed project when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes them. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. While they may be insignificant by themselves, cumulative impacts accumulate over time, from one or more sources and can degrade important resources. The following projects are being considered in the Community Impact Assessment for this project and potential cumulative impacts are presented in Chapter 12:

- U.S. 95, Top of Lewiston Hill to Genesee- widening of U.S. 95 to a 4-lane divided highway
- U.S. 95, Genesee to Thorncreek Road- widening of U.S. 95 to a 4-lane divided highway
- City of Moscow Proposed Ball Fields south of U of I Arboretum
- City of Moscow Proposed Greenbelt along the South Fork of the Palouse River
- Proposed residential development south of U of I Arboretum
- Proposed 'Ring Road' and/or 'western bypass'

Chapter 2 Community Impact Assessment Methodology

How did ITD structure the work necessary to conduct a Community Impact Assessment?

The project team, including ITD and its consultants, conducted the CIA in three phases (FHWA, 1996):

Phase 1 – Data gathering, issue identification and development of questionnaires and information packages

Phase 2 – Collaborative Assessment Forum – Interview of experts and representatives of community organizations and the general public

Phase 3 – Impact assessment and production of report

Phase 1 of this community impact assessment began with the project team's review of the summary of public comments received at the January 2006 Open Houses. There were 439 comment sheets submitted at the open houses, held January 18 and 19, with an additional 256 comments submitted by mail and e-mail. Review of these comments provided the Community Impact Assessment (CIA) project team insight into the concerns of the local community. These concerns, coupled with FHWA guidance, guided the project team in developing a list of persons to interview and questions to ask of them.

In order to complete the CIA, interviews (Phase 2) were conducted on July 12, 13 and 14 with representatives of city and county governments, businesses and residences. The results of these interviews were added to community profile data in order to assess impacts of the three proposed alignments (W4, C3, and E2) on the community. The interviews were also open to the public. A copy of the questions asked of the community representatives is presented in Appendix A.

Interviews were conducted with representatives of the following:

- General Public
- Bennett Realty
- Citizens for a Safe Highway 95
- City of Moscow Mayor's Office
- City of Moscow Parks and Recreation Department
- City of Moscow Planning Department
- City of Moscow Police Department
- Idaho State Police
- JJ Building Supply
- Latah County Grain Producers
- Latah County Planning Department
- Latah County Sheriff's Office
- Latah Snowmobile Advisory Committee
- Moscow Area Mountain Bike Association
- Moscow Chamber of Commerce
- Moscow City Council
- Moscow Realty
- Moscow School District
- Moscow Transportation Commission
- Moscow Volunteer Fire Department
- National Institute for Advanced Transportation Technology (NIATT)
- Mundy's Machine and Welding
- Mr. Cabinet
- Valley Transit
- Palouse Land Trust
- Palouse Prairie Foundation
- Paradise Ridge Coalition
- Sierra Club
- University of Idaho Arboretum
- University of Idaho Observatory
- Displacements
- Palouse Clearwater Environmental Institute (PCEI)

The following organizations were invited to participate in the interviews, but were unable to attend:

- Community Action Agency
- Friends of the Clearwater
- Genesee Fire Department
- Good Samaritan Village
- Gritman Medical Center
- Idaho Department of Health and Welfare
- Idaho Department of Labor
- Latah County Farm Bureau
- Latah County Parks and Recreation Department
- Latah Economic Development Council
- Latah Health Services
- Latah Trail Foundation
- Moscow Civic Association

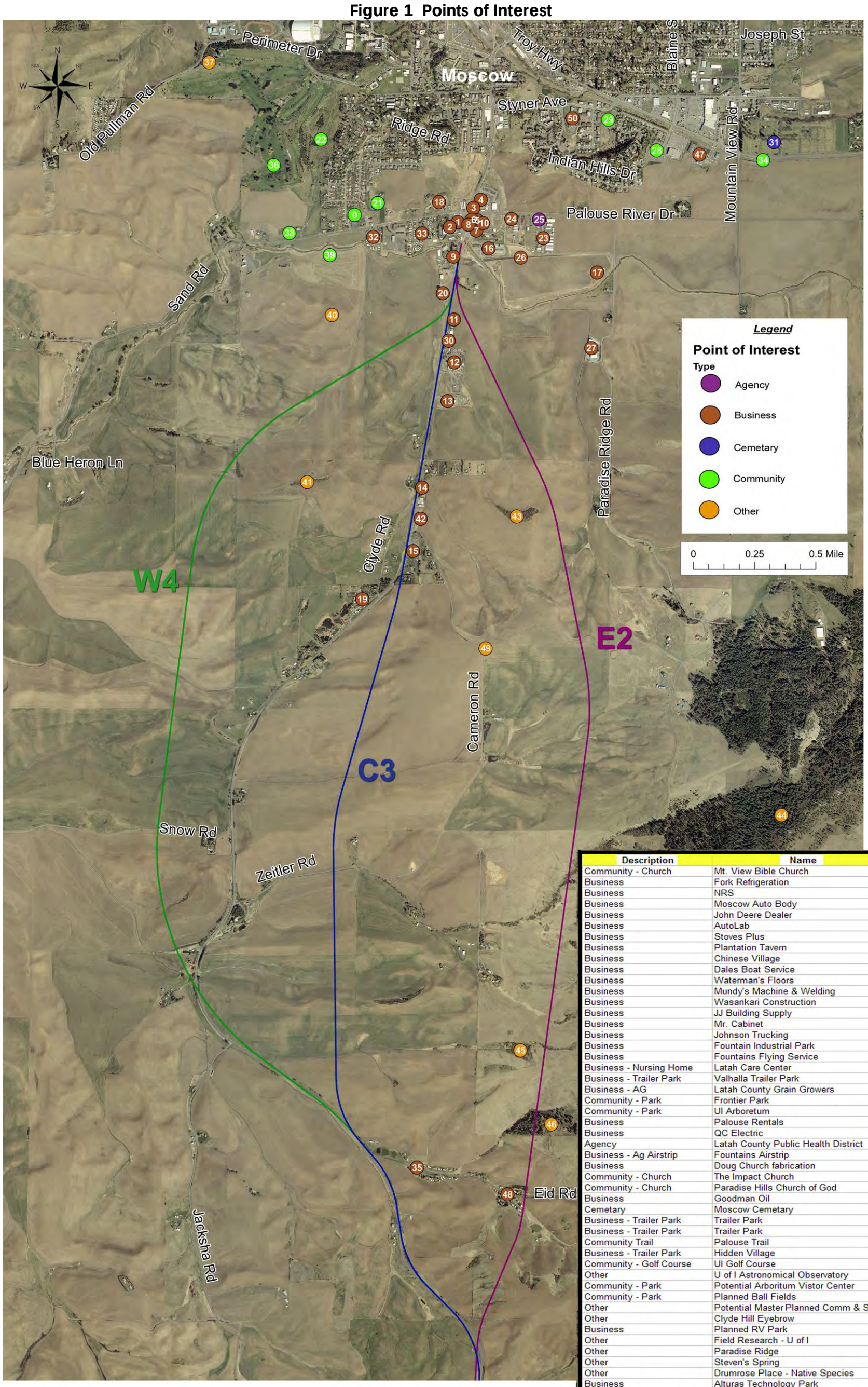
How did ITD identify places of importance to the community within the project area?

Prior to the interviews, the project team prepared a Points of Interest Map based on a review of previously submitted comments on the project and their knowledge of the area. During the interviews, the project team asked interviewees to review the map and identify any missed places of importance. The map, including places identified by interviewees, is presented in Figure 1.

How are community concerns incorporated into the EIS?

Findings from this report will be summarized in the U.S. 95 Thorncreek Road to Moscow EIS.

Figure 1 Points of Interest



Description	Name	Key ID #
Community - Church	Mt. View Bible Church	0
Business	Fork Refrigeration	1
Business	NRS	2
Business	Moscow Auto Body	3
Business	John Deere Dealer	4
Business	AutoLab	5
Business	Stoves Plus	6
Business	Plantation Tavern	7
Business	Chinese Village	8
Business	Dales Boat Service	9
Business	Waterman's Floors	10
Business	Mundy's Machine & Welding	11
Business	Wasankari Construction	12
Business	JJ Building Supply	13
Business	Mr. Cabinet	14
Business	Johnson Trucking	15
Business	Fountain Industrial Park	16
Business	Fountains Flying Service	17
Business - Nursing Home	Latah Care Center	18
Business - Trailer Park	Valhalla Trailer Park	19
Business - AG	Latah County Grain Growers	20
Community - Park	Frontier Park	21
Community - Park	UI Arboretum	22
Business	Palouse Rentals	23
Business	QC Electric	24
Agency	Latah County Public Health District	25
Business - Ag Airstrip	Fountains Airstrip	26
Business	Doug Church fabrication	27
Community - Church	The Impact Church	28
Community - Church	Paradise Hills Church of God	29
Business	Goodman Oil	30
Cemetary	Moscow Cemetary	31
Business - Trailer Park	Trailer Park	32
Business - Trailer Park	Trailer Park	33
Community Trail	Palouse Trail	34
Business - Trailer Park	Hidden Village	35
Community - Golf Course	UI Golf Course	36
Other	U of I Astronomical Observatory	37
Community - Park	Potential Arboritum Vistor Center	38
Community - Park	Planned Ball Fields	39
Other	Potential Master Planned Comm & School	40
Other	Clyde Hill Eyebrow	41
Business	Planned RV Park	42
Other	Field Research - U of I	43
Other	Paradise Ridge	44
Other	Steven's Spring	45
Other	Drumrose Place - Native Species	46
Business	Alturas Technology Park	47
Business - Trailer Park	Benson/Clyde Park	48
Other	Lover's Lane	49
Business - Nursing Home	Moscow Care Center	50

* Initial identified locations, not all inclusive

Chapter 3 Land Use Plans and Policies

What questions does the land use evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

Is the project consistent with applicable land use and zoning plans and policies?

What are the likely impacts to existing land uses, and to land use plans and policies or zoning regulations in the project area, including land use type, density, intensity, direction or scale?

Would any of the alternatives result in changes in the direction of growth of the City of Moscow or open new areas to development?

Would any of the alternatives result in changes to the amount or schedule of annexation?

How would the project impact residential property values?

How would the alternatives affect the rate of farmland conversion, especially USDA-designated prime farmland?

How would land uses change associated with any of the alternatives result in indirect loss of farm land?

Are there any projects awaiting the outcome of the EIS? How would they be impacted?

Would the project or any of the alternatives impact the availability of quality affordable housing?

Would the project or any of the alternatives impact historic buildings, properties or locally sensitive resources?

Who provided comments regarding land use plans and policies?

Agency or Organization	Represented by
▪ City of Moscow Mayor's Office	Mayor Nancy Chaney
▪ City of Moscow Planning Department	Joel Plaskon
▪ Moscow City Council	Aaron Ament
▪ Latah County Planning	Michelle Fuson (interviewed by phone)
▪ Realtor	Shelly Bennet
▪ Realtor	Joe McGurkin
▪ Palouse Clearwater Environmental Institute	Thomas Lamar
▪ Moscow Transportation Commission	Brian Johnson
▪ Sierra Club	Alan Poplawsky
▪ University of Idaho, NIATT	Michael Kyte
▪ Palouse Land Trust, Palouse Prairie Foundation	Trish Heekin
▪ General Public	

What did the project team learn from the comments about land use plans and policies?

Consistency with Existing Land Use and Adopted Plans

Local persons with expertise and specific knowledge of planning and real estate trends—both in and out of government—presented a range of views with respect to the alternatives consistency with local plans and effects on land uses In general, city staff and elected officials charged with planning duties tended to be more concerned about the potential effect of the alternatives in creating inconsistencies with existing and future land use, while transportation officials and staff tended to believe that factors other than this highway improvement played a much greater role in the pace, intensity and location of development, thus reducing the importance of the highway in producing the changes that could lead to land use inconsistency.

Implications of a Limited-access Highway and the Western Bypass/Ring Road

During the interview process, attempts were made to ensure that each interviewee understood that the project, regardless of alternative route chosen, would be a limited-access highway for the majority of the route, with some possibility of a center turn lane to access existing development only. It is not always clear from the comments received that this fact was fully appreciated. This is important to understand because much of the discussion of land use and plan consistency turned on the question of whether the alternatives encouraged sprawl, leapfrog development, undesirable or incompatible land uses and/or conversion of farmland.

Thus, some of those interviewed saw all the alternatives as having potential negative impacts on local and county planning because they believed they could induce development. Others, however, saw in the "limited access" configuration a potent ally in their struggle to preserve agricultural land outside the City of Moscow and to bring some order to the growth now occurring at the fringes of the City. This theme also connected to discussions of the western bypass around Moscow, and the Ring Road concept being developed within planning and academic circles, and brought before the public over the past several years in various forums.

One way the U.S. 95 project is being viewed is as part of a system that would connect to the Ring Road, which has been conceptualized as a multi-modal greenway. Together they would create a regional roadway system that would not only move traffic more safely and efficiently through and around Moscow, but would actually protect pockets of residential and commercial development, as well as the rich farmland and special places of the Palouse landscape.

The Moscow Mayor expressed concern that, without the Ring Road in place to divert non-local traffic, statewide and local improvements to U.S. 95 would provide a major speed advantage that would draw more cars into the core of downtown, and that this would have a detrimental impact on Moscow's newly designated historic district. It is important, from the City's perspective, to ensure that plans for U.S. 95 and planning for the Ring Road be coordinated in terms of land use and highway functionality.

Impacts on Existing Land Use

Some interviewees felt that Moscow is the recipient of "spillover" development from Pullman, which is becoming the predominant employment center in the area. They often expressed a preference for W4, since that route addressed the direction of growth and travel as they experienced it. However, others saw W4 as "playing to the automobile" too much, and having

the potential of diverting traffic too effectively away from the economic life of Moscow, by bringing travelers up U.S. 95 and directing them onto Highway 270 toward Pullman.

Objections to W4 from the perspective of existing land use related primarily to noise and visual impacts to the University of Idaho Arboretum and the residences surrounding it. Light pollution impacts to the University's Observatory were also important factors against W4. Farmland required for the roadway itself, as well as impacts stemming from the segmentation of farming operations were an additional problem brought up by many community members.

Arguments in favor of a western alignment (W4) focused on the fact of fewer direct impacts to homeowners along the alignment relative to C3. Additional claims by some were that W4 better serves the future economic development of the city.

Some of those interviewed thought the C3 route would have more of a negative impact due to conflicts with existing residential uses along U.S. 95. In contrast, and in consideration of the many objections to both eastern and western routes, many others in the community, including the Moscow Mayor and city planning staff, favored the center option relative to land use impacts.

People also reasoned that the center alignment follows existing U.S. 95 more than the other routes, and thus does not create as many new disruptions to its surroundings. Following this line of reasoning, the Mayor believed that C3 was the option most consistent with existing local plans. Her view was that the C3 build option was even more consistent than the no-build alternative, in that the safety improvements were viewed as furthering the goals of the Moscow Comprehensive Plan to provide for safe transportation.

However, people also observed that by limiting access to the realigned highway in locations where corridor commercial and industrial development had already occurred, the roadway configuration seemed also to undermine that consistency. Those in favor of C3 thought it made sense to continue to promote growth along that corridor, where the existing alignment was used as much as possible, but many recommended maintaining access to those businesses either with a left turn pocket from a fifth (center) lane or by other means.

Arguments against E2 related to the visual impact on neighbors and southern portions of Moscow, and the fact that people who chose to live on Paradise Ridge did so in part to be away from a highway. Environmental objections also figure prominently in stated objections to E2. Impacts to the Palouse Prairie and wetlands were cited. Some attendees expressed concern about damaging the last remnant of Paradise Ridge native habitat. Many people asked a variant of the question, "If we don't have to go that way, then why do it?" The special nature of Paradise Ridge—in particular because it is one of the few forested areas in the region, adds to the sense of urgency that some of those interviewed felt about avoiding incursions into the ridge. If an E2 alignment is ultimately selected, the Palouse Land Trust recommends that ITD do everything possible to reduce impacts to native plant populations, and employ effective weed management methods.

Consistency with Local Plans

The project area is outside the limits of the City of Moscow. However, Idaho planning rules require Moscow to work with Latah County on a cooperative and complementary vision for the city's "area of impact" which affects the parcels immediately outside the city limits. In the southern portion of the City (the northern portion of the project study area) the land outside the city limits is zoned by Latah County as suburban residential. Both city and county officials noted

the good working relationship between the jurisdictions as they both directed planning efforts on behalf of farmland preservation and more compact, contained growth at the urban fringe.

According to the Latah County Planning Director, all alternatives would be consistent with county land use plans and regulations, in the sense that the county would enforce the land use plan regardless of which alignment was chosen.

According to a representative of the Palouse Clearwater Environmental Institute (PCEI), members are divided in their opinion, with some opposed to E2, others opposed to C3. The PCEI representative acknowledged the view of many people, however, that any alignment could go in either direction to hook into a Ring Road or western bypass, but he thought it simply made sense to head more to the west of Moscow with the U.S. 95 realignment, given that the development trend, in his view, is toward the west. A number of those interviewed shared this view.

There were also voices emphatically in support of development, who thought that the needed roadway improvements could be built in a way that respected and enhanced the farmland and natural resources, including the beauty of the Palouse. They argued that it is the Palouse upon which much of the local economy rests. As more than one interviewee observed, it is community and political will, through the planning process and zoning designations, rather than roadways, that will direct the type, location, intensity and timing of development.

Some of those strongly opposed to E2 favored W4 as generally the best alternative for long term planning. They stated that W4 would provide the best opportunity to be coordinated with a future western bypass, and that it could work with opportunities for commercial development on the west side of town. On the other side, however, is the fact that the area southwest of Moscow is zoned for and planned for residential and recreational uses. In addition, the transportation staff and decision-makers interviewed saw no problem with making any of the alternatives work with a Ring Road or a western bypass.

The City is concerned that W4 would stimulate development along the South Fork of the Palouse River, where increased commercialization would be detrimental to the comprehensive plan. W4 would be in conflict with the City's plans, according to City staff.

City staff introduced excerpts from the Moscow Comprehensive Plan in support of C3.

County staff echoed the sentiments of others with concerns about E2's environmental impacts, climate issues associated with elevation, open space and scenic considerations and impact to the ridgeline. The City also thought that E2 would be contrary to some of the objectives of local planning, in that any improved highway corridor would attract some new commercial development, even with the limited-access configuration.

Project Impacts on Future Development, Annexation and Induced Growth

Annexation

The Moscow Mayor explained that annexation has been by request and is driven by landowners, not the City. She thought that the farm south of proposed Palouse River Park ball field area would likely be developed, and she anticipated an annexation request would accompany that development. In her opinion, C3 would probably be the least likely to affect development potential and generate conflict. Others do not see any of the alternatives having a large impact on annexation.

In addition, many observed that the County would have to approve changes in its zoning, and had no reason to think there would be changes except in the area very close to the City limits. County officials themselves believed that the project would not result in any change in growth/annexation, which, according to their experience, will happen where it will happen, and is driven by developers rather than land use planning efforts. There was little belief that the alignment of the highway will make much difference, except that developers will have to plan to get access to it, and there may need to be bridges to link separated communities. People expected to see more single family residential development in the southwest and more commercial development in the southeast. Although individual property owners may have concerns, the overall rate of growth and development doesn't seem to be affected by ongoing community discussions of the U.S. 95 realignment.

Induced Development and Sprawl

Many people acknowledged that it was either difficult to predict future growth, or foresee how one alternative would create more or different kinds of growth than another. In the eyes of some community members, each alternative had roughly equal potential to encourage growth.

There are some within the planning community who want to preserve agricultural land and the Palouse Ridge prairie land through the promotion of compact development. In the City's view, this goal could also be promoted by designing the Ring Road around Moscow to perform double duty as a multi-modal greenbelt and urban growth boundary. While this goal does not necessarily lead to a preferred alignment (because most people agree that the Ring Road can work with any alignment) there should be efforts to ensure that whatever alignment is selected functions smoothly and be designed in concert with the Ring Road.

It should also be noted that, because the realigned U.S. 95 is designed to be limited-access, some observers felt that the highway would be a barrier to future growth, but these people did not always agree whether that would be a positive or negative result.

The City of Moscow has "great hopes" for the area north of the W4 alignment, according to the Mayor. Some view W4 as conflicting with several projects in various stages of development in the area. But, as observed earlier, rather than encouraging new development, some people claimed that the alignment could actually limit future development to the south, because it would be a limited-access roadway. Many of those interviewed brought up a potential conflict with community ball fields (Palouse River Park) that are slated for construction southwest of Moscow.

The Mayor said that Moscow wants to promote master-planned communities, and the one being presented for consideration just north of the W4 alignment is one of the rare examples of that. According to many of those interviewed, the potential for master-planned communities is greater on the west side, and a highway alternative on the west side could conflict with that, through noise, visual and aesthetic impacts, conflicts with non-motorized transportation and general nuisance factors.

However, others noted the same development trajectory and did not see W4 as incompatible with it. Nor did they believe the project, in as much as it was a limited-access highway, would encourage new areas of development. Some potential for development near the current alignment exists anyway, most felt, just south of Moscow. One person believed that, at most, a few convenience stores might open up in response to the project.

Others felt that southward sprawl would actually be limited by W4. Some property owners along W4 would rethink perhaps what land uses they had anticipated if that route were to go through. They might shift from agricultural/recreational to commercial development.

There was some concern that the proximity of new development in southwest Moscow to a new highway alignment could create pressure for an intermediate access point from Sand Road/Blue Heron Lane to W4, and that would, in turn, spur undesirable leapfrog development and sprawl, threatening conversion of very productive farmland. Any intermediate access points to U.S. 95 would require approval from ITD.

It seems C3 would be the least likely to cause new development because access to the businesses along the old alignment would be limited. On the other hand, the other alternatives would maintain existing access (from the existing U.S. 95 that would become a county road) but it would also decrease the amount of traffic going past the businesses. This might impact certain kinds of commercial development, though as noted in Chapter 5 of this report, much of the existing business on U.S. 95 south of Moscow is not heavily reliant upon "walk in" customers. The more important issues are simply vehicle access, for customers and suppliers, and parking space.

To some of those interviewed, E2 would appear to offer a good fit with future plans for the area immediately to the southeast of Moscow, including commercial development along Highway 8. As the alignment moves farther southward, however, that fit becomes less comfortable the closer it moves into the Paradise Ridge area. The City and others interviewed fear that E2 could spur a level of development that is too intense for even the base of Paradise Ridge.

Impact to Commercial Development/Business Activity

Some interviewed felt that commercial and business activity will tend to intensify in areas where it already exists, and that the roadway would not affect this trend. In addition, because of the limited-access configuration of the highway, and the fact that most of the development being discussed was north of where the alternatives merged anyway, some people felt there was little difference between the alternatives. The Mayor acknowledged that, regardless of the alignment, development will intensify as it gets closer to the City, and the County asserted that it is not likely to approve zoning changes that would permit incursions into agricultural or preserved lands in the City's Area of Impact or in the larger County of Latah. Others, whose views are included below, felt that the choice of alignment would make a difference to the direction, pace and location of commercial growth.

Some have noted a westward trend for commercial development and believe this development is desirable and could be supported through the combination of a western bypass and a western alignment for U.S. 95. In this view, W4 would allow commercial growth in the northwestern part of the area south of the city, and then a combination of residential development and open space south of that, as currently planned.

Although many in the business community felt that C3 would help commercial development along existing U.S. 95 because it would maintain visibility, others felt C3 would discourage it. However, overall, many people believe that if the project included access to businesses, C3 would probably be the best alternative as far as land-use issues are concerned.

According to many in the planning community, given recent development trends on the east side of town, E2 would probably attract commercial and industrial development. Many who also believe that E2 would support that trend and perhaps extend it southward toward special

and sensitive areas of the Palouse Ridge find the easterly alignment problematic, and, notwithstanding the limited-access configuration, believe that it, more than other alternatives, would encourage new areas of development (commercial and industrial) in the least desirable places.

The City of Moscow would expect to see more requests for industrial/commercial development with the E2 alignment, and they are concerned that this route would certainly alter what land uses are anticipated in that area. For example, Fab Tech is expanding the industrial zone of their company, and they are expecting to continue to grow. Yet, since E2 would provide them with visibility, but would not enhance accessibility, it actually appears that, in this case, E2 would be irrelevant to a commercial development decision.

Residential Development and Land Values/Tax Base Impacts

Most people felt that, beyond the direct impacts caused by road widening, the existing residents along U.S. 95 would benefit from having a county road rather than a highway. People believed that relatively few homes would be within hearing distance of a realigned highway, and so noise would be a minor impact for most.

Real estate experts and others agreed that residential values would likely be completely unaffected by the alignment. (Real estate data for the project area is presented in Appendix C) In their view, that would include Paradise Ridge homes, based on the fact that many places in the country have very expensive homes with highway views. Worries of devalued housing prices persist, however, especially among those strongly opposed to E2. Their concern is that any visual impact caused by the road would strongly discourage residential development and depress home values. Those with this viewpoint expressed similar concern about W4's potential to discourage residential development south of the ball fields because of the visual and noise impacts.

To the extent that tax revenues are based on property values, there could be some impact if those values changed. Some people thought property values along Old Pullman Road could be reduced due to the visual impact of W4. A few people stated that W4 would tend to discourage the master-planned community slated for south of the ball fields, just ¼ mile north of W4. Therefore, they argued, the tax dollars from that development would be reduced or even eliminated.

Some were concerned about both E2 and W4 with respect to their ability to reduce the potential for (desired) development in their respective areas. Still others thought that W4 would be the most economically beneficial to the city, and that overall, the tax base would actually increase.

Affordable Housing Impacts

Using the current alignment would involve relocations, which was viewed negatively by the community. According to several interviewees, including local realtors, comparable replacement housing is available, at least in terms of price. In fact, the four-lane road may improve access to affordable housing (existing and potential) in Genesee or Lewiston, as Moscow housing prices rise. All alternatives are equal in this respect.

However, there was concern that if people in manufactured homes are displaced, it would be difficult for them to find a replacement home in the City of Moscow, where housing prices can be in the $200,000 range, and where housing inventory is limited, especially at the lower end of the price scale. For this reason, some people believed it would be difficult for lower income people to relocate in the area if necessary.

While none of the alignments is likely to have a positive impact on affordable housing, many viewed E2 and W4 as essentially equal, and as posing minimal problems in this area. There was the view, and the hope, that relocation assistance might neutralize any impact that the C3 alignment would cause. Many recognized, however, and lamented the fact that for some residents affected by displacement, comparable views, or comparable sites in similarly scenic surroundings, would not be readily available.

Historic Buildings or Properties

No one interviewed was aware of any nationally listed historic buildings or properties in the project study area that would be impacted by any of the alternatives. However some concerns arose about impacts to the area purchased in 1881 by William Plummer, and it was suggested that more research be done on the property, now owned by the Davis family. Others noted there could be impacts to Centennial Farms that have been operated by the same families for nearly 130 years. More information on historic properties is available in the Cultural Resources discipline report, available upon request from ITD.

Farmland Impacts

Farmland impacts by Alternative are presented in Table 3-1.

Table 3-1 Farmland Conversion Comparison[2]

	Alternative W4	Alternative C3	Alternative E2
Acres of Prime Farmland	49.4	26.7	59.7
Acres of Statewide Important Farmland	135.1	98.4	125.5
Total Acres of Prime, Statewide Important and Other Farmland	192.6	133.0	198.2

[2] Information from Farmland Protection Policy Act Technical Report (Haagen, 2006)

	Alternative W4	Alternative C3	Alternative E2
Farm Splits	5	4	6
Remnant Farms less than 20 acres	0	2	5
Potential for conversion of surrounding farmland to non-agricultural uses	higher	higher	lower

There is widespread support for preserving farming operations in Latah County, which many believe contains Idaho's best, most productive farmland. Both City of Moscow and Latah County planning documents formally codify this support in recognition of the importance of agriculture to the surrounding community way of life and economy. Latah County plans are heavily weighted toward preserving agricultural and forest property, and would support only those alignments that would have minimal farmland impacts.

Latah County representatives believed that farmland will remain in the western and eastern portions of the study area regardless of the alignment, although both W4 and E2 would create more adverse impacts (relatively equally) than would C3. These impacts would primarily be from the segmentation of farming operations due to the creation of the roadway itself. However, according to numerous interviewees, the western alignment will pose more problems for farmers than the other alignments.

Some interviewees felt that C3 was most favorable for minimizing farmland impacts, including direct impacts from right-of-way requirements, and indirect and cumulative effects causing conflicts with farming operations and eventual farmland conversion.

Although most felt that W4 was slightly more detrimental to farming than E2, the Palouse Ridge Defense Coalition argued in favor of a W4 alignment saying that E2 had the better farmland, and also making the argument for W4's compatibility with a western bypass. The difference in viewpoints was based in part on disparate assessments of the value and utilization of the land for farming along the two alignments. In this regard, those with distinct preferences against either W4 or E2 were critical of the assumptions contained within the farmland technical report of the EIS. A good indicator of the quality of farmland, according to Joe Anderson of the Grain Producers—is land that is under full production and has a very high yield, as is evidenced along W4, . As one moves eastward in the corridor, the farmland becomes less productive, and along the higher elevations along E2, the soil is also subject to erosion and has therefore been seeded to grass. Mr. Anderson notes that if it was highly producing, it would be actively farmed, not in the preservation program.

Farmers are also concerned with not being able to cross the highway. Some feel C3 is preferable because farmers already know how to deal with it, and the existing situation will be improved with better crossing accommodations. However, the trend toward larger and heavier farm equipment and trailers prompted representatives from the Latah County Grain Producers to support the straightest alignment with the least change in elevation.

Development Plans and Projects Awaiting a Decision on U.S. 95 Realignment

A member of the Moscow Transportation Committee noted that the area north of SR 270 and west of the state lane is marked for a million square feet of development, set to begin once it is understood how the U.S. 95 realignment will be configured. In addition, the Clyde property southwest of Moscow has been discussed around town, but it's unclear to some the extent to which this delay was related to the uncertainty about the realignment of U.S. 95. There are also plans for some commercial uses at the corner of Highway 8 and Highway 95, an area where Moscow is seeing a medical community developing. There is also a landowner who proposes a mixed-use development south of the Palouse River ball fields, which have yet to be constructed. Some feel that the sluggish growth in South Moscow is in part due to the feeling of property owners who are "on hold" until some decision is made. And most important, the potentially displaced homeowners along existing U.S. 95 have been in limbo for years, and they feel their lives have been put on hold until a decision is made. More information on displacements can be found in Chapter 10.

Chapter 4 Recreation

What questions does the recreation evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

What and where would there likely to be impacts on recreation in the project area, including noise and visual impacts?

Would the project alternatives make it easier or harder for people to get to recreational opportunities?

What and where would there likely be impacts to parks and park users?

What and where are the likely to be impacts to bicyclists, and bicycle paths or facilities?

What and where are there likely to be impacts to pedestrians, and pedestrian paths or facilities?

Would the project likely result in alleviating overcrowding of any public facilities, or promote greater use of underutilized facilities?

Are there any planned recreation facilities that are dependent on completion of the project?

Who provided comments regarding recreation?

Agency or Organization	Represented by
▪ City of Moscow Parks and Recreation	Dwight Curtis, Director
▪ Moscow Area Mountain Bike Association	Dan Cordon and Jonathan Lomber
▪ Latah County Snowmobile Advisory Committee	Ken White
▪ University of Idaho Arboretum	Charles Zillinger and Paul Warnick
▪ City of Moscow Mayor's Office	Nancy Chaney, Mayor
▪ General Public	

What did the project team learn from the comments about recreation?

Impacts to Existing/Planned Recreational Facilities

According to the Moscow Mayor, constructing a higher speed highway at W4 would be to the detriment of planned recreational areas approximately ½ mile north of the alignment, including multi-use ball fields and bicycling opportunities. The Moscow Parks and Recreation Department, however, thought these would be minor impacts, but there would likely be vocal opposition to a western alignment, just as there was to the ball fields. They added that W4 might have negligible visual impacts to Frontier Park (Figure 1, #21), but the potential impacts would be less than impacts to the nearer planned ball fields.

The Moscow Parks and Recreation Department predicted that U.S. 95 improvements could bring more people to existing facilities, but overcrowding resulting from the increased traffic is unlikely. Rather, it could benefit major events such as art and music festivals that depend on drawing a lot of people. The Latah County Planning Department did not identify impacts to recreation in the project area.

The Latah County Snowmobile Advisory Committee stated that they do not groom any trails in the project area, nor are there any trailheads nearby. There is very little riding in the area,

though in a good snow year some people might snowmobile over the fields. Improvements to U.S. 95 might draw additional people from Genesee through the corridor on their way eastward, via Highway 8 heading for trails around Deary. Currently, people from Lewiston would probably take a route through Kendrick on Highway 3.

Whatever alignment is chosen, improvements resulting in quicker travel times would increase access to recreational opportunities along the Snake River in Lewiston/Clarkston. Latah County Parks and Recreation Department representatives did not foresee overcrowding of any public facilities as a result of this. In addition, the safety benefits would apply to all users of the facility, including those walking and cycling, either on a wider shoulder or in a (recommended) separated bicycle lane/path.

The Latah County Parks and Recreation Department indicated that while E2 might provide the most scenic views to users, it would also create the most visual impacts. Like others, they noted that E2 is closer to Paradise Ridge, and some people would prefer not to have the alignment there. C3 would create the least impacts on recreation, because it maintains the existing alignment for the greatest length, and is therefore the best alternative relative to recreation from the perspective of the Latah County Parks and Recreation Department. [However, they also noted that W4 could also be considered a sound option, because the visual and noise impacts would occur in land that is being farmed (i.e. away from homes and businesses].

Echoing the sentiments of the Palouse Ridge Preservation Association, the Moscow Parks and Recreation Department felt that although there are no public parks in the area, it is simply wiser to avoid E2 and the potential for development impacts on the Palouse Prairie and ridge area. On the other hand, Latah County Planning failed to see how E2 would really create impacts to Palouse Ridge, nor did they see how that alignment could affect any informal trails that might be used in the ridge area. They agreed that recreational users might not like having a highway on the shoulder of Paradise Ridge, but the highway wouldn't stop recreation on the ridge, and it would pose only a slight change in the views. They noted that many parks have direct views of highways and this doesn't seem to diminish their recreational value.

Impacts to Bicyclists

Interviewees generally agreed that the new facility should provide accommodations for bicyclists. Most agreed that the proposed wide shoulders (8' outside, 4' inside) provide ample room for road bicyclists even with rumble strips (1' wide) just outside the fog line, although one interviewee indicated 12 foot shoulders would be preferable. The type of pavement surface also has an impact to cyclists, in that some pavement can tear up bicycle tires.

With any of the alternatives, isolation could be a deterrent to potential riders, because in the event of an accident, there are no nearby homes within walking distance at which to seek help. There are, however, cars traveling by that could be stopped for assistance.

For road biking, the Moscow Area Mountain Bike Association (MAMBA) felt more people would bicycle along the old road, especially if E2 or W4 chosen. For some it would be more pleasant to bike the local road because there would be less vehicular traffic traveling at slower speeds. They added that some bikers seek the excitement associated with the highest elevation changes. For these riders, steep grades are an advantage.

Members of MAMBA indicated there are no developed off-road bicycle trails in the project area; rather these are primarily on Moscow Mountain or in the area well to the east of E2. People do, however, ride road bicycles along Paradise Ridge Road (east of E2). View of/from the road is not a major issue when biking to an area, but MAMBA representatives noted that W4 would likely be the least visible from Moscow Mountain bike trails (Moscow Mountain is located approximately 5 miles north-northeast of the city of Moscow . A new road is a new "ride opportunity" and if existing opportunities are not destroyed, there isn't much negative impact

from the perspective of MAMBA.

There was some concern that E2 might limit future mountain biking opportunities on private land under conservation easement or that it might promote growth on the base of the ridge that might also limit future opportunities for mountain biking on the ridge. E2 also might negatively affect the potential to build trails up the mountain, if there was limited access. If it were chosen, however, the Moscow Parks and Recreation Department thought that the intersection of E2 and Eid Road would be a good place for a pedestrian/bicycle overpass or underpass.

Impacts to Pedestrians/Hiking Trail Users

Interviewees were unable to identify any specific hiking trails or trailheads in the project area, and many pointed out that the land is mostly privately owned. Developed trails in the general area are located primarily on Moscow Mountain.

The City of Moscow hopes to link its Paradise Path (a network of linear parks) with the Ring Road (conceptual at this time). Many people believe the Ring Road should also accommodate transit, pedestrian/bicycle facilities, and vehicles. This is included as a desired acquisition for Community Design Inventory within the adopted Moscow Comprehensive Plan, and as part of the Ring Road discussions, is on the mind of community planners and policy-makers, though still at the conceptual stage.

The Mayor suggested that there could be some private trails on Paradise Ridge that would be impacted by Alternative E2. She stressed the sense of place that is associated with Paradise Ridge and the beauty of the rolling Palouse Hills. It is important, she felt, that this topographic feature with intact forested habitat remain as is, and that views of and from this area also be preserved.

The Latah Trail is a major trail initiative which, when completed, would extend the Bill Chipman Palouse Trail (which links Pullman, Washington to Moscow) with the City of Troy, 24 miles to the east of Moscow, traveling along an abandoned railroad right-of-way parallel to Highway 8. (See www.LatahTrailFoundation.org) In Moscow, the Latah Trail connects into Moscow's own network of existing and planned bicycle/pedestrian paths and recreational trails. The City of Moscow Paradise Path Task Force is developing a master plan of linear parks and pathways, as well. A map of its existing and planned paths can be found on the City of Moscow's website at www.ci.moscow.id.us and it shows a trail that includes a segment running along the southern border of Moscow along Pullman Road/Troy Road. W4 could pose indirect noise or visual impacts to planned non-motorized pathways intended to access the Palouse River ball fields. However, none of these trails appears to be impacted directly by any of the alignments.

Impacts to University of Idaho Arboretum

There would be no impacts to the Arboretum from Alternatives C3 or E2.Representatives of the U of I Arboretum noted that W4 could marginally increase visitation because it may increase visibility and awareness of the Arboretum. However, they anticipate little or no change in attendance or event bookings.

With a view of Clyde Hill possible only from the lower portion of the Arboretum, W4 would likely have only minor visual impacts, according the Arboretum representatives. They felt there would be a greater likelihood of noise impacts; the valley's funnel shape tends to act as a natural amphitheatre, increasing the impact of sounds in the distance. As such, in certain areas of the Arboretum, noise and visual impacts of W4 could negatively alter the recreational experience.

Interviewees noted that according to the master plan, the University plans to expand the Arboretum to the south. If this master plan is implemented, more events would be staged in the expanded areas.

In the opinion of the Arboretum representatives, the impacts of residential development south of the arboretum are far greater than that of the roadway, and Arboretum neighbors are likely to see W4 as a much greater impact than casual Arboretum users. As a result of that development, the Arboretum master plan (in development) takes into account the residential development south of the arboretum and tries to mitigate those impacts. They felt mitigation for the residential development impacts would lessen the impacts of W4.

Chapter 5 Safety

What questions does the safety evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

How would the project alternatives impact emergency response times?

How would the project alternatives affect the location of new emergency service facilities?

Do the project alternatives change the ability of emergency responders or law enforcement officials to conduct their activities along the roadway?

Would the project alternatives affect the incidence of crime in the area?

How do factors other than traffic volume and length of roadway impact safety on the different potential alignments?

Where should pedestrian and bicycle overpasses or underpasses be located, along the project alternatives under consideration?

How do the project alternatives affect the incidence of vehicle/farm equipment conflicts?

Is there any difference for public safety between a four-lane restricted access roadway and a five-lane roadway that includes a center turn lane with protected left-hand turns?

Who provided comments regarding safety?

Agency or Organization	Represented by
▪ City of Moscow Police	Dan Weaver and Ray Miller
▪ Idaho State Police	Lonnie Richardson and Allen Oswald
▪ Latah County Sherriff	Wayne Rausch
▪ Moscow Volunteer Fire Department	Don Strong
▪ Paradise Ridge Coalition	Chuck Harris
▪ Citizens for a Safe Highway 95	Ian VonLindern
▪ Moscow Transportation Commission	Walter Steed and Brian Johnson
▪ Sierra Club	Alan Poplawsky
▪ Moscow Area Mountain Bike Association	Dan Cordon and Jonathan Lomber
▪ General Public	

What did the project team learn from the comments about safety?

The safety analysis is concentrated on three key areas: emergency response time, crime, and roadway safety, including weather, curvature, grade and potential conflicts with wildlife, pedestrians, bicyclists and farm equipment.

Emergency Response Time

Emergency responders generally agreed that any of the alternatives would improve emergency response times because there are more opportunities for passing, wider shoulders and improvements from any of the alternatives would result in a straighter, flatter road than the present-day U.S. 95. Travel times by Alternative are presented in Table 5-1. Emergency responders also agreed that response times vary with weather conditions, which are discussed below.

Table 5-1 Travel Time Comparison

Alternative	Length of Alignment	Average Speed	Travel Time	Reduction in Travel Time (minutes)
No Build	5.9 miles	60 mph	5.9	0
W4	6.7 miles	65 mph	6.18	-0.28
C3	6.0 miles	65 mph	5.53	0.37
E2	5.9 miles	65 mph	5.44	0.46

The Moscow Volunteer Fire Department and Moscow Police noted that Alternative C3 would provide the best emergency response times to the existing population areas. Other interviewees countered with the trade-off of potential quicker access to some of the more outlying areas along alternatives E2 and W4.

Emergency response personnel saw no need for additional emergency service facilities as a result of construction of any of the routes, although the Moscow Fire Department is awaiting the selection of an alternative before choosing a location for a water point (underground tank) for fire trucks. The Latah County Sheriff's office indicated they are looking into a joint law enforcement facility with the City of Moscow, and it would likely be located on the south side of Moscow.

Law enforcement officials saw no increase in enforcement activity potential among the alternatives. Any of the alternatives would construct a divided highway, which would increase the ability to patrol and enforce over the present-day roadway because wider shoulders would make it safer to pull vehicles over and the 4-lane highway would offer passing opportunities.

One member of the public who has worked with the Moscow, Lewiston and Pullman Fire Departments concurred that any of the new alignments would be safer and improve emergency response times, especially if other departments are called in to assist in an emergency response. (Note: there are mutual-aid agreements between the City of Moscow and the cities/communities of Troy, Genesee, Pullman, and Lewiston.)

Another member of the general public commented that additional growth, which they felt could be induced by the project, might be a strain on the Moscow Fire Department, which does not have facilities on the south end of the city. However, as reported in the *U.S. 95, Thorncreek to Moscow Community Profile and Induced Development* Report (HDR, 2005), the Delphi panelists felt that growth would occur south of the Moscow city limits regardless of the project. The panel also agreed that once an alternative is selected, the pace and intensity of development immediately south of Moscow could increase, although induced development further south is unlikely.

Crime

Crime did not seem to be a major concern of the interviewees or the general public. The Idaho State Police and the Citizens for a Safe Highway 95 noted that crime in the area would likely decrease as the highway moved away from the existing homes in the south end of the project. Due to the lack of development along the proposed routes and the limited access that would prevent access to the new highway, the potential for crime along any of the new alignments

would be lower. Other law enforcement speculated there could be a slight increase in Fish and Game violations if the E2 alternative was chosen because of increased visibility of game on Paradise Ridge.

Roadway Safety

Roadway safety was the key concern of many attending the interviews. The project team listened to accounts of past accidents along the highway from property owners along the existing alignment, emergency service providers, and other residents of the Moscow area. All who attended the interviews agreed that a safer road is needed.

Roadway Design

Emergency Service providers agreed that regardless of the selected alternative, a limited-access highway is a must. The Moscow Fire Department indicated a 5-lane section would be preferable at Clyde, Zeitler, and Eid because vehicles have more places to get out of the way of emergency responders. Potential connectivity with the existing road network is summarized in Table 5-2 and shown in Appendix C. Law enforcement officials favor a 4-lane divided highway, because it facilitates restricted access, therefore reducing potential vehicle/vehicle conflicts. Others noted the ability to store snow in the divided median. A key concern of emergency service providers is the ability to turn around within the project limits to address a situation in the oncoming lanes.

Table 5-2 Potential Connectivity

Location	E2	C3	W4
Eid Road	Overpass	At-grade intersection	At-grade intersection
Jacksha Road	Does not cross[1]	Does not cross	At-grade intersection
Zeitler Road	Does not cross	Overpass	At-grade intersection
Snow Road	Does not cross	Does not cross	Overpass
near Clyde Road	Does not cross	At-grade intersection[2]	Does not cross

[1]Locations marked as 'does not cross' or 'overpass' are accessed via the old highway alignment

[2]Existing residential and business accesses north of this location would be maintained

Tight curves and steep grades were also of concern to emergency responders as well as the general public, especially during winter conditions. Many in attendance favored alternative E2, as it eliminates Reisenauer Hill, a noted spot for accidents because it currently has S-curves on a steep grade. However, the proposed design on alternatives C3 and W4, would improve the curvature and grade through this area. Turning movements onto Zeitler Road were also identified as a key area of concern by interviewees. Alternatives E2 and C3 would eliminate this intersection, and access to Zietler Road would be from the old highway alignment. Turning lanes would be provided along the new highway alignment at crossroads with at-grade intersections.

A few attendees brought up the need for runaway truck ramps, especially along E2. Emergency truck ramps, however, would not be required for any of the alternatives under current highway design policies.

Weather

Weather influences along the three alignments were much-vocalized concerns among emergency service providers, citizens' groups, and the general public. Many predict adverse weather conditions would be most prevalent along E2 and W4.

Those who favor the western alignment report that snow and ice would be worst on alignment E2; those who favor the eastern alignment report that snow and ice would be problematic along W4. Many who attended the interviews or provided comments noted weather problems along the existing roadway, especially at Reisenaeur Hill. Because of climatological concerns, a climate study was conducted in the project area during early 2005. The findings of the study are available in the *Final Report for Weather Analysis of Proposed Realignments of U.S. Highway 95, Thorncreek Road to Moscow* (Qualls, 2006), To complete the climate study, three weather stations were established to gather climate data. The report found:

- Most precipitation to the east
- Worst fog conditions in the Reisenaeur Hill area
- Coldest temperatures and worst frost to the west

In summary, each alignment has particular climatological elements (precipitation, fog, frost) that are 'the worst'.

Pedestrian, Bicycle, Wildlife and Farm Equipment Conflicts

Potential pedestrian conflicts were not seen as a concern with this project as interviewees indicated it would be highly unlikely to see pedestrians in the corridor. The one exception was a comment from a member of the general public who feels there may be potential conflicts on the W4 alternative with children traveling to and from the proposed ball fields.

A summary of comments from and internal City of Moscow meeting presented to the project team by the Mayor indicated concern regarding rumble strips as a hazard to bicyclists. During the interviews, representatives of the Moscow Area Mountain Bike Association (MAMBA) spoke with ITD design staff regarding this issue. According to ITD design staff, the project design calls for 8-foot outside shoulders and 4-foot inside shoulders, each with 1-foot rumble strips just outside the fog line. MAMBA representatives, who also road bicycle on a regular basis, felt the wide shoulders would provide ample room for bicyclists and the rumble strips would pose no hazards because of ample room on the shoulder. They also added that, in their opinion, bicyclists tend to avoid high speed roads and would be more likely to use the old highway alignment.

According to the Idaho State Patrol, this section of roadway sees relatively few wildlife accidents compared to areas further north and south of Moscow. The City of Moscow The Sierra Club representative indicated ungulate movement would be greatest across E2 and that one wildlife crossing may not be adequate. More information on anticipated wildlife impacts can be found in the *Biological Evaluation on the Potential Impacts of Corridor Alternatives from Thorncreek Road to Moscow on Large Ungulates* (CREX Consulting, 2005).

Police indicated wildlife conflicts could increase if E2 were selected, overall potential conflicts (farm equipment, people, pets, bicycles) would be equal among the

alternatives. Other attendees varied in their perception of potential conflicts. Many felt farm equipment conflicts would be greatest along W4, where land is actively being farmed. These attendees cited that much of the farmland along E2 is being held in conservation easement and is of lesser quality than farmland along W4. Landowners along W4 indicated some of their land would become un-farmable if split by the roadway (see Chapter 3, Land Use). Attendees opposed to Alternative E2 reported that farm equipment conflicts could be greater along E2 because of the steeper slopes on the shoulder of Paradise Ridge. Potential farm equipment conflicts were not seen as a large concern along C3.

Chapter 6 Economics

What questions does the economics evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

How would business (non-agricultural) activity change as a result of each project alternative?

How would the project alternatives affect business decisions to move to, relocate within or move out of the area?

How would each alternative potentially alter business visibility and access to traffic-based business?

How do the project alternatives affect vehicular access to businesses and what would that mean to those businesses?

How would the project or any of its alternatives affect area tax base?

How would the project alternatives affect property values, due to relocations (displacements?) or changes in land use?

How would the local economy be affected by construction activity along any of the proposed alignments?

Who provided comments about economics?

Business owners whose businesses are located in the project area were interviewed, along with representative of broader business interests (e.g., Chamber of Commerce, Grain Producers) to gather information on the potential economic impacts of the project.

Agency, Organization, or Business	Represented by
▪ Moscow Chamber of Commerce	Mark Boehne (interviewed by phone)
▪ Latah County Grain Producers	Joe Anderson
▪ JJ Building Supply	Sharon Judd
▪ Mundy Welding	Dave Mundy
▪ Mr. Cabinet/Hair by Maria	Chip and Maria Geffre
▪ Wasankari Construction	Doug Wasankari
▪ General Public	

What was the outcome of the interviews regarding economics?

Changes in Business Activity

In interviews, the owners of several businesses located in the project area (i.e., the existing U.S. 95 corridor south of Moscow) were asked how the alternatives would affect their businesses in particular as well as area businesses in general.

It should be noted that the existing commercial development in the project area south of the point where the three alternatives converge (south of Palouse River Drive) is located on the east side of U.S. 95 and is comprised of a mix of construction, transportation, fabrication, and specialty retail establishments (e.g., building supplier, hair salon). As such, the U.S. 95 corridor south of Moscow is not a corridor with commercial land uses that typically depend upon high

traffic volumes and drive-up customers (such as Highway 8 [Moscow-Pullman Highway] east of Moscow).

Several themes emerged from the responses offered by the local business owners: effects of changed visibility and access; direct impacts of the new highway; and long-term changes to the area south of Moscow. These were discussed generally by the interviewees in response to this question, but were also addressed specifically in their responses to other questions.

The owner of a manufacturing business noted that C3, as depicted on the ITD project graphics, would physically impact the property to the extent that supply trucks would not be able to service the location, potentially resulting in a complete loss of use of the property, causing the business to move out of the corridor. Other business owners indicated the need to provide not only access for trucks, but sufficient space to maneuver trucks and load, unload, and store materials.

Business owners in the project area indicated that E2 or W4 would adversely affect the visibility and accessibility of existing businesses, which could, in turn, discourage businesses from locating in the area. It could also potentially cause existing businesses to move away. Conversely, business owners also noted that, if E2 or W4 were selected and U.S. 95 became a county road, this may actually help business growth in the corridor, as it would provide an area where local access to businesses would be ensured over the long term.

Planning officials interviewed as part of the community impact assessment indicated that C3 could discourage commercial development in the project area due to lack of access. At the same time, it was acknowledged that E2 or W4 would offer continued access, perhaps with negative impacts due to reduced traffic. The county planner noted that currently limited commercial development exists in the project area and there is only limited future development potential.

Regarding Moscow businesses generally, the Chamber of Commerce representative suggested that the business community would be best served by E2, which provides the safest and most direct route to and from town. Another interviewee noted that one of the main purposes of highways is to serve commerce, and the route that most efficiently moves commerce to, from, and through the area is the best choice. (E2 was identified by that individual as the alternative that best met that goal.)

Access to businesses (and to the area in general) is a key concern. Specifically, the business owners who expressed a preference for C3 did so based on the assumption that access to their business would be essentially unchanged by the project. Regarding this assumption, it should be noted that the alternatives are limited-access facilities and the current concept for C3 includes potential access points only at Eid Road and Clyde Road, and driveways to existing adjacent properties are not currently included. It was acknowledged by business owners that, to maintain access and highway frontage, a frontage road, turn lanes, and/or traffic signals may be needed as mitigation for eliminating direct (driveway) access(Frontage roads are nor currently proposed under any of the alternatives: see footnote 1, page iii).

One interviewee said they could envision, under C3, the stretch of U.S. 95 south of Moscow becoming like the Moscow-Pullman Highway (developed with retail and other highway commercial uses). If that were the case, a five-lane section with dedicated turn lanes and possibly traffic signals may be necessary.

Business decisions to move to, relocate within or move out of the area

Business owners interviewed provided varied feedback with respect to the potential for project alternatives to cause businesses to move to or relocate from the project area. As noted above, one business owner felt that W4 or E2 would adversely affect businesses (by reducing visibility) and may cause them to move away. Another felt that the potential direct impacts associated

with C3 may displace businesses even if the project resulted in only a partial take of their property. Another perspective shared by business owners was that, by maintaining local access as a county road, W4 or E2 would potentially encourage future business growth in the existing U.S. 95 corridor.

All of the business owners interviewed indicated that the uncertainty associated with the ultimate solution is having the effect of suppressing any new businesses locating within the corridor.

Business visibility and access to traffic-based business

All business owners interviewed stressed that ease of vehicular access is very important for several reasons:

- Customers need access to the business establishments.
- Suppliers and shippers need ingress and egress – often this need involves sufficient space for maneuvering large trucks.
- Even temporary disruptions in access adversely affect business.

A retail business owner interviewed indicated that visibility was a primary concern for them. They felt that C3 (assuming access to their property was maintained) was the best alternative because it retained the visibility of their business from the highway. In their opinion, W4 and E2 would adversely alter their business and business at other locations along U.S. 95 south of Moscow because of loss of visibility. Access to the property goes hand-in-hand with visibility and, in their view, C3 best maintained the visibility by and access from the main route into and out of town.

Other, non-retail businesses indicated that visibility was important to them as well. Visibility aids customers and suppliers in finding the businesses. As noted previously, the existing businesses are fairly specialized in nature. While these businesses may have less of a dependence on "drive by" customers than more traditional retail businesses, visibility from the highway allows for name recognition, eases customers' abilities to find and access the businesses, and other factors related to their success.

Several of the business owners interviewed noted that if the existing U.S. 95 became a county road (under E2 or W4) that would retain the existing access to the business in the corridor south of Moscow, the old highway could become more attractive for business development.

Access for farm equipment and large tractor-trailers hauling farm products was a concern of the Latah County Grain Producers representative. He noted that median breaks where access is provided need to be of sufficient size to accommodate large farm equipment and trucks that can be up to 100 feet in total length.

Related to concerns about construction impacts, several of the business owners from the corridor south of Moscow expressed a concern about the adverse effects of construction on access to their property, essentially relating that if C3 were the selected alternative, construction impacts may exacerbate the likely long-term access impacts that would be likely to occur.

Property values and tax base

There was a general consensus expressed among the business owners that maintaining access and visibility is key to retaining and growing business south of Moscow. To that end, business owners noted that if an alternative were to cause businesses to lose access, frontage or visibility on a well-traveled route, then that would have the effect of devaluing their businesses. If commercial uses became less viable than they presently are, or are not viable at all, property values could be reduced and the tax base could decrease correspondingly.

Several of the business owners interviewed indicated that if E2 or W4 were selected and the existing U.S. 95 became a county road, it may have the effect of encouraging commercial and other development in the corridor, since the road would function more like a local road. As such, property values could potentially increase in the area south of town under that scenario.

Some of the individuals interviewed indicated that property values generally throughout the Moscow area were unlikely to be affected by the project and there would not be differences among the alternatives. However, it was noted by several interviewees that the area south of Moscow is likely to develop in the near future. New ball fields are planned the area west of U.S. 95 and south of Palouse River Road and residential uses may be developed in the vicinity. Such development could potentially increase property values and regional the tax base.

On this topic, several of the business owners interviewed again noted concerns related to the on-going uncertainty associated with the ultimate selection of an alternative.

Research on the relationship between highway development and property values shows that improvements of existing roadways can affect property values in a variety of ways. A summary of research presented in the Transportation Research Board report "Property Values and Highway Expansions: An Investigation of Timing, Size, Location, and Use Effects" (ten Siethoff, B. and K. Kockelman 2002) notes that transportation improvements generally have a positive impact on the value of nearby land. The study also notes that property value effects of improvements to existing facilities may be highly localized and of a lesser degree than those caused by the original construction. With respect to the proposed project, it is reasonable that by reducing access to a property, the value of that property may be reduced.

Construction Impacts

If C3 were selected, businesses south of town would be directly impacted by construction activities. All business owners from this corridor mentioned that previous construction had had a temporary adverse effect on their business. One retail business owner mentioned that construction disturbance had resulted in a 40 percent reduction in their sales during the construction period, as customers went to other locations or deferred purchases due to the delays and impaired access to the property. This type of impact was mentioned by other business owners. Other businesses experienced interruptions or inconveniences in receiving and shipping due to construction. It was acknowledged by the business owners that C3 would have the greatest direct construction impact, but also that business in the corridor would be disturbed during construction of E2 or W4, though to a lesser degree.

A general observation by a business owner in town was that construction would have a positive effect related to the temporary increase in economic activity associated with construction (through purchase of food/meals, lodging, services and materials from local businesses). Based on construction-related expenditures and employment for the Top of Lewiston Hill to Genesee project, which is comparable in location, duration, and cost, approximately 33% of the 100 total construction jobs (i.e., about 33 local jobs) went to local residents. Overall duration of construction was about 400 working days. Preliminary estimates by ITD indicate that the duration of construction for the Thorncreek Road to Moscow project (all alternatives) would be on the order of 450 working days. Therefore, the proposed project would create approximately 100 temporary construction jobs, including 33 for local residents, for the duration of the project.

Additionally, construction activities could adversely impact regional travel to and from Moscow. For instance, people who commute to jobs in Moscow from outside the area would be adversely affected by construction delays.

Related Issues/Concerns

In addition to the potential project-related effects on businesses, tax base, property values and the economy, interviews revealed a variety of thoughts and concerns related to the economic effects of the conceptual Ring Road (or similar bypass) around Moscow. In general, the interviewees didn't see any of the alternatives as necessarily precluding the future development of a Ring Road.

Chapter 7 Mobility and Access

What questions does the mobility and access evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

How would the project alternatives differ in travel times to affected businesses?

How would the project alternatives differ in their potential to affect shipment of agricultural products to and from the area?

How would changes in travel times affect access to markets or trans-shipment points such as Lewiston?

Would the project alternatives impact public transportation, carpooling or vanpooling?

Would the project alternatives create more travel options for people traveling in the U.S. 95 corridor? For example, would there be new or more attractive alternatives to driving alone within the U.S. 95 Corridor?

Would any of the project alternatives affect non-motorist access to businesses or public facilities?

Would any of the project alternatives under consideration for U.S. 95 affect or be affected by the Ring Road as it is currently being discussed within the Moscow metropolitan area?

How would mobility or access be impacted by a four-lane restricted access roadway in contrast to a five-lane roadway that included a center turn lane with protected left-hand turn?

Who provided comments regarding mobility and access?

Agency, or Organization	Represented by
▪ Valley Transit	Tom LaPointe
▪ Moscow Transportation Commission	Walter Steed and Brian Johnson
▪ Paradise Ridge Coalition	Chuck Harris
▪ General Public	

What was the outcome of the interviews regarding mobility and access?

General Mobility and Access Issues Pertaining to the Three Build Alternatives

Interviewees recognized the need for improvement or replacement of the existing U.S. 95. They also acknowledged ITD's intention to improve safety and mobility, as well as the potential for impacts from the three build alternatives.

City of Moscow representatives expressed concern about potential congestion resulting from a four-lane facility meeting the constraints of the roadway system at the southern end of Moscow. A problem cited was the coincidence of U.S. 95 and Highway 8 through the historic core of the City of Moscow, and congestion on Washington and Jackson streets at Third and Sixth.

One citizen commenter stated that whatever alignment was chosen should serve the direction travelers want to take, and his opinion was that W4 would probably best suit the largest

percentage of travel patterns. However, each of the three alternatives had both proponents and opponents who made arguments based on mobility and safety.

Mobility and Access Related to Corridor Businesses

Travel times vary remarkably little among the three alternatives; there is less than one minute difference for a trip spanning the entire six or seven mile length of the realignment of U.S. 95. To the extent that trips would be made safer and more reliable, all commercial travel, whether supplier- or customer-based, would benefit. The main issue identified was the limited-access configuration that could cut off access or visibility for businesses along the existing highway. .

A concern for the City, however, is the potential impact of increased traffic volumes entering Moscow at the south on U.S. 95 and the planned expansion of medical facilities near the intersection of Highway 8 and U.S. 95. Conflicts between vehicles, including trucks and pedestrian/parking needs for the medical facilities need to be addressed.

No important differences were identified between the three potential alignments with respect to non-motorized (pedestrian and bicycle) access to existing businesses.

Goods Movement

Currently, shippers are frustrated by delays and unpredictable travel times along U.S. 95. The straighter, safest and most efficient route that minimized grade changes was perceived as best for goods movement, particularly for travel between Moscow and Lewiston. However, there was not unanimity about what that route was. Public opinions included the belief that E2 would be the best compromise for moving commerce as it avoided the "deadly hill," rejection of E2 based on safety and the intrusion into the Paradise Ridge area, and the opinion that C3 would be preferable because it maintained and improved roadways that serviced existing businesses, limited access considerations notwithstanding.

Shippers were identified that might be likely to use an improved U.S. 95 alignment. Jack Buell, a high-volume shipper (as many as 10 trucks per hour, at times) originating in St. Mary's, was identified. Buell would probably use the route whether or not there were improvements. With less obvious volume is the Swift trucking operation, which operates primarily south of Lewiston. These trucks might be diverted through the project area if the highway were improved as proposed.

Carpooling and Vanpooling

Though there is currently only one formal 15-passenger vanpool formed through the services at www.palouserideshare.org, the Moscow Transportation Commission predicts greater interest and participation in rideshare programs as the price of gasoline continues to rise. In the meantime, carpooling provides a more flexible alternative than vanpooling, for those wanting or needing to save on commute costs. The Moscow Transportation Commission could see no difference among the alternatives relative to vanpooling or carpooling. No significant safety difference was identified, but icy road conditions could be a distinguishing factor.

The general improvement in travel times and safety afforded by any of the build alternatives extends to transit vehicles and those carpooling or vanpooling along the corridor.

Generally, the highway project would not affect vanpools, carpools, or multimodal transportation directly. There are no plans for additional park and rides in the near future. The different alignments are not likely to effect siting of park-and-ride lots. These would likely be located near to Moscow for southbound morning commutes and near Lewiston for northbound

morning commutes. Other possible locations include Genesee, the University of Idaho campus vicinity, and future U.S. 95/Ring Road intersection.

Public Transportation

According to the Moscow Transportation Commission, all alternatives improve safety. The City of Moscow believed E2 would be subject to worse weather conditions that would impact transit schedules for eventual fixed-route or dial-a-ride service, and thus tend to discourage public transportation.

Valley Transit expressed concern that collisions with animals would be more likely on E2 and C3, while E2 posed additional dangers from ice and fog. Valley Transit plans to begin providing daily service between Lewiston and Moscow in mid-August 2006.

Pedestrian and Bicycle Issues

The City of Moscow stated that not impeding non-motorized transportation modes, including bicycles and walking, was important to the community. The City of Moscow was concerned that W4 would create a nuisance to surrounding neighborhoods, walkers and bicyclists. C3 was perceived as creating no significant changes for the surrounding area. Concerns about E2 focused on land use considerations. (*See Chapter 5 for comments related to the recreational aspects of pedestrian and bicycle issues.)*

The Ring Road

A western bypass is shown on the map of the City of Moscow's comprehensive plan, which is currently being updated. Another transportation concept, that of a Ring Road surrounding the urbanized portions of Moscow, and perhaps being linked with a multi-modal green belt or similar planning notion, has been discussed in the community for some years, and is included in the adopted plan's "Community Design Inventory" as a desired acquisition. Recently, the Ring Road/green beltway concept was the subject of a seminar at the University of Idaho, held in July 2006, entitled "Transportation on the Edge of Town: Interdisciplinary Perspectives on Moscow's Future." The report was a joint effort of the University of Idaho, the City of Moscow and others. Input from the Moscow Transportation Commission and the University of Idaho was included in this Community Impact Assessment.

According to the University of Idaho, the Ring Road is a concept under discussion created with the objectives of going beyond existing developments and following the topography. Concepts of what it could accomplish vary. No design or technical analysis has been undertaken.

As the community conversation goes forward, the conceptual footprint continues to grow in diameter, moving farther south of Palouse River Drive as development proceeds outward from the center of the city. Currently, the south intersection of the conceptual Ring Road with the U.S. 95 entrance to south Moscow would lie approximately where all build alternatives tie back in to the existing U.S. 95. However, as it moves, it encounters potential conflict with residential areas planned near the ball fields soon to be built north of W4. According to the Moscow Transportation Commission, the current community view is that it should be drawn south of the Clyde property that may be developed.

Opinions of the Ring Road were divided. Some felt that any alternative could accommodate a Ring Road and that each of the alternatives would require west-bound and east-bound entrances or ramps onto the Ring Road. Thus the footprint required by the U.S. 95/Ring Road intersection would be the same. Among those entities the would be involved in the planning, designing and implementing of a Ring Road around Moscow, there was nearly unanimous agreement that there was virtually no difference between the alignments relative to the

functional design of such a Ring Road, should it be constructed in the future. Latah County Planning pointed out that there would need to be some sort of "Y" interchange regardless of where it is. Land use at the point of interchange was generally seen as a significant concern. The Ring Road was not seen as creating distinctions between the alternatives. A Ring Road could be made to work with any of the alternatives, although there might be some cost differential, depending on the final design and right-of-way. The general conclusion was that none of the alternatives ITD brought forward precludes a Ring Road.

Others felt that W4 was the obvious best choice because it brought the alignment toward the west, to hook into a future western bypass in a phased Ring Road construction plan. Valley Transit thought there would be engineering issues to resolve in order to connect the Ring Road to E2 or C3 that would not be present with W4. The Moscow Transportation Commission noted that part of the group believed that an eastern route (E2) made the most sense for Moscow.

The City of Moscow observed that all three alignments converged near the point where intersection with a future Ring Road would likely occur, but preferred C3. The city hopes that the Ring Road would be a greenbelt rather than merely an "asphalt racetrack" around the City of Moscow. The City is concerned about preserving right of way—a challenge that, if met, would achieve the public good of keeping those transportation corridors open for the future. In this respect, many local agencies are concerned that ITD is not explicitly including consideration of the Ring Road within the project development process.

Mobility through the center of Moscow is also implicated in the discussion of the Ring Road. The livability of the historic core and pedestrian safety are concerns due to the impact of two lanes instead of one in the south end of the city. The City of Moscow indicated that a round-about had been discussed, but was abandoned because it couldn't accommodate larger trucks.

Among the general public who commented on this issue, opinion was split. Many could discern no difference between the alternatives, since each of them appeared to require some kind of connection, and the three alternative alignments to U.S. 95 being considered all join existing U.S. 95 very close to where the proposed Ring Road would intersect with it. For others, W4 is the preferred alternative because of the possibility of the Ring Road/west side bypass. The belief that a western alternative for U.S. 95 would be significantly easier to design and build was strongest among the opponents of E2, but was shared with those not expressing a preference for one alignment over another as well.

Members of the general public commenting on this issue tended to believe that W4 made more sense, given that they felt much of the traffic coming north on U.S. 95 was headed west of Moscow. One citizen stated a preference for a combination of C3 which would join with W4 after routing around Clyde Hill.

Roadway Configuration (4-Lane vs. 5-Lane with Center Turn Lane)

In other chapters within this report, arguments in favor of a four-lane, divided highway were made on the basis of safety, school bus operations, and snow storage. Many believe that the four-lane alternative should provide more than sufficient capacity.

The five-lane alternative is favored primarily by those concerned about access to existing homes and businesses on the current Highway 95 alignment. For some, the five-lane with turning opportunities solves that problem. Farm equipment operators would require sufficient crossing opportunities if a center turning lane/storage lane were not provided.

The five-lane configuration, however, is associated with sprawl-inducing, strip development, which worried several interviewees. They cited the desire not to have a Highway 270 style sprawl like that occurring between Pullman, Washington and Moscow where strip development is encouraged by the four plus center turn lane configuration. Although the County might benefit

from tax revenue increases, some thought the five lane option would essentially destroy two healthy towns.

IThere were also concerns that the five lane option would impact bus, pedestrian and bike systems, because it will create more auto-oriented development. The homogeneity of such a landscape was also viewed as a disadvantage. A tighter pattern of development would be supported by a four-lane divided highway with limited access. At least one person believed that E2 would do more than C3 to consolidate development in the City.

Chapter 8 Public Services

What questions does public services evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

How would the project or its alternatives affect public services in the area?

e.g. Meals on Wheels, senior citizen transport, dial-a-ride, Medicare shuttles?[3]

How would the project affect the US Postal Service?

How would the project or its alternatives affect the Moscow School District?

Who provided comments regarding public services?

Agency, Organization, or Business	Represented by
▪ Moscow School District	Dr. Candis Donicht and Dick Krasselt
▪ Moscow Transportation Commission	Walter Steed and Brian Johnson
▪ City of Moscow Mayor's Office	Nancy Chaney, Mayor
▪ General Public	

What was the outcome of the interviews regarding public services?

Impact to US Postal Service (USPS) Delivery

The United States Postal Service (USPS) stated that they must be able to service all customers, and that they want to stay on public roads to do so. Current delivery along U.S. 95 can be challenging due to traffic, existing conditions such as curves, and dangerous entry into and exit from fast moving traffic. Thus, any improvement to the roadway is likely to facilitate postal delivery. In addition, all alternatives could benefit longer-haul transport of mail into and out of Moscow, though the primary regional delivery route is north out of Spokane. However, the USPS is most concerned with local deliveries. Concern was expressed that construction may cause delay and inconvenience for postal customers.

Ultimately, the USPS was not able to see a major difference among the three build alternatives for improving U.S. 95, though it was suggested that E2 might pose the least impact to postal operations/logistics. To the extent that it followed the existing alignment, C3 would probably be the worst of the three alternatives. In addition, the USPS was concerned that C3 would have both construction-related and longer-term impacts on existing U.S. 95 that might require identification of an alternative delivery point. However, none of these impacts are particularly difficult to address. ITD needs to coordinate with the Post Office as early as possible so that USPS can develop plans to continue uninterrupted service to all customers.

Impact to Moscow School District

The Moscow School District presented viewpoints on the alignments. Student safety is the most important concern relative to the selection of an improved U.S. 95 alignment. The school district felt that C3 has safety issues even with the inclusion of bus pullouts. C3 requires children to wait along a four-lane highway and requires some children to cross the highway to get to or from the

[3] Although several organizations were invited to help answer questions regarding these services, they were unable to participate in this assessment and no public input regarding this topic was received.

bus stop. The potential intersection of the old alignment and C3 could create a safety concern, especially with the topography in the area.

The Moscow School District indicated that there would be no impact to overall access to schools or to individual school attendance under any of the alternatives, whether students arrived via school bus, car or other mode. Nor would school attendance be affected. None of the alternatives would pose any difference with respect to faculty or staff commutes, but this issue was not really the concern of the school district administration.

Within the district, there is neither an agreement on a defined growth plan that would identify where the next school should go, nor is there a consensus that another school is needed. The school district would prefer W4 or E2 because the old alignment would still be available and it would have reduced traffic. Thus school buses could serve children from existing residential areas in a safer manner. However, over time, additional development that could happen along the old alignment could erode this relative benefit.

Chapter 9 Community Cohesion, Noise and Visual Environment

What questions does the community cohesion evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

Would the project alternatives create or eliminate barriers between homes and community facilities or businesses?

How would the project alternatives, including any associated noise or visual impacts, affect the community's sense of cohesion?

How would the project or its alternatives affect access to important public facilities or community centers?

How would the project or its alternatives affect access to places of worship?

Who provided comments regarding community cohesion?

Agency, Organization, or Business	Represented by
▪ Moscow School District	Dr. Candis Donicht and Dick Krasselt
▪ Citizens for a Safe Highway 95	Ian VonLindern
▪ Paradise Ridge Coalition	Chuck Harris
▪ University of Idaho Observatory	Dr. Christopher Berven
▪ City of Moscow Mayor's Office	Nancy Chaney, Mayor
▪ Sierra Club	Alan Poplawsky
▪ General Public	

What was the outcome of the interviews regarding community cohesion?

Mapping Places of Importance to the Community

Interviewees were asked to review a map of important community places and to identify any sites that were missing from the preliminary inventory. (See Figure 1, Community Impact Assessment Points of Interest) Local businesses, landmarks, and environmentally significant places were identified. Neighborhoods that may potentially be impacted, such as Ridge Road southwest of Moscow and Indian Hills southeast of Moscow, were highlighted through this process. Among the more colorful locations identified was "Lovers' Lane" on Paradise Ridge, known to local teenagers, parents, and the area law enforcement agencies. More prosaic sites were identified as well, including new medical businesses in south central Moscow, planned recreational multi-purpose playing fields (the "ball fields") to the southwest, and a residential property west of the proposed E2 alternative which provides habitat for native flora and fauna.

Several people referred to the "bowl" or valley that the community occupies. The value of major landmarks and the special and unique qualities that these locations provide to the community were discussed. Landmarks mentioned included Moscow Mountain, Tomar Butte, Paradise Ridge and Clyde Hill.

Concerns about Visual Impacts

Most people agreed that development and the transportation system required to link homes, businesses and the larger community within the project area should be designed to be aesthetically pleasing. A variety of opinions were expressed in regard to the existence and severity of visual impacts of the various alignments.

Many of those interviewed expressed concern about the potential of E2 to disrupt view sheds from Paradise Ridge residences and private trails and views from locations in south Moscow neighborhoods. Those opposed to E2 for this reason expressed additional concern about the possibility of a runaway truck ramp adding to the visual impact. ITD stated there would be no need for such a ramp, given the grade and other characteristics of that alternative alignment.

The Paradise Ridge Defense Coalition also believed that W4 would create visual impacts to existing Ridge Road communities and planned residential areas north of the proposed alignment and south of Sand Road (#40 on Point of Interest Map, Figure 1). W4 also concerned people who wished to maintain the serene atmosphere within the University of Idaho Arboretum and in the residential neighborhoods surrounding it. Light pollution could affect the University of Idaho Observatory both directly from night-time headlights of northbound vehicles along W4, and indirectly from development that could be induced in part from the construction of the W4 facility.

The Paradise Ridge Defense Coalition preferred alternative C3. They felt that C3 created the least "new" impacts because it followed the existing alignment the most. They also favored C3 because it would create a state-controlled limited-access highway, thus limiting the potential for unsightly strip development and sprawl that might otherwise occur if the existing U.S. 95 were turned over to Latah County.

Many stakeholders and community members stated that Paradise Ridge is a natural landmark for the community, relatively natural and unaltered. Comments were made about the natural beauty of Paradise Ridge and the ridge's importance as an ecological habitat for native plants and bird species. One residential property at the southern edge of the ridge area has preserved habitat for native species. E2 is viewed as a major concern, as the alignment rides the side of the ridge.

The University of Idaho referred to a study they undertook approximately 10 years ago identifying places in Latah County that are special to the community. Paradise Ridge was prominent in the study's list of special regional features.

In contrast to the strong opposition to E2 based on visual impacts, many others spoke in favor of the "spectacular view" of the Palouse and of the City of Moscow that would be afforded to travelers on the easterly (E2) route that traverses the west slope of Paradise Ridge. Citizens for a Safe Highway 95, claiming to represent people collectively owning 80 percent of the land along E2, perceived the proposed highway positively as a gateway to the City of Moscow, rather than as an eyesore. The group opposed alternative W4, stating that W4 would disrupt westerly views and create serious farmland conversion implications.

While the views of some individual property owners will undoubtedly be impacted, the community, or aggregate, impact is the concern of this study. In order to help people understand the impact of the roadway in the landscape from various important perspectives, the project team developed a set of simulated photographs (Appendix B) that replicated the view of each of the three alignments, W4, C3, and E2 from seven locations and from a vantage point 30 feet above the ground. This 30 foot height provides a "worst case scenario," since none of the locations are expected to have views from that height. The majority who looked at these photographs did not find the views portrayed to be problematic. Impacts from car headlights

and taillights were mentioned as both a negative impact and as an attractive part of the view. Some participants said that such impacts were a necessary part of growth.

Concerns about Potential Noise Impacts

The noise from trucks climbing the grades on E2 was cited as a reason to eliminate the alternative from consideration. The Paradise Ridge Defense Coalition stated that E2 would cause noise impacts to residents of Paradise Ridge and the general South Moscow area, due to the local topography that would amplify and direct highway noise.

The City of Moscow mentioned that the reduction of noise and light impacts from the planned ball fields southwest of Moscow may be impacted by the W4 alignment. W4 could also create noise impacts at the Arboretum, but these impacts would be more significant to the residents surrounding the Arboretum than to occasional visitors.

A noise study is currently being completed and will be available from ITD upon completion.

Sense of Community Cohesion

Generally, no major disruption due to a realignment of U.S. 95 was perceived. No one interviewed was able to identify any places of community importance that would become more difficult to reach or become over utilized due to the realignment. Regardless of the alternative chosen, the origins and destinations of most travelers would remain the same. Some backtracking may be necessary at the northern end of the realignment to reach businesses just south of that point on existing U.S. 95. One community representative noted that any additional travel time required for backtracking by residents along the current alignment would be offset by a reduction in waiting time to enter the highway. Requiring some amount of travel along a county road to access the realigned main highway was not seen as an impact. It was agreed that any of the alternatives will increase safety.

Overall, residents of Latah County want the problems with existing U.S. 95 fixed. Many residents would prefer widening done on the existing alignment, but each alignment has both support and opposition.

Students completing their senior thesis at the University of Idaho conducted a random sample survey of 365 households with Moscow prefix phone numbers. The outcome of the survey indicates that damage to the community would result if ITD acted in opposition to a purported majority of public opinion against an E2 option.[4]

Strong and organized citizen opposition and support of both E2 and W4 alignments were presented during the July 2006 interview period. The Citizens for a Safe Highway 95 believe that the beauty of Paradise Ridge could transform the highway into a gateway for Moscow, and that such an alignment could promote and preserve the Palouse landscape through scenic highway status.

The argument against E2 centered on Paradise Ridge as a unique and valued feature in the community. In the view of those opposed to an E2 alignment, the ridge should remain untouched because it provides both aesthetic and environmental value as the last remaining natural prairie in the area. As a focal point for community pride and sense of place, Paradise Ridge serves as a reason both *for* and *against* the proposed E2 route.

[4] The claim of public opinion rejection of E2 was submitted with support from two documents, "Two Studies of Public Opinion on Idaho Transportation Department's Proposal to Modify a Section of U.S. Highway 95 Between Thorncreek Road and Moscow, Idaho" by Jason Korn and Benjamin C. Austin (Senior Thesis Research, University of Idaho, May 2005) and "Results of Input of Moscow Residents Concerning the U.S. 95 Thorn Creek Road to Moscow Project: Updated Survey Results & Results of Nov. Scoping Meeting & January Workshop on Alternative Routes" (4/1//05)

The Paradise Ridge Defense Coalition, which strongly opposes E2, stated that the majority of the community would like to see the expansion of the roadway following the existing route as much as possible in order to minimize the ecological footprint of new roadwork. Their representative warned of a possible "major outcry" and possibly a public demonstration of community disapproval if the quality of life were to be degraded by the selection of E2. This potential was cited as evidence that a lot of people know and care about ITD's proposed alternatives and that a majority oppose E-2. Further, if the decision of ITD did invoke this type of reaction, the resulting divisiveness would be another impact on community cohesion. The views of the Paradise Ridge Defense Coalition on this issue are in opposition to the Citizens for a Safe Highway 95, who favor of E-2.

Consideration of previous assessments of community opinion, which have extended over many years, was important to participants. Two documents including the results of input of Moscow residents concerning the Highway 95 project, two studies of public opinion, a senior thesis by two University of Idaho environmental science students, and each set of results are being submitted. Results were similar to the results of ITD's Scoping Sessions outcomes for this project. Maintaining the quality of life of the area and the natural scenic environment were consistently highly valued. A route that goes along Paradise Ridge is perceived as divisive within the community.

Some participants addressed how social relationships, and interactions are encouraged rather than impeded, and how the highway project influences cooperation to create and achieve a community vision. A desire that the process itself be inclusive and that the results incorporate the community's feelings about their neighborhoods, the region, and the highway was voiced.

The City of Moscow noted that many residents believe this type of highway development will erode the attractiveness of Moscow and degrade the local and regional quality of life. Others noted a trend of discussion among business owners and managers about leaving Moscow due to concerns about the direction of the city. Thus the local economy may be impacted if the special features of the area are degraded.

Finally, the City of Moscow noted that local residents, farmers and business people are passionate about preserving what they value in their communities, regardless of the alignment they support. A recent public meeting was cited which that attracted 400 people and went on for many hours as those on each side debated the merits of the different alignments.

A Re-Aligned U.S. 95 and the "Barrier Effect"

Citizens for a Safe Highway 95 believes E2 is the best of the three remaining build alternatives, reasoning that because it has limited access, it moves the road the furthest from homes, avoiding the need to split high-quality farmland that is in production. In contrast, they say that W4 breaks up prime farmland. They do not see the need for a turn lane with either E2 or W4 because there are no driveways where people would need to cross the road. They point out that E2 would also entail significantly fewer construction-related impacts and disruptions to community life than would C3. ITD would minimize construction impacts by developing a traffic management plan for any alignment chosen.

Latah County representatives could not identify any specific impacts to community cohesion created by any of the alignments, with the possible exception of C3. In addition to the construction impacts referred to above, Citizens for a Safe Highway 95 "adamantly oppose" C3 based on safety issues related to conflicts between a projected increase in high-speed traffic and the slower-moving traffic generated by existing residential and commercial uses along U.S. 95.

Others saw the barrier potential on E2 as potentially negative. Those interested in recreation in the Paradise Ridge area were concerned that a limited-access highway could cut off informal recreational opportunities, such as mountain biking and hiking on the ridge. The barrier impact

on ungulates was addressed in the EIS, but some believe it is insufficiently mitigated. It may create potential for high-speed vehicles and animal conflicts on the roadway. The Paradise Ridge Defense Coalition cites potential "microclimate" effects, which they believe were not sufficiently considered in the technical reports on climate and safety included in the EIS for the project.

Access to Community Places/Places of Worship

No barriers were identified to reaching places of importance within the community. The alignments were only a few miles apart, and the northern and southern points of convergence placed travelers in position to reach desired locations. It was noted that all the alignments would improve access for students to extracurricular events held in Genesee and Lewiston.

Citizens for a Safe Highway 95 pointed out that E2 could be built without impacting the existing highway during construction, thus reducing access impacts related to construction delays and closures.

Chapter 10 Displacement

What questions does the displacement evaluation seek to answer?

(Please see Appendix A for a complete list of questions asked)

How many residents and businesses would face potential displacement for each alternative alignment?

Are there comparable replacement properties for those displaced by the project alternatives?

How would the project impact the lives of those potentially displaced?

Who was interviewed?

- Potential Displacements
- Landowners
- Rental property owners
- Realtors

What was the outcome of the interviews?

Many of the large parcels along the project corridor are owned by descendants of families that homesteaded the area around 100 years ago. Smaller residential and commercial projects have changed ownership more frequently.

Residences, including permanent and resident housing, would be displaced with construction of any of the build alternatives. The number of home displaced by each alternative is:

W4: 3 residences

C3: 3 residences[5]

E2: 5 residences

Permanent residents interviewed had lived in their homes from 15 to 60 years. They felt it would be possible to replace their home with that of similar size and value, but replacing the setting of their home (landscaping, views, etc) would be nearly impossible. Owners of rental properties indicated rental properties are easily ascertainable in the Moscow area and displaced renters would not have difficulty finding new homes. Again, replacing the setting would be difficult as most rental property is within the city limits.

The general consensus of the interviewees was that an alternative needed to be selected quickly and construction should follow as soon as possible thereafter. They relayed stories of fatal and non-fatal accidents along the highway, including those that have run off the road onto their properties.

Residents indicated that the uncertainty of the alternative selection process and the perceived 'backtracking' in the process disrupts their lives to a greater extent than being displaced would. There is also a general feeling of doubt that the EIS process would not be delayed by additional legal action, further delaying right-of-way acquisition and project construction.

[5] For Alternatives W4 and C3, three displacements are shown. However, during the interviews, one of these displacements indicated a preference to stay in the home, recognizing the toe of slope and ITD right-of-way would be approximately 10 feet from the house

Potentially displaced interviewees all replied that there would be inconveniences associated with being displaced. Aside from the stress of moving there would be daily changes in travel to/from work, church, shopping, etc. However, they all indicated they would adjust. There was greater concern about replacing the setting of their homes than concerns about changes in daily routines.

No businesses would be displaced by the project; however, as described in Chapter 7, Economics, access to businesses would be modified and could impact business operations.

Chapter 11 Key Findings, Impacts and Potential Mitigations

What would be the potential community impacts and how could they be mitigated?

The primary concerns identified for the project area are safety, access, displacements, farmland conversion, growth, noise and visual impacts, community cohesion. However, these concerns were expressed with differing points of views by individual or organization.

The following table presents the compilation of impacts drawn from the previous chapters. Potential mitigation options and community perceptions round out the summary.

U.S. 95 Thorncreek Road to Moscow, Idaho
Community Impact Assessment Summary of Impacts, Mitigation Options and Community Perceptions

	Direct Impacts	Mitigation Options	Indirect Effects	Cumulative Effects	Community Perceptions (including opinions, or assertions that are unverifiable)[6]
All Three Build Alternatives	• Improved safety relative to existing U.S. 95 by providing more opportunities for safe passing, wider shoulders and straighter, flatter roadway alignment than existing U.S. 95 • Improved emergency response times along the highway • Conversion of farmland for roadway right-of-way, varying from 133 to 199 acres, or less than 1/10th of 1 percent of the 266,300 acres of farmland in the corridor.[7] • Temporary construction-related jobs and benefits to local service economy • Some amount of construction-related economic disruption and/or potential delay to area travelers • Limited-access configuration could alter access to homes or businesses • Limited-access configuration could impede farm equipment movements or result in farm equipment/vehicle conflicts along the highway • Intersection with and potential impact to the proposed greenbelt south of town, following the South Fork of the Palouse River and Paradise Creek[8] • Connectivity to local roads would be impacted by any alternative • Localized areas with winter driving concerns (snow, ice, frost) • Bicycle accommodation (via wide shoulders) • Opportunity to create a gateway into the City of Moscow • Construction impacts and direct impacts from the new alignment could cause minor disruption or change to US Postal delivery routes or schedules. Ultimately, U.S. 95 improvements could benefit mail delivery overall.	• Proceed with selection of an alternative as quickly as regulations allow, and construct a four-lane highway soon to reduce impacts of uncertainty and to minimize potential for construction cost increases • Include areas for snow storage in the final design; potentially in the divided median • Provide emergency service crossovers in medians or design a traversable median • Ensure access to existing homes and businesses • Encourage city and county planners to maintain appropriate zoning to preserve farmland and prairie, protect existing uses • Coordinate with the City of Moscow for design of a safe intersection with the proposed greenbelt • Ensure connectivity with and between local roads • Provide turn bays with adequate storage at 'T' intersections • Provide underpasses or median crossovers for farm equipment where farm splits occur • Turn over ownership of sections of the old highway to Latah County • Ensure turning movements allow for long load vehicles (can be as long as 100 feet) • Provide wide shoulders and smooth surfaces for road bicycling (12 feet would be ideal, but at least 5-8 feet) • Limit unwanted development as well as farmland impacts by selecting the limited-access, four-lane divided highway option. • Ensure sufficient median storage to handle 105 feet farm trucks, especially given	• Increased ability of emergency response vehicles to maneuver safely, and better permit law enforcement vehicles to pull violators safely off the road and re-enter. • Potentially reduction in crime along existing U.S. 95 (i.e., less chance for "opportunity" crimes) • Uncertainty about the alignment impacts lives of residents, community planning and visioning, fire/emergency/police facility location decisions and business planning ability • Uncertainty about alignment is affecting commercial property sales • A new alignment may be more attractive to travelers with a broad range of trip purposes, and thus encourage more driving (induced demand associated with increased capacity and higher level of service) • Lower traffic volumes on existing U.S. 95 would provide safer bicycling opportunities on the old alignment • Lower traffic volumes on existing U.S. 95 would result in improved safety for motorists on the old highway • Limited-access configuration could help city and county planners develop, maintain and enforce zoning by discouraging non-contiguous development • All alignments could benefit future public transportation services by providing more predictable and safer road conditions • Improved school bus safety on existing U.S. 95 resulting from diverting high-speed, high volume traffic away from residences • Converting existing U.S. 95 to Latah County-maintained road could	• General upward trend of residential and commercial property values (and associated tax base) is likely either to continue unaffected by roadway, or be slightly increased because of it. • Given restricted access of proposed project, growth along any alignment would be attributable primarily to zoning changes and construction of local roads. • Potential diversion of traffic from other routes (such as US 195 to the west and Highways 99 or 3 to the east) would result in higher volumes of traffic impacting Moscow's historic core, street system and neighborhoods, as well as the growing medical services area just north of Highway 8.	• Local transportation officials assert that any alignment can be designed to work with a Ring Road or "western bypass" around Moscow. • Growth is more influenced by zoning and topography than roadways • Some view roadway (regardless of alignment) as threat to property values; others see increased access and/or reversion of segments of U.S. 95 to County as potential boon to property values (and, hence, tax base) • Some prefer 4-lane divided highway because of increased safety and area for snow storage; others prefer 5-lane option because it provides additional opportunity for drivers to pull over • Community expressed major concerns about plan compatibility, induced growth, farmland conversion, habitat impacts, displacements, noise, light, visual and safety impacts, recreational opportunities, but did not agree about which alignment best addressed those concerns. • At least some community members disputed validity of most of the EIS technical reports (noise, visual, farmland, climate, safety). Many of these disagreements conflicted with one another in the specifics of their criticism of the reports. • Realigned U.S. 95 must work with western bypass and/or Ring Road concepts • The decision process itself seems to work against community cohesion, in as much as some advocates would necessarily be disappointed with the outcome. • New proposed highway structures,

[6] Note that this column represents community perceptions received during the Community Impact Assessment. They are not intended to be validated; rather they represent how people in the community think the project might impact the area. In many cases, they reflect opposing preferences and are logically mutually exclusive. Additionally, several of the perceptions seem to imply future access from the highway would be granted to developers.
[7] Farmland numbers presented in this table are taken from the Prime Farmland report, which is based on designations by soil map unit. Actual land use may vary.
[8] This greenway/greenbelt is included in the City of Moscow Comprehensive Plan Community Design Inventory as a desired acquisition.

	Direct Impacts	Mitigation Options	Indirect Effects	Cumulative Effects	Community Perceptions (including opinions, or assertions that are unverifiable)[6]
		limited site distances. • Design roadway to handle heavy trucks (up to 129,000 lbs)—provide sufficient roadbed and pavement materials, minimize curves and changes in elevation • In the absence of a Ring Road (or other future bypass), work with the City of Moscow to minimize impacts of traffic volumes and perhaps redesignate U.S. 95 through the city to avoid the historic core and preserve walkability in downtown Moscow. • Encourage jurisdictions (local, county, state) to work together to identify and help preserve corridor for eventual Ring Road/green beltway or bypass around Moscow • Design alignments to run along section lines to minimize splitting farm operations • Coordinate with the US Postal Service to identify alternate local routes/delivery drop points as necessary • Provide relocation assistance for displacements	encourage commercial development along old Hwy 95 south of Moscow • Limited-access roadway could create barrier to recreational opportunities(hunting, hiking, bird watching, horse riding, cross country skiing and hang gliding) adjacent to the new alignment		included in all alternatives, are more prone to ice, thus creating safety risks
W4	• 204 acres of new right-of-way required • 3 residences subject to displacement • 6.5 acres of wetland impacts • Alignment splits 5 farming operations, with additional impacts created due to topographical constraints • Highest farmland conversion of actively farmed land • Farmland conversion for right-of-way: 193 total acres, including 49 acres “Prime and Unique” and 135 acres “Statewide and Local Important” Farmland • Noise impacts: 9 homes/6 businesses within 300 ft. • Improves student safety for those boarding buses on existing alignment • Potential impact to U of I Observatory from headlights on north/west side of Clyde Hill • Weather-related safety hazards associated with fog at Reisenauer Hill lessened with improvements to grade and curvature	• Coordinate with the City of Moscow to provide adequate fencing and noise/visual shielding to separate children and recreational users of ball fields from highway • Coordinate with developers to fence and shield W4 from future residents of the proposed master-planned community • Encourage city and county planners to maintain appropriate zoning to preserve farmland and prairie, protect existing uses • Coordinate with the U of I Observatory to identify critical areas and screening solutions for light impacts. • Coordinate with City, County, and U of I officials to identify scenic turnout locations, including potential signage for the U of I Arboretum • Provide context sensitive screening solutions to limit visual impact of the roadway- colored walls, trees, etc	• Potentially incompatible with how the city views growth. Potential conflict with planned residential, university and recreational uses • Moderate potential to induce commercial development • New development would increase noise, light, visual impacts on surrounding areas • Land use could change when highway is built (however, City and County have control over this) • Reduced business visibility on existing U.S. 95 • Improved EMS response time to Eid Road • Minimal noise and visual impacts to University of Idaho Arboretum, located on hill approximately ¾ mile north of W4 • Potential noise and visual impacts to planned ball fields and nearby senior center on southwest side of Moscow approximately ½ mile north of W4 (probably minimal) • Potential noise and visual impacts to master-planned community approximately ¼ mile north of W4	• Future farmland conversion • Construction of a Ring Road or western bypass would result in additional headlights pointing towards the U of I Observatory	• Perception of elevated safety risk due to grades • Potential safety issues related to crop dusting on nearby fields • Perception of weather related safety impacts (snow/ice) on north-facing areas • Commercial development which could be spurred by W4 is incompatible with tranquil setting of Arboretum • Impacts to Centennial Farms, operated by the same families for 128 years • View by some that W4 cuts through more productive farmland than would E2; that productivity of farmland was not sufficiently considered in technical report • Increases recreational opportunities for cross country skiing • Concern that W4 could increase pressure for a connector road between U.S. 95 and Sand Rd./Blue Heron Lane, encouraging non-contiguous growth away from Moscow center

	Direct Impacts	Mitigation Options	Indirect Effects	Cumulative Effects	Community Perceptions (including opinions, or assertions that are unverifiable)[6]
			• Potential indirect impacts to 3611 U.S. 95 property, 4 miles south of Moscow patented from BLM in 1882 by William Plummer (the NRHP-eligible Deesten/Davis Farmstead, Queen Anne style farmhouse, circa 1904-1910, built to replace original.		
C3	• 139 acres of new right-of-way required • 3 residences subject to displacement • 7 businesses in the corridor potentially affected by right-of-way requirements • Residential and business displacements and/or hardships caused by partial "takings" • Potential right-of-way impacts to businesses along corridor (problems with delivery during construction, ingress/egress flowing construction, etc) • 1.7 acres of wetland impacts • Noise impacts: 15 homes/17 businesses within 300 ft. • Alignment splits 4 farming operations, and produces 2 parcels under 20 acres • Lowest farmland conversion for right-of-way: 133 total acres, including 27 acres "Prime and Unique" and 98 acres "Statewide and Local Important" Farmland • Highest construction impacts to existing businesses, school bus routes, postal delivery and U.S. 95 through traffic • Weather-related safety hazards associated with fog at Reisenauer Hill lessened with improvements to grade and curvature • Improves student safety for those boarding buses on existing alignment in areas with new alignment; leaves areas with student safety concerns homes remaining along the alignment • Relative to E2/W4, there are more access points, which increases safety risks • Least net additional visual impacts of the three • Fastest emergency response times to people in existing homes and businesses along U.S. 95 • Most compatible with local planning documents and vision • Highest number of 'grandfathered' private access points	• Reduce access points by combining accesses or providing alternate access • Minimize footprint (e.g., use curb-and-gutter, retaining walls, etc.) to minimize impacts to existing businesses. • Provide sufficient bus pullouts and safe crossings for school children (i.e. pedestrian overpasses or intelligent systems such as flashing indicators) • Encourage city and county planners to maintain appropriate zoning to preserve farmland and prairie, protect existing uses • Develop traffic management plan to ensure customer/supplier access and parking for existing businesses during construction	• Limited access may result in business delivery impacts and loss of customers • Commercial/industrial property values impacts (direction of impacts is unclear; depends on access by customers and suppliers) • Potential for additional commercial development of existing U.S. 95 corridor as a county road • Better EMS response time to trailer parks than E2 • Potential indirect impacts to 3611 U.S. 95 property, 4 miles south of Moscow patented from BLM in 1882 by William Plummer (the NRHP-eligible Deesten/Davis Farmstead, Queen Anne style farmhouse, circa 1904-1910, built to replace original.	• More suitable to future growth (commercial development) and encourage development where existing accesses would be preserved • Future farmland conversion	• Potential safety issues related to crop dusting on nearby fields • Some perceive C3 to be most difficult alignment to connect to future Ring Road • Local residents on existing U.S. 95 concern that C3 does not adequately address safety issues related to fast-moving traffic encountering icy patches, curves, hidden driveways, etc. • Probable ability for displaced renters to find comparable rents, but not comparable replacement sites • C3 alignment presents lowest potential for residential sprawl

	Direct Impacts	Mitigation Options	Indirect Effects	Cumulative Effects	Community Perceptions (including opinions, or assertions that are unverifiable)[6]
E2	• 195 acres of new right-of-way required • 5 residences subject to displacement • 4.4 acres of wetland impacts • Potential ROW impact to 2.9 acres of Palouse Prairie habitat • Alignment splits 6 farming operations, and produces 5 parcels under 20 acres • Highest farmland conversion for right-of-way; although much of this farmland is not in production: 199 total acres, including 52 acres "Prime and Unique" and 132 acres "Statewide and Local Important" Farmland • Noise impacts: 9 homes/4 businesses within 300 ft. • Visual impact to Paradise Ridge as unique natural feature with viewers sensitive to change (E2 is approximately ½ mile east of and parallel to Paradise Ridge; it crosses the "toe" of Paradise Ridge) • Weather-related safety hazard due to greater precipitation than C3 or W4 • Safety impacts due to ungulate crossings (alignment crosses 3.3 acres of suitable habitat) • Environmental impacts—birds, plants and animals • Improves student safety for those boarding buses on existing alignment • No at-grade intersections along this alignment reduce the potential for conflicts • Least construction impacts to existing businesses, school bus routes, postal delivery, and U.S. 95 through traffic	• Provide adequate drainage to protect farmland • Ensure effective weed management to protect native plant habitat • Ensure/maintain recreational access • Provide adequate wildlife crossing facilities • Maintain appropriate zoning to preserve farmland and prairie, protect existing uses • Provide groundwater and wellhead protection at Eid Road • Provide context sensitive screening solutions to limit visual impact of the roadway- colored walls, trees, etc • Coordinate with City and County officials to identify scenic turnout locations, including potential signage for Paradise Ridge	• Potential decrease in crime because of law enforcement ability to view the region from "Top of the World" • Reduces visibility to businesses on existing U.S. 95 • Less potential farmland conversion potential than C3 or W4 due to relatively greater distance required to access highway and lack of intermediate access points	• Future farmland conversion • Least compatible with comprehensive plan	• Perceived by some to create worst impacts on adjacent land use, property value changes and development pressures • Paradise Ridge may develop anyway, and having a road there would provide better service to future homes. • Concerns about inadequately identified and addressed visual impacts from Paradise Ridge area homes; of Paradise Ridge from south Moscow[9] • Concerns about noise impacts inadequately identified or addressed by EIS technical reports (e.g., trucks climbing grades; jake brakes) • Impacts to historical and Native American sites were mentioned, but not identified (either by interviewees or EIS) • Potential impacts to informal recreational uses in Paradise Ridge area • Drainage problems because of cuts and slopes—impacting farmland • Particular safety impacts related to fog/ice microclimate[10] • Weather-related safety hazard due to more drifting snow problems, given the prevailing wind pattern • E2 may benefit business community by providing most direct route • Concern about water resources near Eid Road • A wildlife crossing could channel wildlife into one parcel or area, creating unfair burden to owner(s) • E2 would contribute to "uncontrolled development" along western edge of Paradise Ridge

[9] Based on computer simulation of alignment E2 viewed from 30 feet above ground, some of the claims about the severity of visual impacts may be inaccurate.

[10] Note: climate study identified greater precipitation, but not greater fog/ice

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APPENDIX A Community Impact Assessment Master Questionnaire

U.S. 95, Thorncreek Road to Moscow
Community Impact Assessment Questionnaire

A community Impact Assessment is being conducted for this project in support of the Environmental Impact Assessment. In order to complete the Community Impact Assessment, interviews are being conducted with representatives of city and county governments, businesses and residences to add to community profile data and to assess impacts of the three proposed alignments (W4, C3, and E2) on land use, recreation, safety, economics, public services, community cohesion and displacements.

The following is a master list of questions being asked of interviewees during the formal interviews held at the Eastside Marketplace (Moscow) on July 12 and 13, 2006. Note that some questions repeat as they were asked of more than one group of interviewees. If you would like to address any of these questions, please do so on the provided comment forms. Thank you for your interest in the project.

Land Use Analysis evaluates the current development trends and the local government plans and policies on land use and growth in the area which will be impacted by the proposed project. The land use discussion assesses the consistency of the alternatives with the comprehensive development plans adopted for the area. Findings from the Induced Development and Farmland reports will be also discussed

Questions marked with a '◊' are economic related impacts associated with potential changes in land use. Responses to these questions will be reported in the economics section of the Community Impact Assessment.

The following questions were asked of the City of Moscow Planning Department, Moscow Mayor, Moscow City Council, Latah County Planning, and Latah County Commissioners:

Is the project (in general) consistent with local land use plans and zoning regulations? Is any particular alignment more consistent/inconsistent with the plans? How?

Would the project (in general) open/encourage new areas of development? Does any particular alignment open up new areas for development more than other alignments? What specific areas would be positively or negatively affected?

Would any of the alignments induce changes in land use, density, or intensity? What kinds of changes? How do these changes differ from the comprehensive plans (type, density)

Can you think of ways the implementation of one of these alternatives would result in changes in the direction of growth of the City? Would the project (in general) result in new or expedited annexation? If so, where would this occur, or how would the schedule of annexation change? Would one of the alignments result in greater changes? Which one and why?

Are you aware of any projects awaiting the outcome of the Environmental Impact Statement? Are there any approved projects that would be positively or negatively impacted by the project? Please describe the impacts.

How do you expect the alignments to change residential property values (rise and fall)?◊

What is the perceived effect of each alignment on the tax base as a result of taxable property being removed from the base, changes in property values, changes in business activity?◊

How do you expect the alignments to impact the quality and volume of affordable housing and access thereto? Where would these impacts occur and how extensive would they be? Would one of the alignments result in greater impacts? Which one and why?

Are any historic buildings or properties, or other locally sensitive resources potentially impacted by the alignments? If so, please identify and suggest ways to minimize or avoid the impacts.

One concept being discussed in the Greater Moscow area is a "Ring Road" around the city. Would any of the alternatives under consideration for U.S. 95 affect or be affected by a Ring Road? If so, how?

Would any of the alternatives affect the rate of farmland conversion? If so, how?

The following questions were asked of realtor representatives:

Please take a look at the potential displacements associated with each alignment. Is comparable housing (property size, setting, price) available in the area?

How do you expect the alignments to change residential property values (rise and fall)?◊

How do you expect the alignments to impact the quality and volume of affordable housing and access thereto? Where will these impacts occur and how extensive will they be? Would one of the alignments result in greater impacts? Which one and why?

How might each alignment encourage businesses move to, relocate within or move out of the area? If so, which businesses are likely to move, relocate, or move out of the area? ◊

How might each alignment potentially alter business visibility and access to traffic-based businesses? Will access to businesses be enhanced or diminished? Which businesses? Would one alignment potentially alter visibility and access more so than the other alignments?◊

What are the likely effects on property values caused by relocations or changes in land use?◊

The following questions were asked of grain representatives:

Will there be a direct loss of farmland as a result of the project- including right of way acquisition or remnant parcels? How so on each alignment?

Would land use changes along the alignments result in indirect farmland losses (i.e. changes in adjacent land use, property value changes, and development pressures)? Would it be worse on a particular alignment? Which one?

How will each of the alignments impact USDA-designated prime farmland?

How would each alignment potentially affect shipment of agricultural products to and from the area, access to markets and/or trans-shipment points (such as Lewiston)?◊

Do any of the alignments create more (or reduce more) vehicle/farm equipment conflicts than others?

The following questions were asked of the Palouse Clearwater Environmental Institute and the Palouse Land Trust:

Would any of the alignments induce changes in land use, density, or intensity? What kinds of changes? How do these changes differ from the comprehensive plans (type, density)

Would the project (in general) open/encourage new areas of development? Does any particular alignment open up new areas for development more than other alignments? What specific areas would be positively or negatively affected?

Are any lands held by the Palouse Land Trust impacted by the alignments? Is the Palouse Land Trust looking to acquire lands along any of the alignments?

In addition to traffic volumes and length of route over generically identified roadway types, other safety factors include turning movements, number and type of access points, grade, visibility, curves, shading, climatic factors, ungulate crossing, pet and pedestrian crossings, and so on. What is your view of how these different factors play into the overall achievable safety improvements for each of the three alignments?

Recreational impacts evaluation includes displacement or relocation of facilities (i.e. parks, trails), conflict or opportunities for planned or new facilities, overcrowding or underuse of facilities, and visual and noise impacts at facilities. Findings from the Visual and Noise analyses will also be discussed in the Community Impact Assessment.

The following questions were asked of Parks and Recreation Department staff, the U of I Arboretum, and the Moscow Area Mountain Bike Association:

Please review this map (Points of Interest Map) and identify any recreational facilities or resources, including bicycle and pedestrian pathways and trailheads that are not listed.

Will the project (in general) aid in alleviating overcrowding of public facilities (parks and other recreation facilities)? Which ones? Will the project help in promoting the use of underused

facilities? Again, please identify them. Will any one of the alignments have a greater impact (identify whether positive or negative) than the other alignments?

Will the project (in general) enhance or diminish access to recreation facilities? Will it be harder/easier and slower/faster to get to recreational opportunities? Will any one of the alignments have a greater impact on the facilities than the other alignments? If so, where? If access is diminished, do you see a way to minimize or eliminate the problem?

Please tell us about any planned recreation facilities (parks, pathways) not identified on the maps. Are any dependent on completion of the project? Are there any projects that have been approved that will be positively/negatively impacted by the project? If so, what and where are they?

Will bicycle and pedestrian facilities be enhanced as a result of the project? In what way? Will any one of the alignments have a greater impact on the expansion of facilities than the other alignments? How?

Looking at the three alignments, can you identify the most important places to consider pedestrian or bicycle under- or over-passes?

How would noise and visual impacts alter the recreational experience? Elaborate by alternative.

Safety considerations include pedestrian and bicycle safety, crime and emergency response time.

The following questions were asked of Police and Fire Departments:

Will there be a positive or negative change in emergency response time as a result of the project? Will any one of the alignments have a greater impact on emergency response time than the other alignments?

Will the project encourage the location of new emergency service facilities in order to better serve the area? Will any one of the alignments serve this purpose better than the other alignments? If so, how?

(Police only) Is the project likely to increase or decrease the prevalence of crime due to increased/decreased access to property, isolation or new awareness of property, change in travel times, etc.? In what way do you see that happening?

In addition to traffic volumes and length of route over generically identified roadway types, other safety factors include turning movements, number and type of access points, grade, visibility, curves, shading, climatic factors, ungulate crossing, pet and pedestrian crossings, and so on. What is your view of how these different factors play into the overall achievable safety improvements for each of the three alignments?

What is your view of the relative merits as it relates to public safety of a four-lane restricted access roadway compared to a five-lane roadway that includes a center turn lane with protected left-hand turns?

Do any of the alternatives pose more or fewer safe opportunities for emergency and enforcement activity on the roadway itself?

Economic analysis addresses impacts during construction, business impacts, including visibility, attractiveness to new businesses, relocations and closures. Effects of land use changes on the area tax base and property values are also evaluated.

The following questions were asked of the Moscow Chamber of Commerce, Latah Economic Development Council, and grain and freight representatives:

How might each alignment encourage businesses move to, relocate within or move out of the area? If so, which businesses are likely to move, relocate, or move out of the area?

How might each alignment potentially alter business visibility and access to traffic-based businesses? Will access to businesses be enhanced or diminished? Which businesses? Would one alignment potentially alter visibility and access more so than the other alignments?

How does the project affect vehicular access to business and public facilities? Does any one alignment create a greater impact than the others?

What is the perceived effect of each alignment on the tax base as a result of taxable property being removed from the base, changes in property values, changes in business activity?

What are the likely effects on property values caused by relocations or changes in land use?

How would each alignment affect travel times to businesses? Will travel times to existing businesses be enhanced or diminished? Which businesses?

In general, how would business activity change as a result of each alignment?

How would the local economy be affected, both positively and negatively, by construction activity? Would these effects differ among the alignments?

One concept being discussed in the Greater Moscow area is a "Ring Road" around the city. Would any of the alternatives under consideration for U.S. 95 affect or be affected by a Ring Road? If so, how?

Public services evaluation includes impacts on fire and police departments, school districts, the University of Idaho, and public transportation.

The following questions were asked of Valley Transit and the Moscow Transportation Commission

How does the project affect non-motorist access to business and public facilities? Does any one alignment create a greater impact than the others?

How does the project impede or enhance access between residences and community activities and commercial uses? Does any one alignment create a greater impact than the others?

How does the project affect access to public transportation? Will ridership increase or decrease? Will the project create the necessity to institute additional programs to facilitate access to transportation?

What changes to bus routes and schedules are expected as a result of the project? Are all alignments the same in this regard? Please elaborate.

How will carpooling and vanpooling opportunities be affected by the alignments? Are there logical places to locate one or more park-and-ride and/or transit stops or multi-modal centers?

Will the project create additional and/or easier (more attractive) travel options or will it act as an impediment to alignments to the drive-alone vehicle?

What is your view of the relative merits as it relates to public transportation of a four-lane restricted access roadway compared to a five-lane roadway that includes a center turn lane with protected left-hand turns?

Do any of the alignments pose special hazards or challenges to the area's senior or handicapped population?

Do any of the alignments create more (or reduce more) vehicle/farm equipment conflicts than others?

One concept being discussed in the Greater Moscow area is a "Ring Road" around the city. Would any of the alternatives under consideration for U.S. 95 affect or be affected by a Ring Road? If so, how?

The following questions were asked of the Moscow School District and the University of Idaho:

Will the project result in an increase or decrease in attendance at any schools? Which schools will be affected, and how? Can you suggest how any potential negative impacts be eliminated or minimized?

What changes to bus routes and schedules are expected as a result of the project? Are all alignments the same in this regard? Please elaborate.

Please identify any differences you see between the alternatives with respect to student safety.

What changes to student or teacher/staff commuting would occur as a result of any of the alternative alignments?

Does the (university/school district) have plans for expansion that would be impacted by any of the alternative alignments?

Community cohesion evaluates the patterns of social networking within a neighborhood or community. The impacts of transportation projects on community cohesion "may be beneficial or adverse, and may include splitting neighborhoods, isolating a portion of a neighborhood or an ethnic group, generating new development, changing property values, or separating residents from community facilities" (FHWA 1987). The question marked with a '⊕' will be reported under safety in the Community Impact Assessment.

The following questions were asked of community organizations:

We've identified these points of interest (see Points of Interest Map). Do you know of any we've missed? If so, please identify their location on this map.

Will the project result in the relocation of or displacement of public facilities or community centers (e.g. places of worship)? If yes, please explain.

Will the project result in an increase or decrease in access to public facilities or community centers? Who, in particular, will be affected, and why? Can you suggest how any potential negative impacts be eliminated or minimized?

Will the project result in an increase in use of underused public facilities or community centers? Which ones, and why?

Will the project result in overcrowding in the use of public facilities or community centers? Which ones, and why?

Is the project likely to increase or decrease the prevalence of crime due to increased/decreased access to property, isolation or new awareness of property, change in travel times, etc.? In what way do you see that happening?⊕

Will the project enhance or impede the ability to provide services (e.g. Meals on Wheels, senior-citizen transportation services, etc.)?

One concept being discussed in the Greater Moscow area is a "Ring Road" around the city. Would any of the alternatives under consideration for U.S. 95 affect or be affected by a Ring Road? If so, how?

Displacements

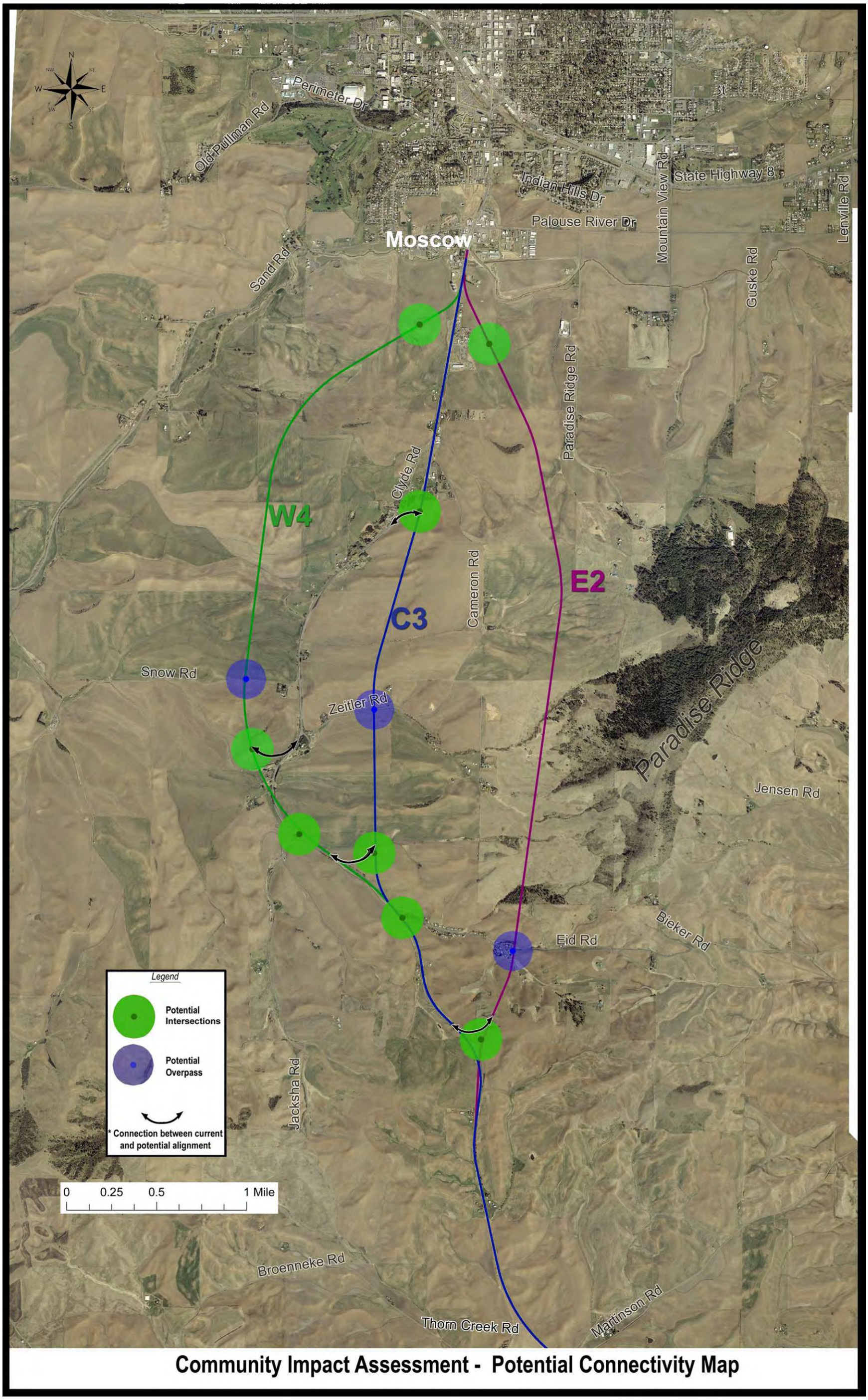
The following questions were asked of potentially displaced residents:

How long have you (or your family) lived in this location?

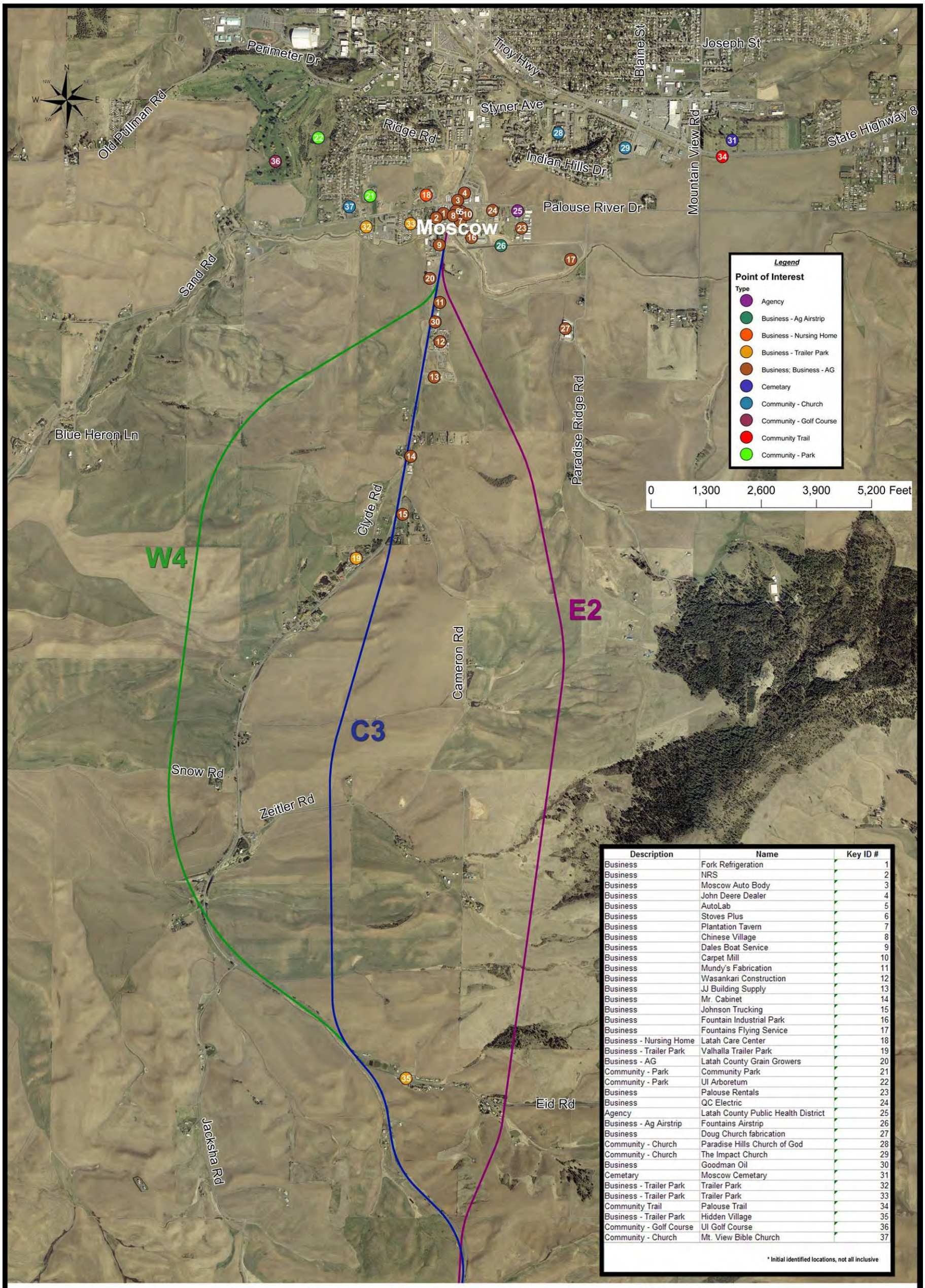
Recognizing that an alignment has not yet been selected, have you started investigating the availability of similar housing in the area? If so, do you feel similar properties (size, setting, price) are available in the area?

To what extent would moving impact your daily life- i.e. travel patterns, commute times, social interactions (friends, places or worship, community events)?

APPENDIX B Reference Materials Available during Interviews



Community Impact Assessment - Potential Connectivity Map



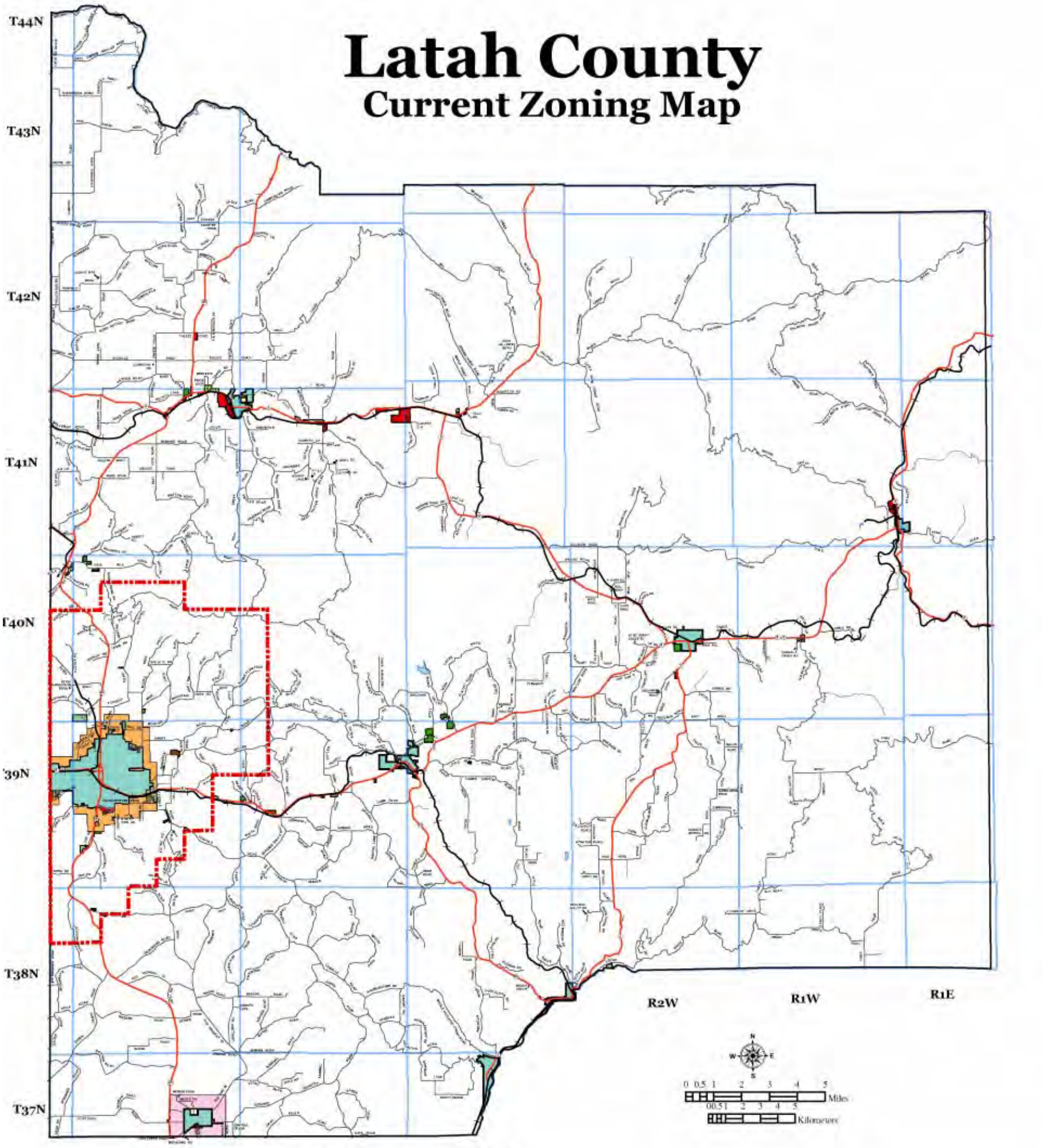
Description	Name	Key ID #
Business	Fork Refrigeration	1
Business	NRS	2
Business	Moscow Auto Body	3
Business	John Deere Dealer	4
Business	AutoLab	5
Business	Stoves Plus	6
Business	Plantation Tavern	7
Business	Chinese Village	8
Business	Dales Boat Service	9
Business	Carpet Mill	10
Business	Mundy's Fabrication	11
Business	Wasankari Construction	12
Business	JJ Building Supply	13
Business	Mr. Cabinet	14
Business	Johnson Trucking	15
Business	Fountain Industrial Park	16
Business	Fountains Flying Service	17
Business - Nursing Home	Latah Care Center	18
Business - Trailer Park	Valhalla Trailer Park	19
Business - AG	Latah County Grain Growers	20
Community - Park	Community Park	21
Community - Park	UI Arboretum	22
Business	Palouse Rentals	23
Business	QC Electric	24
Agency	Latah County Public Health District	25
Business - Ag Airstrip	Fountains Airstrip	26
Business	Doug Church fabrication	27
Community - Church	Paradise Hills Church of God	28
Community - Church	The Impact Church	29
Business	Goodman Oil	30
Cemetary	Moscow Cemetary	31
Business - Trailer Park	Trailer Park	32
Business - Trailer Park	Trailer Park	33
Community Trail	Palouse Trail	34
Business - Trailer Park	Hidden Village	35
Community - Golf Course	UI Golf Course	36
Community - Church	Mt. View Bible Church	37

* Initial identified locations, not all inclusive

Community Impact Assessment - Significant Points of Interest

NOTE: THIS IS THE MAP PRESENTED DURING THE INTERVIEWS. FIGURE 1 OF THE REPORT INCLUDES PLACES ADDED BY INTERVIEWEES

Latah County
Current Zoning Map

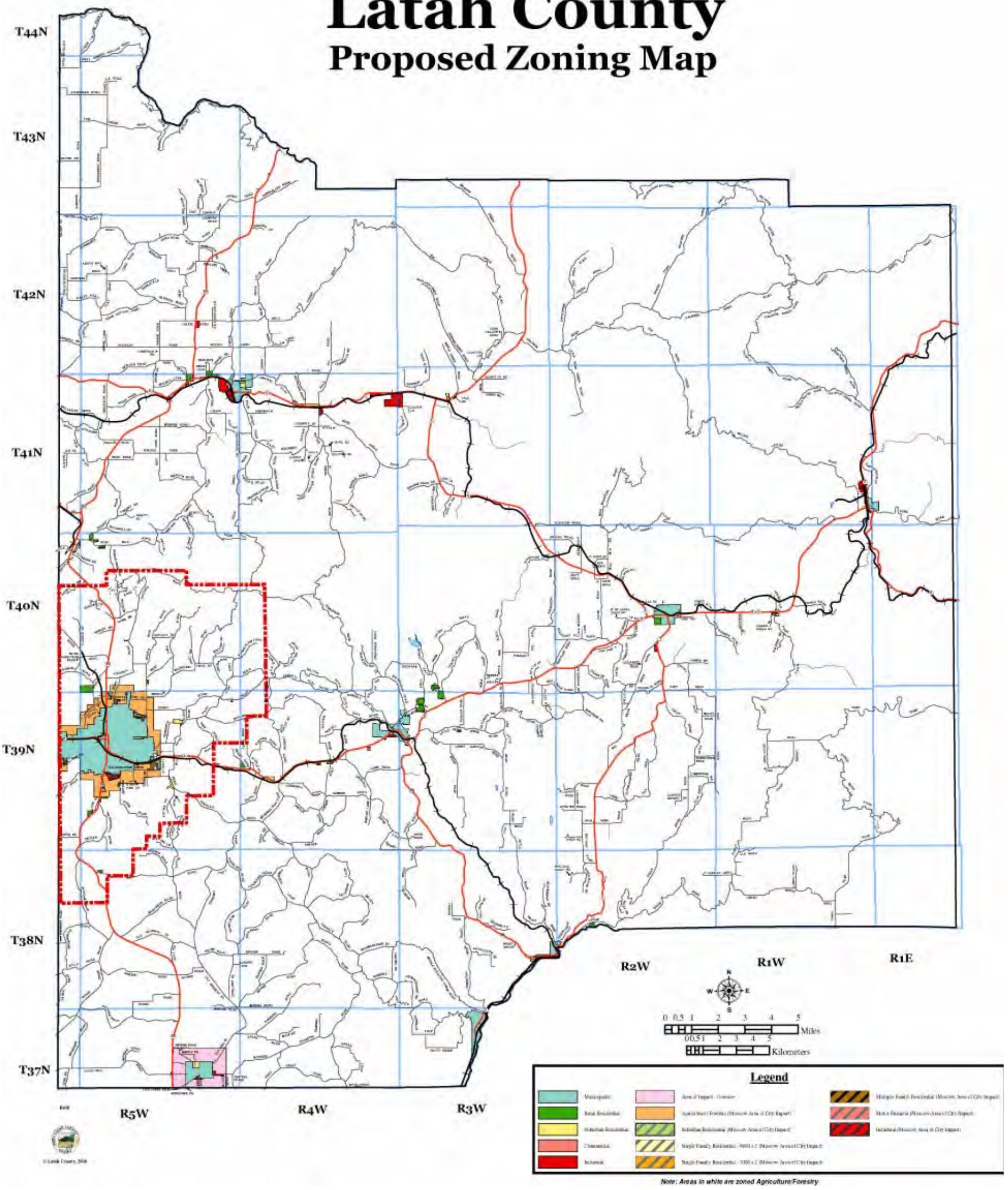


Legend

- Municipality
- Rural Residential (5)
- Rural Residential (3)
- Rural Residential (1)
- Single-Family Residential (12,000)
- Single-Family Residential (9,600)
- Multi-Family Residential
- Neighborhood Business
- Highway Business
- Industrial
- Area of Impact - Genesee
- Agriculture / Forestry (Moscow Area of City Impact)
- Suburban Residential (Moscow Area of City Impact)
- Single-Family Residential - 9600 s.f. (Moscow Area of City Impact)
- Single-Family Residential - 7000 s.f. (Moscow Area of City Impact)
- Multiple Family Residential (Moscow Area of City Impact)
- Motor Business (Moscow Area of City Impact)
- Industrial (Moscow Area of City Impact)

Note: Areas in white are zoned Agriculture/Forestry

Latah County
Proposed Zoning Map



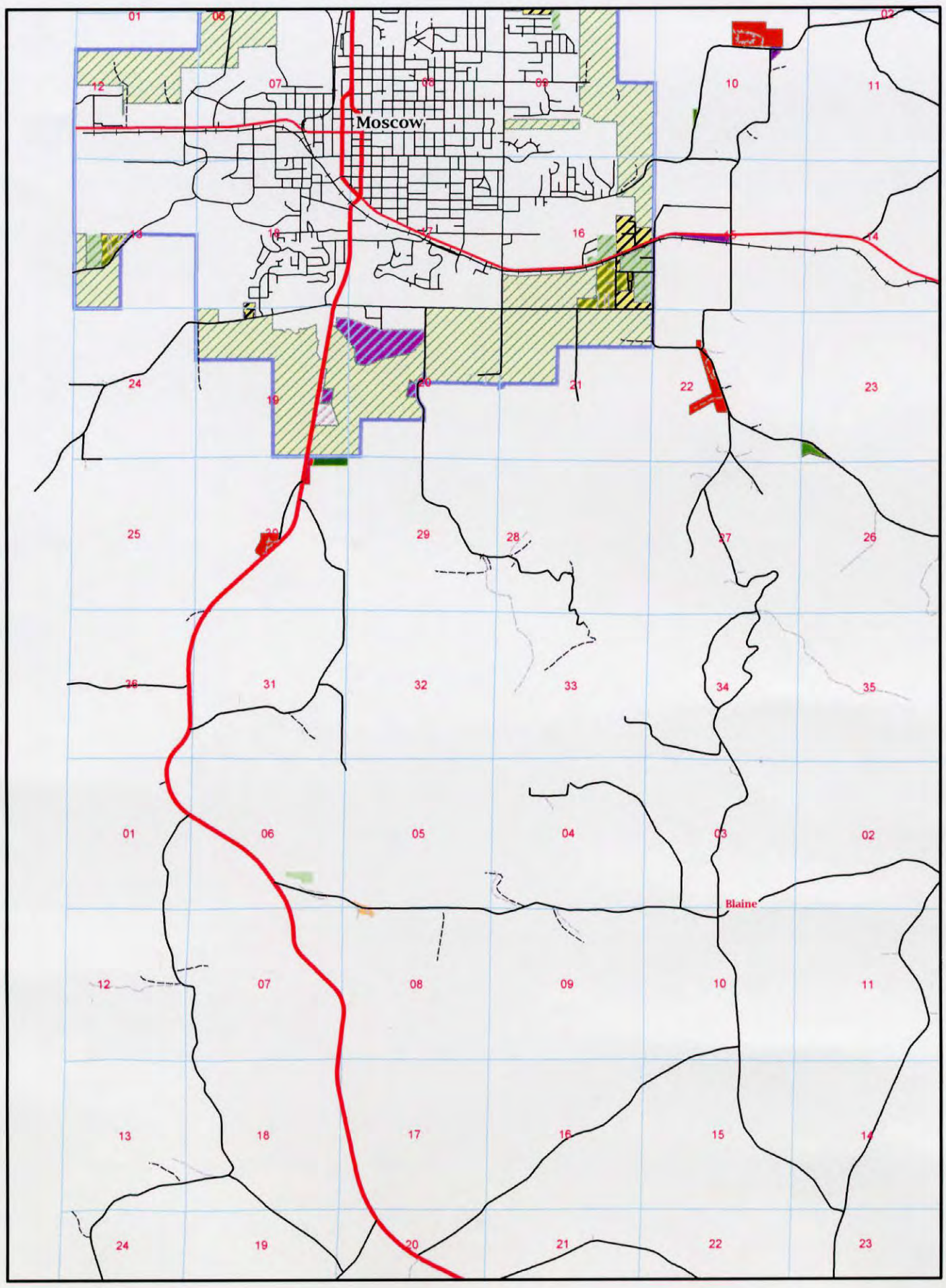
Note: Areas in white are zoned Agriculture/Forestry

Legend

Zoning Districts

ZONE_TYPE

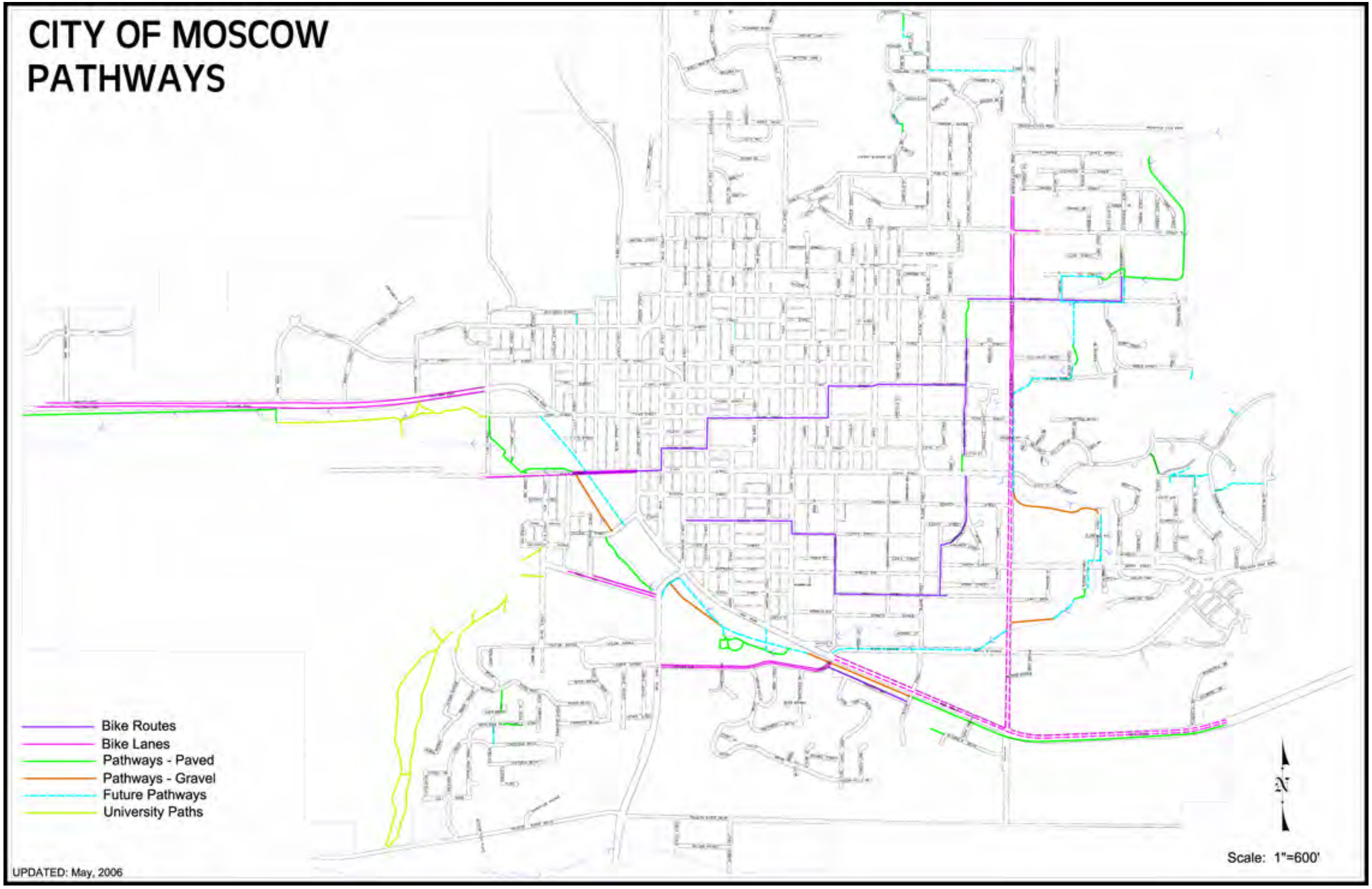
- Agriculture / Forestry
- Area of Impact - Genesee
- Highway Business
- Industrial
- Multi-Family Residential
- Neighborhood Business
- Rural Residential - Minimum 1 Acre Lots
- Rural Residential - Minimum 3 Acre Lots
- Rural Residential - Minimum 5 Acre Lots
- Single-Family Residential - Minimum 12000 Square Foot Lots
- Single-Family Residential - Minimum 9600 Square Foot Lots
- Agriculture / Forestry (Moscow Area of City Impact)
- Motor Business (Moscow Area of City Impact)
- Industrial (Moscow Area of City Impact)
- Suburban Residential (Moscow Area of City Impact)
- Single-Family Residential - 7000 s.f. (Moscow Area of City Impact)
- Single-Family Residential - 9600 s.f. (Moscow Area of City Impact)
- Multiple Family Residential (Moscow Area of City Impact)



LATAH COUNTY IDAHO

Not to Scale

CITY OF MOSCOW
PATHWAYS



UPDATED: May, 2006

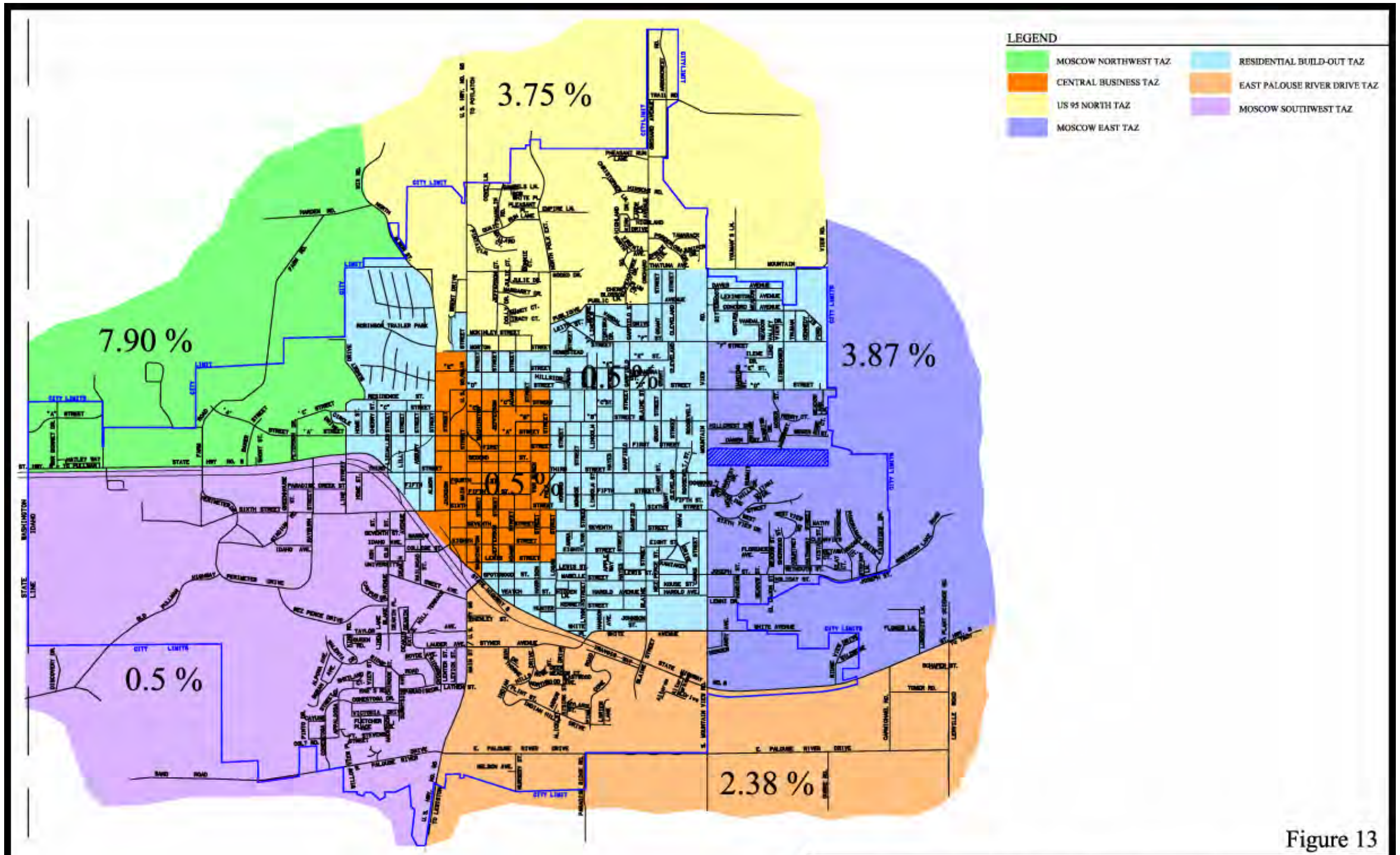
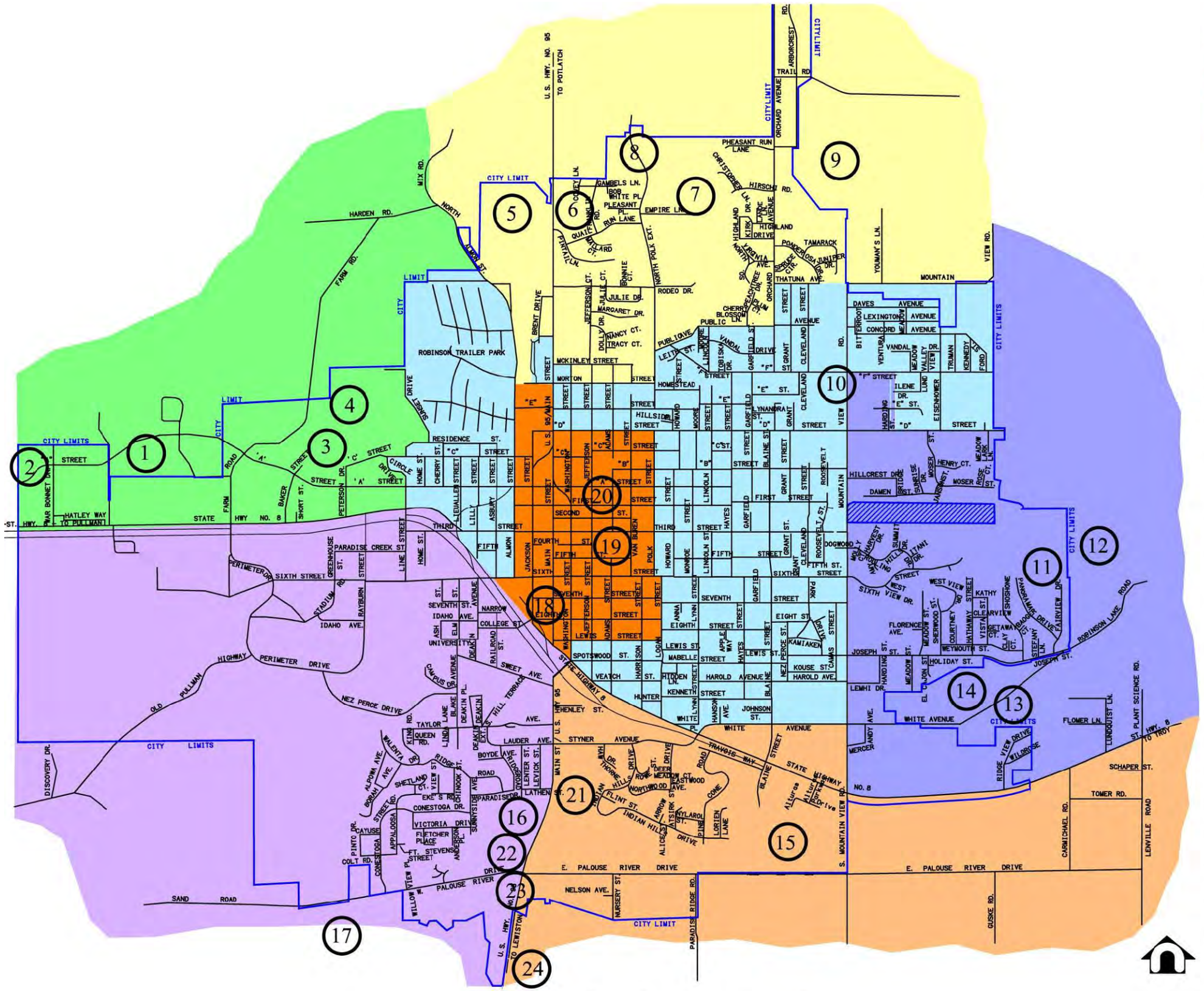


Figure 13

MOSCOW TRANSPORTATION STUDY

ESTIMATED ANNUAL POPULATION GROWTH RATE FOR 2003-2023

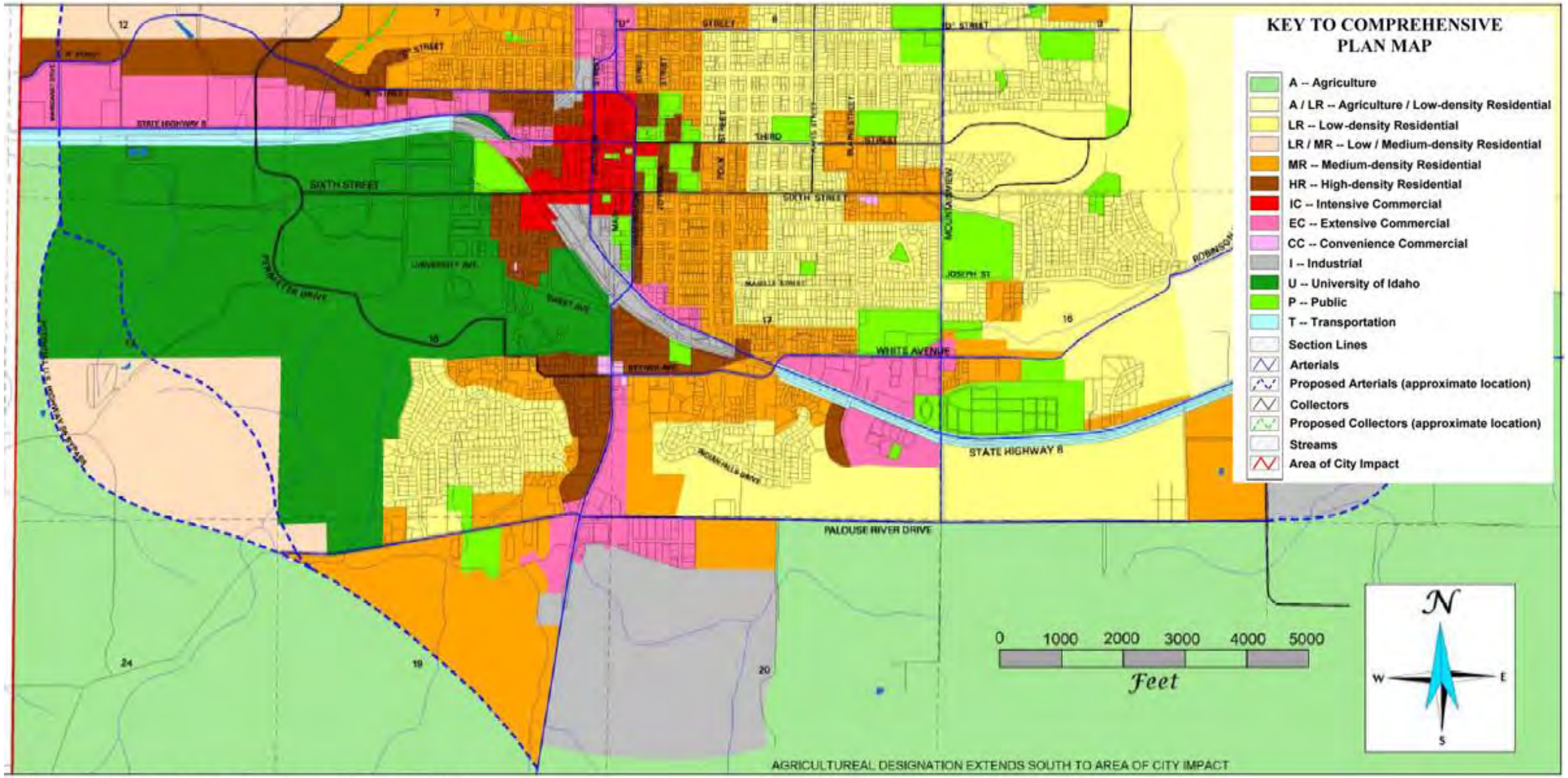


LEGEND

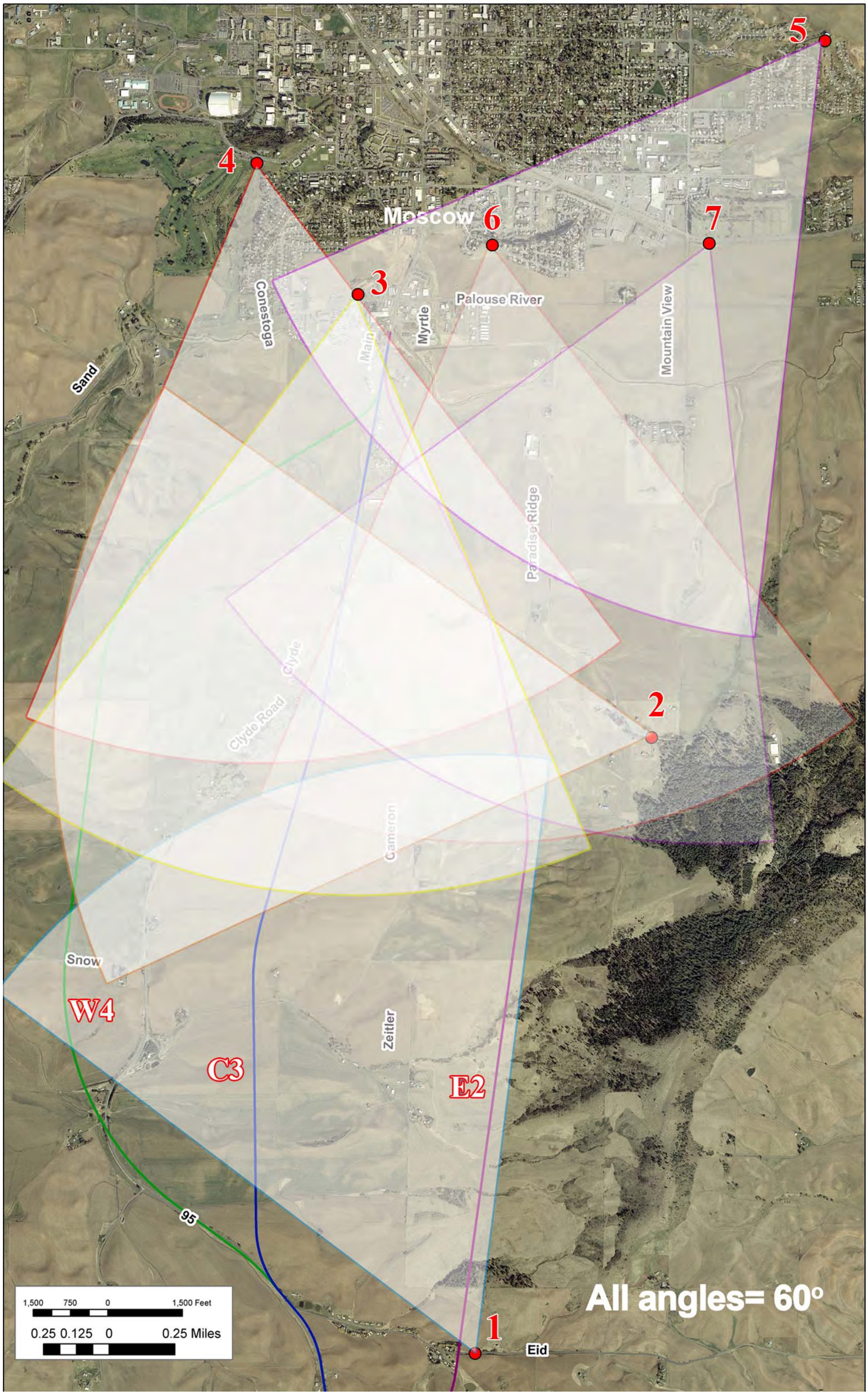
- MOSCOW NORTHWEST TAZ
- CENTRAL BUSINESS TAZ
- US 95 NORTH TAZ
- MOSCOW EAST TAZ
- RESIDENTIAL BUILD-OUT TAZ
- EAST PALOUSE RIVER DRIVE TAZ
- MOSCOW SOUTHWEST TAZ

1. PLANNED COMMERCIAL DEVELOPMENT BEHIND MALL -2013 - 2023
2. CONCEPTUAL WEST A STREET/AIRPORT WAY CONNECTION - 2007 - 2015
3. PLANNED BAKER STREET, 300 RESIDENTIAL UNITS - 2010
4. CONCEPTUAL NORTH BAKER STREET, 1000 RESIDENTIAL UNITS - 2015 - 2023
5. CONCEPTUAL FARMLAND REZONED TO RESIDENTIAL - 2015
6. PLANNED PARKVIEW ESTATES EXPANSION - 2013
7. CONCEPTUAL 10 UNIT PER ACRE SUBDIVISION - 2018 - 2023
8. ZONED MULTI-FAMILY RESIDENTIAL
9. CONCEPTUAL LARGE TRACT SF SUBDIVISION - 2013
10. PLANNED MOSCOW AQUATIC RECREATION PARK - 2004
11. CONCEPTUAL PUD - 2013
12. CONCEPTUAL PRIVATE PROPERTY FIRST PHASE, RESIDENTIAL - 2016
13. CONCEPTUAL WHITE AVE TO ROBINSON LAKE RD CONNECTOR - 2013
14. CONCEPTUAL PRIVATE PROPERTY WEST PHASE 1, MIXED USE RESIDENTIAL - 2008
15. CONCEPTUAL PRIVATE PROPERTY WEST, RESIDENTIAL - 2023
16. PLANNED 182 DU HOUSING UNIT - 2005
17. PLANNED PRIVATE PROPERTY, MOSCOW PARKS DEPT, 41 ACRE RECREATION PARK - 2004
18. PLANNED MEDICAL FACILITY EXPANSION - 2003 - 2023
19. ARTS DISTRICT (CONCEPTUAL STAGE 2003)
20. HISTORIC DISTRICT (CONCEPTUAL STAGE 2003)
21. PLANNED CREEKSIDE 60 UNIT - 2010
22. POTENTIAL CARE FACILITY EXPANSION, 50+ - 2023
23. PLANNED US 95 FOUR-LANE IMPROVEMENT - STARTING 2003
24. US 95 LATAH COUNTY - CONCEPTUAL COMMERCIAL - 2013 - 2023

SOURCES: DEVELOPMENT INFORMATION PROVIDED BY CITY OF MOSCOW, LATAH COUNTY, WHITMAN COUNTY, UNIVERSITY OF IDAHO, AND ITD.

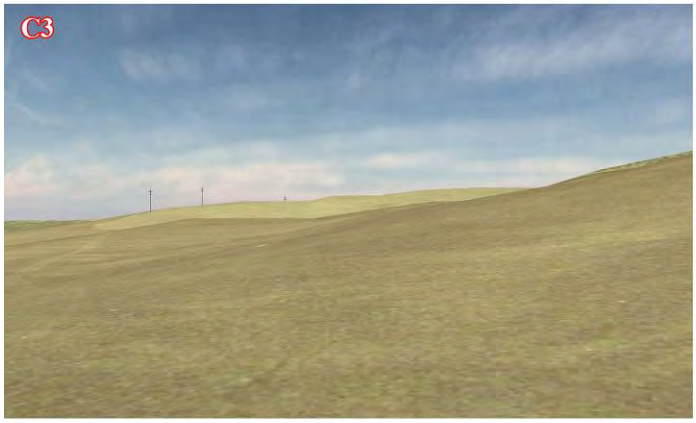


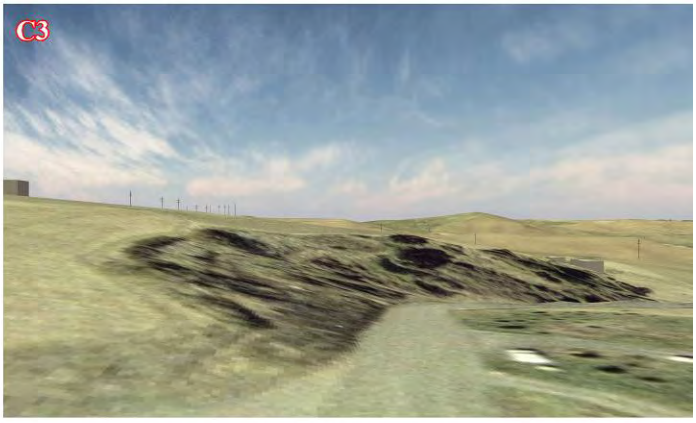
Map produced by **Resource Cartographics**, Moscow, Idaho. **Copyright 1999**


5
4
Moscow
6
7
3
Palouse River
Conestoga
Myrtle
Mountain View
Sand
Paradise Ridge
Clyde
Clyde Road
2
Cameron
Snow
W4
Zeitler
C3
E2
95
1,500 750 0 1,500 Feet
0.25 0.125 0 0.25 Miles
All angles= 60°
1
Eid


W4
Location 1


W4
Location 2


C3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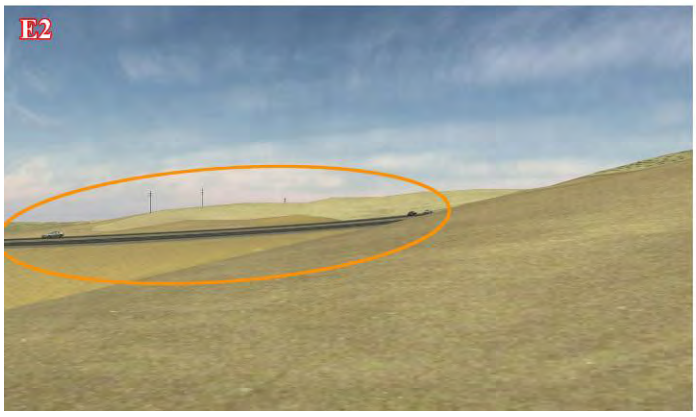
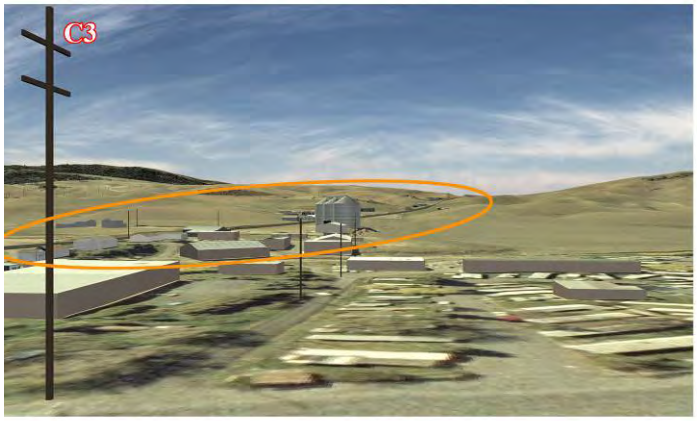

E2


E2


W4
Location 3


W4
Location 4


C3

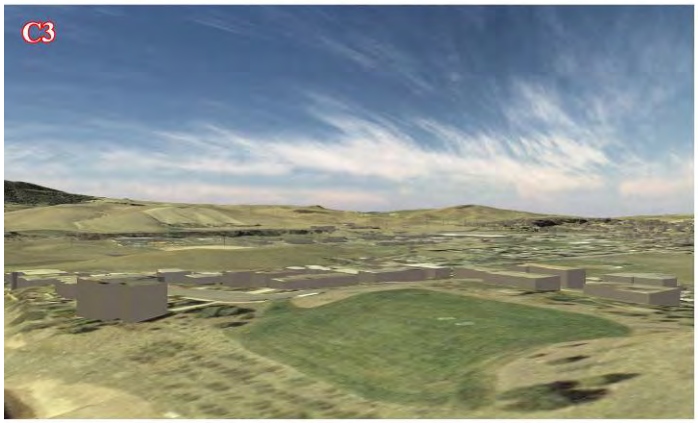

C3

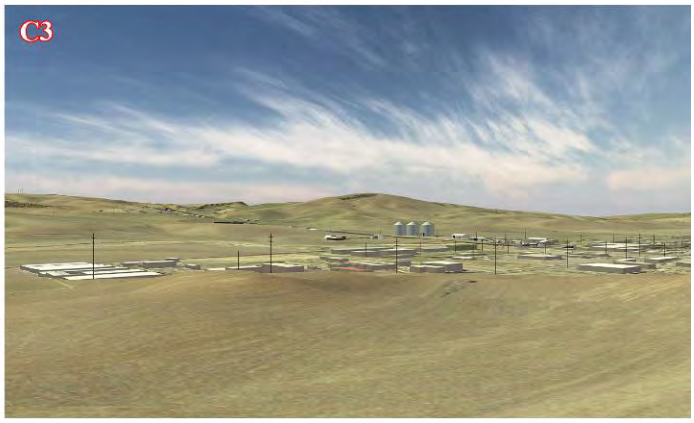

E2


E2


W4
Location 5


W4
Location 6


C3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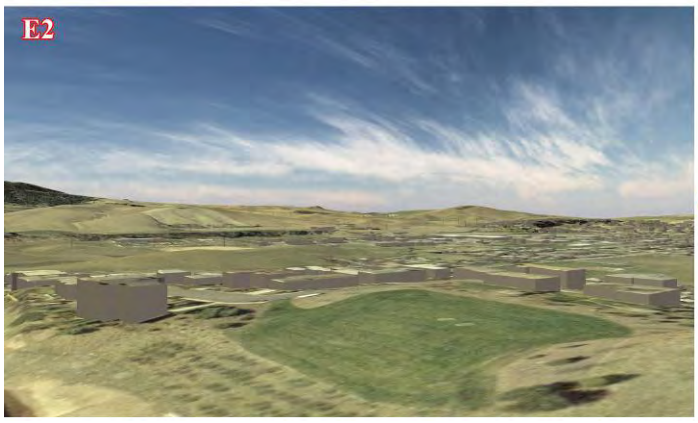
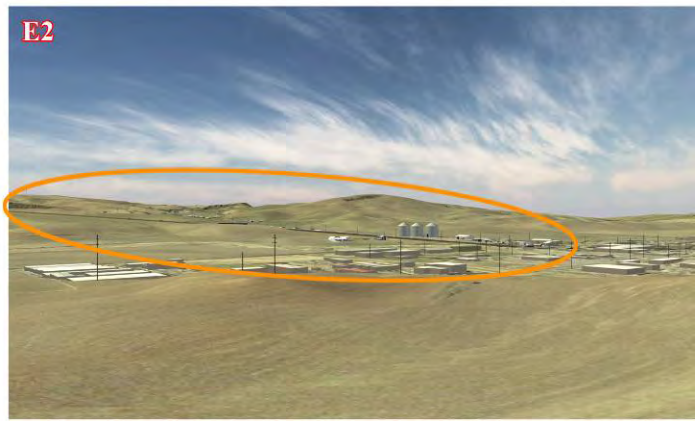
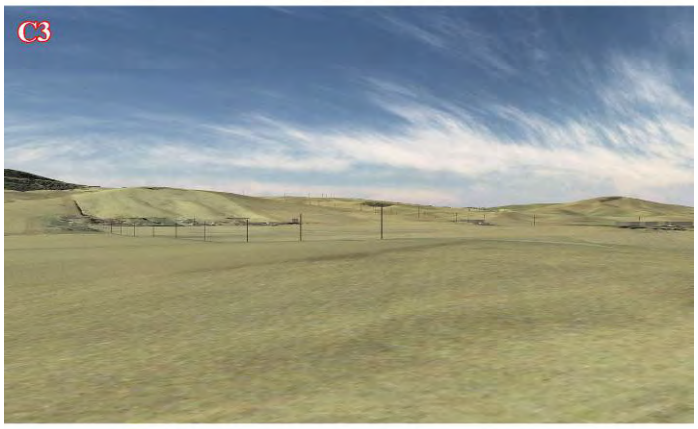

E2


E2


W4
Location 7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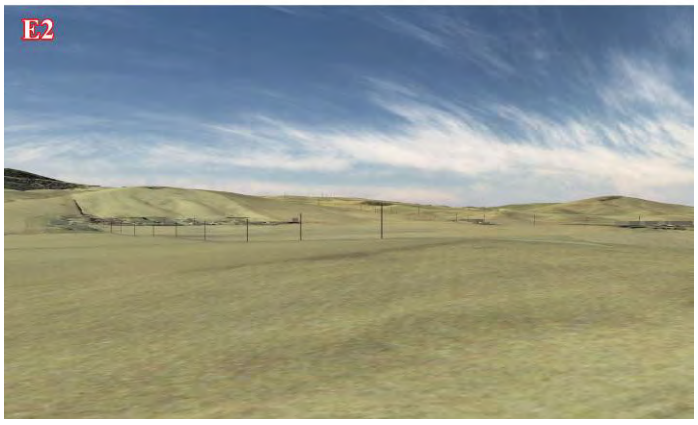

E2

Farmland Conversion Comparison[1]			
	Alternative		
	W4	C3	E2
Acres of Prime Farmland	49.4	26.7	59.7
Acres of Statewide Important Farmland	135.1	98.4	125.5
Total Acres of Prime, Statewide Important and Other Farmland	192.6	133.0	198.2
Farm Splits	5	4	6
Remnant Farms less than 20 acres	0	2	5
Potential for conversion of surrounding farmland to non-agricultural uses	higher	higher	lower

[1] Information from Farmland Protection Policy Act Technical Report (Haagen, 2006)

Travel Time Savings

Alternatives	**Length of Alignment**	**Average Speed**	**Travel Time**	**Reduction in Travel Time**	**Travel Time Savings (Yearly)**		
					Cars	Trucks	Total
No Build	6.7 miles	45 mph	8.9	0			
W4	7.5 miles	60 mph	7.5	1.4	$939,452	$153,177	**$1,092,630**
C3	6.8 miles	60 mph	6.8	2.1	$1,409,178	$229,766	**$1,638,944**
E2	6.7 miles	60 mph	6.7	2.2	$1,476,282	$240,707	**$1,716,989**

Assumptions

Average Daily Traffic (20 y)		Occ. rate	Value of Time* Dollars per person Hour	
Cars	Trucks		Car	Truck
7305	730	1.2	$15.31	$24.98

*Oregon Department of Transportation Policy and Economic Analysis Unit

APPENDIX C Area Real Estate Information

Moscow and Latah County Real Estate

CITY OF MOSCOW - 2003

Type	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	111	17,071,066	153,793	110
Single Family Rural	9	2,442,400	271,378	262
Manufactured	8	267,900	33,488	90
Condo/Townhouse	5	517,500	103,500	413
Residential Lot	32	1,369,150	42,786	383
Commercial Lot	1	10,000	10,000	754
Multi Family Lot	5	221,000	44,200	188
Rural Acreage	5	44,900	89,800	120
Timbered Acreage	0	0	0	0
Retail	0	0	0	0
Office	2	478,000	239,000	64
Warehouse	1	525,000	525,000	266
Duplex	6	719,400	119,900	70
Triplex	1	175,000	175,000	51
Four-plex	0	0	0	0
Apartment	1	760,000	760,000	205
Grand Total*	195	26,432,311	135,550	173

CITY OF MOSCOW - 2004

Type	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	213	36,716,789	172,379	92
Single Family Rural	11	2,354,500	214,045	171
Manufactured	39	991,470	2,542	117
Condo/Townhouse	25	2,246,450	89,858	74
Residential Lot	55	2,397,649	43,594	541
Commercial Lot	1	600	600	133
Multi Family Lot	14	610,540	43,610	419
Rural Acreage	15	1,498,100	99,873	183
Timbered Acreage	0	0	0	0
Retail	2	750,000	375,000	151
Office	1	120,000	120,000	252
Warehouse	5	824,250	164,850	210
Duplex	22	3,298,700	149,941	126
Triplex	6	1,021,057	170,176	130
Four-plex	2	698,000	349,000	170
Apartment	4	2,134,000	533,500	115
Grand Total*	429	57,452,005	133,921	170

CITY OF MOSCOW - 2005

Type	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	245	48,372,136	197,437	102
Single Family Rural	10	2,329,900	232,990	112
Manufactured	29	713,500	24,603	114
Condo/Townhouse	26	2,566,570	98,714	70
Residential Lot	52	2,768,370	53,238	360
Commercial Lot	1	66,820	66,820	1812
Multi Family Lot	4	846,400	211,600	476
Rural Acreage	9	1,139,000	126,556	155
Timbered Acreage	0	0	0	0
Retail	1	189,000	189,000	75
Office	1	187,500	187,500	180
Warehouse	0	0	0	0
Duplex	25	4,983,310	199,332	87
Triplex	2	431,000	215,500	128
Four-plex	3	868,200	289,400	90
Apartment	6	2,448,500	408,083	195
Grand Total*	439	71,102,491	161,985	141

CITY OF MOSCOW - 2006 through July

Type	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	704	23,296	204,355	114
Single Family Rural	11	2,646,500	240,591	142
Manufactured	13	365,700	28,131	134
Condo/Townhouse	22	2,655,494	120,704	115
Residential Lot	22	1,539,800	69,991	265
Commercial Lot	1	480,000	480,000	384
Multi Family Lot	9	984,000	109,333	246
Rural Acreage	10	2,106,250	210,625	434
Timbered Acreage	0	0	0	0
Retail	1	120,000	120,000	126
Office	1	141,000	141,000	60
Warehouse	0	0	0	0
Duplex	16	4,983,310	199,332	87
Triplex	2	431,000	215,500	128
Four-plex	3	868,200	289,400	90
Apartment	6	2,448,500	408,083	195
Grand Total*	258	42,292,217	163,923	154

* Includes sales pending and/or occuring before listing not represented in data breakdown.

LATAH COUNTY-2003 (excluding Moscow)	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	25	2,219,850	88,794	181
Single Family Rural	15	2,799,500	186,633	385
Manufactured	3	87,000	29,000	120
Condo/Townhouse	0	0	0	0
Residential Lot	4	118,750	29,688	1531
Commercial Lot	0	0	0	0
Multy Family Lot	0	0	0	0
Rural Acreage	16	831,500	51,969	648
Timbered Acreage	0	0	0	0
Retail	1	175,000	175,000	201
Office	0	0	0	0
Warehouse	0	0	0	0
Duplex	1	55,000	55,000	397
Triplex	0	0	0	0
Four-plex	0	0	0	0
Apartment	1	237,000	237,000	157
Grand Total*	66	6,523,600	98,842	422

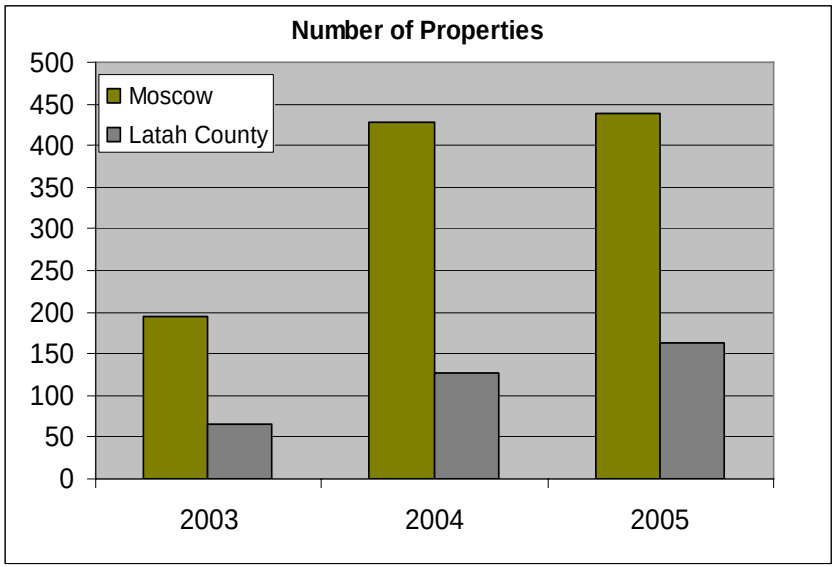
LATAH COUNTY-2004 (excluding Moscow)	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	58	5,688,009	98,069	165
Single Family Rural	33	5,041,075	152,760	177
Manufactured	5	563,000	112,600	84
Condo/Townhouse	0	0	0	0
Residential Lot	7	99,750	14,250	632
Commercial Lot	0	0	0	0
Multy Family Lot	0	0	0	0
Rural Acreage	1	311,799	311,799	563
Timbered Acreage	5	316,250	63,250	268
Retail	2	263,000	131,500	258
Office	0	0	0	0
Warehouse	0	0	0	0
Duplex	0	0	0	0
Triplex	0	0	0	0
Four-plex	0	0	0	0
Apartment	0	0	0	0
Grand Total*	128	14,046,383	109,737	227

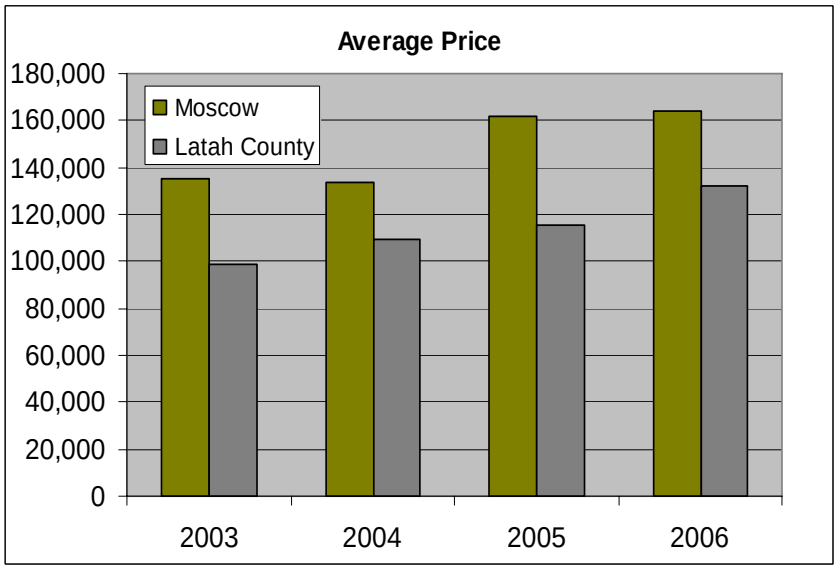
LATAH COUNTY-2005 (excluding Moscow)	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Single Family	72	8,238,200	114,419	128
Single Family Rural	30	5,799,825	193,328	128
Manufactured	5	329,000	65,800	80
Condo/Townhouse	0	0	0	0
Residential Lot	14	298,800	21,343	314
Commercial Lot	1	17,000	17,000	94
Multy Family Lot	0	0	0	0
Rural Acreage	26	2,569,720	98,835	272
Timbered Acreage	5	640,500	128,100	228
Retail	1	52,000	52,000	370
Office	0	0	0	0
Warehouse	1	74,500	74,500	65
Duplex	1	163,750	163,750	111
Triplex	1	139,000	139,000	117
Four-plex	0	0	0	0
Apartment	1	140,000	140,000	70
Grand Total*	163	18,823,295	115,480	171

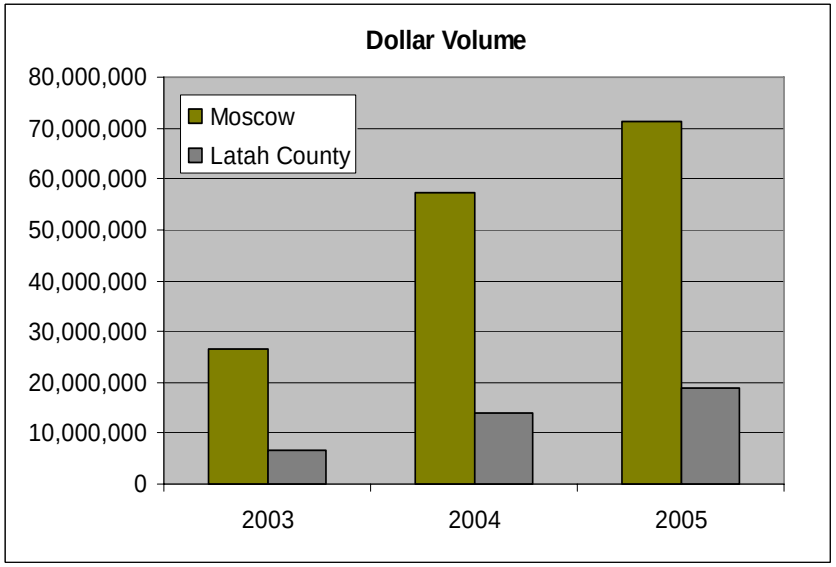
LATAH COUNTY-2006 through July (excluding Moscow)	Number of Properties	Dollar Volume	Average Price	Average Days on the Market
Type				
Single Family	18	2,258,900	125,494	127
Single Family Rural	8	1,696,850	240,591	142
Manufactured	13	365,700	28,131	134
Condo/Townhouse	22	2,655,494	120,704	115
Residential Lot	22	1,539,800	69,991	265
Commercial Lot	1	480,000	480,000	384
Multy Family Lot	9	984,000	109,333	246
Rural Acreage	10	2,106,250	210,625	434
Timbered Acreage	0	0	0	0
Retail	1	120,000	120,000	126
Office	1	141,000	141,000	60
Warehouse	0	0	0	0
Duplex	16	4,983,310	199,332	87
Triplex	2	431,000	215,500	128
Four-plex	3	868,200	289,400	90
Apartment	6	2,448,500	408,083	195
Grand Total*	50	6,615,920	132,318	126

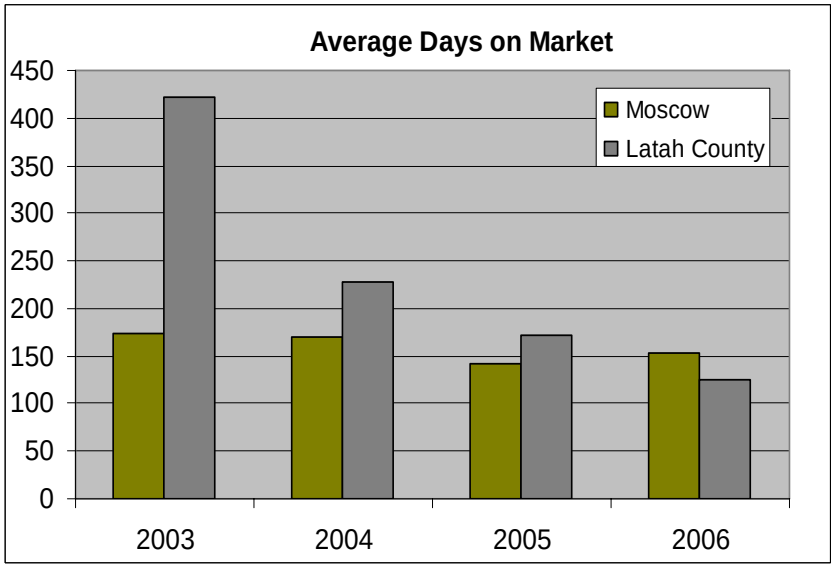
- Includes sales pending and/or occuring before listing not represented in data breakdown.

Moscow and Latah County Real Estate









APPENDIX D City of Moscow Assessment Matrix

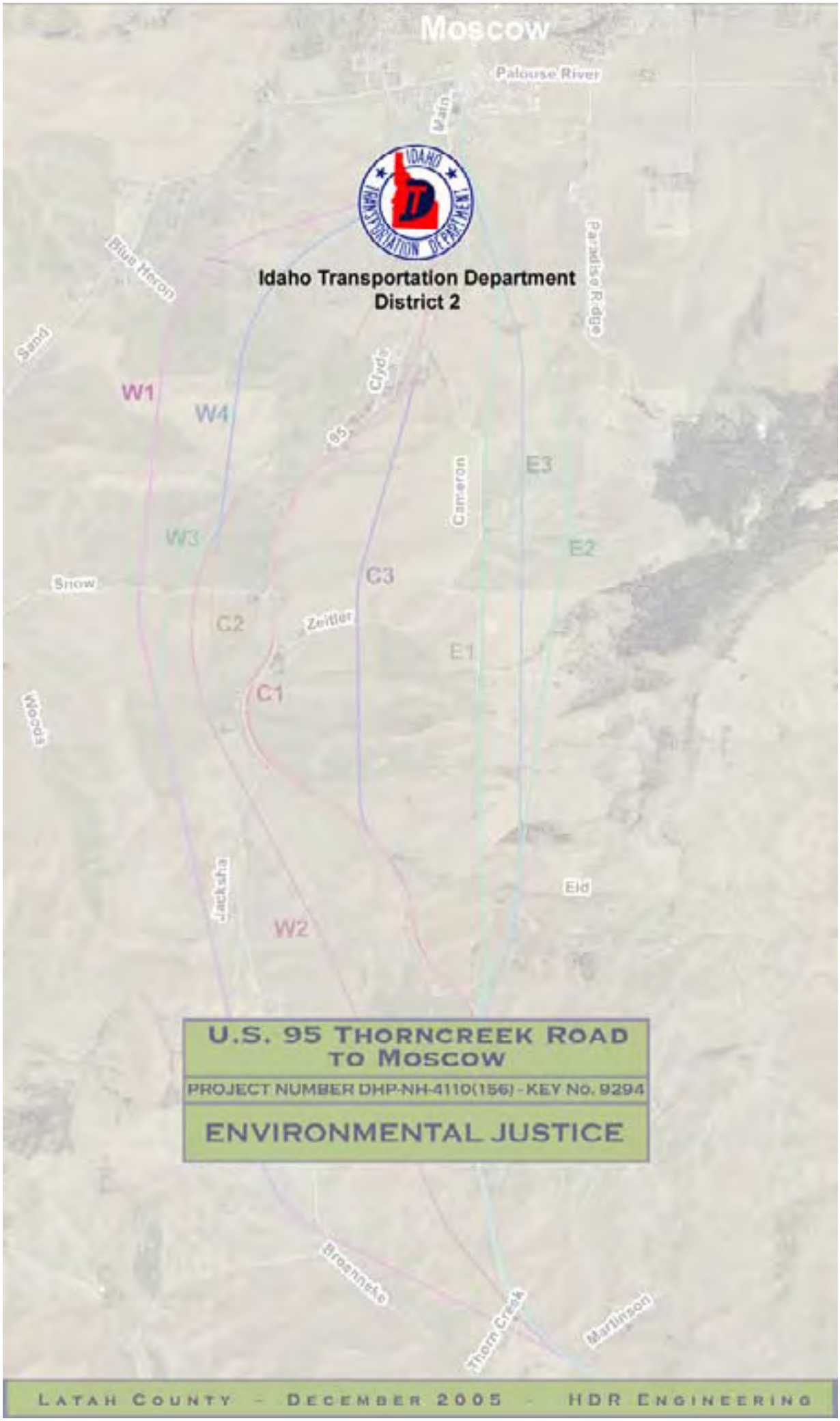
Received July 12, 2006 from Mayor Nancy Chaney

On Thurs. July 6, 2006, Dwight Curtis, Don Strong, Dan Weaver, Les MacDonald, and Joel Plaskon met with Nancy Chaney to discuss ITD invitation to be interviewed about impacts of Hwy 95 alternative routes. (See table below)

Route	Pros	Cons	Comments
E2	Straight (JP,LM,DW)	Weather (LM,DW)	
	N. City connection (LM)	^ E-W movement (LM)	
	Fewer miles	Limits land use considerations (JP)	
	Relatively few houses	Inclination to encourage commercial development incompatible with Paradise Ridge, an area better-suited to residential development (DC)	
C3	Straight (DS)	Several attendees expressed concern that the construction standards of the road bed at the south end of this route (overlapping the existing route) be improved, widened, etc.	Citizen comment on Web suggests shifting turn lane/off ramp further south and possibly adding an underpass, etc.
	Relatively few homes (DS)		
	Short (DS)		
	Less cost (DS)		
	Away from frosty pockets (DS)	Possible conflict with Cameron homes? (citizen comments from Web site)	
	Weather (LM)		
	Away from Ridge (JP,DC)		
	Straight shot into Moscow (JP)		
	Maintains connections with existing County roads & proximity to existing alignment, with visibility of other commercial	Still has problem of Reisenauer Hill (Consider lowering road grade 40-50 ft. there, particularly on north side)	

	development (JP)		
	Reduced emergency response time (DS)	Too many access points (Web comments)	
		Prime farmland (Web)	
W4	Relatively few homes (LM)	Greater impact on agriculture (LM)	LM liked W1 or W3 best Delphi panelists acknowledged that divided development would occur south of Sand Rd., near PRD ballfields, with W4 alignment. Citizen comments on Web site indicated that W4 would probably require a Y-interchange at point where alternates curve from N to E, likely increasing development there & shifting consumers physically and psychologically to W ring rd., "skipping Moscow" & aiming directly to Hwy 270 & Pullman.
	Away from ridge (LM)	Longer than others (LM)	
	Fewer bridges (LM)	Greater cost (LM) est. $8M	
	Nice grades (LM)	Clyde Hill- greater visibility from town, topographic challenge (LM)	
	Straight (LM)	Potential conflict with prospective site for future reservoir (LM)	
		Conflict with anticipated 240-acre development (LM, JP)	
		Same nuisance issues (noise, lights, incompatible activities) as created controversy over PRD ballfields, Arboretum, Univ. Heights (DC)	
		Bike-ped safety (DC)	
		Too distant from population center (DC)	
		ice	
No Action/General Consideration		Reisenauer Hill is hazardous: Canting, ice, speed (NJC)	Regardless of the alignment, Moscow Fire Dept. wants to retain Eid Rd. connection
		Realistic expectation of more traffic, esp. with widening to N. and S. (NJC)	Ring Road alignment, including prospect of new segment for Hwy 8 uncertain
			Concern over reduced funding statewide for curb, gutter, sidewalks, aesthetics, & bike-ped safety concerns (Rumblestrips along shoulders are hazardous to bicyclists…)
			How realistic are estimates of costs

			to acquire R-O-W, given recent trend for well-over market value expectations by landowners?
			One workshop participant's question on ITD's Web site suggests that Pak & ride lots might become a "project requirement." How might that come to be? Who decides? How likely is it? Might ITD partner with other interests (govt., business, public transpo, etc.) to facilitate the development of such lots?


Moscow
Palouse River
Main
Idaho Transportation Department
District 2
Blue Heron
Sand
Paradise Ridge
W1
W4
95
Clyde
E3
Cameron
W3
E2
C3
Snow
C2
Zeitler
E1
C1
Woods
Jacksha
Eid
W2
U.S. 95 THORNCREEK ROAD TO MOSCOW
PROJECT NUMBER DHP-NH-4110(156) - KEY No. 9294
ENVIRONMENTAL JUSTICE
Breashears
Thorn Creek
Martinson
LATAH COUNTY - DECEMBER 2005 - HDR ENGINEERING

BACKGROUND

The concept of environmental justice is defined in Presidential Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, issued on February 11, 1994. As required in the Executive Order, federal agencies are directed to identify and address "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." This task may be accomplished through the assemblage of a community impact assessment.

With regard to NEPA (National Environmental Protection Act - 1964) compliance, the Executive Order requires federal agencies to recognize that impacts upon minority populations, low-income populations, or Indian tribes may be different from impacts on the general population due to a community's distinct culture. All groups within an affected community, particularly minority and low-income populations, must be provided with a meaningful opportunity to participate in the development of alternatives and comment on potential impacts and mitigation measures. A NEPA Environmental Assessment (EA) must document public input of all community groups and the potential alternative must not disproportionately affect identified minority or low-income populations.

The determination of whether or not an Environmental Justice issue will be created by this project is based on two factors: Is there a minority or low-income population affected at the project site and are any disproportionate impacts being generated?

DEFINITIONS

Adverse Impacts – The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of manmade or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion; isolation, exclusion or separation of minority or low income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of U.S. DOT programs, policies, or activities.

Disproportionately High Impact – The adverse impact is disproportionately high if it is predominately borne by a minority and/or low-income population, or will be suffered by the minority and/or low-income community, and is appreciably more severe or greater in magnitude than the adverse impact that will be suffered by the remainder of the community.

Environmental Enhancement – May be added to a transportation project to improve community acceptance (see 1990 FHWA Environmental Policy Statement). Environmental enhancements are incorporated into a project as part of routine decision-making to make it more compatible with and sensitive to community needs.

Environmental Justice – Refers to the process of identifying and addressing disproportionately high and adverse human health and environmental effects on minority and low-income populations. Incorporating environmental justice into the project development process entails documenting the demographics of affected minority and low-income populations, recognizing any adverse impacts associated with the project alternatives, and identifying avoidance, minimization or mitigation measures for disproportionately high and adverse impacts.

Low-Income – A household income that is at or below the Department of Health and Human Services poverty guidelines for that size of household.

Minority – A person who is:

Black - (having origins in any of the black racial groups of Africa)

Hispanic - (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin). According to the U. S. Census Bureau definition, Hispanic is not a race, it is a national origin: a person of Hispanic origin may be of any race.

Asian American - (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands) or

American Indian or Alaskan Native - (having origins in any of the original peoples of North America, and who maintains cultural identification through tribal affiliation or community recognition).

PROJECT DESCRIPTION & VICINITY MAP

U.S. Highway 95 is a major route for commercial, agricultural, recreational, and residential traffic between northern and southern Idaho. This highway is of statewide significance and is designated as a part of the National Highway System in the Transportation Efficiency Act of the 21st Century (TEA-21). US 95 through Idaho begins at the southwestern Oregon/Idaho border approximately 35-miles south of Caldwell, Idaho, extending northward approximately 530-miles to the Idaho/Canada border.

The U.S. 95 Thorncreek Road to Moscow Project is a study led by the Idaho Transportation Department (ITD) to determine an alignment for nearly 6.5 miles of U.S. 95 between Thorncreek Road (milepost 337.2) and the recently completed south fork of the Palouse River Bridge (milepost 343.98) in Latah County. Currently, U.S. 95 between Thorncreek Road and Moscow is a two-lane highway classified as a principal arterial, operating near capacity and includes several curves that do not meet current engineering standards. The proposed project consists of replacing the existing two-lane facility with a four-lane divided highway.

This section of US 95 travels primarily through the rolling hills and agricultural fields of the Palouse, with scattered housing throughout the study area. The following figure shows the project area and its surrounding features. Photographs are included to help convey the character of the area.

Figure 1. Vicinity Map

PUBLIC POLICY STATEMENT

Project Purpose and Need statement:

"The purpose of this project is to improve public safety and increase highway capacity on US 95 between Thorncreek Road (south of Moscow) at MP 337.200 and Moscow at MP 343.982.

Within the project limits, US 95 does not meet current American Association of State Highway and Transportation Officials (AASHTO) Standards (widths, clear-zones, grades, and sight distance). Additional concerns include high accident locations and insufficient highway capacity.

By constructing a new four-lane divided facility with access control, several of the conditions contributing to the accidents would be eliminated. In addition, traffic capacity would be increased, and traffic would flow smoother with a higher posted speed (65 mph vs. 60 mph)".

DESCRIPTION OF PROJECT ALTERNATIVES

The following is a brief description of each route for the proposed alignments. To meet the Purpose and Need for the project, each alignment would be designed and constructed to ensure that the latest safety measures are incorporated and that sufficient capacity is provided.

ALTERNATIVE: W-1

Beginning at Martinsen Road (near milepost 337) and traveling northwesterly, W-1 will be a four-lane highway that first crosses Thorncreek Road with an "At-Grade" intersection providing access to the existing US-95 and Thorncreek Road with left and right turn lanes. Running easterly of Broenneke Road, the alignment then crosses Jacksha Road with an overpass structure. The alignment turns northwest to run approximately parallel with, and west of, Jacksha Road where it will cross a private road (near the Bindl and Dibble properties) with an overpass structure. At Snow Road, an overpass structure (located approximately 1000-feet from the Idaho/Washington State line) will be constructed, at which point the alignment then heads north. Traveling west of Clyde Hill the alignment reconnects to US-95 at milepost 343.6, near the grain elevators and the recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Thorncreek Road to Moscow will be turned over to the North Latah Highway District.

The advantage of this alignment is due to the limiting of multiple access points to the roadway. Poorly designed, or multiple access points on roadways affect traffic safety, as well as roadway capacity, function, and speed. Studies reveal that in rural areas, each new access point onto a roadway increases the annual accident rate by seven percent. By limiting access points, points of conflict will be decreased (or never even created)

and user safety will be enhanced by reducing the amount and cost associated with access-related accidents.

ALTERNATIVE: W-2

W-2 diverts from the existing US 95 at Martinsen Road (near milepost 337) as a four lane divided highway to run northwest, crossing Thorncreek Road with an "At-Grade" intersection (providing access to the existing US 95 and Thorncreek Road with left and right turn lanes). While traveling parallel (approximately) to the east of Broenneke Road, the alignment will cross Jacksha Road with an overpass structure located approximately one-half mile west of the junction with US 95. Crossing Snow Road with an overpass structure (located three-quarter miles west of the junction with US 95), the alignment curves north and then east, parallel to the existing US-95 and staying east of Clyde Hill. The alignment reconnects to US-95 at milepost 343.6, near the grain elevators and the recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Thorncreek Road to Moscow will be turned over to the North Latah Highway District.

This alignment has the same advantages as W-1 with regard to limiting multiple access points to the roadway.

ALTERNATIVE W-3

W-3 follows the same alignment as W-1 (northwest across Thorncreek Road and Jacksha Road) and curves eastward south of Snow Road (in line with milepost 340.75 of US 95). After crossing Snow Road with an overpass structure, the roadway follows the path of alternate W-2 tying back into US-95 at milepost 343.6, near the grain elevators and the recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Thorncreek Road to Moscow will be turned over to the North Latah Highway District.

This alignment has the same advantages as W-1 and W-3 with regard to limiting multiple access points to the roadway.

ALTERNATIVE W-4

W-4 is a four-lane divided highway that begins near Jacksha Road at milepost 340.25 and follows the approximate path of US 95 with a flatter horizontal curve to approximately three-fourths of a mile south of Zietler Road. "At-grade" intersections will

be installed at all the county roads between the alignment beginning point and Zeitler Roads. At this point, the alignment curves north to cross Snow Road with an overpass structure (located three-quarter miles west of the junction with US 95), then travels a route centered between the proposed alignments of W-1 and W-3 (west of Clyde Hill). The roadway connects into US-95 at milepost 343.75 near the grain elevators and recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Thorncreek Road to Moscow will be turned over to the North Latah Highway District.

ALTERNATIVE: E-1

E-1 will be a four-lane divided highway that generally follows the existing US 95 roadway from milepost 336.6 (near Thorncreek Road) to the top of Reisenauer Hill (near milepost 338.6). Improvements will include the flattening of horizontal curves and adjusting the grades to meet current engineering standards. An "At-Grade" intersection will be constructed at the county road crossings and at the top of Reisenhauer Hill, where left and right turn lanes will be installed. The alignment diverts north from US 95 to closely follow the north/south power lines, crossing Eid Road with an overpass structure and then runs parallel to Cameron Road. In approximate line with milepost 343 of US 95, E-1 curves west to rejoin US-95 near the grain elevators and recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Reisenhauer Hill to Moscow will be turned over to the North Latah Highway District.

An advantage of this alignment, in addition to access management (as mentioned previously with the proposed western alignments), is that the alignment decreases the amount of cut and fill operations (compared to the "W" alignments) and thus decreases costs associated with the project. However, a portion of the roadway is equivalent to the elevation of the top of Reisenauer Hill, and as noted by area residents, is subject to adverse driving conditions due to poor weather and driver behavior.

ALTERNATIVE: E-2

E-2 is a four-lane divided highway that generally follows the same route, and has the same improvements, as E-1 to the top of Reisenauer Hill (near milepost 338.6) where an "At-Grade" intersection will be constructed (with left and right turn lanes). E-2 then curves approximately 2,000+ feet from the north/south power lines to travel east of Cameron Road. Continuing north east, the alignment turns westerly at a point in line with US 95-milepost 342 on US 95 to reconnect to US-95 near the grain elevators and recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Reisenauer Hill to Moscow will be turned over to the North Latah Highway District.

This alignment has the same advantages and disadvantages as E-1.

ALTERNATIVE E-3

E-3 is a four–lane divided highway that generally follows the same route as E-2 to the top of Reisenauer Hill (near milepost 338.6) and then curves approximately 2,000+ feet from the north/south power lines. Crossing Eid Road with an overpass structure, this alignment follows a straight path north which is parallel to, and east of, Cameron Road (between proposed alignments E-1 and E-2) where it then curves west at a point in line with US 95-milepost 342.75. The alignment reconnects to US-95 near the grain elevators and recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Reisenauer Hill to Moscow will be turned over to the North Latah Highway District.

This alignment is advantageous (in addition to access management) in that it avoids a majority of the residential areas.

ALTERNATIVE: C-1

C-1 is a four-lane divided highway that essentially follows the same path of US 95, improving the existing roadway by straightening some of the curves and adjusting the profile grade to meet current roadway engineering standards. "At-Grade" intersections, with left and right turn lanes, will be constructed at all county roads up through to the south entrance to Clyde Road. At the south Clyde Road entrance (approximately near the Johnson Trucking parcel), the alignment will change to a 5-lane roadway with a center turn lane, curb, gutter, sidewalk and, a reduced a speed limit.

The advantage of this alignment is that it follows the current alignment of US 95, allowing for a lesser amount of new right-of-way to be acquired (as compared to other alignments) and maintaining the majority of the established character of the area. However, the numerous existing approaches, both residential and commercial, contribute to poor roadway capacity and function which may not be completely overcome when compared to a new, limited access roadway. This alignment also creates a possible relocation of eleven homes and three businesses due to the required upgrades to the roadway.

ALTERNATIVE C-2

C-2 is a four-lane roadway initially follows the same path of, and includes the same improvements as, C-1 to a point approximately one-half mile south of Jacksha Road. Moving westerly and approximately one-half mile north of Jacksha Road, an "At-Grade" intersection with left and right turn lanes will be constructed to connect to the existing US 95 and Zietler Road intersection to the east. The road curves westerly to cross Snow Road with an overpass structure (located approximately one-half mile west of the junction with US 95) and then ties into the proposed W-2/W-3 alignment at a point in line with milepost 341.75 on US 95. The alignment stays east of Clyde Hill and reconnects to US-95 near the grain elevators and recently completed Moscow South project, where an "At-grade" intersection will be constructed.

Beginning at the left-turn lane to the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit. The jurisdictional control over the existing US 95 roadway from Zeitler Road to Moscow will be turned over to the North Latah Highway District.

The advantage of this alignment is that for the portion of the current alignment of US 95 that is followed, a lesser amount of new right-of-way will need to be acquired (as compared to other alignments). Yet the numerous existing approaches, both residential and commercial, contribute to poor roadway capacity and function until the C-2 alignment leaves the current alignment. This alignment also creates the possible relocation of three homes due to the required upgrades to the roadway.

ALTERNATIVE: C-3

C-3 is a four-lane divided highway that initially follows the same path of C-1 to a point one-quarter mile north of Eid Road, and will include "At-Grade" intersections, with left and right turn lanes provided at the Eid Road intersection. Approximately one-half mile north of Eid Road, an "At-Grade" intersection with left and right turn lanes will be constructed to access the existing US 95. After running northward crossing Zeitler Road with an overpass structure, the alignment curves easterly to reconnect into the existing US 95 roadway (proposed C-1) near the Johnson Trucking parcel. An "At-Grade" intersection, with left and right turn lanes, will be constructed south of the Johnson parcel to access US 95. The jurisdictional control over the existing US 95 roadway from Eid Road to Moscow will be turned over to the North Latah Highway District.

Beginning at the existing US 95 connector, the roadway will change from a four-lane divided section to a 5-lane roadway section with a center turn lane, curb, gutter, and sidewalk and, a reduced speed limit.

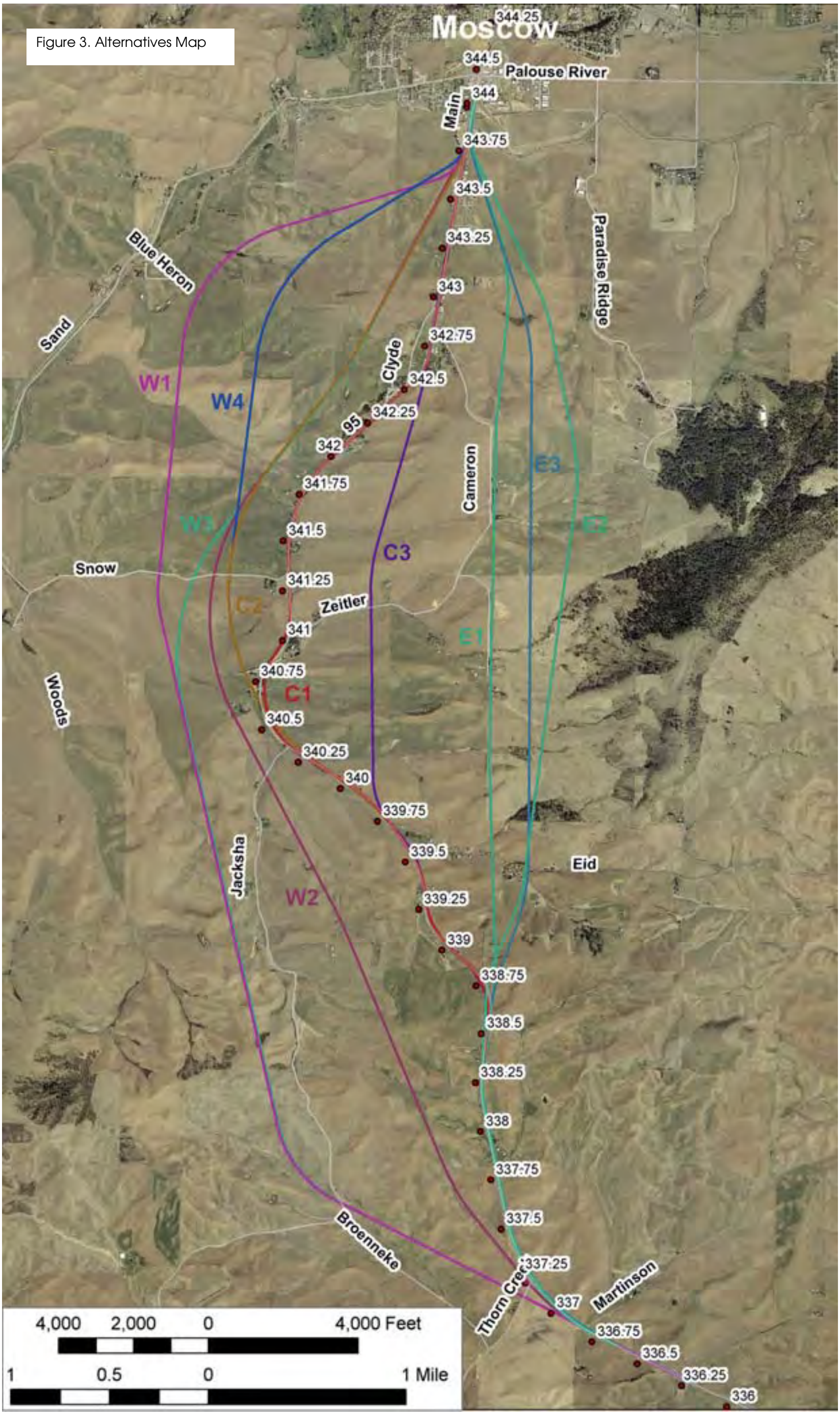
This alignment has the same advantages as C-2 for the portion of the current alignment of US 95 that is followed, as well as the disadvantages associated with the route. This alignment creates the possible need for the relocation of three homes due to the required upgrades to the roadway.

The following table provides details of the physical properties of each alignment.

Figure 2. Alternatives Comparison

Alternatives	Change in Elevation	Meets Purpose of project	Bridges Required at Roads	Utility Relocation	Length of Alignment	Excavation CY		New Right Of Way	No. of Homes / Businesses Impacted	Roads Realigned
						Max cut Height	Max fill Height			
W1	south: 2,800 ft. north:2,550 ft. max:3,000 ft.	yes	Jacksha Snow Private road	Power Gas, TV Telephone	8.2 miles	6,815,000 CY 140 ft	100 ft	390+ acres	0	
W2	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Jacksha Snow	Power Gas, TV Telephone	7.3 miles	6,035,000 CY 140 ft	110 ft	350+ acres	0	Martinsen Thorncreek
W3	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Jacksha Snow Private Road	Power Gas, TV Telephone	7.8 miles	6,700,000 CY 105 ft	85 ft	320+ acres	0	
W4	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Snow	Power Gas, TV Telephone	7.5 miles	3,700,000 CY 65 ft	80 ft	270 acres	3 homes	
C1	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes		Power Gas, TV Telephone	7.3 miles	3,950,000 CY 123 ft	56 ft	250+ acres	11 residences 6 businesses	
C2	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Snow	Power Gas, TV Telephone	7.4 miles	3,800,000 CY 70 ft	75 ft	275+ acres	3 homes	
C3	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Zeitler	Power Gas, TV Telephone	6.8 miles	2,300,000 CY 50 ft	50 ft	215+ acres	3 homes	
E1	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Eid	Power, Cell Tower, Gas TV, Telephone	6.6	6,200,000 CY 160 ft	120 ft	312+ acres	4 residences 1 business	
E2	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Eid	Power Gas, TV Telephone	6.7 miles	3,126,000 CY 128 ft	83 ft	305+ acres	5 residences	
E3	south: 2,800 ft. north:2,550 ft max:3,000 ft	yes	Eid	Power Gas, TV Telephone	6.6 miles	4,600,000 CY 110 ft	85 ft	255+ acres	2 residences	

Figure 3. Alternatives Map



To achieve the most accurate comparison of the various sub-populations (as differentiated by race and ethnicity) affected by the proposed project, the use of data from the 2000 Census is necessary. To the extent possible, the data is enhanced by using 2004 estimates from Claritas, provided at the census block group level only.

The project area is contained within two census block groups which are compared to Latah County (Figure 4) to asses the extent of the concentration of minority or low-income populations that exist in the area. While minorities represent 9.5% of the county population, they account for 5% and 4.4% (respectively) of the population residing in the two block groups affected by the project.

Figure 4. Population by Block Group

	Population	White	White (Non Hispanic)	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic	Minority Population
Latah County	35,619	33,075 92.9%	32,251 90.5%	255 0.7%	374 1.1%	856 2.4%	38 0.1%	294 0.8%	727 2.0%	824 2.3%	3,368 9.5%
Block Group 16057 005400 6	735	704 95.8%	698 95.0%	4 0.5%	6 0.8%	4 0.5%	0 0.0%	1 0.1%	16 2.2%	6 0.8%	37 5.0%
Block Group 16057 005700 3	1,374	1,327 96.6%	1,314 95.6%	1 0.1%	13 1.0%	7 0.5%	0 0.0%	0 0.0%	26 1.9%	13 1.0%	60 4.4%

(Source: Claritas Data for Census - 2004 Estimates)

Figure 5 shows that overall, minorities represent 3.0% of the persons living in the corridor area. The data for the 2000 US Census has been refined to include only those blocks located within the corridor area in order to accurately reflect the resident population. This "narrowing" of the data from the county level (9.5% minority representation), to the two block groups (4.4% and 5% minority representation), and finally to the specific blocks in the corridor (3% minority representation), reveals that the project area is not represented by a high percentage of minorities. That is, as the project area is analyzed in increasing detail, there is a decreasing number of minorities residing in the subject area.

It should be noted that in the **Community Profile** report, the corridor is measured by two block *groups* and not at the block *level*, thus a larger area is considered wherein the data is "wide-ranging" and does not reflect the specific block level data presented herein (in rural areas, census-reporting areas tend to cover large areas). Thus, the community profile report shows a higher number of minorities in the corridor, differing then from the lower numbers reported below.

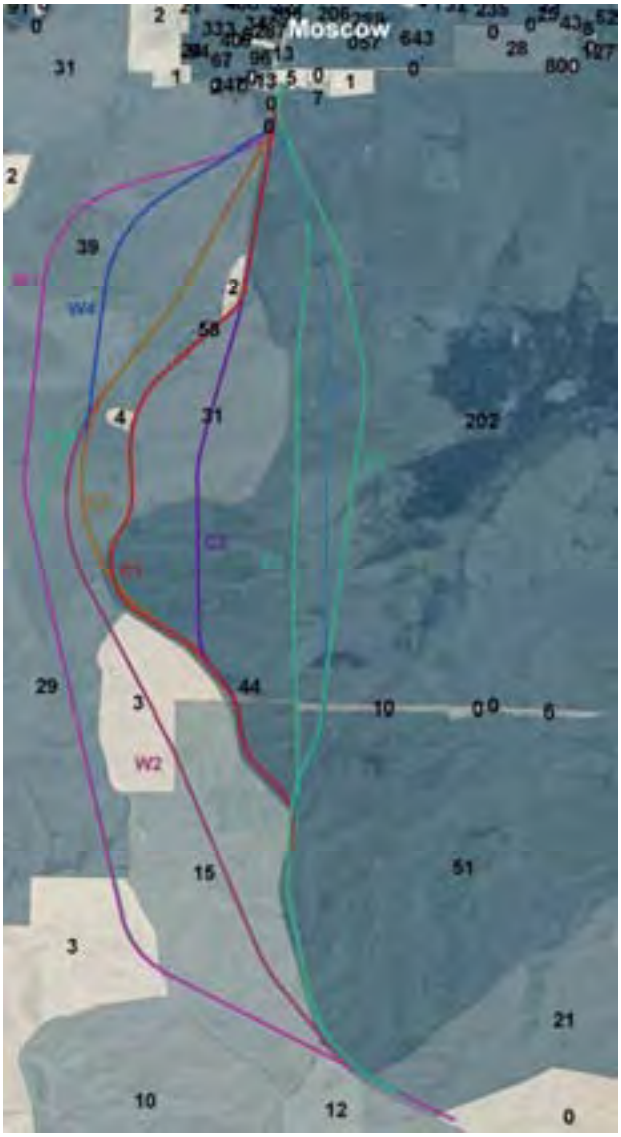
Figure 5. Minorities by Census Block

	Population	White	White (Non Hispanic)	Black or African American Alone	American Indian and Alaska Native Alone	Asian Alone	Native Hawaiian and Other Pacific Islander Alone	Some Other Race Alone	Two or More Races	Hispanic	Minority Population
Tract 005400 Block 6001	202	199 98.5%	199 98.5%	0 0.0%	0 0.0%	3 1.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 1.5%
Tract 005400 Block 6006	10	10 100.0%	10 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block 6007	15	12 80.0%	12 80.0%	0 0.0%	0 0.0%	1 6.7%	0 0.0%	0 0.0%	2 13.3%	0 0.0%	3 20.0%
Tract 005400 Block 6008	3	3 100.0%	3 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block 6009	29	29 100.0%	29 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block 6010	3	3 100.0%	3 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block6011	4	4 100.0%	4 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block 6012	39	39 100.0%	39 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block 6024	2	2 100.0%	2 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005400 Block 6025	31	30 96.8%	29 93.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 3.2%	1 3.2%	2 6.5%
Tract 005400 Block 6026	58	55 94.8%	54 93.1%	0 0.0%	1 1.7%	0 0.0%	0 0.0%	0 0.0%	2 3.4%	1 1.7%	4 6.9%
Tract 005400 Block 6027	0	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005700 Block 3007	51	49 96.1%	49 96.1%	0 0.0%	1 2.0%	0 0.0%	0 0.0%	0 0.0%	1 2.0%	0 0.0%	2 3.9%
Tract 005700 Block 3008	44	44 100.0%	42 95.5%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 4.5%	2 4.5%
Tract 005700 Block 3012	21	21 100.0%	21 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005700 Block3013	0	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005700 Block 3014	12	12 100.0%	12 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Tract 005700 Block 3015	10	10 100.0%	10 100.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%
Project Corridor	534	522 97.8%	518 97.0%	0 0.0%	2 0.4%	4 0.7%	0 0.0%	0 0.0%	6 1.1%	4 0.7%	16 3.0%

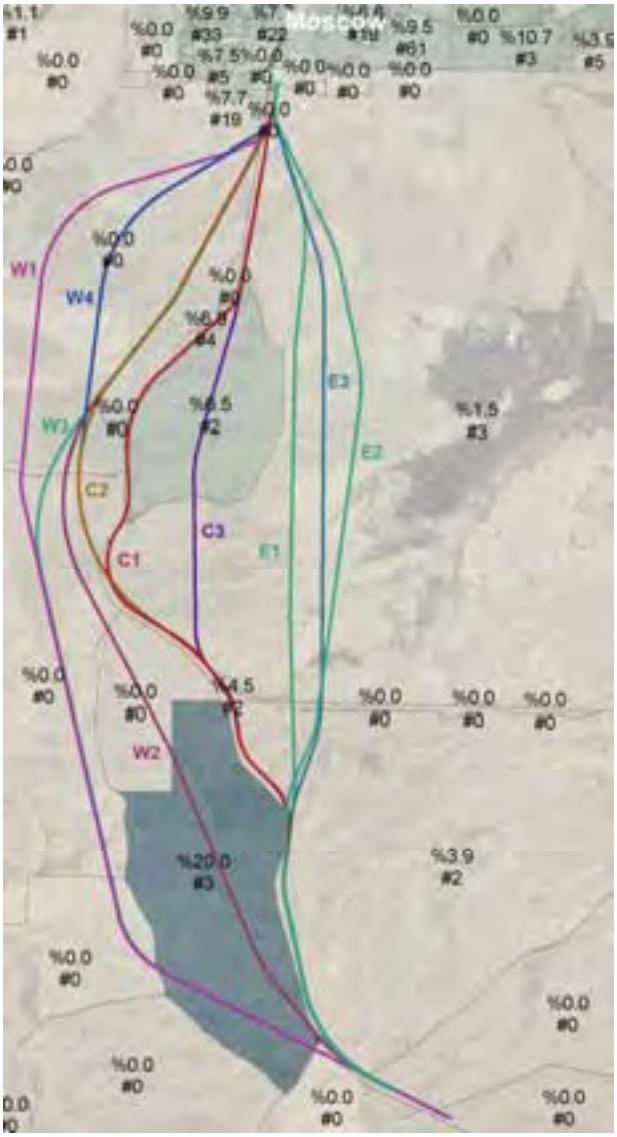
(Source: U.S. Census Bureau - Census 2000)

Figure 6. Population & Minorities Distribution

Population 2000



Minorities 2000



Comparison of various sub-populations (as differentiated by income level and poverty status) affected by the alternative alignments is determined by using the 2000 Census data and 2004 estimates provided by Claritas. The Census Bureau only reports economic related variables at the census block group level. Claritas estimates for 2004 report only those families, not individuals, living below poverty level. Since block groups were larger than the actual corridor boundaries, the data presented in the profile is more inclusive than the actual demographics found in the corridor. Data for the city of Genesee (located in census tract 57, block group 3) were not included in the analysis because the city is located outside of the area containing the proposed alignments. In consideration of this, the community profile report shows a higher per capita income in the total

Thorncreek corridor ($27,952) in 2004, explaining then the difference in the numbers below from that of the community profile report. Figure 7 shows that the study area contains a population with a higher per capita income than the county average, reflecting the lower percentage of families living below the poverty level (Figure 8).

Figure 7. Per Capita Income

	Population*	Per Capita Income	Population below poverty level
Latah County	31,008	$16,690	5,186 16.7%
Block Group 16057 005400 6	789	$22,871	98 12.4%
Block Group 16057 005700 3	1,443	$21,273	102 7.1%

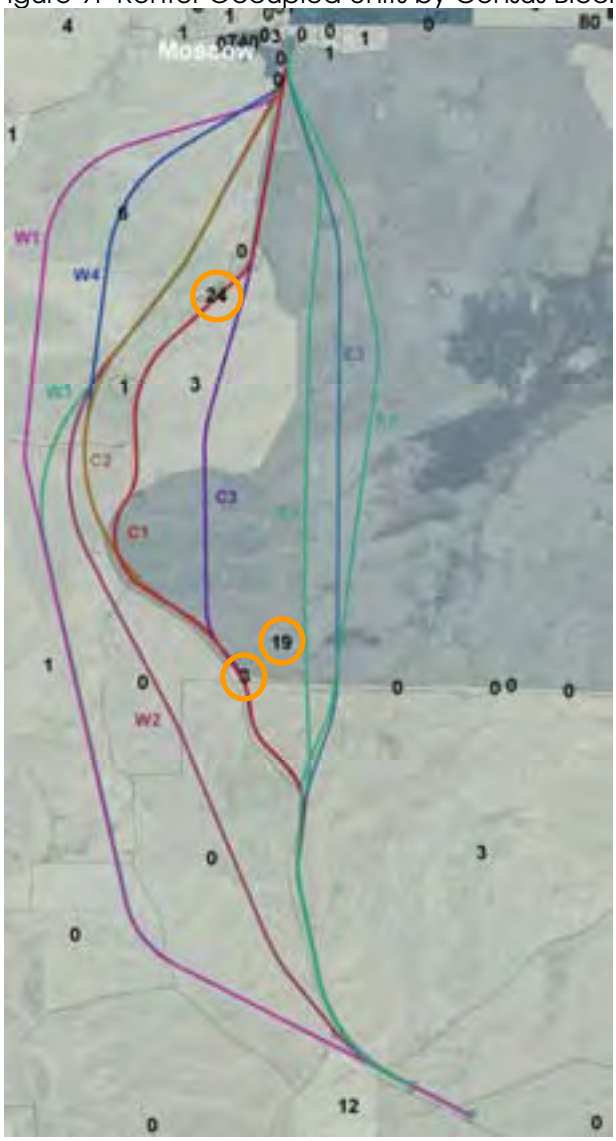
(Source: U.S. Census Bureau - Census 2000)

Figure 8. Families Below Poverty Level

	Familes	Families below poverty level
Latah County	7,854	668 8.5%
Block Group 16057 005400 6	199	10 5.0%
Block Group 16057 005700 3	400	25 6.3%

(Source: Claritas Data for Census - 2004 Estimates)

Figure 9. Renter Occupied Units by Census Block



Due to concerns of confidentiality, the Census Bureau does not release sample-based long-form information by block; the block group is the smallest geographic unit for which Census 2000 long-form data are made available. In addition, since the long-form is sent to only a sample of the population, the Census Bureau cannot produce reliable estimates at the block level.

Rental housing is the only variable that could be used as an indicator of income, which is not to imply that all renters are considered low-income. The figure shows that the majority of the rentals are located in the general vicinity of mobile home parks (discussed further in the next section). The data shown above corresponds to the figures provided by the owner of Valhalla Mobile Home Park. For the Benson Park and Hidden Village developments, the above figures do not align with the information provided by the respective mobile home park owners (the 2000 US Census data shows more rentals than attested). One explanation may be that five years have passed since the data was collected and ownership characteristics have changed. Another may be that while

some residents own their dwelling units, they lease the pads upon which the home sits, perhaps creating a degree of uncertainty when responding to rent/ownership questions on the Census Bureau short-form.

In order to gain better information and a clearer understanding of the low-income population in the area, data was retrieved through correspondence with Jackie Sayre of Idaho Housing & Finance Association and Barbara Leachman with Community Action Partnership of Idaho.

Figure 10 shows the information provided by the Idaho Housing & Finance Association containing the number of rental assistance participants for each street segment within or proximate to the study area (due to privacy concerns specific addresses are not released). There is only one recipient of rental assistance within the study area; the remaining locations, although proximate, are not within the study area and will not be affected by the project.

Figure 10. Rental Assistance Recipients

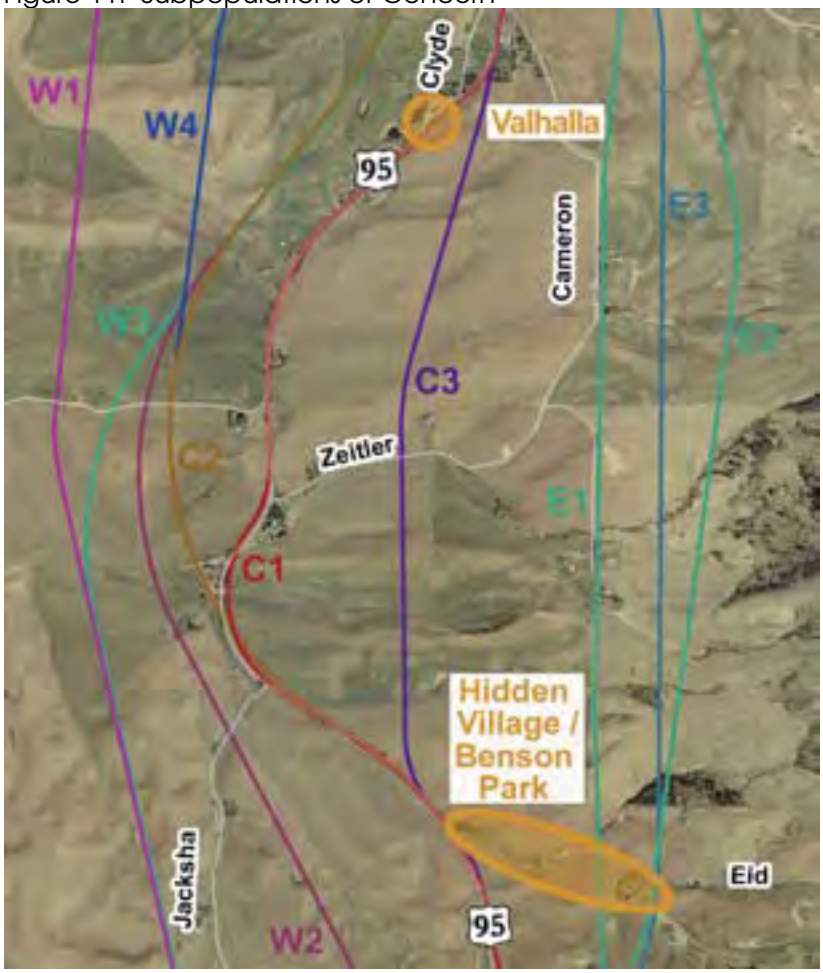
Address			
Street Name	From number	To number	Recipients
Nursery St.	2220	2300	1
S. Mountain View Ext	0	4000	3
US 95	337	344	1
W. Palouse River	321	100	1
W. Palouse River	489	324	1
W. Palouse River	647	601	1
W. Palouse River Dr	0	0	3

(Source: Idaho Housing & Finance Association)

CHARACTERISTICS OF AREAS OF CONCERN

Although U.S. Census data provides a general overview of the attributes of a large subject population, the data associated with subpopulations within the boundaries of these same areas may be diluted to such a point that the data is no longer representative of the subpopulation. To avoid such occurrences, Executive Order 12898 requires additional analysis of any subpopulations of concern, e.g. subpopulations that may not be accurately represented by the use of data at the U.S. Census scale within an area potentially affected by the project. A windshield survey of the project corridor resulted in the identification of two subpopulations of concern (see Figure 11).

Figure 11. Subpopulations of Concern



Valhalla Hills Mobile Home Park is located in the northern portion of the study area on the west side of US 95 approximately two miles south of Moscow (milepost 342.5). The park contains 27 spaces for housing units (plus two spaces for RVs), 24 of which are rentals. In a phone conversation with Cassie Tribble, owner of the park, the homes range in age from 46 to 18 years old (built between 1959 and 1987). Persons living in the park were described as being of all types, including elderly, singles, singles with children, and families (not many students) – ranging in age from infant to 76 years old.

The majority of the people commute to work to the Moscow and Pullman areas. There is little tenancy turnover at the park, with residents having stayed at the park between five and twenty years. In the event that the relocation of residents was necessary due to the project, Ms. Tribble (a property manager with several other rentals in the area) was of the opinion that there are other opportunities available to find equitable living accommodations.

Figure 12. Valhalla

Hidden Village Mobile Home Park is located in the southern portion of the study area on the east side of US 95 approximately five miles south of Moscow (milepost 339.6), and would be most affected by the proposed C-1 and C-3 alignments. The park contains 32 housing units, only one of which is a rental (the lots or "pads" are rented). In a phone conversation with John Thomas, owner of the park, the manufactured homes are no more than 16 years old (built in 1989/90). There appears to be trailers at the park which are presumed to be in the 1950's to 1970's range. Persons living in the park were described as being of all types, including retired, graduate students, empty nesters, and families, the majority of which commute to work to the Moscow and Pullman areas. There is little tenancy turnover at the park, with the majority of the residents having stayed at the park for ten years or more. In the event that the relocation of residents was necessary due to the project, Mr. Thomas' response was that he would be opposed to the roadway alignment passing through the park.

At first glance, another mobile home park - Benson Park - appears to be a part of Hidden Village, yet it is under separate ownership. This park is located to the east of Hidden Village on Eid Road and would be most affected by the proposed E-1, E-2, and E-3 alignments. The park contains ten housing units, including seven mobile home spaces, one "stick-built" home (all of which are rentals) and two RV spaces. In a phone conversation with Robert Clyde, owner of the pads within the park, the stick-built home was built in 1910 while the mobile homes are apparently pre-1973. Persons living in the park were described as being of all types, including elderly, students, a hospital worker, an auto body repairman, and a water researcher, the majority of which commute to work to the Moscow and Pullman areas, or otherwise travel frequently around the country. There is little tenancy turnover at the park, except for the students, and the owners of the trailers were described as "absentee owners" since the majority of them live out of the area. In the event that the relocation of residents was necessary due to the project, Mr. Clyde's response was that owners of the trailers would not be opposed to the highway traveling through the site and that the owners would like to sell their properties (at least one resident had already sold his property to the State of Idaho). Mr. Clyde also mentioned that some of the tenants of the park are anticipating the need to relocate and are searching or have located other sites in which to move. One of those residents, Gary Lester, had previously recognized the possibility of the need to move and purchased property in the area in which to build a home. Another resident, Vicki Lowe, expected the need to move due, in part, to the potential roadway alignment and other considerations as well. Overall, it appears that residents of the mobile home parks do not have major concerns with the need to relocate should it be necessary due to the selection of an alternative that would travel through or adjacent to said parks.

When reviewed at the Block level, of the fifty-eight persons counted in Block 6026, four minorities (6.9%) were represented in the area near Valhalla. Two minorities (4.5% of the total forty-four persons) were represented at the Hidden Village/Benson Park area. Hidden Village and Benson Park will not be affected with regard to minority or low-income displacement anymore than the non-low-income and non-minority population.

Figure 13. Hidden Village & Benson Park

With regard to the environmental justice impact assessment, the elements of concern associated with the proposed project include community safety, right-of-way acquisition, relocation, noise, and visual impacts. Each has been assessed as to its level of impact on the areas of concern (Valhalla & Hidden Village/Benson Park), the results of which are summarized in Figure 14.

a) Community Safety

Implementation of Alternative C-1 would result in a substantial improvement in the safety of those residing in Valhalla Park. Construction of additional travel lanes would improve the roadway's level of service, reducing commute time and facilitating more efficient access to medical facilities. Ingress and egress of vehicles, including emergency response units, will be enhanced by the construction of a turn bay. Wide shoulders would enhance the safety of those choosing to bike along the highway for recreational or commuting purposes.

The remainder of the alternatives would indirectly enhance safety conditions for Valhalla residents. The decrease in traffic along the current route will reduce commute times and diminish crash probabilities, particularly in the case of turning movements.

Implementation of alternatives C-1 or C-3 would improve safety for Hidden Village and Benson Park residents. Construction of additional travel lanes would improve the roadway's level of service, reducing commute time and facilitating more efficient access to services. Ingress and egress of vehicles, including emergency response units, will be enhanced by the use of a turn bay.

Construction of the Eastern and western alternatives would reduce traffic along the current route of US 95. For residents along US 95, the current route will still be the most likely option to commute to Moscow and Pullman since access to a new alignment will be limited. Yet, residents will not be without choices; while not accessible at Eid Road, Hidden Village and Benson Park residents may enter any of the Eastern alignments at a point approximately one mile south of the development. The western alignments would most likely not be of a benefit with regard to reducing commute times for the Hidden Village and Benson Park residents.

With regard to pedestrian travel and the eastern alignment of E-1, a bridge spanning the area between Hidden Village and Benson Park may cause residents to have a greater concern for safely. A new roadway, and particularly a bridge, may encourage unsafe practices (climbing on the structure, walking along the roadway) that were not evident previous to the major roadway passing through. While this safety concern may be considered minor, design elements to discourage this behavior may be implemented.

b) Right-of-Way Acquisition

Right-of-way acquisitions for any of the western alignments will not affect structures within the communities of concern. In addition, none of the central or eastern alignments would affect the Valhalla Mobile Home Park property.

Hidden Village Mobile Home Park is most directly affected by the central alignments, each requiring the acquisition of different amounts of right-of-way. C-1 would entail acquiring 2.1 acres of land or .84% of the total acreage of right-of-way needed for the alignment; C-2 requires 2.1 acres (.75%) and C-3 requires 2-acres (.93%). The E-1 alignment (traveling along the eastern border of the park) would require 1.5-acres (.48%) of the total 312-acres needed for this particular alternative.

Benson Park Mobile Home Park is most directly affected by the eastern alignments, each requiring the acquisition of different amounts of right-of-way. E-2 would entail acquiring 2.9 acres of land or .95% of the total acreage of right-of-way needed for the alignment; E-3 would require 2-acres (.78%) of new right-of-way.

c) Resident Relocations

Figure 15 shows the proposed right-of-way alignments and the affects on adjacent land use and more specifically, the communities of concern. The orange circles represent those dwellings that are directly impacted by new right-of-way acquisition.

Valhalla Mobile Home Park

Initially, alternative C-1 was the only alignment requiring resident relocations in the Valhalla area. This alternative would have required 30 total relocations along the whole corridor (27 homes and 3 businesses). Of those 30, 12 would have been mobile homes at Valhalla Park, representing 40% of the total relocations. However, ITD modified the proposed improvements and realignment of US 95 further to the east to avoid the Valhalla Mobile Home Park, thereby leaving all structures within the park intact.

C-2, C-3, W-2, and W-3 would not cause the relocation of any dwellings in Valhalla.

In the event that the relocation of residents was necessary due to the project, Ms. Cassie Tribble (a property manager with several rentals in the area) was of the opinion that there are other opportunities available for displaced residents to find equitable living accommodations.

Figure 14. Summary Table

Environmental Justice Issues	Sub area	Roadway Alignment Alternatives										
		No Action	*W-1*	*W-2*	*W-3*	*W-4*	*C-1*	*C-2*	*C-3*	*E-1*	*E-2*	*E-3*
Community Safety	Valhalla	Adverse Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact	Beneficial Impact
	Hidden Village / Benson Park									Adverse Impact	Adverse Impact	Adverse Impact
Right-of-Way Acquisition	Valhalla	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Hidden Village / Benson Park						2.1 acres 0.84 % of ROW (alignment total 250)	2.1 acres 0.76 % of ROW (alignment total 275)	2 acres 0.93 % of ROW (alignment total 215)	1.5 acres 0.48 % of ROW (alignment total 312)	2.9 acres 0.95 % of ROW (alignment total 305)	2 acres 0.78 % of ROW (alignment total 255)
Relocation	Valhalla	No Impact	None necessary	None necessary	None necessary	None necessary	None necessary	None necessary	None necessary	None necessary	None necessary	None necessary
	Hidden Village / Benson Park						1 residence (aligment total 11 residences & 6 business)	1 residence (aligment total 3 residences)	1 residence (aligment total 3 residences)	3 residences (aligment total 4 residences & 1 business)	5 residences (aligment total 5 residences)	2 residences (aligment total 2 residences)
Noise	Valhalla	Noise increase	Noise reduction	Noise reduction	Noise reduction	Noise reduction	Noise increase	Noise reduction	Noise reduction	Noise reduction	Noise reduction	Noise reduction
	Hidden Village / Benson Park	No impact	No impact	No impact	No impact	No impact	No impact	No impact	No impact	Noise increase	Noise increase	Noise increase
Visual Impacts	Valhalla	Noise increase	No impact	Medium Impact	Medium Impact	No impact	High impact	Medium Impact	Medium Impact	No impact	No impact	No impact
	Hidden Village / Benson Park	No impact	No impact	No impact	No impact	Medium Impact	Medium Impact	Medium Impact	Medium Impact	High impact	High impact	High impact

Hidden Village and Benson Park Mobile Home Parks

It is uncertain how water treatment ponds serving Hidden Village will be affected by the roadway improvements which may restrict the amount of homes allowed in the park. Because of their association with C-1 (i.e. constituting a portion of the route), alternatives C-2, and C-3 would have the same affect on the park even though they technically do not front the park.

E-1 would pass in between Hidden Village and Benson Park across Eid Road, formally differentiating the development into the two respective parks. This alignment would more directly affect Hidden Village, requiring the relocation of three residences. In the event that the relocation of residents was necessary due to the project, park owner Mr. Thomas' response was that he would be opposed to the roadway alignment passing through the park. These relocations represent 60% (3 of 5 - including one business) of the relocations required for this alignment as a whole.

The E-2 alignment proposes to travel on the eastern edge of Benson Park, requiring the relocation of five residences.

E-3 would also move along the eastern boundary of Benson Park, although requiring three less relocations (total of two) than the E-2 alignment.

Mr. Clyde, the owner of Benson Park, indicated that owners of the trailers would not be opposed to the highway traveling through the site and that the owners would like to sell their properties. Further, some of the tenants of the park are anticipating the need to relocate and are searching or have located other sites in which to move.

While the W-1, W-2, W-3, and W-4 alignments combined will require the relocation of three residences, neither Valhalla, Hidden Village, nor Benson Park would be affected in this regard.

Figure 15- Right-of-Way impacts

Valhalla

Hidden Village / Benson Park

d Pedestrian / Bicyclist Access

Currently, there is no pedestrian and/or bicycle pathway on either side of the roadway available for utilization by residents in the area. Implementation of any of the alternatives could result in a pedestrian/bicycle pathway by constructing wider shoulders on both sides of the roadway. While there may not be a wide desire for commuter travel via bicycle, there is evidence of increased recreational bike activity in the area, as has been witnessed on SH 8. This does not indicate, however, that cycling as an alternative mode of transportation cannot be facilitated. The persons that could take the greatest advantage of the bicycle commute are the residents of Valhalla, who are approximately two-miles from the urbanized area of Moscow. Providing these residents with bicycle access via the use of a pathway to the boundary of their community would further enable safe and efficient access to work and services.

Further, bicycle and pedestrian facilities are becoming increasingly vital alternative modes of transportation, in light of the recent rise in gas prices, for those who either cannot afford, or are unwilling, to pay the higher costs associated with operating a motor vehicle.

e) Traffic Noise

A Noise Corridor Study (Stage 1) completed in September of 2005 estimated that the Central alignments (particularly C-1) had the greatest potential to impact receptors (residential or commercial uses) while the Western alignments had the least potential. E-1 had the highest potential (23 receptors) of the Eastern alignments, presumably because the roadway would pass between the Hidden Village and Benson Park Mobile Home Parks whereas E-2 and E-3 would pass to the east of those developments.

f) Visual Impacts

As depicted in Figures 16, 17, and 18, the orange colored shading corresponds to the land area and amount of roadway (both existing and proposed) that can be seen from vantage points as represented by dots. The dots are located at the Valhalla, Hidden Village, and Benson Park Mobile Home Parks to reflect the view a person may experience while present within the parks. It should be noted that these viewsheds do not take into account manmade structures, trees, or the effects of cut and fill operations for the new alignments.

Figure 16 reveals that the C-1 alignment is the most visible roadway of the proposed alignments as viewed from Valhalla. Since Valhalla is located adjacent to the current US 95 alignment, the viewshed would not change dramatically from its current aspect, except for the view to the northwest, where a portion of alignments C-2, W-2, and W-3 would come into view.

Figure 17 shows that the C-1 and "E" alignments are the most visible from the Hidden Village Park; Figure 18 shows that the E-1, E-2, and E-3 alignments are most visible from the Benson Park development. The viewshed for these two parks would change since the proposed "E" alternatives essentially travel through or immediately adjacent to the parks, whereas the C-1 alignment currently exists and will remain visible.

Figure 16: Viewshed from Valhalla Mobile Home Park

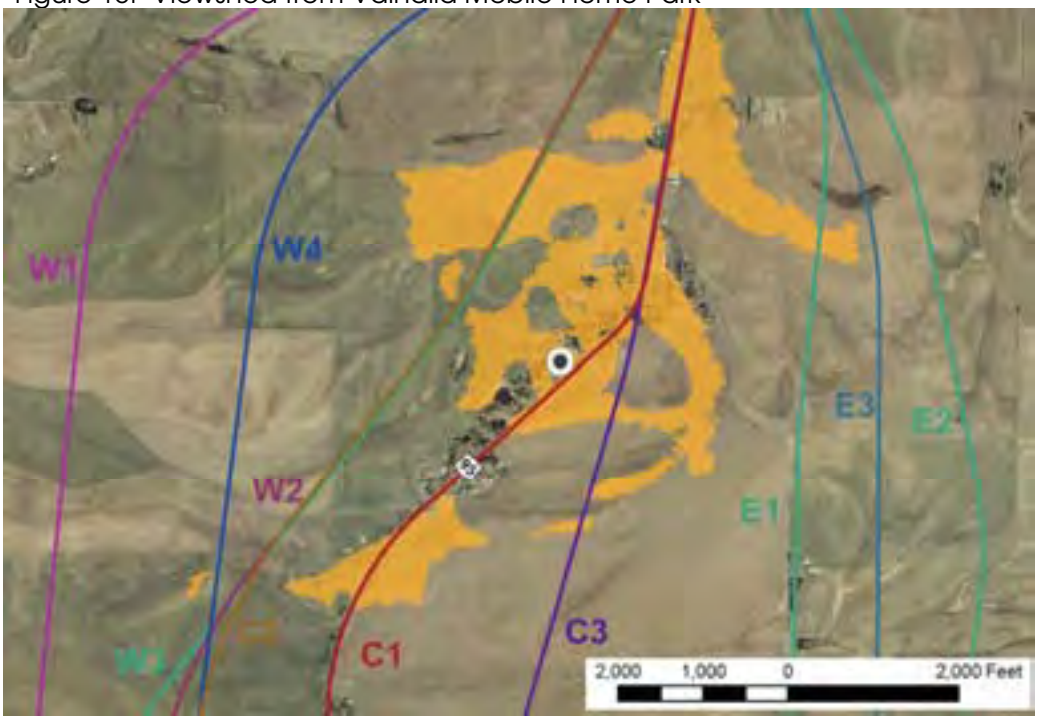


Figure 17: Viewshed from Hidden Village.

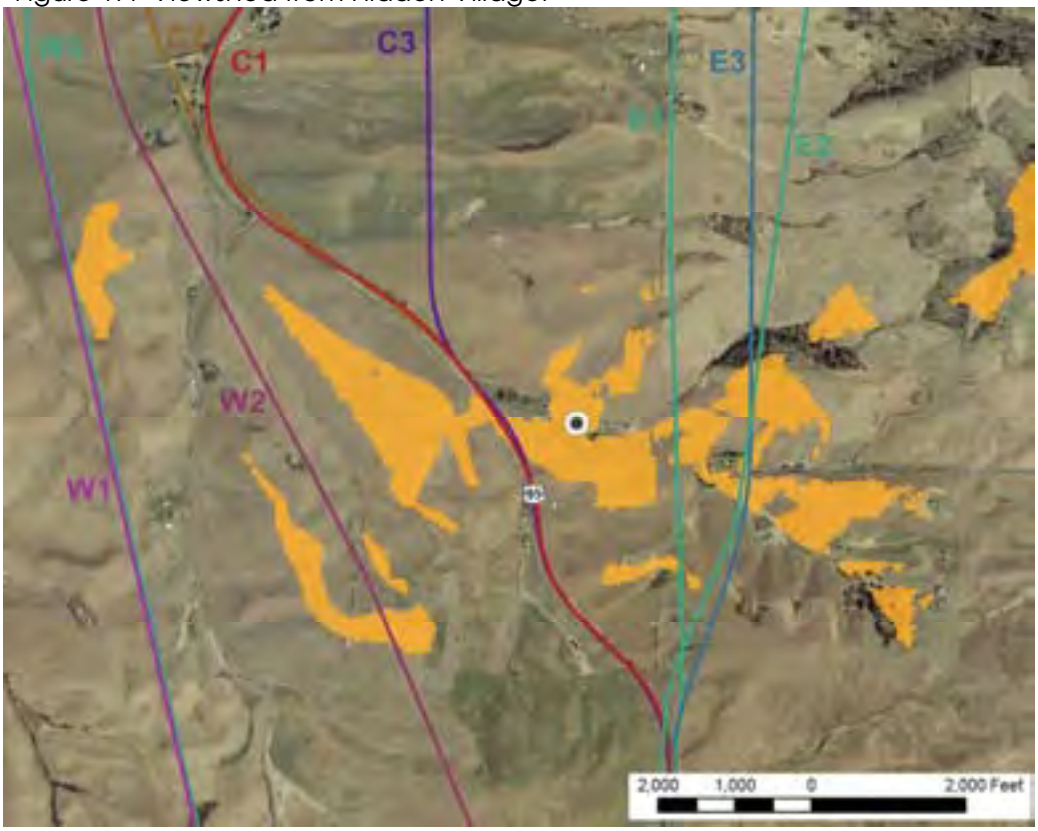
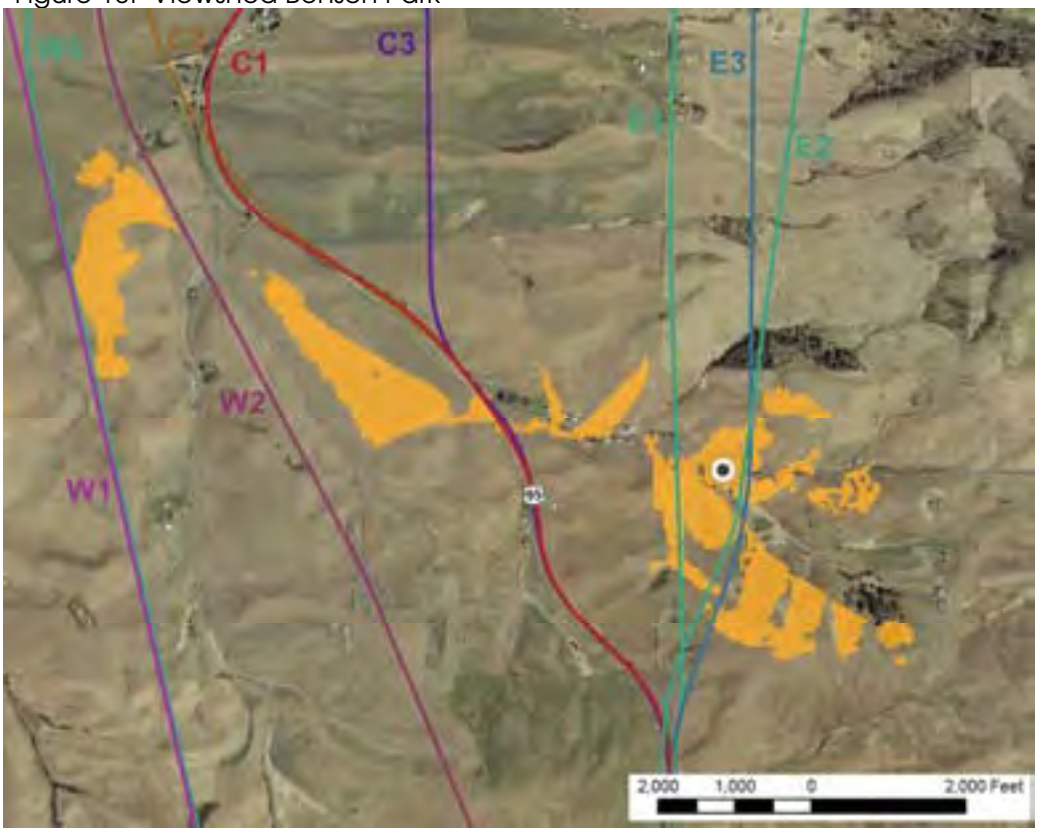


Figure 18: Viewshed Benson Park



Avoidance, Minimization, and Mitigation Measures

Community Safety

Since community safety is one of the issues that have prompted the development of this project, elements to enhance community safety have been evaluated and integrated into the project design (e.g., addition of travel lanes, turning bays, and wider shoulders on both sides of the corridor).

Right-of-Way Acquisition

The acquisition of right-of-way for new roadways, or improvements to existing roadways, is determined by assessing the type and function of the roadway and applying the latest engineering standards to accommodate safety and traffic operations. The right-of-way extends beyond the physical features of the roadway and, while not always recognized by the public, this "unseen" right-way often necessitates the removal/relocation of structures, utilities, trees, (etc.) to adequately support the facility as well as prepare for future improvements. Additional land is required in instances where there are slopes or bridges in order to ensure that the slopes/structures remain secure, and for safety purposes to prevent development from encroaching too close to the facility.

The mitigation of property acquisition activities for highway right-of-way in low-income or minority areas can be an important factor in helping the community accept the public-

good of the project. Acquisition payments and relocation benefits are basic entitlements and the payment of fair market value for the acquisition, followed by moving costs and other relocation benefits, help to ease the impacts resulting from the purchase and relocation of families and other persons.

Resident Relocations

There tends to be a predominance of older structures sited in long established mobile home parks, and because of their age are cheaper in value and subsequently cheaper in rent, providing a source of low-income housing (Valhalla Mobile Home Park, as noted previously, has a number of pre-1973 units). Idaho Code Title 44, Chapter 25 was adopted to ensure a continued supply of safe, affordable housing for Idaho citizens, which consists of a rehabilitation program for existing mobile homes constructed prior to June 15, 1976, (the effective date of the federal manufactured housing and safety standards act (HUD code)). The code applies to those units currently sited within Idaho or that may be brought into the state. It is the intent of the act that the relocation and installation of these homes be approved when the rehabilitation on the home has been completed pursuant to the requirements of the code and proof of compliance has been issued by the administrator of the division of building safety of the state of Idaho.

Mobile home park residents generally own their mobile homes, but they lease from the park owner the "pads" upon which the mobile homes rest. In other instances, they may rent the mobile home as well (as is the predominant case at Valhalla). It may be considered that mobile home parks provide an opportunity for low-cost housing to the low-income, elderly, poor, and infirmed. Because residents may hold the dual roles as owners and renters, these residents face particularly difficult financial burdens when faced with the need to relocate. The Uniform Relocation Act was created to ensure that displaced persons are provided fair and equitable treatment and protected from disproportionate injury resulting from projects designed to benefit the public as a whole. Relocation assistance is provided to people who must sell their homes to the government for public projects. Property owners who chose to sell their properties to the community (jurisdictional entity) as a result of a project, do so voluntarily, and are not eligible to receive assistance. Yet, tenants of those properties may have to leave their homes involuntarily and could be eligible for assistance.

With this being said, the relocation of people should not be taken lightly, both for financial and emotive reasons. Projects should be designed and implemented for the benefit of the public as a whole (when considering the common good), recognizing that there will be some who do not benefit equally. Relocation programs may be seen as relief for any inequities experienced, as well as an opportunity to improve quality of life (should a person be in a position of financial hardship).

Any necessary relocation would be performed in accordance with the Uniform Relocation Act, which requires that residents required to relocate be compensated.

Bicycle and Pedestrian Accommodation

Walking and bicycle use continue to increase every year, with people using these modes of transportation to go to and from work, recreate, and other reasons. While the corridor is rural in nature, walking and biking can play an important role in how people move throughout the area. Providing options for low-income citizens, for example, increases the success of welfare-reform programs which require certain work requirements be met

under welfare legislation passed in 1996. Rural areas tend to have fewer jobs than urban areas, and thus there may be greater distances to travel in which to reach job sites. Providing choices, or alternative modes of transportation, enables those who cannot afford a to own and/or operate a personal motor vehicle an option to reach work, allowing for a greater chance for people to transition from public assistance, or to enjoy an enhanced quality of life.

Noise Impacts

While noise is a technical matter not wholly related to environmental justice (it is usually handled through engineering means), it is a vital component in determining whether people are disproportionately affected by a roadway project. Noise mitigation strategies may present visual and aesthetic challenges in the effort to effectively reduce roadway noise. A balance (compromise) must be achieved to lessen the effects of noise on the community while maintaining the least obtrusive measures to do so since visual aesthetics and the preservation of the natural landscape are extremely important values of the community. Two commonly used noise abatement techniques are:

Noise Walls:
Noise walls are the most commonly employed form of noise mitigation, used to reduce noise by blocking the line of sight between a source and a receptor, forcing the sound waves to diffract over the top of the wall. However, the effectiveness of the wall is determined in large part by height, thereby creating visual barriers that can restrict views. For example, when residences are level with a roadway, a wall 15 feet tall will provide approximately 5 to 10 dB of noise reduction, which is a noticeable reduction, but the highway will still be audible. Moreover, this applies only to residences located within 100 to 200-feet of the wall since residences further back will experience less reduction.

Noise Berms:
Noise berms are typically preferred over walls for aesthetic reasons, particularly in residential or "natural" settings. The main issue with berms is space, as they require a footprint that is about six times their height (a berm fifteen feet tall requires a footprint of ninety feet). Further, noise berms provide equal or better reduction than a noise wall of the same height and reflect very little noise to the other side of the road, which can be an issue with walls.

Upon any further study, if noise issues become prevalent, it is suggested that landscaped berms be installed as a mitigation measure. Berms will promote and maintain the existing and desired appearance of the community, and will "blend" into the natural environment of the area, all the while providing an effective abatement of noise.

Visual Impacts

Preserving rural quality should be closely integrated with roadway design techniques. For aesthetic purposes, sensitive grading techniques should be implemented to blend the roadway into the natural terrain. To the extent possible, any bridges or other necessary structures should be designed with simple, non-intrusive profiles with colors to complement the natural landscape. Again, these measures will promote the rural character that the community has expressed a need to maintain and enhance.

Demographics

As the corridor becomes more defined, the data indicates a smaller percentage of minorities in the study area than for the county as a whole:

- 9.5% of the population of Latah County is identified as minority,
- 4.4% and 5% (analysis of two block groups) of the population is represented by a minority contingency when the population in the area is reviewed at the block group level,
- 3% of the population is represented by a minority contingency when specific blocks in the corridor area are reviewed

There is a higher per capita income in the corridor area compared to the county, reveling that the area is not subject to a disproportionately high amount of low-income residents.

- The per capita income for Latah County as a whole is $16,690, with 16.7 percent of the population living below poverty level (8.5 percent of the families).
- The per capita income in the corridor area is $22,871 and $21,273 (respectively for each block group), with 12.4 percent and 7.1 percent (respectively) of the population living below poverty level. 5.0 percent and 6.3 percent of the families are below poverty level.

Community Safety

The addition of travel lanes, center turning bays, and wider shoulders on both sides of the existing roadway (US 95) will improve safety for the community. Particularly, the C-1 alignment will benefit those persons who live adjacent to the current alignment of US 95. The remainder of the alternatives will, if selected, be designed and constructed in compliance with current roadway engineering standards. In addition, limiting access points to the roadway will diminish points of conflict and will reduce the amount and cost associated with access-related accidents.

Pedestrian safety may become a concern with the location of alternative E-1 passing between the Hidden Village and Benson Park Mobile Home Parks. Analysis of the design and construction of the bridge, roadway and slope treatments (retaining walls, landscaping) for any of the alternatives should reveal appropriate standards to implement in order to provide the safest pedestrian travel conditions possible and provide measures to encourage pedestrians to avoid potential hazards.

Right-of-Way Acquisition

The implementation of any one of the Alternatives would *not* result in right-of-way acquisition from Valhalla Mobile Home Park. The western alignments would not affect the Hidden Village and Benson Park Mobile Home Parks, although the central and eastern alignments would necessitate the acquisition of right-of-way. Alternatives that will minimize the amount of right-of-way necessary to the maximum extent possible should always be considered (such as C-1 and C-3). Any necessary right-of-way acquisition

would be performed in accordance with the Uniform Relocation Act, as a means of ensuring that property is acquired at a fair purchase price.

Resident Relocations

All of the proposed alignments (except for W-1, W-2 and W-3) entail, to varying degrees, the relocation of some homes and/or businesses. In some instances, the roadway alignment can be shifted to avoid structures all-together (C-1 along Valhalla area) and, in other instances, residents have expressed the desire to relocate.

Alternatives E1, E2 and E3 would result in the relocation of 3, 5, and 2 residences (respectively) within the subpopulation of concern. In an effort to minimize these impacts, inquiries were made, and the availability of homes within the community was recognized. There is *feasibility* and *willingness* for the relocation of homes and residents. Ms. Cassie Tribble with Moscow Properties, a property management company with several rentals in the area, was of the opinion that there are other opportunities available for displaced residents to find equitable living accommodations. And, Mr. Robert Clyde, owner of the Benson Park Mobile Home Park, stated that most of the owners of the trailers would not be opposed to the highway traveling through the park site and that they would like to sell their properties. In addition, some of the tenants of the park have anticipated the need to relocate and are searching or have located other sites in which to move.

Bicycle and Pedestrian Accommodation

Walking and bicycle use may increase (and be encouraged) in the area with the construction of wide shoulders along the roadway, which can play an important role in how people move throughout the area. Alternative modes of transportation are increasingly important for low and moderate income populations in order to provide more travel options, especially when energy costs might limit mobility and travel choices

Noise Impacts

The central alignments have the greatest potential to impact receptors (residential and commercial uses) and while the E-1 alternative will have a moderate impact on the Benson Park and Hidden Village communities, it will not be as great as the impacts on other residents living (and businesses operating) in the corridor. Pending further studies, additional analysis should reveal appropriate design standards to implement in order to mitigate noise impacts resulting from changes to the roadway.

Visual Impacts

The western alignments, which have little effect on the communities of concern, may have a high level of visual impact for residents (and travelers) based on the amount of cut and fill operations anticipated, compared to the other alternatives.

The eastern alternatives, visible from Hidden Village and Benson Park Mobile Home Parks, will have one bridge to populate the landscape, whereas the western alignments will have up to three bridges. Again, the visual impacts for the communities of concern will not be as great as the impacts on other residents living in the corridor, as far as bridges are concerned. Pending further studies regarding bridge design (aesthetics) and slope treatments (retaining walls, landscaping) from cut and fill operations, additional analysis

should reveal appropriate design standards to implement in order to mitigate visual impacts resulting from changes to the roadway.

CONCLUSIONS

"Based on the above discussion, although the eastern alignments may have a moderate adverse effect and mitigation would be needed, none of the alternatives will cause disproportionately high and adverse effects on any minority or low-income populations as per E.O. 12898 regarding environmental justice."

Throughout text, the term “displacements” changed to “impacts”: Impacted residences changed as follows:

Replace W4 with Modified W-4. The number is unchanged as “3”
C3 replaces 3 with 2
E2 replace 5 with 7

The Modified W-4 Alternative has one more residential impact than the C-3 Alternative; whereas they previously had the same number of residential impacts.

The potential for land use change via transportation projects is difficult to define; that is, land use change becomes somewhat more likely, but that it is in no way a certainty. The uncertainty about the prospects for change results from the complexity of land markets and land development (which is affected by multiple factors), and the fact that public policy can have a strong effect on development. There is no doubt that new roadway capacity might cause more development to occur. However, as discussed in the preceding section, this is not the driving factor for development decisions. At this stage, and as presented below, preventive strategies are key to mitigating impacts resulting from this transportation project:

- Mitigation measures for potential impacts on land use and growth require the efforts and cooperation of local agencies and ITD (measures that offset most future indirect impacts often will be beyond the control of ITD). Further, transportation decisions may be less important to developers' decisions about individual projects, because their time frames and planning horizons are so much shorter than the public sector's. In these situations, the best approach is to encourage the local agencies that can influence future growth to promote the benefits of design guidelines and environmental protection standards into all planned development (such as any future development near Paradise Ridge).

- Impacts to agricultural lands transitioning from farmland to non-farmland cannot be mitigated easily by the creation of new farmland elsewhere. For this reason, design standards and practices should be employed by ITD that minimize or avoid conversion and disruption to existing farming patterns. This may be achieved by designing corridors to follow existing property lines and minimize splitting large tracts of land (where reasonable); follow agricultural lines or cross fields at perpendicular angles to reduce the creation of odd-shaped, non-productive remnants; cooperation between farmers, ITD and the city and county planning departments to control access through select intersections, and; some small parcels that are separated by land fragmentation and are not economically feasible to farm could be purchased during the right of way acquisition process to facilitate land exchange and ownership consolidation (enabling ownership to be held on a single side of the highway). Success would be dependent on the cooperation of those whose property is needed for successful project completion.

- While not referenced in this survey, it bears mention that there is the possibility of a "Ring Road" being constructed to travel from the area south of the city west to the Pullman area. A roadway of this type, in combination with either the W-1 or W-4 alignment, may in all likelihood necessitate the construction of a "Y" type interchange at the point where the two alternatives curve from north to east. This presents its own set of challenges by exacerbating the issues surrounding future connectivity and contiguous growth in the area (previously mentioned above), as well as the potential for added pressure to develop the intersection in a commercial manner. Further, this "diversion" of traffic to the west of the city may create a shift in philosophy and planning for the area south of the Moscow city limits (and the recently completed Moscow South intersection project). The purpose (or perception of) of the Ring Road (quicker commute time, relief of congestion in Moscow, etc.) will also be a major factor in this area, with economic tradeoffs being most likely a necessity. Therefore, if plans are developed for a "Ring Road", it is imperative that the two projects are coordinated in order that the roadways operate together in an efficient manner; one roadway should not duplicate or be counterproductive to the functions of the other.