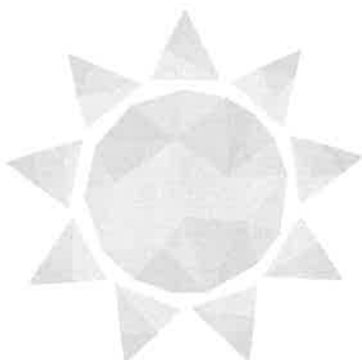




Inside This Issue

- 1 *Middleton Market Fees Start 2019*
 - 1 *Utility Fee Increase*
 - 2 *Population Growth in City Limits*
 - 3 *Valley-wide Population Estimates*
 - 4-5 *Annexation*
 - 6 *Proposed FY2019 Budget*
 - 6 *The Birth of a Republic*
 - 7 *Middleton Police Report*
 - 7 *New Police Officers*
 - 8 *Local Government Taxing Districts*
 - 8 *Calendar*
 - 8 *Library Children's Picture Book Re-design*
 - 8 *Project Status Reports*
-



Middleton Market Fees Start in 2019

Middleton Market is open and the city is accepting requests to reserve booth spaces on Thursday's 4:00 – 8:00 pm, first-come first-served. There is no charge for the use of the market area, but space reservations are required for Market Day Thursday's 4:00 – 8:00 pm until the Thursday following Labor Day.

Clean-up following use of the market area will add to the workload, but City Council said collecting a fee for market permits or space rental will wait until 2019 to get the market up-and-going.

Utility Fee Increase

City Council approved the following fee increases, and anticipates making any final adjustments in August 2018.

	Old Fee	New Fee
Water Base Rate	\$ 9.91	\$ 10.28
Mechanical Res. Check	\$ 35.00	\$ 60.00
Public Works review/inspection		
Commercial Plans/construction	none	\$ 250.00
Water Connection Hook-up	\$1,875.00	\$2,714.50
Sewer Connection Hook-up	\$3,875.00	\$6,709.00

The city's water and wastewater (sewer) systems are regulated by Idaho Department of Environmental Quality (DEQ) and the United States Environmental Protection Agency (EPA).

State law mandates the "enterprise fund" approach, meaning revenue (income) received by the city in monthly bills from the water base rate and water volume rate, and received when contractors obtain a building permit to connect a new house or business to the water system, must be used to pay all expenses associated with the water system. The same is true for the wastewater system.

Cities periodically perform a utility rate study to verify system revenue is adequate to pay costs. Middleton's last study was in 2014, and a lot has happened since then. The city hired JUB Engineering to perform a utility rate study to verify necessary system costs and evaluate if current monthly rates and new-construction connection fees are sufficient to pay costs to operate, maintain, improve, and expand the systems in compliance with DEQ and EPA regulations.

Population Growth in City Limits

<u>Year Information Source</u>	<u>Population</u>	<u>Percent Growth</u>
2000 United States Census	2,978	
2010 United States Census	5,524	46% / 10 years = 4.6 %/yr
2017 U.S. Census Estimate	7,439	26% / 7 years = 3.7 % /yr
2018 Middleton Estimate *	8,251	33% / 8 years = 4.25 %/yr
2018 Community Planning Association of Southwest Idaho Estimate	9,190	40% / 8 years = 5.0 %/yr

*The city population estimate is based on three people for each residential building permit issued since 2010

New construction building permits in city limits as of July 24, 2018.

Year	Residential	Multi-Family	Commercial	Total
2010	34	0	1	35
2011	23	0	2	25
2012	52	0	0	52
2013	140	0	3	143
2014	143	0	0	143
2015	119	0	0	119
2016	90	0	3	90
2017	166	0	3	187
2018	142	0	6	148

A portion of real property taxes paid by residents living in city limits has paid to construct, maintain, improve and expand city parks, and roads and pathways connecting neighborhoods to parks, schools and downtown.

Residents living outside of city limits, and in the area of city impact, have benefited from these parks and transportation improvements but not helped pay for them. The city would like to balance this financial inequity, and asked what city residents thought in a survey included in the July FrontPage newsletter. About 2,700 surveys were mailed to residents, and 70 responses were received (3%). Some respondents did not answer all questions, so totals do not match.

Survey Results

Should the city annex those properties that are less than five acres in size outside of, but contiguous to city limits? Yes 45 No 25

Should the city hire skilled workers and invest under \$1 Million in road construction equipment during the next couple of years to build its own roads? Yes 28 No 40

Should the city allow food vendors to operate from public roads in subdivisions? Yes 18 No 49
 On public roads that are not in subdivisions? Yes 42 No 27

Do you agree with the direction the city is going to increase minimum lot sizes, and increase housing options priced \$235,000 and over, and, as an incentive for custom homes to be built in city limits instead of right outside of city limits, allow swales for stormwater and waive required curb, gutter and sidewalk requirements if lots are at least one-half acre or larger? Yes 29 No 39

Historic Population Estimates by City Limits
Ada County

Year	Boise	Eagle	Garden City	Kuna	Meridian	Star	Unincorporated	Total	Regional Total
2018	232,300	29,910	11,880	20,740	106,410	10,310	59,390	470,930	688,110
2017	228,930	26,930	11,500	19,700	98,300	9,290	59,760	454,400	669,830
2016	226,900	25,510	11,420	18,430	91,420	8,150	61,020	442,850	651,030
2015	223,670	24,600	12,060	17,320	91,310	7,930	61,780	438,660	646,450
2014	217,730	23,460	11,160	16,070	85,240	7,140	61,130	421,920	620,080
2013	209,700	21,350	11,070	15,960	81,380	6,480	60,930	406,870	599,840
2012	207,730	20,550	11,020	15,650	78,290	6,030	60,400	399,670	590,070
2011	206,470	20,140	10,980	15,470	76,510	5,900	60,510	395,960	585,810
2010									
(Census) 2000	205,671	19,908	10,972	15,210	75,092	5,793	59,739	392,365	581,288
(Census) 1990	185,787	11,085	10,624	5,382	34,919	1,795	51,312	300,904	432,345
(Census)	125,738	3,327	6,369	1,955	9,596	648	58,142	205,775	295,851

Canyon County

Year	Caldwell	Greenleaf	Melba	Middleton	Nampa	Notus	Parma	Wildier	Unincorporated	Total
2018	56,860	860	570	9,190	98,370	570	2,140	1,710	46,900	217,180
2017	54,120	860	570	8,110	96,820	570	2,120	1,690	50,560	215,430
2016	52,620	860	570	7,580	90,860	570	2,110	1,640	51,360	208,180
2015	51,880	860	570	7,110	89,210	570	2,140	1,640	53,800	207,790
2014	47,440	840	520	6,150	84,840	540	2,010	1,540	54,270	198,160
2013	47,580	850	520	5,860	83,840	530	1,990	1,530	50,270	192,970
2012	46,800	850	520	5,630	82,160	530	1,990	1,530	50,390	190,400
2011	46,730	850	520	5,600	81,920	530	1,990	1,530	50,160	189,850
2010										
(Census) 2000	46,237	846	513	5,524	81,557	531	1,983	1,533	50,179	188,923
(Census) 1990	25,967	862	439	2,978	51,867	458	1,771	1,462	45,637	131,441
(Census)	18,586	648	252	1,851	28,365	380	1,597	1,232	37,165	90,076

Annexation

Most of us are unaware of which government entity owns and maintains a public road or park, and we do not care enough to find-out as long as the road and park are serviced and in good condition. We pay the tax bill when it comes in the mail and leave it to government to work out distribution of tax revenue. This is a precise reason for the properties proposed for annexation ... new residences and businesses have expanded city limits next to, around or beyond the properties, and the annexation process is the method to adjust revenue distribution between cities and counties, highway districts and transportation departments.

Without adjustments, the fiscal results would be absurd ... one entity collecting the revenue while a different entity incurred the expense and performed the work; no partnership that I am aware of works that way, the income, expense, and work must be balanced in order to continue. Properties proposed for annexation, unknowingly, have been receiving benefits of expensive city infrastructure maintenance, improvements and services paid for by individuals in city limits.

Please review the table below for accurate information about Middleton's real property tax rate. Middleton School District #134 is award-winning and one of the primary reasons people move to Middleton. Adding its tax rates to the City of Middleton's, along with Canyon County's, Canyon Highway District No. 4, Middleton Rural Fire District, Greater Middleton Parks and Recreation District, and other local government taxing districts may result in a basis for your thought that "Middleton has one of the highest tax rates of all cities in Idaho."

"There is only one reason a city would annex agricultural land: to promote development," you said. There are many other reasons, but the one I would like to focus on is the one that pertains to the Properties Proposed for Annexation: orderly growth, the opposite of "imposed urban sprawl." There is only one way to be prepared for growth coming next, and that is to keep-up, and responsibly account for and provide services to properties between city limits and the next "growth" properties.

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City Only Property Tax Collection				
Assume \$100,000 Taxable Value				
Cities	Rate	Taxable Value	City Tax	Population
Wilder	0.010979944	\$100,000.00	\$1,097.99	1,673
Caldwell	0.009199122	\$100,000.00	\$919.91	53,149
Parma	0.008675413	\$100,000.00	\$867.54	2,083
Nampa	0.008512504	\$100,000.00	\$851.25	91,382
Melba	0.006394875	\$100,000.00	\$639.49	529
Middleton	0.005193551	\$100,000.00	\$519.36	7,168
Notus	0.004553122	\$100,000.00	\$455.31	619
Greenleaf	0.002748114	\$100,000.00	\$274.81	874

Using 2017 rates
<https://www.canyonco.org/elected-officials/treasurer/tax-levy-rates/>

City Expansion, Enclaves and Annexation Plan

The City of Middleton Idaho was incorporated on March 20, 1910. City roads and then-existing subdivisions were documented on one survey map recorded in the records of Canyon County on June 30, 1959.

More land was annexed into the city and more subdivisions built starting in the mid-1970s. Since then, land has been added to the incorporated city limits when a landowner, or developer buying the landowners' property, applied for annexation.

The following factors were considered when Canyon County and the City of Middleton established the existing area of city impact on July 6, 2001: (1) trade area; (2) geographic factors; and (3) areas that can reasonably be expected to be annexed to the city in the future.

Middleton Impact Area boundaries are I-84 on the west, Purple Sage Road on the east, Can-Ada road on the east, and the Boise River on the south, except the impact area boundary extends south of the river one mile on both sides of Middleton Road to Lincoln Road.

In 2001, land in the area of city impact was reasonably expected to be annexed to Middleton.

Many properties were annexed, zoned and platted for development in the mid-2000s when the economy was booming. All development stopped in 2008 with the recession.

The economy started recovering and building in Middleton resumed in 2012. Four of the subdivision developments that stopped in 2008 resumed ... The Pines in 2013, The Lakes and Powder River in 2015, and The Crossing in 2016.

Three are resuming now: Stonehaven (fka Canyon Ridge), The Estates Phase 2, and The Pines Phases 2 and 3. (continued page 5)

Annexation continued

Ten subdivisions never re-started after the recession, so the large land parcels are annexed into city limits, zoned and many being farmed, but subdivision drawings expired so would start the platting process again. These large parcels of farmed land in city limits are labeled tan colored areas on the Transportation, Schools and Recreation map viewable online at middleton.id.gov or at City Hall.

Enclaves of one or more properties resulted from landowners selling land for development but not including their home sites, and from city limits expanding around properties over the years. An "enclave" is a portion of territory (parcels under county jurisdiction) within or surrounded by a larger territory, in this case county territory being within or surrounded by city territory.

The city on January 3, 2018 annexed 21 enclaves, properties surrounded by city limits, or surrounded by city limits on three sides and bordered on one the area of city impact boundary. In July 2018, the city started the process to annex 45 additional enclaves. Following that, the city intends to propose for annexation the properties less than five acres that are contiguous to city limits, or contiguous to other properties that are contiguous to city limits.

If Annexed, What Remains the Same?

Legal lifestyle and land uses continue without change, including farming and grazing. Anything legal a landowner or occupant was doing before annexation can be continued after annexation. The school, ambulance and fire districts remain the same.

An existing residence may continue to use a well and septic system. Connecting to city water and sewer is optional, and the city may waive one domestic water and wastewater connection fee.

If Annexed, What Changes?

The city is committed to having water and wastewater lines in public roads adjacent to annexed properties within three years.

Republic Services provides garbage and recycling pick-up services in the City of Middleton pursuant to a franchise agreement. If your provider is Republic Services now, it will remain the same, except, rather than you paying Republic Services directly, the franchise agreement requires the city to bill you, collect payment, and forward payment to Republic Services.

The city rather than the highway district will have jurisdiction and be responsible to maintain and improve the public road used to access the property. An individual can participate directly with community development by election as mayor or to the city council, or be appointed as a planning and zoning commissioner.

The Middleton Police Department rather than the Canyon County Sheriff's Office will have jurisdiction and primarily respond to emergency (911) and non-emergency calls (208-585-0008).

The number and types of animals legally on the property may remain and be replaced until the landowner or occupant moves. Subsequent owners or occupants of the property must comply with city standards: four animals per lot or acre; hogs, billy-goats and roosters are prohibited (Middleton City Code 5-2-3, Note 3).

Discharging a firearm in Middleton City limits is allowed; reckless discharge of a firearm is prohibited and a misdemeanor if convicted (Middleton City Code 10-2-2).

Materials may be checked out from the Middleton Public Library at no charge.

Real property tax will increase an estimated \$475.00 per \$100,000 of taxable value in 2019. The first-half of property tax payment is due December 20, 2019, and the second-half for 2019 is due June 20, 2020.

We are building a community, the Middleton community, and invite everyone living in the area of city impact to be a part of it. Properties less than five acres in the impact area and contiguous to city limits can be annexed and part of orderly growth.

The city's plans, ordinances and standards are available to view at City Hall or online at middleton.id.gov. Please compare the plans adopted about six years ago to the orderly, quality lifestyle and growth in town today in all sectors: peace and safety, walkability, health, livability, parks and pathways, water quality and conservation, residential, commercial, industrial and agricultural. Planning ahead and following the plans achieves desired results that benefit everyone.

No one likes to work or pay taxes, but we all do because we are part of something grand that is bigger than us individually. We are not individuals in the un-united individuals, cities, counties and states of America. Since the Revolutionary War, we are Americans in the United States of America. Since the Civil War, we are one nation under God.

Proposed FY2019 Budget

The proposed budget in detail or summary form for Oct. 1, 2018–Sept. 30, 2019 (FY 2019) is available for review at City Hall or on-line. City council is scheduled to consider approving a budget for next year at a public hearing scheduled at 6:30 p.m., August 15, 2018, 6 N. Dewey Ave., Middleton, Idaho.

Everyone is invited to comment orally or in writing at the hearing, or submit written comments before the hearing to the City Administrator, bcrofts@middletoncity.com, or at City Hall, 1103 W. Main Street, Middleton, Idaho 83644.

	FY2017	FY2018	FY2019
Administration	589,638	703,186	776,610
Buildings and Grounds	304,446	86,520	52,930
City Parks	207,147	161,011	168,623
Fleet Management			81,165
Library	406,839	324,020	385,000
Public Safety			
Building/Code Enforcement	27,112	536,330	312,084
Police	854,704	815,337	1,056,599
Salary & Benefits Reserve		27,998	7,500
General Fund			2,759,006
Solid Waste/Recycling	577,747	583,562	640,394
Storm Water			53,968
Transportation Fund	1,042,021	979,874	1,240,525
Water	791,521	791,095	1,218,595
Wastewater	1,437,073	1,635,108	2,121,436
Capital Construction		2,564,048	3,140,551
			9,522,934
TOTAL PROPOSED FY2019 BUDGET			\$12,281,940

The Birth of the Republic (1763 - 1789)

"No one likes to pay taxes, and Englishmen in 1763 thought they had too many," said Edmund S. Morgan in *The Birth of the Republic* published in 1956 by The University of Chicago Press. "Though they were the most powerful nation in the world and most prosperous, their government was costing too much." (p. 14)

"They had just completed the very expensive Seven Years' War against France, doubling the national debt. The war had also left them with a huge new territory to administer: Canada and the eastern Mississippi Valley. Many of them thought the whole of it not worth keeping;" (p. 15)

"The idea of relieving their own burdens [English] by taxing the colonies [America] had often been suggested to Englishmen, but hitherto they had not thought it wise to take the step. Americans were thus confronted with the first great challenge of the Revolutionary period." (p. 16)

Long before, and ever since, the birth of America, people and their leaders have balanced the burden of taxes with the desired safety, order and services provided by government. English troops were to assigned to defend territory from invasion, stifle insurrection, and enforce tariffs and laws against smugglers and piracy between England and America. (p. 15)

The pattern has been consistent throughout world history. The City of Middleton provides the following services: building code enforcement, library, parks, police, drinking water, and disposal of solid waste (garbage/recycling), storm water, and wastewater. The city can continue, modify (reduce or increase), or stop providing these services as residents desire.

Middleton Police Report

Police – Traffic Enforcement

The Middleton Police Department (MPD) applied for grants that were awarded to the city! An “emphasis” grant received from the Idaho Transportation Department paid for additional hours patrolling for impaired, inattentive and aggressive driving. Another grant paid for \$18,000 worth of traffic enforcement related equipment: a radar trailer detecting vehicle speeds, in-car radar systems, hand-held radar system, and a breath alcohol testing instrument carried with an officer when patrolling.

Speeding

MPD’s next “emphasis patrol” is for speed. Speeding is a problem across America. In 2015, speed was a contributing factor in 27% of all fatal crashes - and 9,500 lives were lost across America in speeding-related traffic crashes, according to the National Highway Traffic Safety Administration (NHTSA).

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense, or if the responding officer indicated that the driver was driving too fast for conditions at the time or was exceeding the posted speed limit. Speeders account for every three out of 10 drivers. It’s not just aggressive driving, it’s deadly driving.

Speeding greatly reduces the driver’s ability to slow a vehicle when necessary or to steer safely around an unexpected curve or another vehicle or a hazardous object in the roadway. In school zones or neighborhoods, the driver can strike a child or animal darting across the road.

Police officers are determined to help save lives by reminding all drivers to stay alert, to watch for and obey all posted speed limits. Our goal is to save lives. There is a reason for posted speed limits. Roadways are designed for safety at certain speeds, but roads can be dangerous depending on drivers and hazards.

Following speed limits sets a good example for children and protects everyone – drivers, passengers, pedestrians – everyone! The next time you get behind the wheel, please remember to Stop Speeding Before It Stops You.

Welcome Officer Robbins and Officer Hutton

The Middleton Police Department (MPD) started in October 2014 with a goal to have one patrol officer per 1,000 residents. The population living within city limits is about 8,500 and MPD had seven officers earlier this year.

Middleton School District #134 hired the City of Middleton to provide two School Resource Officer (SRO) services during the 2018-2019 school year: one at Middleton High School and one to service the academy, middle school and three elementary schools.

MPD assigned two officers to be the School Resource Officers (SRO) and hired two officers to fill the vacant patrol positions. Officer Ericca Robbins has about 15 years of law enforcement experience at the Caldwell and Parma police departments. She has worked in several different areas such as SRO, detective, and bicycle patrol. Officer Luke Hutton has several years of experience at the Emmett Police Department and Crook County Sheriff’s Office in Oregon.



Officer E. Robbins

Officer L. Hutton

Local Government Taxing Districts

The city is made up of many different governing districts. It is important to understand that different districts have different leadership, rules, regulations and taxing abilities. This information should help when you have questions. Each of these districts has open meetings that can be attended to understand issues and provide input. For more information contact information is provided below.

City of Middleton/Police
208-585-3133 / 208-585-0008

Cemetery District
208-585-9394

Fire District
208-585-6650

Greater Middleton Parks & Rec. District
208-585-3461

School District
208-585-3027

Project Status Reports

Status Report - ITD Conceptual Alternate Route

The Idaho Transportation Department (ITD) submitted an environmental report to the Federal Highway Administration (FHWA) for review and approval, which is anticipated to take two years. The environmental study culminating in the report included an area about one mile wide along State Highway 44 between the west Boise and I-84 west of Middleton. Widening Highway 44 between Boise and I-84 will consist of many projects over many years.

After FHWA approves the environmental study, ITD will prepare construction drawings for the Highway 44 Alternate Route south around downtown Middleton, and then add the project to the Idaho Transportation Improvement Plan (ITIP), and be in line for seven years to fund construction of that project. Construction of the alternate route will be in about 30 years at the earliest. ITD representatives are optimistic about funding the project because, after more than 10 years of work, it just added to ITIP several Highway 20-26 widening projects between Boise and I-84 in Caldwell that should be constructed in the next 10-20 years.

Calendar

City Council Meeting 6 N. Dewey Ave. 6:30 p.m.	August 1
Planning and Zoning Meeting 6 N. Dewey Ave. 7:00 p.m.	August 13
City Council Meeting 6 N. Dewey Ave. 6:30 p.m. Public Hearing - FY2019 Budget	August 15

Children's Picture Book Re-design at the Middleton Library

The library recently invested \$5,000 to resign the children's picture book section to utilize front facing shelving. This investment has shown an amazing return and response from patrons has been fantastic.



Status Report – 138 kV Transmission Line

Idaho Power is improving its electrical supply strength, consistency and capacity in the Middleton area. Replacement of older shorter poles with new taller power poles through Eagle, Star and all the way to Middleton Rd. is complete. Idaho power is scheduled this fall to start remove trees obstructing the route, mostly along the east-west segment of the route.

The new poles and transmission line route goes south on Murphy Ave., west along the south side of Lawrence-Kennedy canal north of Middleton Marketplace (fitness club and Burnt Lemon building) to its confluence with Mill Slough, follows the Slough to the future River Street alignment, west to Hartley Ln. future extension south of Highway 44, and north on the east side of Hartley Ln. to the power substation at the northeast corner of Willis Road and Hartley Ln.