



**Administrative Committee
Regular Meeting**

Laurie M. Hopkins

~Agenda~

City Clerk

www.ci.moscow.id.us

208.883.7015

Monday

3:00 PM

Council Chambers

September 24, 2018

206 E. Third St.

Action Items

**1. Approval Of Administrative Committee September 10, 2018 Minutes –
Laurie M. Hopkins**

Documents:

[ADMIN MINUTES OF 9-10-18.PDF](#)

**2. Amended And Restated Legacy Crossing Urban Renewal District
Redevelopment Plan Consideration - Bill Belknap**

Within the City's adopted 2015 Strategic Plan the Council has identified the deteriorating public infrastructure within the Downtown as a Major Challenge Area. During following joint meetings between City Council and the Urban Renewal Agency Board, the expansion of the Legacy Crossing District Boundary to include Main Street was identified as a priority. Amending the boundary would allow the Agency to partner with the City in future downtown streetscape and public infrastructure improvements. On April 2, 2018 at which time the Council directed the Agency to prepare a plan amendment for the Council's consideration. The Agency has completed that work and is now presenting the Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan for the Council's consideration. The public hearing upon the proposed plan amendment has been noticed for October 1, 2018.

PROPOSED ACTIONS: Receive report and conduct the public hearing upon the proposed Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan on October 1, 2018; or take other action as deemed appropriate.

Documents:

[AMENDED AND RESTATED LEGACY CROSSING URBAN](#)

[RENEWAL DISTRICT REDEVELOPMENT PLAN
CONSIDERATION.PDF](#)

3. 2019 Idaho's Child Passenger Safety Grant - Alisa Anderson

The Moscow Police Department has participated in a Child Passenger Safety program since 2003 by applying for funding to purchase safety seats for children and participating in Child Passenger Safety Technician Instruction classes. The FFY2019 funding requested will be directed through the Idaho Transportation Department, Office of Highway safety. The request is for \$5,550 for child safety seats and materials and \$10,275 for training and recertification of child safety seat technicians, events, and educational materials. The Moscow Police Department will contribute \$1,500 in staff time for training during the award period for a total program cost of \$15,825.

ACTION: Approve the proposed funding request to accept an anticipated award of \$14,325 from the Idaho Transportation Department, Office of Highway Safety or take such other action deemed necessary.

Documents:

[2019 IDAHOS CHILD PASSENGER SAFETY GRANT.PDF](#)

4. HRC Request For Statement In Support Of Idaho Proposition 2 - Jen Pfiffner

The City of Moscow Human Rights Commission would like to request that Mayor Lambert and the Moscow City Council issue a statement supporting Idaho Proposition 2, Medicaid Expansion Initiative. Many residents of Moscow and the State of Idaho fall into the Medicaid "gap" and cannot afford quality insurance.

PROPOSED ACTIONS: Receive request and provide staff further direction.

Documents:

[HRC REQUEST FOR STATEMENT IN SUPPORT OF IDAHO
PROPOSITION 2.PDF](#)

Reports

1. Modest Music Fest Report - Jen Pfiffner

NOTICE: Moscow City Council and committee meetings are televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.



Administrative Committee

Regular Meeting ~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

**Monday
September 10, 2018**

3:00 PM

**Council Chambers
206 E. Third St.**

The meeting was called to order at 3:00 PM

PRESENT: Gina Taruscio Chair, Art Bettge Councilmember, Anne Zabala Councilmember

OTHERS: Mayor Bill Lambert, Council Member Brandy Sullivan

STAFF: Gary J. Riedner, Mia Vowels, Alisa Anderson, Kathleen Burns, Dwight Curtis, Ryan Snyder, James Fry, Mike Ray, Jen Pfiffner, Laurie M. Hopkins

1. Approval of Administrative Committee August 27, 2018 Minutes – Laurie M. Hopkins

RESULT:	ACCEPTED [UNANIMOUS]
AYES:	Gina Taruscio, Art Bettge, Anne Zabala

2. Funding Request from Sojourners' Alliance (ACTION ITEM) – Gary J. Riedner

The City of Moscow has received a request from Sojourner's Alliance for one-time funding assistance. Sojourner's Alliance provides transitional housing as described in the attached memo. The request is for \$7,000 for assistance with the purchase and installation of security systems to be installed at Sojourner's facilities. These additional security systems will assist in the safety of Sojourner's staff and residents, as well as preventing potential damage to the facilities.

Staff is requesting direction from the City Council to fund Sojourner's request for financial assistance for the installation of security systems in the amount of \$7,000 from Legislative Non-Prioritized Projects 101-010-10-670-16. The remaining balance available is \$7,651.00.

PROPOSED ACTIONS: Receive request and provide Staff direction.

Riedner introduced Steve Bonnar and explained the organization believes security cameras are needed due to incidents over the past year. Bonnar said security cameras were installed on the main house that had the fire. This request is for cameras on the four main buildings. Bonnar is anticipating the cameras will discourage future incidents. The number of cameras and the cost of installation was discussed. Bonnar said Sojourners will cover the difference if the installation exceeds \$7,000.

Bettge understands the need for security for entire facility but is concerned on how much benefit it will be to the City. He would like Sojourners to be more forward thinking on the special projects because last minute requests seem common. Bonnar responded with the installation of cameras police intervention and support will diminish.

Taruscio felt if keeping people out was the goal, perhaps a fence would be less expensive. Bonnar said it is more about people coming to visit. If there are issues, they can be addressed immediately as the facts cannot be disputed.

Zabala asked if Bonnar had explored other funding options. He responded there are not any grants in the near future he can apply for.

Minutes Acceptance: Minutes of Sep 10, 2018 3:00 PM (Regular Items)

Bettge is inclined to support if it encourages good behavior and reduces police support. Taruscio is not convinced this is the only solution. Zabala would feel more comfortable if Sojourners attempted other resources as well. The Committee forwarded the item to the full Council.

RESULT:	RECOMMENDED TO COUNCIL REGULAR [UNANIMOUS]
AYES:	Gina Taruscio, Art Bettge, Anne Zabala

3. Walmart Foundation - Community Grant Program - Shop with a Cop - Alisa Anderson

The Moscow Police Department is seeking approval to submit a request to the Walmart Foundation under their Community Grant Program for \$2,500 to host the third annual Shop with a Cop event to assist less fortunate children that live in Latah County purchase gifts for their families for Christmas. This program will not only make resources available for children to purchase gifts, but will also encourage community collaboration among local businesses, families and law enforcement. If awarded the grant request, the event is scheduled to be held at the Moscow Walmart on December 8, 2018. The City of Moscow has applied and been awarded \$2,500 for this event in 2016 and 2017.

PROPOSED ACTIONS: Recommend approval to submit a grant request to the Walmart Foundation Community Grant Program for \$2,500 to host the third annual Shop with a Cop event in Moscow, or provide Staff further direction.

Anderson introduced the item as written above. Fry introduced Officer Ryan Snyder who ran the program last year. Snyder said it is a fun program to put together with lots of collaboration with other organizations. Moscow was awarded the full \$2500 last year and Latah County contributed \$500 through the grant as well. Counselors from the County elementary school suggest children. The children receive a \$75 gift card to pick a present for themselves and presents for family members. Approximately 25 officers participate in the event. The Committee recommended approval and that it be placed on the Council consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Gina Taruscio, Art Bettge, Anne Zabala

4. Styner/Hwy 8 Billboard Lease Termination Request - Dwight Curtis

There is an advertisement billboard at the corner of Styner Avenue and State Highway 8, situated on City pathway property (see attached photo). The billboard was originally installed when the property belonged to Palouse River and Coulee City Railroad, Inc., under a 20 year lease agreement with Northwest Outdoor Advertising, inc. The City acquired the property in 2005, maintaining the lease. There was discussion at the time of the City's acquisition of the property, to terminate the advertising lease at the end of its present term; October 31, 2018. The current billboard is a preexisting non-conforming use; under current City zoning regulations, a billboard could not be constructed on the current site.

PROPOSED ACTIONS: Recommend termination of the existing billboard lease agreement with Northwest Outdoor Advertising, effective October 31, 2018, including the removal of the structure as per the lease agreement, or provide Staff further direction.

Curtis introduced the item as written above adding Northwest Outdoor Advertising would take the sign down. Bettge felt this was the opportunity to alleviate a nonconforming structure that does not enhance esthetics in the area. The Committee recommended approval of the termination and that it be placed on the Council consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Gina Taruscio, Art Bettge, Anne Zabala

5. Pedestrian Easement Memorandum of Understanding with Blum Enterprises Inc. – Bill Belknap

Mr. Noel Blum recently purchased the former Dumas Seed Warehouse property located between Almon and Asbury Streets and adjacent to A Street. During a recent transaction to sell the brick powerhouse building and property (as proposed in the recently approved lot division) it was discovered that there was a unique easement that was granted via a quit claim deed dated in 1932, which granted an irregular shaped 16 foot wide easement for both private and public use as a public thoroughfare. Based upon the shape of the legal description of the easement, it appears that the easement might have been intended to extend a private alley between Asbury and Almon Streets out to Almon Street. Mr. Blum anticipates the need to pursue a quiet title action to extinguish the easement and remove the encumbrance from the property and is seeking the City's support. Mr. Blum is proposing to relocate the easement to a location along the southern property boundary to provide a pedestrian easement to cross the subject property providing an easement of much greater utility in creating a pedestrian route east-west from First Street to the east and Lillian Woodworth Otness Park to the west. In exchange, the City would provide a letter of support to Mr. Blum supporting the termination of the 1932 easement and any interest that the City may have in the easement. The City Attorney and Mr. Blum's attorney have prepared a Memorandum of Understanding (MOU) documenting this agreement for the Council's consideration.

PROPOSED ACTIONS: Recommend approval of the proposed Memorandum of Understanding with Blum Enterprises Inc., or provide Staff further direction.

Riedner introduced the item as written above adding the City never accepted the easement as a dedication. With the benefit to the public for a pedestrian easement along the south side, the Committee strongly supported approval of the MOU and asked it be placed on the consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Gina Taruscio, Art Bettge, Anne Zabala

6. Educational Uses in Central Business District Survey (ACTION ITEM) – Gary J. Riedner

During the recent Zoning Code update that was approved by the City Council on May 21, 2018, questions were raised by the Council regarding the allowance of Educational Institutions (colleges and universities) within the Central Business Zoning District (CBZD). The City Council approved the Zoning Code amendment as presented, but requested that the Administrative Committee of the City Council continue the discussion regarding the allowance of educational uses within the CBZD. On August 20, 2018, staff provided a presentation upon the history of the CBZD and the 2005 City Code amendment that addressed educational uses including schools, commercial schools and educational institutions within the CBZD to City Council. At that meeting, Council provided direction to staff to develop a survey for the community and property owners and businesses operating within the CBZD. A draft of that survey instrument has been prepared for the Council's review. The draft survey instrument includes questions designed to gauge the perceptions of the community and property owners and businesses operating within the CBZD in regards to a) current public/private universities and colleges in the CBZD and b) additional or expanded public/private universities and colleges in the CBZD.

PROPOSED ACTIONS: Receive draft survey instrument and provide Staff direction.

Riedner introduced the item as written above. A certain amount of returns are needed to make the survey valid. However, a two page survey should have a good amount of returns. Bettge asked for additional

information on what conditional use permits allow and may require for mitigation. It also mentions input from P&Z and Council, but leaves out input from BOA. Staff discussed how much detail to include without becoming a pamphlet that citizens do not want to fill out. Taruscio felt the list of conditional use permits within the background section was confusing and asked for some sort of delineation between the two entities. This survey will be separate from the biennial citizen survey but the same process will be used. Staff will bring the corrected survey to the full Council on September 17, 2018.

RESULT:	RECOMMENDED TO COUNCIL REGULAR [UNANIMOUS]
AYES:	Gina Taruscio, Art Bettge, Anne Zabala

Reports

NoWPAC Conference Update - Kathleen Burns

Burns said the Northwest Regional Public Art Administrators Conference has never been hosted in the inland northwest. It is taking place at City Hall September 18 and 19. There are approximately 60 attendees and there will be speakers from all over the northwest. Burns went through the partnerships of organizations and local community. Registration is at 8:00 a.m. with presentations and tours beginning at 9:00 a.m. Evenings will include a wine tasting and the ACLU mural launch, dinners and trivia at Tapped. Topics will include the rewards of public art, social issues, best practices for collections, maintenance challenges for public art, community engagement and others.

Adjourn

The meeting was closed at 3:48 PM

Minutes Acceptance: Minutes of Sep 10, 2018 3:00 PM (Regular Items)

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 09/24/2018**Title:** Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan
Consideration**Responsible Staff:** Bill Belknap

Information

DESCRIPTION: Within the City's adopted 2015 Strategic Plan the Council has identified the deteriorating public infrastructure within the Downtown as a Major Challenge Area. During following joint meetings between City Council and the Urban Renewal Agency Board, the expansion of the Legacy Crossing District Boundary to include Main Street was identified as a priority. Amending the boundary would allow the Agency to partner with the City in future downtown streetscape and public infrastructure improvements. The urban renewal district creation or amendment process includes a number of sequential steps as outlined in Idaho Code including the completion of an eligibility study of the area, Council authorization of the creation of the district plan, Planning and Zoning Commission for conformance with the Comprehensive Plan and finally the City Council conduct a public hearing and approves the Plan by ordinance.

The eligibility study was prepared by the Agency and approved by the City Council on April 2, 2018 at which time the Council directed the Agency to prepare a plan amendment for the Council's consideration. The district plan includes the purpose, goals and objectives of the urban renewal project, documents compliance with all required actions, identifies activities, improvements, partnerships, public and private participation that the Agency intends to undertake, establishes financial feasibility of the proposed activities. The Agency has completed that work and is now presenting the Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan for the Council's consideration. The public hearing upon the proposed plan amendment has been noticed for October 1, 2018.

STAFF RECOMMENDATION: Receive report and conduct the public hearing upon the proposed Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan on October 1, 2018; or take other action as deemed appropriate.

PROPOSED ACTIONS: Receive report and conduct the public hearing upon the proposed Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan on October 1, 2018; or take other action as deemed appropriate.

Necessary Resources/Impacts

<Type your fiscal/personnel/miscellaneous impacts here or N/A>

Attachments

First Amended Legacy Crossing Plan
RES 2018-03 Legacy Crossing Expansion Plan Transmittal
Legacy Crossing PZ Recommendations 07-11-18

Moscow, Idaho



Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan , 2018

City Council Resolution 2007-24
Adopted September 17, 2007

City Council Resolution 2008-05
Adopted February 19, 2008

Urban Renewal Agency Approval
Approved March 6, 2008

City Council Ordinance No. 2008-10
Adopted June 2, 2008

City Council Resolution 2018-05
Adopted April 2, 2018

Urban Renewal Agency Approval
Agency Resolution 2018-02
Approved June 7, 2018

City Council Ordinance No. ____
Adopted _____, 2018

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Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan Moscow, Idaho

Section 100: Introduction

The City of Moscow is located in Northern Idaho and within Latah County. The City boundary is adjacent to the Idaho-Washington state border, and is about 8 miles from Pullman, Washington. Moscow and Pullman, Washington are homes to the University of Idaho, and Washington State University, respectively. The economies of both cities have historically been based on these educational institutions and on the surrounding region's agricultural industries.

The City of Moscow's first urban renewal district, Alturas Technology Park, was an Urban Renewal/Competitively Disadvantaged Border Community Area. Its redevelopment plan has fostered economic growth through diversification by establishing a research and technology park for location of appropriate businesses. The Alturas Technology Park Plan was terminated early, effective September 8, 2015.

The City's second urban renewal district, the Legacy Crossing District, was established in 2008 with the desire to eliminate conditions impeding the City's economic growth in an area located between Moscow's historic downtown and the University of Idaho campus, an area designated as Legacy Crossing. The Legacy Crossing District was intended to allow the Agency to proactively address issues creating static economic conditions by taking actions targeted toward improvement of both underdeveloped properties and those properties in transition. The focus of the district was to spur more rapid land use transition of properties from former agricultural and/or industrial uses to new uses, and thereby transform the area from its current economic liability toward economic vibrancy.

In 2015 the Moscow City Council adopted a strategic plan for the City. This strategic plan identified both internal and external challenges facing the community. The most significant of these challenges were identified as major challenge areas. One major challenge area that the City Council identified included the significantly deteriorated condition of the Main Street in downtown.

The City's Strategic Plan specifically stated that; *"Moscow's Downtown streetscape was constructed almost 35 years ago by means of the 1981 downtown Local Improvement District (LID). Except for the Friendship square renovation in 2006, the City has placed little investment in downtown infrastructure, and much of the streetscape is in poor condition. The planters, benches, light poles, and exposed aggregate treatments that were installed in 1981 are now dated and deteriorating. Downtown Moscow is a key asset that represents the city's unique character and quality of life which could, if renovated be leveraged to increase local economic activity, and attract new residents, students and business investment, but which is ineffective in its current condition."*

This Amended and Restated Legacy Crossing Urban Renewal District Plan provides for the amendment to the District's boundary to annex an adjacent 12 acre area located directly east of the eastern District boundary.

House Bill 606, effective July 1, 2016, amended the Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the "Law") and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the "Act") confirming that a plan amendment to the Plan does not result in a reset of the base assessment roll values: "[f]or plans adopted or modified prior to July 1, 2016, and for subsequent modifications of those urban renewal plans, the value of the base assessment roll of property within the revenue allocation area shall be determined as if the modification had not occurred." Idaho Code § 50-2903(4). Further a plan amendment to accommodate a an increase in the revenue allocation area boundary as permitted in section 50-2033, Idaho Code is also an identified exception to the base reset requirement. Idaho Code § 50-2903A(1)(a)(ii).

What follows are details on the Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan¹ (the "Plan") for the Legacy Crossing Plan Area (the "Project Area," which includes the original 2008 Project Area and a new 12-acre area adjacent and contiguous with the 2008 Project Area, referred to as the Main Street Project Area), as managed by the Moscow Urban Renewal Agency (the "Agency"), in the City of Moscow (the "City"), Latah County, state of Idaho. This plan consists of the text contained herein and the following attachments:

- Maps of the Project Area Boundary (Attachment 1) which is the same as the Revenue Allocation Area Boundary. "Revenue Allocation Area" means that portion of an urban renewal area which the local governing body has determined is likely to increase in equalized assessed valuation as a result of the initiation of an urban renewal project.
- Legal description of the Legacy Crossing Urban Renewal District Revenue Allocation Area (Attachment 2);
- Maps showing the area's current zoning (Attachment 3) in the same Project Area;
- Infrastructure needs for improvements within the Project Area, together with descriptions and costs estimates (Attachment 4);
- Economic Feasibility Study for the Legacy Crossing District (Attachment 5) which identifies the fiscal impact upon all taxing entities (including the City) of allocating tax increment resulting from increased valuations within the Project Area to the Agency for the life of the Plan, and which addresses the potential that the Agency may finance various improvements with bonds or other obligations;
- A listing of private properties which may be acquired by the agency (Attachment 6).

The term "Project" is used herein to describe the overall activities defined in this Plan, and the project conforms to the statutory definition of "urban renewal project." Reference is specifically made to Idaho Code §§ 50-2018(10) and 50-2903(13) for the various activities

¹ This Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan is organized in a manner which, instead of showing new text underlined and text deleted as crossed out, simply restates in total the text of this Plan. Many of the tables and exhibits from the original 2008 Project Area are not repeated in this Plan for ease of review and analysis. Additionally, much of the financial information and improvement list has been replaced or superseded. The original work for the 2008 Project Area is available through the Agency or the City.

contemplated by the term "Project." Such activities include both private and public development of property within the Legacy Crossing Project Area. The term "Project" is not meant to refer to a specific activity or development scheme.

This Plan was prepared by consultants and staff of the Moscow Urban Renewal Agency (the "Agency"). The Plan was reviewed and recommended by the Agency Commission members, pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code (the "Law"); the Local Economic Development Act, Chapter 29, Title 50, Idaho Code (the "Act"); and all applicable local laws and ordinances. The proposed redevelopment of the Legacy Crossing Project Area as described in this Plan conforms to the Comprehensive Plan of the City of Moscow, as adopted by the City Council.

Idaho Code § 50-2905 identifies what information the plan must include with specificity as follows:

- (1) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
- (2) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
- (3) An economic feasibility study;
- (4) A detailed list of estimated project costs;
- (5) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
- (6) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
- (7) A termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and
- (8) A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

This Plan includes the above information with specificity.

The Agency may create several planning documents over time that generally describe the overall Legacy Crossing Project and may identify certain specific public and private capital improvement projects. Because of the changing nature of the Project, these documents, by necessity, must be dynamic and flexible. These documents will be modified as economic

circumstances and market conditions warrant. These modifications shall not be deemed as an amendment of this Plan or its intent. No modification will be deemed effective if it is in conflict with this Plan. The planning documents are purposely flexible and do not constitute specific portions of the Plan.

Prior to the adoption of any planning document or proposed modification to any planning document, the Agency shall notify the City and publish a public notice of such proposed modification at least thirty (30) days prior to the consideration of such proposed modification, thus providing the City and any other interested person or entity an opportunity to comment on said proposed modification. The Agency Commission shall consider any such comments and determine whether to adopt the modification. The planning documents apply to redevelopment activity within the Legacy Crossing Project Area as described herein. In the event of any conflict between this Plan and the appended documents, the provisions of this Plan shall control. The Agency intends to rely heavily on any applicable City design standards which may cover all or part of the Legacy Crossing Project Area.

This Plan provides the Agency with powers, duties, and obligations designed to facilitate implementation of the Plan and to further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project Area. The Agency retains all powers allowed by the Law and Act. Because of the long-term nature of this Plan and the need to retain in the Agency the flexibility to respond to market and economic conditions, property owner and developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of any area within the Project Area, nor does this Plan present specific proposals in an attempt to solve or alleviate the concerns and problems of the community relating to the Project Area.

Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established and specific solutions will be proposed. Such process will identify tools provided to the Agency to fashion, develop, and proceed with such specific plans, projects, and solutions. Implementation of this Plan will require public co-investment to help stimulate desired private development. Typically, the public will fund enhanced public facilities such as streets, sidewalks, parking facilities, parks, public buildings, utilities, cultural facilities, and playgrounds or plazas which, in turn will create an attractive setting for adjacent private investment.

The Agency realizes that accommodating new civic and cultural uses in Legacy Crossing will require investment in appointments of parks and public spaces. The Agency intends to allocate a certain percentage of its annual district revenues toward funding such appointments as:

- Landscape development & open space development, including street trees
- Pedestrian scale lighting
- Signage and way-finding amenities
- Street furniture

and other appointments and investments it deems supportive of the Legacy Crossing Plan goals. In addition, in keeping with the Moscow community's designation as "Heart of the Arts" and recognizing the unique economic impacts of art in the community, the Agency will allocate a minimum of 1% of its annual Legacy Crossing Urban Renewal District increment revenues to public art projects.

The particular projects or redevelopment projects by private entities described herein are not intended to be an exclusive or exhaustive list of potential redevelopment activity. Allowed projects are those activities which comply with the Law and the Act and which meet the overall objectives of the Plan. The purposes of the Law and Act that will be attained through and with the major goals of this Plan are:

- a) The elimination of deficiencies in the Project Area, including, but not limited to, deteriorating or deteriorated, or inadequate public improvements and facilities;
- b) The assembly of land into parcels suitable for modern development in the Legacy Crossing Project Area, with appropriate setbacks, parking, pedestrian safety, and vehicular circulation;
- c) The re-planning, redesign, and development of undeveloped, or underdeveloped areas which may be stagnant or improperly utilized or which are in transition from one use to another;
- d) The strengthening of the economic base of the Legacy Crossing Project Area and the community, by the installation of needed public improvements and/or upgrading of facilities to accommodate or to stimulate new commercial expansion which supports environmentally sustainable projects and practices intended to promote minimum impact on the environment (including impacts on energy, transportation and water resources); and to stimulate employment and economic growth, and to enhance the variety of available residential housing options;
- e) The establishment and implementation of performance criteria to assure appropriate site design standards, including environmental quality and other design elements which provide unity and integrity to the entire Legacy Crossing Project Area;
- f) The strengthening of the tax base of the City and other taxing districts by encouraging private development, thus increasing the assessed valuation of properties within the Revenue Allocation Area and the Project Area as a whole, and benefiting the various taxing districts in which the Legacy Crossing Project Area is located; and
- g) The creating of public spaces, public art, parks, trails and bike paths, and assorted green infrastructure.

Section 101: General Procedures of the Agency

The Agency is a public body, corporate and politic, as defined and described under the Law and the Act. The Agency is also governed by its bylaws as authorized by the Law and adopted by the Agency. Under the Law, the Agency is governed by the Idaho open meeting law, the Public Records Act; the Ethics in Government Act of 2015, Chapters 1, 2 and 4 of Title 74, Idaho Code; reporting requirements pursuant to Idaho Code §§ 67-450B, 67-450E and 50-

2913; and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code, as well as other procurement or other public improvement delivery methods..

Generally, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision. Whenever it is stated in the Plan that the Agency may modify, change, or adopt certain policy statements or contents of the Plan not requiring a formal amendment to the Legacy Crossing Plan as required by the Law or the Act, it shall be deemed to mean a consideration by the Commission of such policy or procedure, duly noticed upon the Agency meeting agenda and considered by the Agency at an open public meeting and adopted by a majority of a quorum of the members present, unless any provision herein provides otherwise.

Section 102: Provisions Necessary to Meet State & Local Requirements

Section 102.1: Conformance with State of Idaho Urban Renewal Law of 1965, amended

The Law allows for an urban renewal plan to be submitted by any interested person or entity in an area certified as an Urban Renewal Area by the Moscow City Council. On February 19, 2008, by Resolution 2008-05, the Moscow City Council determined the Legacy Crossing area to be deteriorated or deteriorating as identified within the Greater Downtown Moscow Area Eligibility Report dated August 7, 2007. With the adoption of Resolutions 2007-24 and 2008-05 the preparation of an urban renewal plan was authorized.

In accordance with the Idaho Urban Renewal Law of 1965, the Plan was submitted to the Moscow Planning and Zoning Commission ("P&Z Commission") at a public meeting held on April 9, 2008. After consideration of the Plan, the P&Z Commission filed its recommendation with the City Council stating that the Plan is in conformity with the Comprehensive Plan of the City of Moscow on April 29, 2008.

Pursuant to the Law and the Act, the City Council having published due notice thereof, a public hearing was held on this Plan. Notice of the hearing was duly published in a newspaper having general circulation. The City Council adopted the Legacy Crossing Urban Renewal Plan on June 2, 2008, by Ordinance No. 2008-10.

On April 2, 2018, by the adoption of the Legacy Crossing District Main Street Boundary Amendment Eligibility Study and by Resolution 2018-05, the Moscow City Council determined the area annexed under the Amended and Restated Legacy Crossing Project Area to be deteriorated or deteriorating. With the adoption of Resolution 2018-05 the preparation of amended and restated urban renewal plan was authorized.

In accordance with the Idaho Urban Renewal Law of 1965, the Plan was submitted to the Moscow Planning and Zoning Commission ("P&Z Commission") at a public meeting held on _____, 2018. After consideration of the Plan, the P&Z Commission filed its recommendation with the City Council stating that the Plan is in conformity with the Comprehensive Plan of the City of Moscow on _____, 2018.

Pursuant to the Law and the Act, the City Council having published due notice thereof, a public hearing was held on this Plan. Notice of the hearing was duly published in a newspaper having

general circulation. The City Council adopted the Legacy Crossing Urban Renewal Plan on _____, by Ordinance No. _____.

Section 103: History & Current Conditions

The Legacy Crossing Project Area is considered to be deteriorated or deteriorating because of the presence of various conditions, most of which are related to public infrastructure. (These conditions are referred to with more specificity on Attachment 4.) Whether the infrastructure is older and needs to be replaced or upgraded, or such infrastructure has been determined to be grossly inadequate to serve planned new development, the result is the same: existing development is often discouraged from upgrading and expanding, and new development is often slowed or thwarted because of the inadequacy of necessary public infrastructure such as road connectivity or sewer capacity.

The preparation and approval of the Plan, including a revenue allocation financing provision, provides additional resources to solve the public infrastructure problems in this area. Revenue allocation financing, also known as tax increment financing, should help to improve the situation. In effect, property taxes generated by new developments within the area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the new development in the Project Area may also generate new jobs in Moscow that would, in turn, benefit area residents and businesses.

Section 104: Purposes of Activities

The description of activities, public improvements, and the estimated costs of those items are intended to create an outside limit of the Agency's activity as it is now contemplated. The Agency reserves the right to change amounts from one category to another, as long as the overall total amount estimated is not substantially exceeded.

The items and amounts are not intended to relate to any one particular development, developer, or owner. Rather, the Agency intends to discuss and negotiate with any party, owner or developer who seeks Agency assistance in developing property according to the Plan. During such negotiation, the Agency will determine, on an individual basis, the eligibility of the activities sought for Agency funding, and the amount the Agency may fund by way of percentage or other criteria. The Agency will take into account the amount of revenue allocation proceeds (increment) estimated to be generated from a developer's activities. The Agency also reserves the right to establish, by way of policy, its funding percentage or participation, which would apply to all parties, owners and developers.

The activities listed in Attachment 4 are generally segregated by type and amounts funded, but the timing of such improvement may vary as funding depends to some extent on market forces. As required by the Law and Act, the Agency will adopt more specific budgets annually. Agency reserves the right to prioritize the several projects described in this Plan, and the Agency reserves the right to retain its flexibility in funding the various activities.

Throughout this Plan there are references to Agency activities, Agency funding, and the acquisition, development, and contribution of public improvements. Such references do not necessarily constitute a full, final, and formal commitment by the Agency but, rather, grant to the Agency the discretion to participate as stated subject to achieving the

objectives of this Plan and provided such activity is deemed eligible under the Law and the Act. In some respects the activities listed in Attachment 4 are concepts which will be determined or prioritized as the overall Project Area develops.

The Agency reserves the right to prioritize the projects described in this Plan. The Agency also reserves the right to retain its flexibility in funding the various activities. The Agency also reserves its discretion and flexibility in deciding which improvements should be funded and at what level, whether using its own funds or funds generated by other sources.

Section 200: Descriptions of Project Area

The boundaries of the Legacy Crossing Project Area and of the Revenue Allocation Area are synonymous, and are shown in Attachment 1 and described in Attachment 2, which are attached hereto and incorporated herein by reference. The Area starts at Henley Street and Highway 8 on the South, continues northwesterly along the eastern boundary of the University of Idaho to South Line Street, at which point the boundary doubles back along West Pullman Road to South Lieuallen Street, where it goes north to West A Street, then east to the easterly right of way of Main, then south along said right-of-way, south to West 8th Street, then southeasterly to Highway 8, east on White Place to Lynn Street, south to Paradise Creek, and finally northwesterly along the south side of Paradise Creek to Henley. For purposes of boundary descriptions and use of proceeds for payment of improvements, the boundary shall be deemed to extend to the other boundary of rights-of-way or other natural boundary.

Section 300: Proposed Redevelopment Actions

Section 301: General Overview

The Agency proposes to eliminate and prevent the spread of deterioration in the Legacy Crossing Project Area, as well as add to its economic vitality, by a variety of means. Among those means legally available to the Agency according to the Law and the Act are:

1. The acquisition of certain real property together with any improvements thereon;
2. The demolition or removal of certain buildings and improvements for public rights-of-way for streets, utilities, walkways, and other improvements, to eliminate unhealthful, unsanitary, or unsafe conditions, improve density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or to prevent the spread of blight or deterioration;
3. The provision for participation by property owners within the Project Area;
4. The provision for relocation assistance to displaced Project occupants, if any is needed, as required by law;
5. The installation, construction, widening, alignment or reconstruction of streets, redesigning of intersections, improving signalization and pedestrian access;

6. The improvement of utilities including water and sewer systems, electrical distribution and transmission lines in underground configuration, if needed to encourage new developments, multi-modal transportation and parking facilities, and other public improvements related to green infrastructure and waterway improvements, including, but not limited to, irrigation and drainage laterals and ditches, storm drain systems, as well as walkways, street lighting, parks and public open spaces, and improvements to railroad tracks and property;
7. The disposition of property for uses in accordance with the Plan;
8. The redevelopment of land by private enterprise or public agencies for uses in accordance with the Plan, especially development which is sensitive to and respectful of existing natural resources including streams and vegetation;
9. The rehabilitation of structures and improvements by present owners, their successors, the City and the Agency;
10. The preparation and assembly of adequate sites for development & construction of facilities for commercial, mixed-use residential, office, appropriate retail and other ancillary uses;
11. To the extent allowed by law, to lend or invest federal and/or Agency funds to facilitate redevelopment;
12. The construction of foundations, platforms, and other like structural forms necessary as sites for buildings to be used for mixed use commercial and other uses contemplated by the Plan;
13. To provide utilities to the several development sites.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law. Primarily, the Agency intends to provide connectivity improvements for pedestrian and vehicular traffic, to install or improve public infrastructure, to improve and add to open space, to seek more cohesive zoning arrangements, and to encourage development of mixed-use projects consisting of residential, office, and supporting commercial and retail, with the goals of adding to the City's economic development and viability.

Section 302: Urban Renewal Plan Objectives

Urban renewal action is necessary in the Legacy Crossing Project Area to combat problems of physical deterioration and economic underdevelopment.

The original Legacy Crossing Project Area consisted of approximately 163 gross acres. With the addition of the 12 acres annexed with this Amended and Restated Legacy Crossing Urban Renewal Plan the total area of the District is 174.9 acres with boundaries described in Section 200.

Conditions of properties located within the boundaries of the Legacy Crossing Project Area reveal a history of a slow-growing tax base primarily attributed to the lack of public improvements or deteriorating public improvements; inadequate facilities such as sewer capacity; sub-standard street conditions, including lack of pedestrian walkways and bike paths, curbs, gutters and the like; incomplete road connections resulting in congestion and compromised safety; undeveloped and underdeveloped properties; the change in use from agricultural or industrial to commercial, retail and mixed uses; and other factors. The area has a history of a slow-growing tax base primarily attributed to inadequate street and utility improvements, inadequate public park areas, undeveloped properties, and other deteriorating areas. In addition, portions of the Project Area have recently been found to contain contaminated soil and groundwater, requiring remediation.

In its location, this Project Area environment contrasts sharply with the growing economic and cultural strength of Moscow and the Latah County region.

Accordingly, the Plan under consideration for the Legacy Crossing Project Area is a proposal for public improvements and facilities to:

- Provide an improved environment for new commercial and mixed-use developments
- Eliminate unsafe and hazardous conditions
- Assist potential owners and other developers to create appropriate development sites through aggregation of existing small parcels and, where necessary, through acquisition, demolition, and disposition activities
- Improve multi-modal transit and multi-modal parking opportunities throughout the Project Area
- Otherwise prevent the extension of blight and deterioration and reverse the deteriorating characteristics of the area
- Promote sustainable development intended to minimize environmental impacts and promote wise use of natural resources, including water resources.

The Agency may participate in the cost of removal of extraordinary site conditions. Any streets or other rights-of-way to be vacated or relocated will create additional building area for mixed-uses or public use. Any such vacations or relocations must be requested from and approved by the City of Moscow or any other agency having jurisdiction over the particular public right-of-way.

Acquisition of any interest in real property may be utilized by the Agency when and if the Agency deems it necessary to promote redevelopment in accordance with the objectives of the Legacy Crossing Plan. A further objective of the Plan is to provide for the acquisition of property to be used for public facilities. Off-street parking facilities may be developed or improved to serve new commercial uses within the Project Area. Over the life of the Plan, land use in the Legacy Crossing Project Area will be modified to the extent that buildings or land currently vacant or underdeveloped may be converted to mixed-uses, to public and private parking, and to public

or semi-public uses. The provisions of this Plan are applicable to all public and private property in the Legacy Crossing Project Area.

The provisions of the Legacy Crossing Urban Renewal District Plan shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not abdicating the rights and privileges of the property owners which are vested in the present and future zoning classifications of the properties. All development under an owner participation agreement shall conform to those standards specified in Section 303.1 of this Plan.

This Plan must be practical in order to succeed. Particular attention has been paid to how and when the Plan can be implemented, given the changing nature of market conditions. Transforming the Legacy Crossing Project Area into a vital, thriving part of the community requires an assertive strategy. The following list represents the key elements of that effort:

1. Initiate simultaneous projects designed to revitalize the Project Area. From sewer improvements, to aggregating parcel ownership, to significant new development, the Agency plans to play a key role in creating and facilitating conditions to encourage the necessary momentum.
2. Develop new mixed-use projects to attract, encourage and assist the development of new businesses within the Project Area.
3. Pursue development across a variety of land-use sectors simultaneously.
4. Secure certain public open space in critical areas. This public open space will increase property values adjacent to it and, with amenities investments and with public art integrated, greatly contribute to a new sense of place ("placemaking").

Without direct public intervention, much of the Legacy Crossing Project Area could conceivably remain unchanged for the next several years. Success will come through numerous public-private partnerships. The Plan creates the necessary flexible framework for the Legacy Crossing Project Area to expand Moscow's economic vitality.

Section 303: Participation Opportunities & Agreements

Section 303.1: Participation Agreements

If the Agency determines that it is in the best interests of the Agency and the public in furtherance of the Plan, the Agency may enter into owner participation agreements with any existing or future owner of property, in the event the property owner seeks and/or receives assistance from the Agency in the redevelopment of the property. In that event, the Agency may allow for an existing or future owner of property to remove his property and/or structure from future Agency acquisition subject to entering into an owner participation agreement.

Each structure and building in the Legacy Crossing Project Area to be rehabilitated or new projects to be constructed as a condition of the owner participation agreement between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated and constructed, and the Agency may, in conjunction with the City, so certify, if the executed

owner participation agreements meet the following conditions and rehabilitated or new structures meet the following standards:

1. Any such property within the Legacy Crossing Project Area shall be required to conform to all applicable provisions, requirements, and regulations of this Plan. Upon completion of any rehabilitation or new development, each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty four (24) years.
2. All such buildings or portions of buildings which are to remain within the Project Area shall be rehabilitated in conformity with all applicable codes and ordinances of the City of Moscow and any other regulatory agency having jurisdiction.
3. Any new construction shall conform to all applicable provisions, requirements and regulations of this Plan.
4. Any new construction shall also conform to all applicable codes and ordinances of the City of Moscow and any other regulatory Agency having jurisdiction.

In such participation agreements, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. The provisions of this Plan are applicable to all public and private property in the Legacy Crossing Project Area.

In the event a participant under a participation agreement fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 307 of this Plan, and sold or leased for rehabilitation or development in accordance with this Plan.

Owner participation agreements may be used to implement the following objectives:

1. Encourage property owners or tenants to revitalize deteriorated and/or deteriorating areas of their parcels and to incorporate elements of the Plan.
2. Subject to the limitations of the Law and the Act, provide incentives to existing property owners or tenants to encourage continued utilization and expansion of existing permitted uses to prevent Legacy Crossing properties from falling into disuse, or proliferation of vacant and deteriorated parcels.
3. Allow existing nonconforming uses to continue in accordance with City regulations and to accommodate improvements and expansions allowed by City regulations.
4. Subject to the limitations of the Act, provide incentives to improve nonconforming Legacy Crossing properties so they implement the design guidelines recommended by this Plan to the extent possible, and encourage an orderly transition from nonconforming to conforming uses over the planning horizon.

All such agreements will address phasing issues, justification, and eligibility projection costs and achievement of the objectives of the Plan. The Agency shall retain its discretion in the funding level of its participation.

Section 304: Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate the Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency may impose on all public bodies the planning and design controls contained in the Plan to insure that present uses and any future development by public bodies will conform to the requirements of the Plan. Additionally, consideration will be given to such zoning and design requirements as may be in effect at the time projects are brought before the Agency. In accordance with the Law and Act, the Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements within the Legacy Crossing Project Area. Emphasis will be made on items including, but not limited to, site access issues, view-shed preservation, streetscape and building mass standards, pedestrian connectivity, integration of community spaces, green spaces, and open spaces, vehicular storage, and sustainable development practices.

The Agency specifically intends to cooperate to the extent allowable by law with the City of Moscow, Latah County, and the state of Idaho for the construction and reconstruction of public improvements and facilities, including water and sewer systems and street improvements. Specifically, the Agency intends to address public safety, traffic and connectivity issues in the Legacy Crossing Project Area with the City. The Agency seeks to provide input, guidance, and financial assistance, if appropriate, to improve traffic flow, connectivity and roadway and access improvements, streetscapes, and related traffic issues. The Agency also intends to cooperate with local transit authorities to improve transit and other transportation opportunities in the Project Area.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. However, the Agency will seek the cooperation of all public bodies that own or intend to acquire property in the Legacy Crossing Project Area. Any public body that owns or leases property in the Project Area will be afforded all the privileges of an owner participant if such public body is willing to enter into a participation agreement with the Agency. All plans for development of property in the Project Area by a public body shall comply with the provisions of the Plan.

In the event the Agency is participating with a public entity in a public development by way of financial incentive or otherwise, the public entity shall enter into a participation agreement with the Agency and then said public entity shall be bound by the Plan and other land use elements and shall conform to those standards specified in Section 304 of this Plan.

Section 305: Property Acquisition

Section 305.1: Real Property

Only as specifically authorized herein, the Agency may acquire, through the voluntary measures described below, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, required to eliminate or mitigate the deteriorated or deteriorating conditions, and as otherwise allowed by law. The acquisition shall be by any means authorized by law, including, but not limited to, the Law, the Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, but shall not include the right to invoke eminent domain authority except as authorized herein. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency shall not acquire real property to be retained by an owner pursuant to a participation agreement if the owner fully performed under the agreement.

The Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan or for the assembly of properties for the redevelopment of those properties to achieve the objectives of this Plan. Such properties may include properties owned by private parties or public entities. This Plan does not anticipate the Agency's widespread use of its resources for property acquisition, except for the construction of public improvements and any ability to engage in certain demonstration projects and other major objectives outlined in this Plan and to assemble certain critical or strategic parcels to dispose to the private sector to assist in the redevelopment of the Project Area.

In the event the Agency identifies certain property which should be acquired to develop certain public improvements intended to be constructed under the provisions of this Plan, the Agency shall coordinate such property acquisition with any other public entity (e.g., without limitation, the City, the State of Idaho, or any of its authorized agencies), including the assistance of the Agency of funds to acquire said property either through a voluntary acquisition or the public entity's invoking of its eminent domain authority without an express amendment to this Plan, properly approved by the City Council.

Under the provisions of the Act, the urban renewal plan "shall be sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area." Idaho Code § 50-2018(12). The Agency has not identified any particular parcel for acquisition for the construction of public improvements. These activities are generally described in Attachment 4. The Agency may also acquire property for the purpose of developing public parking facilities, providing public open space, and enhancing the opportunity for other uses. At the present time, the Agency cannot specifically identify which parcels may be necessary for acquisition. The Agency reserves the right to determine which properties, if any, should be acquired. Generally, the Agency will invoke its acquisition authority only for the elimination or mitigation of deteriorated or deteriorating buildings, structures, or properties in order to enhance public open space in the Project Area or to assist or participate in site reclamation, remediation, or elimination of blighted or deteriorated areas, and then only by voluntary means. However, the Agency's authority to invoke eminent domain to acquire real

property for disposition to private parties for economic development is limited by Idaho Code § 7-701A.

Section 305.2: Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of the Plan and where allowed by law, the Agency is authorized to acquire personal property in the Legacy Crossing Project Area by any lawful means, including eminent domain. For purposes of the Plan, acquisition of certain permanent fixtures or improvements upon real property shall be governed by this section.

The Agency retains the right to purchase those fixtures or improvements (including buildings) for the purpose of eliminating certain deteriorated or deteriorating structures or to facilitate the redevelopment of the real property upon which the buildings and structures are located. Such acquisition shall be based upon appraised value of the structures and negotiation with the owner of the structures. The Agency shall take into account, before committing to such acquisition, any environmental or other liability present or potentially present in such structures.

In the event the Agency determines to acquire such property, it shall do so upon the successful negotiation of an owner participation agreement in compliance with the terms of Section 303.1 of the Plan. In addition, such owner shall commit to the redevelopment of the real property and to maintain the real property in a safe and clean manner. The Agency shall acquire such property by way of any acceptable conveyance.

Section 306: Property Management

During such time such property, if any, in the Legacy Crossing Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

Section 307: Relocation of Persons (including Individuals and Families), Business Concerns, and Others Displaced by the Legacy Crossing Project

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Agency may also undertake relocation activities for those not entitled to benefit under federal law as the Agency may deem appropriate and for which funds are available. In the event the Agency's direct activities result in displacement of families within the Legacy Crossing Project Area, the Agency shall compensate such residents by providing reasonable moving expenses into decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families. For any other activity, the Agency will comply with the provisions of the Idaho Urban Renewal Law regarding relocation.

The Agency reserves the right to extend benefits for relocation to those not otherwise entitled to relocation benefits as a matter of state law under the Act or the Law. The Agency may or may not determine to use as a reference the relocation benefits and guidelines promulgated by the federal government, the state government or local government.

The intent of this section is to allow the Agency sufficient flexibility to award relocation benefits on some rational basis, or by payment of some lump sum per-case basis. The Agency may also consider the analysis of replacement value for the compensation awarded to either owner occupants or businesses displaced by the Agency to achieve the objectives of the Plan. The Agency may adopt relocation guidelines which would define the extent of relocation assistance in non-federally-assisted projects and which relocation assistance to the extent feasible would be uniform. The Agency may adopt relocation guidelines which would define the extent of relocation assistance in non-federally-assisted projects and which relocation assistance to the greatest extent feasible would be uniform. For displacement of families, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits.

Section 308: Demolition, Clearance, and Building Site Preparation

Section 308.1: Demolition and Clearance

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Legacy Crossing Project Area as necessary to carry out the purposes of the Plan.

Section 308.2: Preparation of Building Sites

The Agency is authorized (but not required) to prepare or cause to be prepared as building sites, any real property in the Legacy Crossing Project Area owned by the Agency. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, traffic signals, drainage facilities, and other public improvements necessary to carry out the Plan.

The Agency is also authorized (but not required) to construct foundations, platforms, and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for commercial, private, public, and other uses provided in the Plan. To the extent allowed by the Law and Act, the Agency may assist in the preparation of building sites by way of reclamation, remediation, or elimination of deteriorated or deteriorating conditions. The Agency is also authorized, but not required, to purchase certain site or building improvements for purposes of site preparation and development.

Section 309: Property Disposition and Development

Section 309.1: Real Property Disposition and Development

Section 309.1 (A): General

For the purposes of the Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho Code § 50-2011 and as otherwise allowed by law. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding. All purchasers or lessees of property acquired from the Agency shall be obligated to use the property for the purposes designated in the Plan, to begin and complete development of the property within a

period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of the Plan.

Where determined by the Agency to be beneficial to the Legacy Crossing Project Area and in the public good, real property acquired by the Agency may be conveyed by the Agency without charge to any public body as allowed by law. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in the Plan.

Section 309.1 (B): Disposition and Development Documents

To provide adequate safeguards to ensure that the provisions of the Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements is subject to the provisions of the Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to the Plan.

Leases, deeds, contracts, agreements, and declarations of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out the Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Latah County.

All property in the Legacy Crossing Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, age, handicap, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property. All property sold, leased, conveyed, or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Legacy Crossing Project Area shall contain such nondiscrimination and non-segregation clauses as required by law. The Developers (including owner/participants) will be required by the contractual agreement to observe the Land Use and Building Requirements provision of the Plan, and to submit a Redevelopment Schedule satisfactory to the Agency. Schedule revisions will be made only at the option of the Agency.

As required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public, the following requirements and obligations may be included in the agreement:

1. A plan and time schedule for the proposed development shall be submitted to the Agency.
2. The purchase or lease of the land, subterranean rights, and/or air rights is for the purpose of redevelopment and not for speculation.

3. The building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).
4. There will be no discrimination against any person or group of persons because of handicap, age, race, sex, creed, color, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises or any improvements erected or to be erected thereon or therein conveyed, nor will the developer himself or any person claiming under or through him establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, sub-lessees, or vendees in the premises or any improvements therein conveyed. The above provision will be perpetual and will be appended to the land disposed of within the Legacy Crossing Urban Renewal Project Area by the Agency.
5. The site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan.
6. At the discretion of the Agency, a bond or other surety will be provided acceptable to the Agency to ensure performance under the contract of the sale.
7. Rehabilitation of any existing structure must assure that the structure is safe and sound in all physical aspects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty (20) years.
8. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City of Moscow or Latah County, if applicable.
9. All new construction shall have a minimum estimated life of no less than twenty (20) years.
10. All disposition and development documents and owner participation agreements shall be governed by the provisions of Section 405.2 of the Plan.
11. All such buildings or portions of the buildings which are to remain within the Legacy Crossing Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City of Moscow or Latah County, if applicable. All disposition and development documents shall be governed by the provisions of Section 420 of the Plan.

The Agency also reserves the right to determine the extent of its participation based upon the objectives of this Plan.

Section 309.1 (C) Development by the Agency

To the extent now or hereafter permitted by the Law or Act, the Agency is authorized to pay for, develop, or construct any publicly-owned building, facility, structure, or other improvement within the Legacy Crossing Project Area for itself or for any public body or entity, which buildings, facilities, structures, or other improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the buildings, facilities, structures, and

other improvements described in Attachment 4, attached hereto and incorporated herein by reference, and may acquire or pay for the land required therefore.

The Agency may also prepare properties for development by renovation or other means as allowed by the Law or Act. The Agency may also as allowed by the Law or Act assist in the development of private projects.

In addition to the public improvements authorized under Idaho Code § 50-2007, the Agency is authorized to install and construct, or to cause to be installed and constructed, within the Legacy Crossing Project Area or outside the Project Area, for improvements or facilities that are needed to support new development in the Project Area, for itself or for any public body or entity, public improvements and public facilities, including, but not limited to, the following: (1) utilities; (2) pedestrian and bicycle paths and facilities; (3) traffic signals; (4) landscaped areas; (5) street and sidewalk improvements, including new access roads and streets; (6) sanitary sewers; (7) flood control facilities and storm drains; (8) water mains, pumps, and reservoirs; (9) parks and recreation facilities; (10) improved railroad property use; (11) environmental remediation and property reconditioning; (12) public art installations; and (13) civic plazas or the like. Where appropriate, the Agency seeks to coordinate special streets, parks, and urban open spaces within the Legacy Crossing Project Area to enhance connectivity.

Any public facility ultimately owned by the Agency shall be operated and managed in such a manner as to preserve the public purpose nature of the facility. Any lease agreement with a private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

The Agency may enter into contracts, leases, and agreements with the City, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under subdivision (2)(b) of Section 50-2908 of the Act and Section 504 to this Plan or out of any other available funds.

Section 309.1 (D) Development Plans

All development plans, whether public or private, prepared pursuant to disposition and development or owner participation agreements shall be submitted to the Agency for review. All development in the Legacy Crossing Project Area must conform to those standards specified in Section 404, *infra*.

Section 310: Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

Section 311: Rehabilitation and Conservation

The Agency is authorized to rehabilitate, renovate, and conserve or to cause to be rehabilitated, renovated, and conserved, any building or structure in the Legacy Crossing

Project Area owned by the Agency for preparation of redevelopment and disposition. The Agency is also authorized and directed to advise, encourage, and assist in the rehabilitation and conservation of property in the Project Area not owned by the Agency. The Agency is authorized, though not required, to acquire, restore, rehabilitate, move, and conserve buildings of historic or architectural significance.

Section 312: Participation with Private or Public Development

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by the Department of Housing and Urban Development for the Community Development Block Grant Program and other applicable federal programs.

Under those regulations, the Agency may participate with the private sector in the development and financing of those private projects which will attain certain federal objectives.

The Agency may, therefore, use the federal funds for the provision of assistance to private, for-profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms of support, or any other activity necessary or appropriate to carry out an economic development project. The Agency may also use funds from any other sources for any purpose set forth under the Law.

The Agency may enter into contracts, leases, and agreements with the City or other public body or private entity pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under subdivision (2)(b) of Section 50-2908 of the Act and Section 504 of the Plan, or out of any other available funds.

Section 313: Conforming Owners

The Agency may, at the Agency's sole and absolute discretion, determine that certain real property within the Legacy Crossing Project Area presently meets the requirements of the Plan, and the owner of such property will be permitted to remain as a conforming owner without a participation agreement with the Agency, provided such owner continues to operate, use, and maintain the real property within the requirements of the Plan.

Section 314: Art Funding

The Agency will consider funding public art and cultural amenities which add value to the community, through joint ventures with private developers and in cooperation with the City of Moscow. In its implementation of this Plan, the Agency encourages development which integrates public art and culture in the development.

Section 315: Multi-Modal Transportation

The Agency recognizes the need to promote multi-modal transportation in the Legacy Crossing Urban Renewal District, and encourages development which supports and cooperates with the

City of Moscow, the University of Idaho and other partners in providing opportunities for multi-modal transportation.

Section 400: Uses Permitted in the Project Area

Section 401: Redevelopment Plan Map & Development Strategy

The map of the original Legacy Crossing Project Area and Revenue Allocation Area Boundary and the amended and restated annexed area boundary are attached hereto as Attachment 1 and their legal descriptions are attached hereto as Attachment 2; both are incorporated by reference and describe the location and the boundaries of the Project Area. The proposed land uses to be permitted in the Legacy Crossing Project Area for all land, public and private, shall be in accordance with the City of Moscow's Zoning Ordinance, and future redevelopment activities of individual parcels will of course depend on market forces.

Section 402: Designated Land Uses

The Agency intends to rely upon the overall land use designations and zoning requirements of the City of Moscow and where applicable, of Latah County.

Section 402.1: Commercial Uses

Commercial uses shall be as set forth and described in the City of Moscow's Zoning Ordinance.

Section 402.2: Residential Uses

Residential uses shall be as set forth and described in the Zoning Ordinance for the City of Moscow.

Section 402.3: Industrial Uses

Although industrial uses are not contemplated as a primary component of this Plan, should an industrial use of any property within the District be considered, such industrial uses shall be as set forth and described in the Zoning Ordinance for the City of Moscow. Any industrial uses shall be evaluated in consideration of impacts to adjoining and adjacent land uses in the Legacy Crossing Urban Renewal Area and the objectives of this Plan.

Section 403: Other Land Uses

Section 403.1: Public Rights-of-Way

The Legacy Crossing Project Area includes several major public streets, including but not limited to, Jackson Street, A Street, Third Street, Sixth Street, College Street, Main Street and Troy Road/State Highway 8. These and other major rights-of-way may be further developed in the Project Area. Additional public streets, alleys, and easements may be created in the Legacy Crossing Project Area as needed for connectivity and proper development. Existing streets, alleys and easements may be abandoned, closed, expanded, or modified as necessary for proper development of the Legacy Crossing Project in conjunction with any applicable policies

and standards of the City of Moscow or the Idaho Department of Transportation as may be applicable regarding changes to dedicated rights-of-way.

Any changes in the existing interior or exterior street layout shall be in accordance with the objectives of this Plan and the design standards of the City of Moscow or the Idaho Department of Transportation, as may be applicable; shall be effectuated in the manner prescribed by state and local law, and shall be guided by the following criteria:

1. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access, vehicular parking, and delivery loading docks with the similar needs of any existing developments permitted to remain; such balancing taking into consideration the rights of existing owners and tenants under the rules for owner and tenant participation adopted by the Agency for the Legacy Crossing Project Area and any participation agreements executed hereunder.
2. The requirements imposed by such factors as topography, traffic safety, and aesthetics;
3. The potential need to serve not only the Legacy Crossing Project Area and new or existing developments but also to serve areas outside the Project Area by providing convenient and efficient vehicular and pedestrian access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public, franchise and private utilities, and activities typically occurring within public rights-of-way.

Section 403.2: Other Public, Semi-Public, Institutional and Nonprofit Uses

The Agency is also authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or nonprofit uses. All such uses shall, to the extent possible, conform to the provisions of the Plan applicable to the uses in the specific area involved. The Agency may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Legacy Crossing Project Area.

Section 403.3: Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Legacy Crossing Project Area for interim uses that are not in conformity with the uses permitted in the Plan. However, any interim use must comply with applicable codes and regulations of the City of Moscow.

Section 404: General Controls and Limitations

All real property in the Legacy Crossing Project Area, under the provisions of either a disposition and development agreement or owner participation agreement, is made subject to the controls and requirements of the Plan. No such real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of the Plan, except in conformance with the provisions of the Plan.

Section 404.1: Construction

All development and construction in the Legacy Crossing Project Area shall comply with all applicable state and local laws and codes in effect at the time such development or construction occurs. In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Legacy Crossing Project Area in the event of a disposition and development agreement or owner participation agreement. Such performance and development standards may include requirements for sustainable development, such as green building codes and other sustainable development practices.

Section 404.2: Rehabilitation and Retention of Properties

Any existing structure within the Legacy Crossing Project Area subject to either a disposition and development agreement or owner participation agreement approved by the Agency for retention and rehabilitation shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to surrounding uses.

Section 404.3: Limitation on Type, Size and Height of Building

Except as set forth in other sections of this Plan, the type, size, and height of buildings shall be as limited by applicable federal, state, and local statutes, ordinances and regulations.

Section 404.4: Open Spaces, Landscaping, Light, Air and Privacy

The approximate amount of open space to be provided in the Legacy Crossing Project Area is the total of all areas which will be public ground, the space around buildings, and all other outdoor areas not permitted to be covered by buildings. Landscaping shall be developed in the Legacy Crossing Project Area to ensure optimum use of living plant material. Sufficient space shall be maintained between buildings in all areas to provide adequate light, air, and privacy.

Section 404.5: Signs

All signs shall conform to City of Moscow's sign ordinances as they now exist or are hereafter amended.

Section 404.6: Utilities

The Agency shall require that all utilities within the Legacy Crossing Project Area be placed underground whenever physically and economically feasible.

Section 404.7: Incompatible Uses

No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors which would be incompatible with the surrounding areas or structures shall be permitted in any part of the Legacy Crossing Project Area.

Section 404.8: Nondiscrimination and Nonsegregation

There shall be no discrimination or segregation based upon age, race, color, creed, religion, sex, marital status, national origin, handicap, or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Legacy Crossing Project Area.

Section 404.9: Subdivision of Parcels

Any parcel in the Legacy Crossing Project Area shall be subdivided only in compliance with the City of Moscow Subdivision Ordinance. Additionally, consideration will be given to design requirements as may be adopted by the City and in effect at the time projects are brought before the Agency.

Section 404.10: Minor Variations

Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit such variation, the Agency must determine that:

1. The application of certain provisions of the Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Plan;
2. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
3. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
4. Permitting a variation will not be contrary to the objectives of the Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of the Plan, without amendment of the Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of the Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under City codes and ordinances.

Section 404.11: Off-Street Loading

All development and construction in the Legacy Crossing Project Area shall provide for off-street loading as required by the City ordinances as they now exist or are hereafter amended.

Section 404.12: Off-Street Parking

All development and construction in the Legacy Crossing Project Area shall provide off-street parking as required by the City ordinances as they now exist or are hereafter amended.

Section 405: Design for Development

Section 405.1: Design Guidelines for Development

Within the limits, restrictions, and controls established in the Plan and to the extent allowed by law, the Agency is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Legacy Crossing Project Area. The Agency intends to rely on City standards including any particular standards which the City may impose over the Legacy Crossing Project Area. Any development must also comply with the City of Moscow's Zoning & Subdivision Ordinances regarding heights, setbacks, and other like standards.

In the case of property which is the subject of a disposition and development or owner participation agreement with the Agency, no new development or improvement shall be constructed and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated except in accordance with the Plan. Under those agreements the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. One of the objectives of the Plan is to create an attractive and pleasant environment in the Legacy Crossing Project Area. Therefore, such plans shall give consideration to good design and other amenities to enhance the aesthetic quality of the Legacy Crossing Project Area. The Agency shall not approve any plans that do not comply with the Plan.

In the event the Agency adopts design standards or controls, those provisions will thereafter apply to each site or portion thereof in the Legacy Crossing Project Area. Those controls and standards will be implemented through the provisions of any disposition and development agreement or owner participation agreement or by appropriate covenants appended to the land and instruments of conveyance executed pursuant thereto. These controls are in addition to any standards and provisions of any applicable City building or zoning ordinances; provided, however, each and every development shall comply with all applicable City zoning and building ordinances. Absent the Agency developing and promulgating specific design standards or controls, the Agency shall review all projects by applying and/or deferring to the usual approval process imposed by the City.

Section 405.2: Design Guidelines for Development under a Disposition and Development Agreement or Owner Participation Agreement

Under an owner participation agreement or a disposition and development agreement, the design guidelines and land use elements as imposed shall be achieved to the greatest extent feasible, though the Agency retains the authority to grant minor variations under Section 404.10 of the Plan and subject to a negotiated agreement between the Agency and the developer or property owner.

Under those agreements, the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. In such agreements, the Agency or the City

may impose additional design controls, or require that consideration be given to certain design preferences. One of the objectives of the Plan is to create an attractive environment in the Legacy Crossing Project Area. Therefore, such plans shall give consideration to good design and amenities to enhance the aesthetic quality of the Project Area. These additional design standards or controls will be implemented through the provisions of any disposition and development agreement or owner participation agreement or by appropriate covenants appended to the land and instruments of conveyance executed pursuant thereto. These controls are in addition to any standard and provision of any applicable City building or zoning ordinance; provided, however, each and every development shall comply with all applicable City zoning and building ordinances, including any adopted City design standards or overlay zones.

Section 500: Methods of Financing the Project

Section 501: General Description of the Proposed Financing Methods

As allowed by the Law and the Act, the Agency is authorized to finance this Project with financial assistance from the City, State of Idaho, federal government, interest income, Agency bonds, donations, loans from private financial institutions, the lease or sale of Agency-owned property, revenue allocation funds, or any other available source, public or private, including assistance from any taxing district or any public entity.

The Agency is also authorized to obtain advances, borrow funds, and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the Agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities.

The City or any other public entity may expend money to assist the Agency in carrying out this Project.

The Agency may also provide certain grants or loans to property owners, business owners, or others as may be allowed by law.

Section 502: Revenue Bond Funds

As allowed by the Law and the Act and subject to such restrictions as are imposed by law, the Agency is authorized to issue bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the members of the Agency, nor any persons executing the bonds shall be liable on the bonds by reason of their issuance.

Section 503: Other Loans and Grants

As allowed by the Law and the Act, any other loans, grants, guarantees, or financial assistance from the United States, the State of Idaho, or any other public or private source will be utilized if available. Neither the members of the Agency nor any persons executing such loans or grants shall be liable on the loans or grants by reason of their issuance.

Section 504: Revenue Allocation Financing Provisions

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, Chapter 29, Title 50, Idaho Code, effective retroactively to January 1, 2008, for the original Project Area, and effective retroactively to January 1, 2018, for the Main Street Project Area. These revenue allocation provisions shall apply to all taxing districts in which the Legacy Crossing Revenue Allocation Area is located and described on Attachment 1 and Attachment 2 to the Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The Agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the implementation of the Plan.

The Agency, acting by one or more properly adopted motions, policies or resolutions adopted by its board of commissioners, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay such costs as are incurred or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or bonds issued by the Agency to finance or to refinance the Project costs (as defined in Idaho Code § 50-2903(14)) of one or more redevelopment projects.

Upon enactment of an ordinance by the governing body of the City finally adopting these revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer shall deposit allocated revenues as provided in Idaho Code § 50-2908. The Agency shall use such funds solely in accordance with Idaho Code § 50-2909 and solely for the purpose of providing funds to pay the project costs, including any incidental costs, of such redevelopment projects as the Agency may determine by motion, policy or resolution of its board of commissioners.

A statement listing proposed public improvements and facilities, estimated project cost ranges as they are currently known, an economic feasibility study, fiscal impact upon taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in Attachment 5 to the Plan. This statement necessarily incorporates estimates and projections based upon the Agency's present knowledge and expectations. The Agency is hereby authorized to modify the presently anticipated redevelopment projects and use of revenue allocation financing of the related Project costs if the board of commissioners of the Agency deems such modification necessary or convenient to effectuate the general objectives of the Plan.

The Agency may provide for expenditure of revenue allocation proceeds on an annual basis without the issuance of bonds. The Agency may also provide for obtaining advances or loans from the City, private entities, or other sources in order to immediately commence construction of certain of the public improvements. Revenues will continue to be allocated to the Agency until the improvements identified in Attachment 4 are completely constructed or until any obligation to the City or other public entity or private entity are fulfilled.

Attachment 5 incorporates estimates and projections based on Agency's present knowledge and expectations concerning the infrastructure and other improvements needed, and the cost estimates of such infrastructure and improvements. The activity may cost more or less depending on the significance, and the timeliness of development is presently unknown. Activity may be completed earlier if revenue allocation proceeds are greater or the Agency obtains additional funds; or later as the delayed receipt of proceeds requires.

The revenue allocation proceeds are hereby irrevocably pledged for the payment of the principal and interest on the advance of monies or making of loans or the incurring of any indebtedness such as bonds, notes, and other obligations (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part, as well as payment for costs incurred for activities of the Project.

The Agency is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

The Agency reserves the right to either pay for Project costs from available revenue or borrow funds by incurring debt through notes or other obligations.

The Agency is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

Revenue allocation proceeds are deemed to be only a part of the proposed funding sources for the payment of public improvements and other project improvements. Additionally, project funding is proposed to be phased for the improvements, allowing various sources of funds to be accumulated for use.

The assumptions concerning revenue allocation proceeds are based upon certain assessed value increases and assumed tax levy rates.

Section 504.1: Economic Feasibility Study

Attachment 5 consists of the economic feasibility study for the Legacy Crossing Project Area. The feasibility study constitutes the financial analysis required by the Act. Additional analyses may be undertaken by the Agency at its discretion.

The assumptions set forth in the Study are based upon the best information available to the Agency through public sources or discussions with property owners, developers, and others. The information has been analyzed by the Agency and its consultants in order to provide an analysis that meets the requirements set forth under the Law and Act. At the point in time when the Agency may seek a loan from lenders or others, a more detailed and then-current financial pro forma will be presented to those lenders or underwriters for analysis to determine the borrowing capacity of the Agency. As set forth below, the Agency reserves the right to fund the Project on a “pay as you go” basis. The Agency Board will prioritize the activities set forth in this Plan and determine what funds are available and what activities can be funded. The Agency will establish those priorities through its mandated annual budgetary process.

Section 504.2: Assumptions and Conditions/Economic Feasibility Statements

The current information contained in Attachment 5 assumes certain completed and projected actions. Under the provisions of the Act, the revenue allocation shall continue until any bond debt or other obligation is satisfied. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of indebtedness and the amount of revenue generated by revenue allocation is dependent upon the extent and timing of private development. Should all of the development take place as projected, indebtedness could be extinguished earlier,

dependent upon the bond sale documents or other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and those obligations may continue for their full term.

The Plan and Attachments under current consideration incorporate estimates and projections based on the Agency's present knowledge and expectations. The Agency may modify the Project if the board of commissioners of the Agency deems such modifications necessary to effectuate the Plan. The Plan proposes certain public improvements, including utility improvements, streetscapes, street improvements, property acquisition, and relocation costs, which will facilitate development in the Legacy Crossing Project Area.

Section 504.3: Ten Percent Valuation² and Geographic Limitations

Under the Act the base assessment roll for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed valuation of all taxable property for the entire City of Moscow. County records show the January 1, 2017, adjusted base assessment roll value for the original Legacy Crossing Project Area, not including operating property and less any homeowner's exemption, is **\$44,969,560**. The January 1, 2017, total assessed valuation of the Main Street Project Area is **\$13,096,968**. The combined base value of the Project Area is **\$58,066,528**.

The total assessed value for the City of Moscow as of January 1, 2017, less homeowner's exemptions, is **\$1,147,063,791**. Therefore, the combined base assessment roll for all Agency Revenue Allocation Areas, which only currently includes the Legacy Crossing District, is **5.0%** which does not exceed ten percent (10%) of the assessed value for the City of Moscow.

Further, Idaho Code § 50-2033, effective 2011, provides: "[a]n urban renewal plan that includes a revenue allocation area may be extended only one (1) time to extend the boundary of the revenue allocation so long as the total area to be added is not greater than ten percent (10%) of the existing revenue allocation area and the area to be added is contiguous to the existing revenue allocation area but such contiguity cannot be established solely by a shoestring or strip of land which comprises a railroad or public right-of-way." The 2008 Project Area consists of 163 acres; therefore the 10% geographic limit is 16.3 acres. The Main Street Project Area, which is adjacent and contiguous to the 2008 Project Area consists of 12 acres, which is less than 10% of the acreage included in the original 2008 Project Area.

Section 504.4: Financial Limitation

Several capital improvement projects are contemplated in the Legacy Crossing Project Area. Use of any particular financing source for any particular purpose is not assured or identified. Use of the funding source shall be conditioned on any limiting authority. Use of revenue allocation funds will be limited by the authority of the Act. If revenue allocation funds are unavailable, then the Agency will need to utilize a different funding source for that improvement,

² Due to the timing of the assessment process and creation of this Plan, the 2017 values have been used to establish compliance with the 10% limitation. Even assuming an increase in values for 2018, the combined values of the revenue allocation areas would not exceed 10% of the current assessed value for the entire City.

including grant funds. In that situation, the feasibility studies will examine the potential of grant funding.

The amount of funds available to the Agency from revenue allocation financing is directly related to the assessed value of new improvements within the Legacy Crossing Revenue Allocation Area. Under the Act, the Agency is allowed the revenue allocation generated from inflationary increases and new development value. The feasibility studies have assumed certain annual increases over the term of the Plan based on historical analysis and other circumstances.

Various estimates and projections constitute an economic feasibility study. Costs and revenues are analyzed, and the analysis shows the need for public capital funds during the Project. The feasibility studies identify the kind, number, and location of all proposed or contemplated public works or improvements, a list of estimated project costs, and the revenue that is projected to be generated over the life of the District. (See Idaho Code § 50-2905.) Based on these funding sources, the conclusion is that the Project is feasible.

The information contained in the feasibility studies assumes certain projected actions. First, the Agency has projected the possibility of bond terms and note issues. Should this or a similar financing mechanism be considered, the bond term will be finally determined by the marketability of the notes. Under the provisions of the Act, the revenue allocation may continue until the end of the Plan term. Second, the total amount of indebtedness and the amount of revenue generated by revenue allocation is dependent upon the extent and timing of private development. Should all of the development take place as projected, indebtedness would be extinguished earlier, dependent upon the bond sale documents and legal obligations therein. Should private development take longer to materialize or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and bonds may continue for their full term.

The proposed timing for the public improvements may very well have to be modified depending upon the availability of some of the funds and the Agency's ability to sell an initial issue of notes or bonds.

The Plan has shown that the equalized valuation of the Legacy Crossing Revenue Allocation Area as defined in the Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

Section 504.5: [RESERVED]

Section 504.6: Participation with Local Improvement Districts and Business Improvements Districts

Under the Idaho Local Improvement District Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority to participate in the funding of local improvement district facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project.

Under the Business Improvement District Code (BID), Chapter 26, Title 50, Idaho Code, the City has the authority to establish business improvement districts for the acquisition, construction and maintenance of parking facilities, promotion of public events, general promotion of retail trade in the district, and physical improvement and decoration of any public space in the district. To the extent allowed by the Law and Act, the Agency reserves the authority to participate in the funding of the business improvement district activities. The participation may include either direct funding to reduce the overall cost of the BID or to participate as an assessed entity, should the Agency own any property subject to assessment.

Section 504.7: Issuance of Debt and Debt Limitation

Any debt incurred by the Agency as allowed by the Law and Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan.

Section 504.8: Impact on Other Taxing Districts and Levy Rate

A specific delineation of tax dollars generated by revenue allocation upon each taxing district has not been prepared. The overall impact of the Legacy Crossing Project Area on revenue allocation is shown in the economic feasibility study (see Attachment 5). Since the passage of Idaho Code § 63-802 in 1995, taxing entities are constrained in establishing levy rates by a function of the amount each budget of each taxing district can increase on an annual basis. Therefore, the impact of revenue allocation is more of a product of the imposition of Idaho Code § 63-802. In addition, without the revenue allocation district and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Legacy Crossing Project Area would be expected in the next five to ten years, hence there would be lower increases in assessed valuation to be used by the other taxing entities.

If the overall levy rate is less than assumed, the Agency will receive fewer funds from revenue allocation. The assessed value for each property in a revenue allocation area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a revenue allocation area is approved by a municipality, with periodic adjustments allowed by Idaho State Code. The increment value is the difference between the base assessed value and current assessed value in any given year while the property is in a revenue allocation area. Under Idaho Code § 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis. Taxing entities submit proposed budgets to the County Board of Commissioners, which budgets are required to comply with the limitations set forth in Idaho Code § 63-802.

The County Board of Commissioners calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in a revenue allocation area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the property values in the urban renewal districts that are not subject to revenue allocation and by properties outside revenue allocation areas are distributed to the other taxing entities. Properties in revenue allocation areas are subject to the same levy

rate as they would be outside a revenue allocation area. The difference is how the revenue is distributed.

One result of new construction occurring outside the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction. From and after December 31, 2006, Idaho Code § 63-301A prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase their budgets. Less tax revenue will be available to those taxing entities. Upon termination of this Plan, the taxing entities will be able to include the accumulated new construction roll value in setting the following year's budget and revenue from such value is not limited to the three percent increase allowed in Idaho Code § 63-802(1)(a).

As the 2018 certified levy rates are not determined until late September 2018, the 2017 certified levy rates have been used in the Study for purposes of the analysis. For Tax Year 2017, those districts and rates are as follows:³

Latah County	.004368392
City of Moscow	.004772535
School District No. 281	.006502582
Latah County Library District	.000582073
Moscow Cemetery District	.000184443
North Latah Highway District	.001389756

Additionally, the economic feasibility study has utilized a 2017 tax levy rate, and presumed 2017 levy rates will remain constant throughout the term of the Plan⁴.

Section 504.9: Phasing and Other Fund Sources

The Agency anticipates funding only a portion of the entire costs of the public improvements shown on Attachment 4. Other sources of funds shall include developer contributions, federal and state funds, foundation funds, grants, and City of Moscow participation. Agency participation shall be determined by the amount of revenue allocation funds generated.

Section 504.10: Lease Revenue Bonds

One other potential source of financing is lease revenue bonds from the user of a public facility. For example, a lease base revenue bond may be a way to finance certain public buildings without the use or obligation of revenue allocation proceeds.

Section 504.11: Lease Revenue, Parking Revenue, and Bonds

Under the Law, the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Urban Renewal Plan. Under that type of financing, a public entity would pay the Agency a lease payment annually which provides certain funds to the

³ Pursuant to Idaho Code § 50-2908, these levy rates do not include voter approved bonds or levies.

⁴ The levy rates are the same for the original Project Area and the annexed Main Street Project Area.

Agency to retire the bond debt. Another variation of this type of financing is sometimes referred to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the Project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and may not be particularly noted in the Study, because of the “pass through” aspects of the financing. Under the Act, the economic feasibility study focuses on the revenue allocation aspects of the Agency’s financial model.

These financing models typically are for a longer period of time than the life of the Plan and survive termination pursuant to Idaho Code § 50-2905(8) as resources other than revenue allocation funds are used.

505 Membership Dues and Support of Community Economic Development

The Act is premised upon economic development being a valid public purpose. To the extent allowed by the Law and the Act, the Agency reserves the authority to use revenue allocation funds to contract with non-profit and charitable organizations established for the purpose of supporting economic development and job creation. Additionally, the Agency reserves the authority to expend revenue allocation funds to join, participate and support non-profit organizations established to support Agency best practices and administration. The line item of Operating Expense within the Study shall be deemed to include expenditures for the purposes described in this section as may be deemed appropriate during the annual budgetary process.

Section 600: Actions by the City of Moscow

The City of Moscow shall aid and cooperate with the Agency in carrying out the Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of the Plan and to prevent the recurrence or spread of deteriorated or deteriorating conditions in the Legacy Crossing Project Area. Actions by the City may include, but not be limited to, the following:

1. Institution and completion of proceedings necessary for changes and improvements in private and publicly-owned property, rights-of-way, or public utilities within or affecting the Legacy Crossing Project Area;
2. Revision of zoning, if necessary, within the Legacy Crossing Project Area to permit the land uses and development authorized by the Plan;
3. Imposition, wherever necessary, by conditional use permits or other means of appropriate controls within the limits of this Plan upon parcels in the Legacy Crossing Project Area to ensure their proper development and use;
4. Provision for administrative enforcement of the Plan by the City after development, wherein the City and the Agency may develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Legacy Crossing Project Area throughout the duration of the Plan;
5. Building code enforcement;

6. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Legacy Crossing Project Area to be commenced and carried to completion without unnecessary delays;
7. Institutional and completion of proceedings necessary for the establishment of a LID under Chapter 17, Title 50, Idaho Code, or a BID under Chapter 26, Title 50, Idaho Code;
8. The undertaking and completing of any other proceedings necessary to carry out the Legacy Crossing Project;
9. Administration of Community Development Block Grants and other state and federal grant funds that may be made available for the Legacy Crossing Project;
10. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like;
11. The imposition, whenever necessary (by conditional use permits or overlay zones or other means as appropriate) of controls within the limits of the Plan upon parcels in the Legacy Crossing Project Area to ensure their proper development and use.

Any of the foregoing actions taken by the City shall not constitute any commitment for financial outlays by the City.

Section 601: Maintenance of Public Improvements

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement.

Section 700: Enforcement

The administration and enforcement of the Plan, including the preparation and execution of any documents implementing the Plan, shall be performed by the Agency and/or the City, as per adopted procedures and policies.

The provisions of the Plan or other documents entered into pursuant to the Plan may also be enforced by court litigation instituted by either the Agency or the City. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions, or any other remedies appropriate to the purposes of the Plan. In addition, any recorded provisions which are expressly for the benefit of owners of property in the Legacy Crossing Project Area may be enforced by such owners.

Section 800: Duration of This Plan

Except for the nondiscrimination and non-segregation provisions, which shall run in perpetuity, the provisions of the Plan shall be effective, and the provisions of other documents formulated pursuant to the Plan shall be effective for twenty-four (24) years from the effective date of the original Plan subject to modifications and/or extensions set forth in Idaho Code § 50-2904. The revenue allocation authority shall expire on December 31, 2032, except for any revenue allocation proceeds received in calendar year 2033, as contemplated by Idaho Code § 50-2905(7).

Idaho Code § 50-2903(5) provides the Agency shall adopt a resolution of intent to terminate the revenue allocation area by September 1. In order to provide sufficient notice of termination to the affected taxing districts to allow them to benefit from the increased budget capacity, the Agency will use its best efforts to provide notice of its intent to terminate this Plan and its revenue allocation authority by May 1, 2033, or if the Agency determines an earlier terminate date, then by May 1 of the early termination year:

1. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full or when deposits in the special fund or funds created under this chapter are sufficient to pay such principal and interest as they come due, and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Idaho Code § 50-2908 shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the Agency under Idaho Code § 50-2909 shall thereupon terminate.
2. In determining the termination date, the Plan shall recognize that the Agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the Plan.
3. For the fiscal year that immediately predates the termination date, the Agency shall adopt and publish a budget specifically for the projected revenues and expenses of the Plan and make a determination as to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Idaho Code § 50-2909(4). In the event that the Agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by September 1, the Agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the Idaho State Tax Commission, recommending the adoption of an ordinance for termination of the Revenue Allocation Area by December 31 of the current year, and declaring a surplus to be distributed as described in Idaho Code § 50-2909, should a surplus be determined to exist. The Agency shall cause the ordinance to be filed with the office of the Latah County recorder and the Idaho State Tax Commission as provided in Idaho Code § 63-215.

Upon termination of the revenue allocation authority of the Plan, to the extent the Agency owns or possesses any assets, the Agency shall dispose of any remaining assets by granting or conveying or dedicating such assets to the City of Moscow.

Section 900: Procedures for Amendment

The Plan may be further modified at any time by the Agency, provided that, if modified after disposition of real property in the Legacy Crossing Project Area or after execution of an owner participation agreement, the modifications must be consented to by the developer or developers or their successor or successors of such real property whose interest is substantially affected by the proposed modification. Where the proposed modification will substantially change the Plan, the modifications must be approved by the Moscow City Council in the same manner as the original Plan. Substantial changes for Moscow City Council approval purposes shall be defined as revisions in project boundaries, land acquisition, and other changes which will violate the objectives of the Plan.

Section 1000: Severability

If any one or more of the provisions contained in the Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void, shall be deemed separable from the remaining provisions in the Plan, and shall in no way affect the validity of the other provisions of the Plan.

Section 1100: Annual Report

Under the Law, the Agency is required to file with the City, on or before March 31 of each year, a report of the Agency's activities for the preceding calendar year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such calendar year. This annual report shall be considered at a public meeting to report these findings and take comments from the public.

Additionally, the Agency must comply with certain other reporting requirements as set forth in Idaho Code § 67-450E, and the local government registry portal, Idaho Code § 50-2913, the tax commission plan repository. Failure to report the information requested under any of these statutes results in significant penalties, including loss of increment revenue, and the imposition of other compliance measures by the Latah County Board of County Commissioners.

Attachment 1
Map of Project Area Boundary

CITY OF MOSCOW
LEGACY CROSSING URBAN
RENEWAL DISTRICT AREA

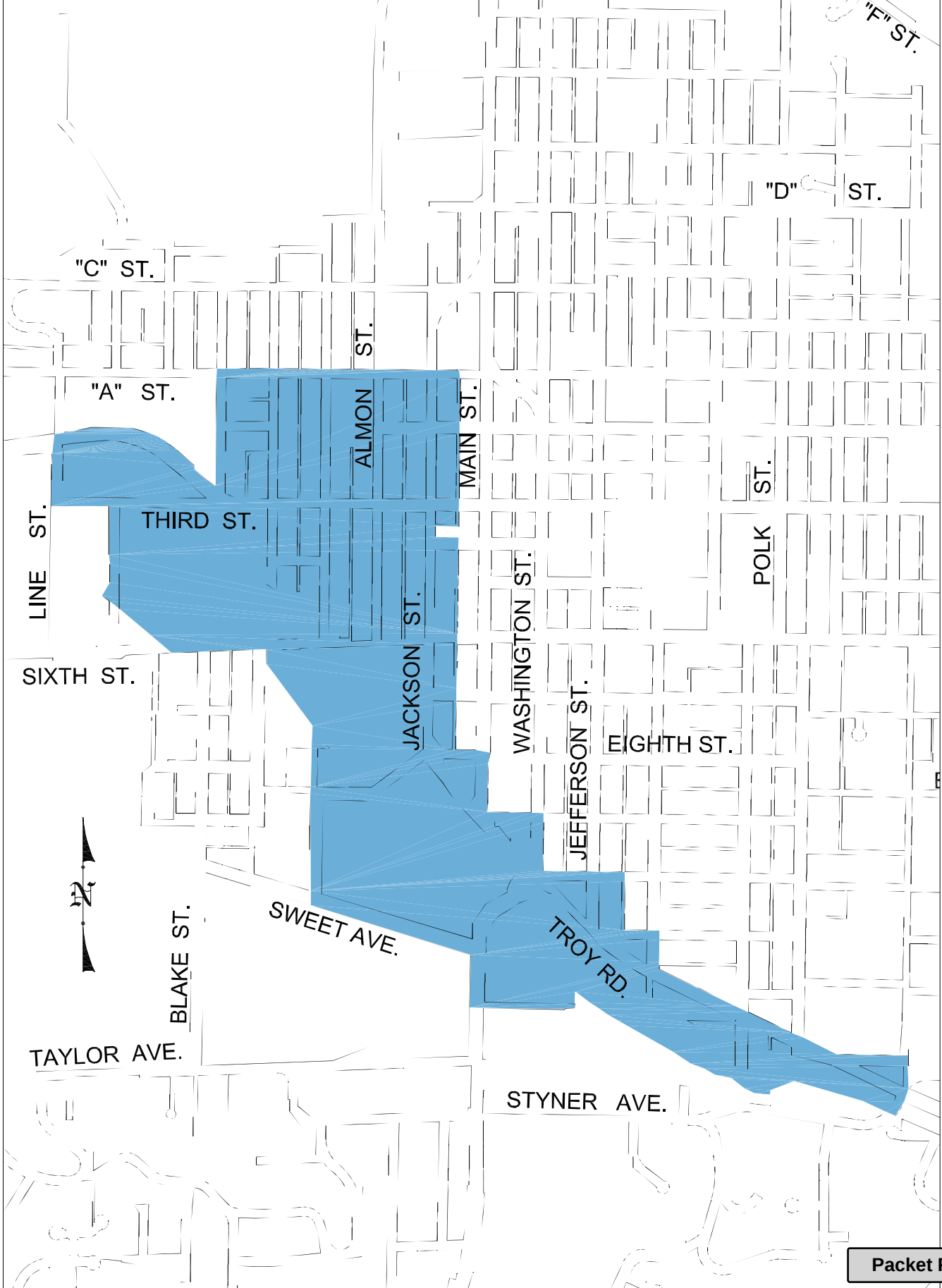
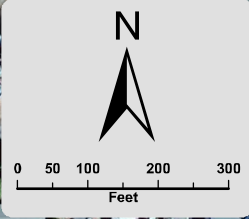
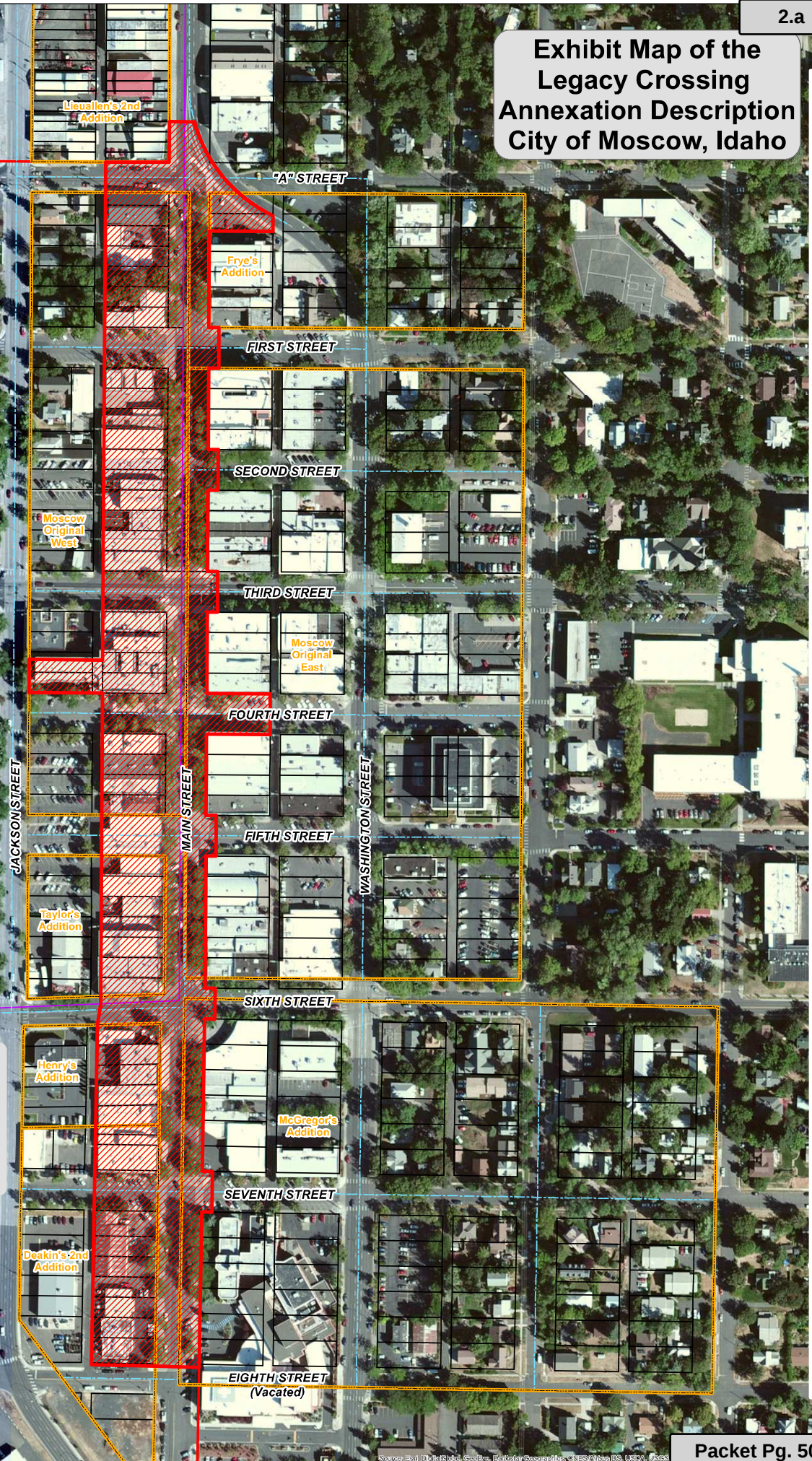


Exhibit Map of the Legacy Crossing Annexation Description City of Moscow, Idaho



Legend

- Legacy Crossing Annexation Boundary
- Existing Legacy Crossing Boundary
- Lot Line
- Section Line
- Street Centerline
- Subdivision Boundary



Attachment 2
Legal Description of the Legacy Crossing Urban
Renewal District Revenue Allocation Area

DESCRIPTION OF URBAN RENEWAL AGENCY BOUNDARY
LEGACY CROSSING – CITY OF MOSCOW, IDAHO

January 11, 2008
R. Crumley

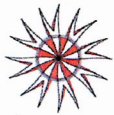
An Urban Renewal Agency boundary located in the City of Moscow, Latah County, Idaho, and being more particularly described as follows:

Commencing at the south quarter corner of Section 7, Township 39 North, Range 5 West, Boise Meridian; thence N00°59'25"E 892.37 feet, along the longitudinal centerline of said Section 7, to a point on the south right-of-way line of Third Street; thence along said south right-of-way line N89°31'48"W 19.48 feet to the point of intersection with the west right-of-way line of Line Street and the TRUE POINT OF BEGINNING of this description;

Thence along said west right-of-way line of Line Street, N00°15'37"E 358.94 feet to the south right-of-way line of State Highway 8; thence N01°32'40"W 134.61 feet to the intersection of the west right-of-way line of Line Street and the north right-of-way line of State Highway 8; thence N85°36'04"E 65.28 feet to the intersection of the east right-of-way line of Line Street and the north right-of-way line of State Highway 8; thence along said north right-of-way line the following courses: S59°49'01"E 24.47 feet, N82°03'47"E 46.54 feet, N82°20'49"E 33.01 feet, N82°20'35"E 30.34 feet, N74°41'56"E 38.83 feet, and N89°44'38"E 241.33 feet to a point of curvature; thence continuing along said north right-of-way line, 159.38 feet along a curve to the right having a radius of 696.62 feet, a central angle of 13°06'31", and a chord bearing of S71°09'06"E 159.03 feet; thence continuing along said right-of-way line S00°28'41"W 16.58 feet to a point of curvature; thence along said right-of-way line, 84.52 feet along a curve to the right having a radius of 681.62 feet, a central angle of 07°06'16" and a chord bearing of S60°27'27"E 84.47 feet; thence continuing along said right-of-way line the following courses: S57°31'48"E 46.74 feet, S49°02'42"E 160.50 feet, S47°54'19"E 10.39, and S51°24'33"E 188.50 feet to the west right-of-way line of Lieuallen Street; thence along said west right-of-way line, N00°33'44"E 728.76 feet to the north right-of-way line of 'A' Street; thence along said north right-of-way line, S89°31'48"E 1513.00 feet to the east right-of-way line of a 20 foot wide platted alley located between Jackson Street and Main Street; thence along said alley right-of-way line, S00°19'27"W 980.00 feet; thence along the south right-of-way of a dedicated 15 foot wide alley, N89°31'48"W 145.00 feet; thence along the east right-of-way line of Jackson Street, S00°19'27"W 65.00 feet; thence along the north right-of-way line of Fourth Street, S89°31'48"E 145.00 feet; thence along the east right-of-way line of said 20 foot wide alley, S00°19'27"W

612.50 feet; thence S10°11'37"W 40.90 feet to the intersection of the south right-of-way line of Sixth Street and the east right-of-way line of a platted 20 foot wide alley located between Jackson Street and Main Street; thence along said east right-of-way line, S00°55'56"W 669.50 feet; thence along the north right-of-way line of Eighth Street, S89°04'04"E 125.00 feet to the west right-of-way line of Main Street; thence S88°13'17"E 86.51 feet to the intersection of the east right-of-way line of Main Street and the north right-of-way line of Eighth Street (vacated); thence along the east right-of-way of Main Street, S00°55'56"W 323.00 feet; thence along a dedicated right-of-way, S34°12'54"E 69.48 feet; thence along the north right-of-way line of Lewis Street, S89°20'02"E 161.00 feet; thence along a dedicated right-of-way, N63°10'13"E 77.97 feet; thence S65°03'43"E 87.57 feet to the intersection of the north right-of-way line of Lewis Street and the east right-of-way line of Washington Street; thence along said east right-of-way line of Washington Street, S00°55'56"W 345.00 feet; thence along a dedicated right-of-way, S43°02'47"E 20.75 feet; thence along the north right-of-way line of Spotswood Street, S89°20'02"E 495.60 feet to the east right-of-way line of a 20 foot wide platted alley between Jefferson Street and Adams Street; thence along said alley right-of-way line, S00°55'56"W 360.00 feet; thence along the north right-of-way line of Veatch Street, S89°20'02"E 220.00 feet; thence along the east right-of-way line of Adams Street, S00°55'56"W 240.00 feet; thence along the northerly right-of-way line of State Highway 8, S64°17'39"E 1228.98 feet; thence along the north right-of-way line of White Avenue (currently White Place), S89°20'33"E 441.00 feet; thence along the east right-of-way line of Lynn Avenue, S00°42'04"W 60.07 feet to a point on the latitudinal centerline of Section 17, Township 39 North, Range 5 West, Boise Meridian; thence S02°00'25"E 143.78 feet to the intersection of the northerly right-of-way line of State Highway 8 and the south right-of-way line of White Avenue; thence S10°48'04"W 194.47 feet to the intersection of the latitudinal centerline of said Section 17 and the former southerly right-of-way line of the Burlington Northern Railway; thence along said southerly right-of-way line, N66°53'37"W 188.68 feet; thence continuing along said former right-of-way line, 442.65 feet along a curve to the left having a radius of 2814.90 feet, a central angle of 09°00'36", and a chord bearing of N71°23'55"W 442.20 feet; thence continuing along said former right-of-way line, N75°54'14"W 88.62 feet; thence leaving said former right-of-way line, S70°00'30"W 156.64 feet, along the southeasterly boundary of Lot 1, Block 3 of the Deerfield Addition; thence along the southerly boundary of the City of Moscow pathway property the following courses: S00°57'44"W 19.85 feet, N89°15'51"W 105.00 feet, N63°45'59"W 72.01 feet, thence N50°26'38"W 111.66 feet; thence N81°44'31"W 94.69 feet, N60°04'09"W 77.90 feet, and N82°42'25"W 87.18 feet to the east boundary line of Berman Park; thence N69°48'55"W 357.76 feet to the west boundary line of Berman Park; thence N23°18'04"W 140.84 feet along the City of Moscow property to the former southerly right-of-way of the Burlington Northern Railway; thence along said former right-of-way line, 270.28 feet along a curve to the right with a radius of 2342.00 feet, a central angle of 06°36'44", and a chord bearing of N57°44'43"W 270.13 feet; thence continuing along said former right-of-way line,

N54°25'34"W 119.12 feet; thence S00°54'07"W 104.23 feet to the southeast corner of the Henley Street right-of-way; thence along the south right-of-way line of Henley Street, N89°20'34"W 638.67 feet to the west right-of-way line of U.S. Highway 95; thence along said west right-of-way line, N00°46'31"E 339.25 feet; thence along the southerly right-of-way line of Sweet Avenue, N73°22'49"W 1051.40 feet; thence along the west right-of-way line of Railroad Street, N00°56'25"E 966.93 feet to the north end of said right-of-way; thence along the north line of said right-of-way (extended), S88°54'42"E 105.84 feet to the former southwesterly right-of-way line of the Burlington Northern Railway; thence along said former right-of-way line, N36°37'11"W 652.31 feet; thence N00°51'41"E 87.68 feet along the east right-of-way line of Deakin Avenue; thence along the south right-of-way line of Sixth Street, S88°01'17"W 590.26 feet; thence along the southwest boundary of the West Park School tract (extended), N49°54'43"W 429.85 feet to the east right-of-way line of Home Street; thence N63°26'56"W 66.67 feet to a point on the west right-of-way line of Home Street; thence along a dedicated right-of-way, N55°28'13"W 58.41 feet; thence continuing along said right-of-way, N31°18'37"E 95.31 feet; thence along the west right-of-way line of Home Street, N00°42'17"E 472.75 feet; thence along the south right-of-way line of Third Street, N89°31'48"W 363.03 to the west right-of-way line of Line Street and the TRUE POINT OF BEGINNING.



Rim Rock Consulting, Inc.

PROFESSIONAL LAND SURVEYORS
GIS & MAPPING SERVICES

JOHN L. DUNN, PLS / ID, WA / CFEDS
DUANE E. PRIEST, PLS / ID
MICHAEL E. DAHILN, PLS / ID, WA

May 10, 2018

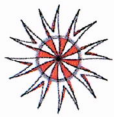
ANNEXATION DESCRIPTION TO THE URBAN RENEWAL AGENCY BOUNDARY, LEGACY CROSSING – CITY OF MOSCOW, IDAHO

An Urban Renewal Agency boundary located in the City of Moscow, Section 7, 8, 17 & 18, Township 39 North, Range 5 West, of the Boise Meridian, Latah County, Idaho, described as follows:

Beginning at the northeast corner of the existing Urban Renewal Agency Boundary being the southwest corner of Lot 24, Block B of Lieuellen's Second Addition to Moscow and the east right-of-way line of a 20 foot wide platted alley between Jackson Street and Main Street;
Thence along said alley right-of-way line, S00°19'27"W, 980.00 feet;
Thence along the south right-of-way line of a dedicated 15 foot wide alley, N89°31'48"W, 145.00 feet;
Thence along the east right-of-way line of Jackson Street, S00°19'27"W, 65.00 feet;
Thence along the north right-of-way line of Fourth Street, S89°31'48"E, 145.00 feet;
Thence along the east right-of-way line of said 20 foot wide alley, S00°19'27"W, 612.50 feet;
Thence S10°11'37"W, 40.90 feet to the intersection of the south right-of-way line of Sixth Street and the east right-of-way line of a platted 20 foot wide alley located between Jackson Street and Main Street;
Thence along said east right-of-way line, S00°55'56"W, 669.50 feet;
Thence along the north right-of-way line of Eighth Street, S89°04'04"E, 125.00 feet to the west right-of-way line of Main Street;
Thence S88°13'17"E, 86.51 feet to the intersection of the east right-of-way line of Main Street and the north right-of-way line of Eighth Street (vacated);
Thence along the east right-of-way line of Main Street, N00°55'56"E, 305.40 feet to the south right-of-way line of Seventh Street;
Thence along said south line, S89°04'04"E, 20.00 feet;
Thence N00°55'56"E, 80.00 feet to the north right-of-way line of Seventh Street;
Thence along said north line, N89°04'04"W, 20.00 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°55'56"E, 300.00 feet to the south right-of-way line of Sixth Street;

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Rim Rock Consulting, Inc.

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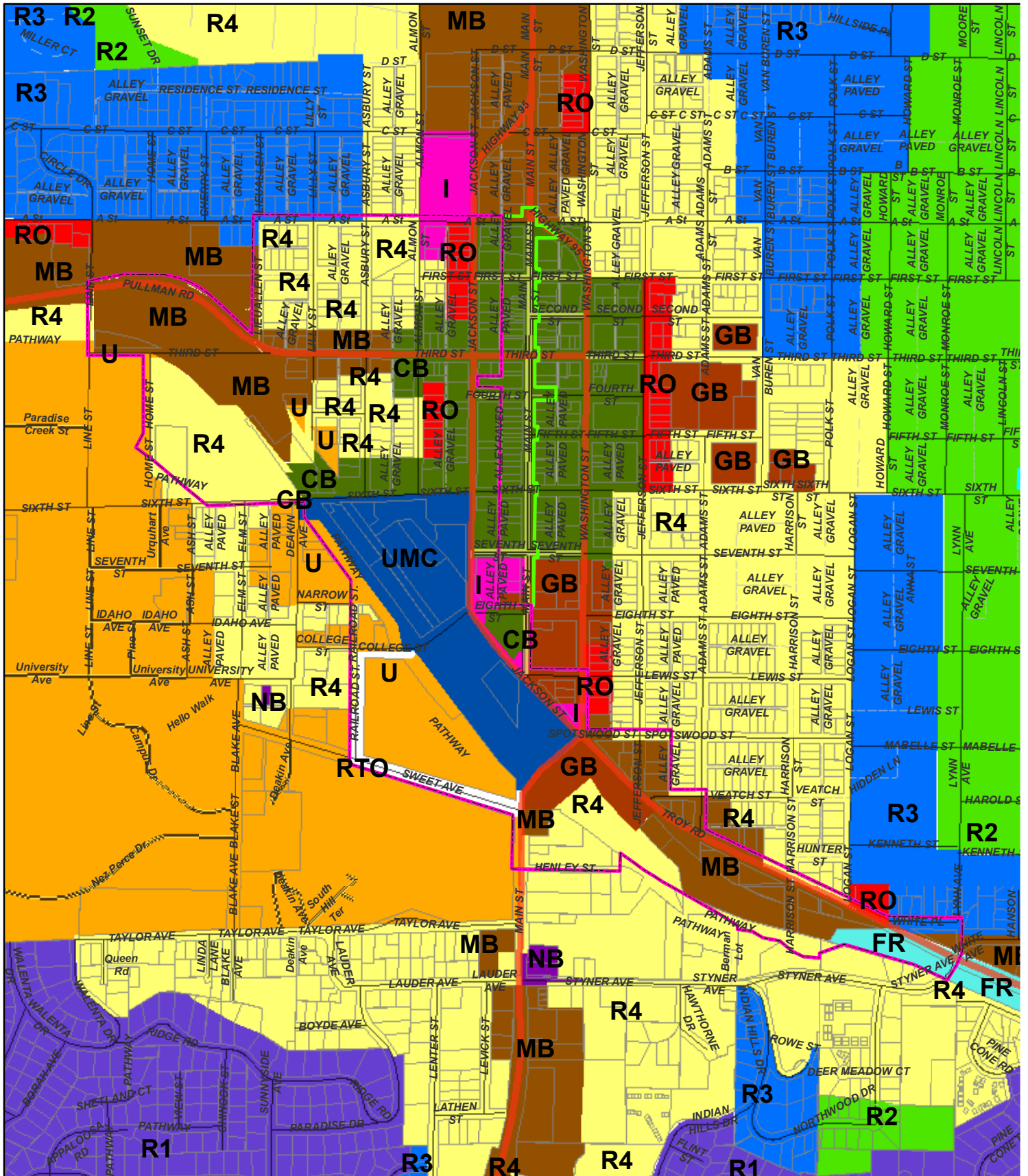
JOHN L. DUNN, PLS / ID, WA / CFEDS
DUANE E. PRIEST, PLS / ID
MICHAEL E. DAHLIN, PLS / ID, WA

Thence along said south line, S89°04'04"E, 20.00 feet;
Thence N00°35'07"E, 60.63 feet to the north right-of-way line of Sixth Street;
Thence along said north line, N89°40'33"W, 19.91 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°19'27"E, 260.00 feet to the south right-of-way line of Fifth Street;
Thence along said south line, S89°40'33"E, 20.00 feet;
Thence N00°19'27"E, 80.00 feet to the north right-of-way line of Fifth Street;
Thence along said north line, N89°40'33"W, 20.00 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°19'27"E, 160.00 feet to the south right-of-way line of Fourth Street;
Thence along said south line, S89°40'33"E, 125.00 feet to the northeast corner of Lot 1, Block 4 of the Original Plat of Moscow;
Thence N00°19'27"E, 80.00 feet to the southeast corner of Lot 4, Block 3 of the Original Plat of Moscow;
Thence along north right-of-way line of Fourth Street, N89°40'33"W, 125.00 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°19'27"E, 160.00 feet to the south right-of-way line of Third Street;
Thence along said south line, S89°40'33"E, 20.00 feet;
Thence N00°19'27"E, 80.00 feet to the north right-of-way line of Third Street;
Thence along said north line, N89°40'33"W, 20.00 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°19'27"E, 160.00 feet to the south right-of-way line of Second Street;
Thence along said south line, S89°40'33"E, 20.00 feet;
Thence N00°19'27"E, 80.00 feet to the north right-of-way line of Second Street;
Thence along said north line, N89°40'33"W, 20.00 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°19'27"E, 160.00 feet to the south right-of-way line of First Street;
Thence along said south line, S89°40'33"E, 20.00 feet;
Thence N00°19'27"E, 80.00 feet to the north right-of-way line of First Street;
Thence along said north line, N89°40'33"W, 20.00 feet to the east right-of-way line of Main Street;
Thence along said east line, N00°19'27"E, 190.00 feet to the southwest corner of Lot 2, Block 1, of Frye's Addition to Moscow;
Thence along the south line of said Lot, S89°40'33"E, 125.00 feet to the southeast corner of said Lot 2;

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Attachment 3 - Zoning Map



0 450 900 Feet

1 inch = 800 feet

Attachment 4
Infrastructure Needs for Improvements within Project Area

Attachment 4
Infrastructure Needs for Improvements within Project Area

Attachment 4
Legacy Crossing Infrastructure Needs Assessment Cost Estimates

									URA PARTICIPATION	
PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	Percentage	Estimated Cost
COMMUNITY INFRASTRUCTURE										
STREET PROJECTS										
Asbury Street Extension	Asbury Street	Sixth Street	S. Terminus near Main Street	Construction of new public street including paving, curbs, gutters, sidewalks, and storm water facilities to serve URA redevelopment area. Requires acquisition of new Right of Way.	LF	1,900	\$1,200	\$2,280,000	75%	\$1,710,000
Almon Street Reconstruction	Almon Street	Third Street	A Street	Work includes reconstruction of Almon Street.	SY	2,550	\$100	\$255,000	50%	\$127,500
Third St./Lieuallen St/SH8 Intersection Reconstruction	Third St./Lieuallen St/SH8 Intersection	N/A	N/A	Reconstruction and realignment of intersection to improve sight distance, merging issues, turning movements, and general traffic flow.	LS	1	\$275,000	\$275,000	50%	\$137,500
Lieuallen Street Improvements	Lieuallen Street	A Street	Third Street	Work includes paving, curbs, gutters, sidewalk, and storm drainage improvements. Requires acquisition of Right of Way.	LF	740	\$800	\$592,000	50%	\$296,000
First Street Improvements	First Street	Lieuallen Street	Lilly Street	Work includes paving, curbs, gutters, sidewalk, and storm drainage improvements.	LF	295	\$600	\$177,000	50%	\$88,500
Fifth Street Improvements	Fifth Street	Lilly Street	Asbury Street	Work includes paving, curbs, gutters, sidewalk, and storm drainage improvements.	LF	285	\$600	\$171,000	50%	\$85,500
Henley Street Improvements	Henley Street	US95 (Main Street)	East Terminus	Work includes paving, curbs, gutters, sidewalk, and storm drainage improvements. Requires acquisition of Right of Way.	LF	500	\$600	\$300,000	50%	\$150,000
Pavement Improvement Program	Throughout URA area	N/A	N/A	Work includes pavement repair and replacement work throughout the District in areas with deteriorating roadway surfaces	SY	22,000	\$45	\$990,000	50%	\$495,000
WATER SYSTEM PROJECTS										
Railroad Corridor Trunk Line Project	Railroad Corridor	College Street	US95 (Main Street)	New 12" diameter water main to provide conveyance to eastern reservoirs and adequate fire flow to URA developments.	LF	1,000	\$225	\$225,000	100%	\$225,000
Railroad Corridor Trunk Line Project	Railroad Corridor	Sixth Street	College Street	New 12" diameter water main to provide conveyance to eastern reservoirs and adequate fire flow to URA developments.	LF	800	\$225	\$180,000	100%	\$180,000

Attachment 4
Legacy Crossing Infrastructure Needs Assessment Cost Estimates

PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	URA PARTICIPATION	
									Percentage	Estimated Cost
New Fire Hydrants Installation	Throughout URA area	N/A	N/A	Installation of new fire hydrants in areas currently lacking in adequate fire protection.	EA	20	\$5,000	\$100,000	50%	\$50,000
A Street Watermain	A Street	Lieuallen Street	Jackson Street	Installation of new 12" water main to provide sufficient fire flow to URA area and conveyance to storage facilities.	LF	1,450	\$225	\$326,250	50%	\$163,125
Railroad Street Watermain	Railroad Street	College Street	Deakin Street	Replacement of existing 4" diameter water main with 8" diameter main.	LF	500	\$90	\$45,000	50%	\$22,500
Fire Hydrants Replacement	Throughout URA area	60% of Fire Hydrants	N/A	Replacement of fire hydrants in excess of 50 years old.	EA	30	\$5,000	\$150,000	50%	\$75,000
SANITARY SEWER PROJECTS										
Sanitary Sewer Manhole Replacements	Throughout URA area	50% of manholes	N/A	Replacement of aged brick or block sewer manholes with new precast manholes to reduce amount of infiltration and inflow.	EA	60	\$3,000	\$180,000	50%	\$90,000
Clay Sewer Mains Replacement - High Priority Areas	Throughout URA area	95% of mains	N/A	Replacement of clay sewer mains in excess of 50 years old.	LF	17,220	\$65	\$1,119,300	20%	\$223,860
Clay Sewer Mains Replacement - Moderate Priority Areas	Throughout URA area	95% of mains	N/A	Replacement of clay sewer mains in excess of 50 years old.	LF	34,440	\$65	\$2,238,600	20%	\$447,720
Lilly/Asbury Sewer Main Replacement	Alley between Lilly and Asbury Streets	Third Street	Sixth Street	Repair/Replacement of deteriorating main with flat grade, and roots.	LF	750	\$65	\$48,750	20%	\$9,750

Attachment 4
Legacy Crossing Infrastructure Needs Assessment Cost Estimates

PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	URA PARTICIPATION	
									Percentage	Estimated Cost
URA Primary Sewer Main	Railroad Corridor	E. of US95	Sixth Street	Construction of 8" sewer main accessible to the URA development.	LF	2,250	\$65	\$146,250	100%	\$146,250
STORM SEWER PROJECTS										
Sixth Street Storm Main Improvements	Sixth Street	Jackson Street	Paradise Creek	Increase size of existing storm main to 30" to address localized flooding during high intensity events	LF	970	\$200	\$194,000	50%	\$97,000
Almon Storm Main Replacement	Almon Street	North Terminus	Sixth Street	Replacement of failing main with root intrusion problems with new 8" Main	LF	500	\$65	\$32,500	50%	\$16,250
Asbury Storm Main Replacement	Asbury Street	North Terminus	Sixth Street	Replacement of failing main with root intrusion problems with new 8" Main	LF	550	\$65	\$35,750	50%	\$17,875
COMMUNITY INFRASTRUCTURE TOTAL										\$4,854,330
STREETSCAPE ENHANCEMENTS										
PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	URA PARTICIPATION	
									Percentage	Estimated Cost
Main Street Streetscape Project	Main Street	A Street	Eighth Street	Work includes curbs, gutters sidewalk, lighting and street furnishing improvements	LF	3,400	\$550	\$1,870,000	70%	\$1,309,000
Main Street Intersection Reconstruction	Throughout URA area	N/A	N/A	Installation, repair, replacement of sidewalk and street furnishings throughout District	EA	6	\$475,000	\$2,850,000	70%	\$1,995,000
Streetscape Improvements	Throughout URA area	N/A	N/A	Installation, repair, replacement of sidewalk and street furnishings and lighting throughout District	LF	6,000	\$250	\$1,500,000	70%	\$1,050,000
STREETSCAPE TOTAL										\$4,354,000

Attachment 4
Legacy Crossing Infrastructure Needs Assessment Cost Estimates

									URA PARTICIPATION	
PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	Percentage	Estimated Cost
COMMUNITY PLACEMAKING										
									URA PARTICIPATION	
PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	Percentage	Estimated Cost
Public Landscape, Park and Plaza Development and Enhancements	Throughout URA area	N/A	N/A	Public landscape and other public space improvement projects	LS	1	\$1,650,000	\$1,650,000	70%	\$1,155,000
Public Art Installations	Throughout URA area	N/A	N/A	Various public art installations throughout the District	EA	10	\$20,000	\$200,000	75%	\$150,000
COMMUNITY PLACEMAKING TOTAL										\$1,305,000
SPECIAL PROJECTS										
									URA PARTICIPATION	
PROJECT	LOCATION	FROM	TO	DESCRIPTION	UNITS	QUANTITY	UNIT COST	ESTIMATED COST	Percentage	Estimated Cost
Public Parking Development	Throughout URA area	N/A	N/A	Acquisition and development of public parking facilities	EA	300	\$3,750	\$1,125,000	50%	\$562,500
Pedestrian and Bicycle Improvements	Throughout URA area	N/A	N/A	Development and construction of various pedestrian and bicycle pathways, facilities and lighting	LS	1	\$250,000	\$250,000	50%	\$125,000
Engineering, Economic, Market and Architectural Studies or Reports as Needed	Throughout URA area	N/A	N/A	Development of various market, engineering and other studies as may be required to support the area redevelopment	LS	1	\$250,000	\$250,000	100%	\$250,000
Building Demolition, Environmental Remediation, Property Acquisition and Reconditioning	Throughout URA area	N/A	N/A	Various minor building demolition, environmental remediation, and property acquisition that may be required to support the area redevelopment	LS	1	\$650,000	\$650,000	100%	\$650,000
SPECIAL PROJECTS TOTAL										\$1,587,500
GRAND TOTAL										\$12,100,830

ATTACHMENT 5

MOSCOW, IDAHO AMENDED AND RESTATED LEGACY CROSSING URBAN RENEWAL DISTRICT TAX INCREMENT FINANCING FEASIBILITY STUDY

April 2018

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MOSCOW, IDAHO

FIRST AMENDED LEGACY CROSSING URBAN RENEWAL DISTRICT TAX INCREMENT FINANCING FEASIBILITY STUDY

INTRODUCTION AND EXECUTIVE SUMMARY

The Legacy Crossing Urban Renewal District Redevelopment Plan (the “Plan”) was approved by the Moscow City Council on June 2, 2008, through the passage of Ordinance 2008-10. The approval of the Plan and passage of the Ordinance resulted in the establishment of the 163-acre Legacy Crossing District (the “District”). Beginning in 2015 the Moscow City Council became increasingly concerned with the deteriorating condition of the public infrastructure surrounding Main Street which is adjacent to, but outside of, the District.

In August of 2016, following the closure of the Alturas Urban Renewal District, the Council requested the Agency to consider the expansion of the Legacy Crossing District to include the adjacent portion of Main Street, thus allowing the Agency to participate in public infrastructure improvements within the area. On April 2, 2018, the Moscow City Council passed Resolution 2018-00, approving the Legacy Crossing Main Street Boundary Amendment Eligibility Study and directed the Moscow Urban Renewal Agency (“Agency”) to prepare an amendment to the Legacy Crossing District. That area proposed to be annexed is approximately 12 acres in size and is directly adjacent to the east of the current District boundary.

In order to amend the Plan, it is necessary to update the associated financial feasibility study to ensure the urban renewal project is financially feasible considering the needed infrastructure improvements and the anticipated tax increment revenue expected to be created within the District. This study is an update to the 2008 Legacy Crossing Urban Renewal District Tax Increment Financial Feasibility Study that was prepared by Business Planning Consultants, Inc., and covers the time period between the year of the proposed plan amendment in 2018 to the anticipated termination date of the District in 2032.

The needed infrastructure improvements were identified with the assistance of the Moscow Public Works Department after a review of the City’s utility masterplans and interviews with field operations staff. This process identified a number of deficient, undersized, and/or deteriorating utilities, streets, sidewalks that are in need of repair or replacement to support the redevelopment of the district and to improve the deteriorated and deteriorating conditions within the area.

The study concludes that the anticipated tax increment revenues will be sufficient to fund the Agency’s anticipated level of financial participation within the identified projects. The method of funding may vary and the Agency may choose to directly fund infrastructure improvements, utilizing developer participation agreements, and/or utilizing bond financing to fund projects depending upon the timing of the specific project, private development activity or grant or other funding opportunities. The analysis is intended to demonstrate the overall feasibility of the project plan but not necessarily dictate the exact method of execution of the plan which will need to be flexible and adaptable to change conditions and private development activity.

AREA DESCRIPTION

The existing Legacy Crossing District is approximately 163 acres in size and after the additional 12-acre annexed area, the proposed Amended District would total 175 acres in size. The proposed Amended District would start at Henley Street and Highway 8 on the South, continues northwesterly along the eastern boundary of the University of Idaho to South Line Street, at which point the boundary doubles back along West Pullman Road to South Lieuallen Street, where it goes north to West A Street, then east to the easterly right of way of Main, then south along said right-of-way, south to West 8th Street, then southeasterly to Highway 8, east on White Place to Lynn Street, south to Paradise Creek, and finally northwesterly along the south side of Paradise Creek to Henley.

EXISTING LAND USES

Current uses within the proposed Amended District include a wide variety of land uses from limited agricultural industrial, to residential, to a variety of personal, professional, retail, restaurants and other commercial services. As stated in the amended plan the goal is, *"...to eliminate conditions impeding the City's economic growth in an area located between Moscow's historic downtown and the University of Idaho campus, an area designated as Legacy Crossing. The Legacy Crossing District was intended to allow the Agency to pro-actively address issues creating static economic conditions and, by taking actions targeted toward improvement of both underdeveloped properties and those properties in transition. The focus of the district was to spur more rapid land use transition of properties from former agricultural and/or industrial uses to new uses, and thereby transform the area from its current economic liability toward economic vibrancy."*

VALUATION OF THE URBAN RENEWAL AREA

The 2017 base valuation of the Legacy Crossing District is \$44,969,560. According to the Latah County Assessor, the January 1, 2018 valuation of the proposed 12-acre annex area is \$13,096,968. The resulting combined base valuation of the proposed Amended District would total \$58,066,528. This includes both real and personal property, plus improvements, and less the homeowners' exemptions.¹

GROWTH PROJECTIONS

There are two elements to the growth projection. The first is the inflationary growth of the base valuation that occurs over time within the area. The second element incorporates the addition of new infrastructure and the added assessed value that occurs as a result of both public and private investment. These two growth factors are utilized to project the tax increment that would be available for the Agency's use in Legacy Crossing. The following paragraphs describe the major assumptions used in these projections.

INFLATIONARY GROWTH RATES

Average population growth rates for the City of Moscow has been fairly modest but steady and just over 1% per year. The total assessed valuation growth for the City has been slightly higher with an average of 1.85% per year over the ten-year period between 2007 and 2017. For the purposes of this study and to remain conservative, 1.0% is utilized as the assumed inflationary annual growth rate.

¹ Latah County Assessor

NEW DEVELOPMENT INCREMENT

As individual properties are developed and the assessed valuation grows, tax increment is created by those projects. In the early years following the District creation in 2008, new development within the District was very limited as a result of the Great Recession and local economic conditions. Beginning in 2017 however, development activity within the District has increased significantly and over \$40 Million in new development projects has either been completed or is under construction at the time of this study. Valuation estimates of these current projects have been incorporated within the new development increment projections. Beyond these known projects it is estimated that new development increment in the future will result in a 9% annual increase to the new development increment. This appears to be a relatively conservative when compared to the 25.9% average annual growth rate that has been observed since 2008.

LEVY RATES

Levy rates change each year but usually only by a very small amount. We assume levy rates will remain constant during the projection period. Table 1 shows current levy rates.

TABLE 1	
CURRENT LEVY RATES BY TAXING DISTRICT 2017	
SCHOOL DISTRICT 281 (EXCLUDING FACILITY BONDS)	0.006502582
CITY OF MOSCOW	0.004922870
LATAH COUNTY	0.004368392
N. LATAH COUNTY HIGHWAY DIST.	0.001389756
MOSCOW CEMETERY DIST.	0.000184443
LATAH COUNTY LIBRARY DIST.	0.000582073
TOTAL CURRENT LEVY RATE	0.017950116

Source: Latah County Treasurer

TAX GENERATION

As discussed previously, tax increment revenues are created by inflationary increases and increased property values that result from new development and construction. The primary purpose of the Legacy Crossing Urban Renewal District designation is to encourage new and higher value development to occur within the District boundaries. Future projected tax revenue includes the previously described assumptions of a 1% annual inflationary growth and 9% annual new development value growth. Table 2 shows the projected tax increment revenues that are anticipated to be generated within the Amended District.

TABLE 2 DISTRICT TAX GENERATION PROJECTION						
Tax Year	Fiscal Year	Inflationary Growth Increment Revenues	New Development Increment Revenues	Total Tax Increment Revenues	Cumulative Increment Revenue	
2018	2019	\$ 6,850	\$ 330,341	\$ 337,191	\$ 337,191	
2019	2020	\$ 10,419	\$ 511,637	\$ 522,056	\$ 859,247	
2020	2021	\$ 20,943	\$ 543,947	\$ 564,890	\$ 1,424,138	
2021	2022	\$ 31,572	\$ 592,902	\$ 624,474	\$ 2,048,612	
2022	2023	\$ 42,307	\$ 646,264	\$ 688,571	\$ 2,737,183	
2023	2024	\$ 53,150	\$ 704,427	\$ 757,577	\$ 3,494,760	
2024	2025	\$ 64,100	\$ 767,826	\$ 831,926	\$ 4,326,686	
2025	2026	\$ 75,161	\$ 836,930	\$ 912,091	\$ 5,238,777	
2026	2027	\$ 86,332	\$ 912,254	\$ 998,586	\$ 6,237,363	
2027	2028	\$ 97,615	\$ 994,357	\$ 1,091,971	\$ 7,329,334	
2028	2029	\$ 109,010	\$ 1,083,849	\$ 1,192,859	\$ 8,522,194	
2029	2030	\$ 120,520	\$ 1,181,395	\$ 1,301,915	\$ 9,824,109	
2030	2031	\$ 132,144	\$ 1,287,721	\$ 1,419,865	\$ 11,243,974	
2031	2032	\$ 143,885	\$ 1,403,616	\$ 1,547,501	\$ 12,791,475	
2032	2033	\$ 155,743	\$ 1,529,941	\$ 1,685,685	\$ 14,477,160	

PUBLIC INFRASTRUCTURE & OTHER INVESTMENTS

With limited exceptions, urban renewal agencies within the State of Idaho are largely restricted to the funding of public infrastructure in support of private development and investment. These public infrastructure investments commonly include items such as water and sewer utility extension or expansion, public roadway expansion and improvement, streetscape and sidewalk improvement, and participation in the development of public amenities such as public facilities, buildings, parks, art installations and similar improvements.

Urban renewal agencies may also acquire and assemble property and fund demolition and environmental remediation activities. These public investments can generally be divided into four components within the MURA public investment portfolio: Community Infrastructure, Streetscape Enhancements, Community Placemaking and Special Projects. All of these investment components are intended to address community needs, improve deteriorating areas, and promote private investment and reinvestment.

As identified within the draft Amended Plan, the total anticipated public investments that are necessary in the Amended Legacy Crossing Urban Renewal District are estimated to be \$12.1 million. There may be some added costs due to inflation, which will be dependent upon when the costs are incurred, but those are not addressed in this report. The projected investments in each of the public investment portfolio categories are shown in Table 3 below.

TABLE 3 PUBLIC INVESTMENT TIMING						
Fiscal Year	Community Infrastructure	Streetscape Enhancements	Community Placemaking	Special Projects	Total Annual Investments	
2019	\$ -	\$ 35,000	\$ 25,000	\$ 170,000	\$ 230,000	
2020	\$ 175,000	\$ 137,000	\$ 35,000	\$ 15,000	\$ 362,000	
2021	\$ 176,379	\$ 154,332	\$ 44,095	\$ 66,142	\$ 440,947	
2022	\$ 198,458	\$ 173,651	\$ 49,615	\$ 74,422	\$ 496,145	
2023	\$ 222,255	\$ 194,473	\$ 55,564	\$ 83,345	\$ 555,636	
2024	\$ 247,921	\$ 216,931	\$ 61,980	\$ 92,970	\$ 619,802	
2025	\$ 275,623	\$ 241,170	\$ 68,906	\$ 103,359	\$ 689,058	
2026	\$ 305,542	\$ 267,349	\$ 76,386	\$ 114,578	\$ 763,855	
2027	\$ 337,876	\$ 295,641	\$ 84,469	\$ 126,703	\$ 844,689	
2028	\$ 372,839	\$ 326,234	\$ 93,210	\$ 139,815	\$ 932,097	
2029	\$ 410,666	\$ 359,333	\$ 102,666	\$ 154,000	\$ 1,026,665	
2030	\$ 451,612	\$ 395,161	\$ 112,903	\$ 169,355	\$ 1,129,031	
2031	\$ 495,957	\$ 433,963	\$ 123,989	\$ 185,984	\$ 1,239,893	
2032	\$ 544,004	\$ 476,003	\$ 136,001	\$ 204,001	\$ 1,360,009	
2033	\$ 596,083	\$ 521,572	\$ 149,021	\$ 223,531	\$ 1,490,207	
Total	\$ 4,810,214	\$ 4,262,813	\$ 1,258,804	\$ 1,923,205	\$ 12,180,036	

DETERMINATION OF CASH FLOW FEASIBILITY

Table 4 details the annual cash flow projections for the Amended District beginning in FY2019 and continuing to the last tax revenue receipts that would occur in 2033. The projections include the anticipated beginning fund balance, annual tax increment revenues, total annual public investment as detailed in Table 3, annual operational expenses and ending fund balance. The Agency currently has two long-term debt obligations including the bonds utilized to purchase the 6th and Jackson property and the settlement agreement with Latah County regarding the repayment of tax revenues the Agency received due to a County assessment system error that occurred for the 2009, 2010 and 2011 tax years. For the purposes of this assessment, those financial obligations are not detailed separately and are included within Agency's operational expenditures detailed in Table 4 below.

TABLE 4 CASH FLOW PROJECTION										
	Beginning	Increment	Annual	Agency	Owner	Latah County				
Fiscal Year	Fund Balance	Revenue	Public Investment	Operational Expenses	Participation Agreements	Settlement Agreement	Sixth and Jackson Bond	Total Expenses	Ending Fund Balance	
2019	\$ 248,581	\$ 337,191	\$ 230,000	\$ 79,291	\$ 86,367	\$ 3,500	\$ 43,590	\$ 442,748	\$ 143,023	
2020	\$ 143,023	\$ 522,056	\$ 362,000	\$ 80,877	\$ 63,279	\$ 3,500	\$ 44,056	\$ 553,712	\$ 111,368	
2021	\$ 111,368	\$ 564,890	\$ 440,947	\$ 82,494	\$ 14,197	\$ 5,000	\$ 43,370	\$ 586,009	\$ 90,249	
2022	\$ 90,249	\$ 624,474	\$ 496,145	\$ 84,144	\$ 12,397	\$ 5,000	\$ 43,965	\$ 641,652	\$ 73,072	
2023	\$ 73,072	\$ 688,571	\$ 555,636	\$ 85,827	\$ 12,398	\$ 5,000	\$ 43,472	\$ 702,333	\$ 59,309	
2024	\$ 59,309	\$ 757,577	\$ 619,802	\$ 87,544	\$ 12,397	\$ 5,000	\$ 43,936	\$ 768,679	\$ 48,207	
2025	\$ 48,207	\$ 831,926	\$ 689,058	\$ 89,295	\$ 12,398	\$ 5,000	\$ 44,311	\$ 840,061	\$ 40,073	
2026	\$ 40,073	\$ 912,091	\$ 763,855	\$ 91,080	\$ 12,398	\$ 10,000	\$ 43,599	\$ 920,933	\$ 31,232	
2027	\$ 31,232	\$ 998,586	\$ 844,689	\$ 92,902	\$ 6,892	\$ 12,000	\$ 43,843	\$ 1,000,326	\$ 29,491	
2028	\$ 29,491	\$ 1,091,971	\$ 932,097	\$ 94,760	\$ 6,892	\$ 23,000	\$ -	\$ 1,056,749	\$ 64,714	
2029	\$ 64,714	\$ 1,192,859	\$ 1,026,665	\$ 96,655	\$ 6,892	\$ 24,537	\$ -	\$ 1,154,749	\$ 102,824	
2030	\$ 102,824	\$ 1,301,915	\$ 1,129,031	\$ 98,588	\$ 6,892	\$ -	\$ -	\$ 1,234,511	\$ 170,228	
2031	\$ 170,228	\$ 1,419,865	\$ 1,239,893	\$ 100,560	\$ 6,892	\$ -	\$ -	\$ 1,347,345	\$ 242,748	
2032	\$ 242,748	\$ 1,547,501	\$ 1,360,009	\$ 102,571	\$ 6,892	\$ -	\$ -	\$ 1,469,472	\$ 320,777	
2033	\$ 320,777	\$ 1,685,685	\$ 1,490,207	\$ 104,623	\$ -	\$ -	\$ -	\$ 1,594,830	\$ 411,631	
Total		\$ 14,477,160	\$ 12,180,036	\$ 1,371,212	\$ 267,182	\$ 101,537	\$ 394,142	\$ 14,314,109		

CONCLUSIONS AND RECOMMENDATIONS

It is expected that the Legacy Crossing Urban Renewal District will generate sufficient revenue to fund the identified infrastructure needs. The analysis does rely upon several assumptions regarding the future growth of the base valuation and new increment that results from development and redevelopment activities. These assumptions include the following:

- Inflationary growth is projected to grow at a modest 1% annually. Compared to the City's assessed valuation growth of 1.85% over the past 10 years (much of the Great Recession) the 1% assumption is considered to be a conservative estimate.
- For the 2019-2021 fiscal years, increment estimates for projects currently under construction or in the planning phase have been incorporated within the future increment projections. There is relatively high certainty for these projections.
- Beyond 2021, future new development increment growth is estimated at 9% annual growth. Since the formation of the District, new development has grown by over 28% annually even after accounting for base valuation growth. As a result, the 9% annual growth is considered to be a conservative estimate.

The Moscow Urban Renewal Agency can create an economically vibrant Legacy Crossing project area by:

- Eliminating unsafe, deteriorated, or inadequate public improvements and facilities;
- Assembling and redeveloping parcels to provide an improved environment for development;
- Attracting new commercial and mixed use developments;
- Improving connectivity; and
- Adding to parks, open space and quality of life amenities.

As a result of these Agency activities, an area surrounding a former industrial railway corridor, which has outlived its useful life in that configuration, will be transformed to economic health and will add significantly to Moscow's business, cultural and civic appeal.

The benefits expected in Legacy Crossing will accrue faster if the Agency is willing to make a strong recruiting effort to attract new development partners early in the life of the district. However, the benefits can be achieved before the Legacy Crossing Urban Renewal district ends in calendar 2032, given the Agency's application of the reasonable growth and development expectations underlying the forecasts contained in this report.

At the end of the Legacy Crossing's Plan term, significant increases in assessed values will be returned to the tax rolls, as illustrated in Table 5, below.

TABLE 5 VALUATIONS OVER TIME						
Tax Year	Fiscal Year	Base Valuation	Inflationary Growth	New Development Increment Valuation	Total Valuation	
2018	2019	\$ 58,066,528	\$ 235,000	\$ 18,403,272	\$ 76,469,800	
2019	2020	\$ 58,647,193	\$ 580,665	\$ 28,503,272	\$ 87,150,465	
2020	2021	\$ 59,233,665	\$ 1,167,137	\$ 30,303,272	\$ 89,536,937	
2021	2022	\$ 59,826,002	\$ 1,759,474	\$ 33,030,566	\$ 92,856,568	
2022	2023	\$ 60,424,262	\$ 2,357,734	\$ 36,003,317	\$ 96,427,579	
2023	2024	\$ 61,028,505	\$ 2,961,977	\$ 39,243,616	\$ 100,272,121	
2024	2025	\$ 61,638,790	\$ 3,572,262	\$ 42,775,541	\$ 104,414,331	
2025	2026	\$ 62,255,177	\$ 4,188,649	\$ 46,625,340	\$ 108,880,518	
2026	2027	\$ 62,877,729	\$ 4,811,201	\$ 50,821,621	\$ 113,699,350	
2027	2028	\$ 63,506,507	\$ 5,439,979	\$ 55,395,567	\$ 118,902,073	
2028	2029	\$ 64,141,572	\$ 6,075,044	\$ 60,381,168	\$ 124,522,739	
2029	2030	\$ 64,782,987	\$ 6,716,459	\$ 65,815,473	\$ 130,598,460	
2030	2031	\$ 65,430,817	\$ 7,364,289	\$ 71,738,865	\$ 137,169,683	
2031	2032	\$ 66,085,125	\$ 8,018,597	\$ 78,195,363	\$ 144,280,489	
2032	2033	\$ 66,745,977	\$ 8,679,449	\$ 85,232,946	\$ 151,978,923	

Attachment 6
Private Properties Which May be Acquired by the Agency

1. No particular properties have been identified for acquisition by the Agency. The Agency does not intend to purchase property for future development by private persons.
2. The Agency reserves the right to acquire any additional right-of-way or access routes near or around existing or planned rights-of-way.
3. The Agency reserves the right to acquire property needed for the development of public improvements and public facilities.

4840-7715-9779, v. 1

MOSCOW URBAN RENEWAL AGENCY**RESOLUTION NO. 2018-03**

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF MOSCOW, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE MOSCOW URBAN RENEWAL AGENCY, THE URBAN RENEWAL AGENCY OF THE CITY OF MOSCOW, IDAHO, RECOMMENDING THE ADOPTION OF THE AMENDED AND RESTATED LEGACY CROSSING URBAN RENEWAL DISTRICT REDEVELOPMENT PLAN TO ANNEX A PORTION OF THE DOWNTOWN MOSCOW AREA INTO THE LEGACY CROSSING URBAN RENEWAL DISTRICT; AND AUTHORIZING THE CHAIRMAN OR ADMINISTRATOR TO TRANSMIT THE AMENDED AND RESTATED PLAN AND THIS RESOLUTION TO THE CITY COUNCIL OF THE CITY OF MOSCOW REQUESTING ITS CONSIDERATION FOR ADOPTION AND PASSAGE BY ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, made on the date hereinafter set forth by the Urban Renewal Agency of Moscow, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, as amended (hereafter the "Law") and the Local Economic Development Act, Chapter 20, Title 50, as amended, (hereafter the "Act"), a duly created and functioning urban renewal agency for Moscow, Idaho, hereinafter referred to as the "Agency."

WHEREAS, on the July 19, 1995 the Council and Mayor of Moscow, Idaho respectively, created the Moscow Urban Renewal Agency, authorizing it to transact business and exercise the powers granted by the Law and Act upon making the findings of necessity required for creating said Agency; and

WHEREAS, on November 6, 1995, the Council and Mayor of the City of Moscow, Idaho, respectively, adopted Resolution 95-13 formally finding one or more deteriorated or deteriorating areas existed within the City. The development of such area or areas is necessary in the interests of the public health safety, morals or welfare of the residents of the City and there is a need for an Urban Renewal Agency; and

WHEREAS, the City Council of the City of Moscow, Idaho (the "City"), on July 1, 1996, after notice duly published, conducted a public hearing on the City of Moscow, Idaho Research and Technology Park Urban Renewal/Disadvantaged Border Community Area Plan of 1996 (the "Urban Renewal Plan"); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 96-12 on July 1, 1996, approving the Urban Renewal Plan and making certain findings; and

WHEREAS, the City, on June 7, 2004, after notice duly published, conducted a public hearing on the Amended and Restated Urban Renewal Plan for the First Amended and Restated City of Moscow, Idaho Research and Technology Park Urban Renewal/Competitively Disadvantaged Border Community Area Plan 2004 (the "First Amended and Restated Urban Renewal Plan"); and

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 2004-28 on June 7, 2004, approving the First Amended Urban Renewal Plan and making certain findings; and

WHEREAS, the City, on June 20, 2005, after notice duly published, conducted a public hearing on the Second Amended and Restated City of Moscow, Idaho Research and Technology Park Urban Renewal/Competitively Disadvantaged Border Community Area Plan of 2005 (the "Second Amended and Restated Urban Renewal Plan"); and

WHEREAS, following said public hearing, the City adopted its Ordinance No. 2005-18 on June 20, 2005, approving the Second Amended and Restated Urban Renewal Plan and making certain findings; and

WHEREAS, the Agency Board authorized an update the 2007 Greater Downtown Moscow Eligibility Report to consider an urban renewal project for the potential inclusion of the area within Legacy Crossing Urban Renewal District and to analyze and determine whether the area is eligible for urban renewal planning, and provide the Board with a report and recommendation; and

WHEREAS, pursuant to Idaho Code Section 50-2008, an urban renewal project may not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or deteriorating area, or combination thereof, and designated such area as appropriate for an urban renewal project; and

WHEREAS, Idaho Code Section 50-2906, also requires that in order to adopt an urban renewal plan containing a revenue allocation financing provision, the local governing body must make a finding or determination that the area included in such plan is a deteriorated area or deteriorating area.

WHEREAS, the update of the eligibility report (the "Report") had been completed, which examines the area for the purpose of determining whether such area is a deteriorating area and deteriorated area as defined by Idaho Code, Section 50-2018(i) and 50-2903(6)(b); and

WHEREAS, the Report dated March 1, 2018, was reviewed and approved by the Agency and authorized to be transmitted the Moscow City Council by Agency Resolution 2018-02; and

WHEREAS, the on April 2, 2018, the Moscow City Council accepted and approved the eligibility report by Resolution 2018-05 declaring the area as a deteriorating or deteriorated area and directing the Agency to prepare the plan amendment; and

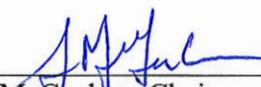
WHEREAS, the Agency has prepared the Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan, a copy of which is attached hereto as Exhibit 1; and

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF MOSCOW, IDAHO, AS FOLLOWS:

- Section 1. That the above statements are true and correct.
- Section 2. That the Board acknowledges acceptance and approval of the Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan.
- Section 3. That the Chairman of the Board of Commissioners of the Moscow Urban Renewal Agency is hereby authorized to transmit the Amended and Restated Legacy Crossing Urban Renewal District Redevelopment Plan to the City Council of the City of Moscow and requesting that the Council consider adoption of the Plan in accordance with all legal requirements of the Law and Act.
- Section 4. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED by the Urban Renewal Agency of the City of Moscow, Idaho, this 7th day of June, 2018.




Steve McGeehan, Chair

ATTEST:


Brandy Sullivan, Vice Chair

**BEFORE THE PLANNING AND ZONING COMMISSION
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT FINDINGS AND CONCLUSIONS REGARDING A REVIEW OF THE AMENDED AND RESTATED LEGACY CROSSING URBAN RENEWAL REDEVELOPMENT PLAN FOR GENERAL CONFORMANCE WITH THE CITY OF MOSCOW COMPREHENSIVE PLAN.

WHEREAS, The Moscow Urban Renewal Agency has prepared a proposed Urban Renewal Project Plan entitled the Amended and Restated Legacy Crossing Urban Renewal Redevelopment Plan for areas within the City of Moscow; and

WHEREAS, by Idaho Code Section 50-2008, prior to the adoption of any urban renewal plan, the governing board must submit the proposed urban renewal plan to the Planning and Zoning Commission to receive a recommendation from the Commission as to its conformity with the City's Comprehensive Plan; and

WHEREAS, on July 11, 2018 the Planning and Zoning Commission reviewed the components and elements of the Amended and Restated Legacy Crossing Urban Renewal Redevelopment Plan; and

WHEREAS, having reviewed the Amended and Restated Legacy Crossing Urban Renewal Redevelopment Plan and the City of Moscow Comprehensive Plan,

THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The proposed Amended and Restated Legacy Crossing Urban Renewal Redevelopment Plan (ARLCURP) covers an area generally described as being bounded by the eastern boundary of the University of Idaho to the west, 'A' Street to the north, Main Street to the east, and Sweet Avenue to the south.
2. The ARLCURP describes the general activities that the URA may engage to facilitate the redevelopment of properties located within the Legacy Crossing Redevelopment area including, but not limited to; demolition, property consolidation, environmental remediation, public infrastructure improvement, public parking development and improvement, and construction and development of public amenities.
3. The ARLCURP provides for specific objectives to be achieved within the proposed Project Area, including:

- Provide an improved environment for new commercial and mixed-use developments
 - Eliminate unsafe and hazardous conditions
 - Assist potential owners and other developers to create appropriate development sites through aggregation of existing small parcels and, where necessary, through acquisition, demolition, and disposition activities
 - Improve transit and multi-modal parking opportunities throughout the Project Area
 - Otherwise prevent the extension of blight and deterioration and reverse the deteriorating characteristics of the area.
 - Promote sustainable development intended to minimize environmental impacts and promote wise use of natural resources, including water resources.
4. The ARLCURP specific key strategies to be implemented by the URA including;
 - Initiate simultaneous projects designed to revitalize the Project Area. From sewer improvements, to aggregating parcel ownership, to significant new development, the Agency plans to play a key role in creating and facilitating conditions to encourage the necessary momentum.
 - Develop new mixed-use projects to attract, encourage and assist the development of new businesses within the Project Area.
 - Pursue development across a variety of land-use sectors simultaneously.
 - Secure certain public open space in critical areas. This public open space will increase property values adjacent to it and, with amenities investments and with public art integrated, greatly contribute to a new sense of place ("placemaking")
 5. The ARLCURP describes the generally anticipated future land uses to include mixed commercial and residential uses to replace the prior agricultural and industrial uses located along Paradise Creek and the historical railroad corridor.
 6. Section 2.3.2 (Urban Renewal Districts) of the Comprehensive Plan states that, *The Legacy Crossing district was established in 2008 with the purpose to guide the development that occurs in the old agricultural industry corridor along the railroad and Paradise Creek alignment between the University of Idaho and downtown. The formation of this district came about from the community's desire to eliminate conditions impeding the City's economic growth in an area which is located between Moscow's historic downtown and the University of Idaho campus. The intention of Legacy Crossing is to spur a transition of properties from former agricultural and/or industrial uses to new uses, create more cohesive zoning arrangements, add diversity to the General Business and Residential/Office mixed use zones, and thereby transform the area from its current economic liability to economic vibrancy.*
 7. Section 2.4 (Downtown) of the Comprehensive Plan states that, *"Downtown Moscow is treasured by the community. It is the heart of the City, not only geographically, but also in terms of identity, community character, and community spirit. It is also a key activity center and gateway to the University of Idaho. Consequently, the quality and character*

of downtown, including its interfaces with the University, is a meaningful contributor to the University's ability to attract and retain students."

"Functionally, downtown has evolved from retail and service dominated central business district to a truly mixed use district, with offices, institutional and governmental uses, residential units, and ground-floor retail. Although peripheral auto-oriented retail development with national chain tenants has pushed downtown to adapt, it has not significantly undermined the viability of downtown because the location, authentic character and quality of downtown as a location for dining, entertainment, and specialty retail continue to exist."

8. Section 2.4.1 (Downtown Expansion) of the Comprehensive Plan states that, *"Expansion of the downtown area has been considered through several planning efforts including the City's 2003 Downtown Revitalization Plan and the City's 1999 Comprehensive Plan. Most immediately, the agricultural-industrial area situated along the railroad tracks between downtown and the University of Idaho is a target for downtown-style redevelopment. Although the seed company that is located on a portion of the site is a continuing, viable enterprise, most of the uses and buildings on the site are obsolete. The Urban Renewal Agency and private interests are seeking to redevelop this area with mixed use buildings that reinforce the connection among the University, the hospital, and downtown."*

"The focus of the first phase should be the agricultural-industrial area in the Legacy Crossing Urban Renewal District to the southwest of downtown (generally between Sixth Street, Jackson Street and Paradise Creek). Since the success of the City is largely tied to the success of the University, enhancing the character of the interconnections between the two, as well as the access of University students to the downtown, is an important policy priority."

"If the market study shows uncertainty with regard to whether the market will support a building with structured parking, the City should consider participating in the development of the parking structure in exchange for public access to the parking spaces. The benefit, with regard to community character, will be significant because surface parking will likely create a physical and psychological barrier between the University and downtown, and will most assuredly alter the character of this site from urban to auto-urban."

Section 2.4.2 (Downtown Parking) of the Comprehensive Plan states that, *"The largest and most convenient parking lot to the downtown core is the South Jackson Street lot, which is located on Jackson Street between Fourth and Sixth Streets. The South Jackson Street lot has no convenient pedestrian access to Main Street that does not require walking through a business with the exception of Friendship Square. Many business owners believe that convenience-is-key; despite the destination character of downtown, they worry that their customers may go where parking is more convenient. A pedestrian way-finding program, with signage and kiosks directing people to and from parking areas and other locations of interest could help alleviate this problem."*

“Parking is not only limited to automobiles, and with the large number of bicyclists within the community there is an ever increasing need for convenient and secure, and preferably covered, bicycle parking downtown. Additionally, convenient and timely public transit services to and from downtown to outlying areas can encourage people to leave their vehicles at home and reduce parking demand.”

9. Section 2.5 (Community Design) of the Comprehensive Plan states that, *“The physical character of a place creates the first impression for visitors and contributes to the quality of life for residents. The appearance of the physical environment is an asset to be valued. It is formed by many factors. One of the main attributes of Moscow is its small town atmosphere. Aside from the actual size of the town, community design plays an important role in creating this atmosphere. Moscow is characterized by rolling Palouse hills, open farmland, the University of Idaho campus, the historic downtown, and the residential neighborhoods with tree-lined streets. The accessibility, viability, and pedestrian friendliness of downtown are significant factors in this small town feeling. The visual effects of the agricultural component to the local economy also contribute to the small town impression.”*
10. Section 2.5.2 (Streetscapes) of the Comprehensive Plan states that, *“The design of a streetscape includes the road, sidewalk, landscape elements within the public right-of-way, and may include the building facades and landscaped setbacks within the private realm. Streetscape elements include street lights, trees, and street furniture, which can contribute to the unique character to a block or entire neighborhood. Street trees and furniture, such as benches, are present throughout the downtown area. They are very important in creating a pleasant, comfortable, and inviting atmosphere.”*

“Streetscape standards are often developed to create a uniform appearance and identity to downtowns, historic districts, and other special areas. Public art can be directly incorporated into streetscape design by reserving locations for sculpture. It can also be incorporated into various elements of the streetscape furnishings. Additionally, elements of the streetscape, such as bike racks, can be developed and designed by artists, adding interest, landmarks, and a sense of discovery to the streetscape. Provisions should be made to allow for such furnishings and amenities in areas of the community in a manner that would afford an enhancement of neighborhood character and identity.”

11. Section 2.5.3 (Landscaping) of the Comprehensive Plan states that, *“In the downtown area, the landscaping in Friendship Square creates a restful atmosphere, and trees throughout the downtown area break the monotony of the pavement.”*
12. Section 2.5.4 (Scale, Density, and Building Design) of the Comprehensive Plan states that, *“The massing and design of buildings is an important factor in how the community looks and feels. Scale, height, and setbacks are all factors in the massing of buildings. These factors can impact compatibility with existing development, the availability of solar access, and even the comfort of pedestrians. The architectural design of buildings adds to the character, continuity, and interest in an area. Downtown, many buildings are*

built at the street, providing a street wall or continuous row of storefronts that maintain a pedestrian's interest and frame Friendship Square. There is a substantial uniformity in the bulk and exterior treatment of the buildings that unifies the downtown area. Heights range from one to four stories, and brick has been used extensively as a building material. Floor area ratios and residential densities are higher in the downtown area than in the rest of the community, giving a greater opportunity to mix uses, but also creating a need for parking which is often provided off-site or in public parking lots.

"The architecture of many of the City's buildings is interesting and contributes both to the small town feeling and Moscow's sense of place. Preservation and enhancement of some of these buildings and the construction of compatible new buildings can help maintain the City's special ambiance. The downtown area and the University of Idaho campus are two outstanding assets to the design of the community, with historic and architecturally interesting structures, public spaces, landscaping, and open spaces. The location of the University is somewhat concealed from visitors entering the City. Better integration of the University into the design of the City would benefit both the University and the City."

13. Section 2.7.1 (General Land Use and Community Character Goals) of the Comprehensive Plan are intended to,

- *Preserve and enhance special areas of the community to celebrate the community's identity, character and heritage.*
- *Enrich the community's social, cultural, physical and economic environments through the arts and integration of aesthetic infrastructure standards, and particularly through the placement of public art at key locations in the City.*

14. Implementation Action of Section 2.7.4 is intended to,

- *Promote the redevelopment of the Legacy Crossing Urban Renewal District to develop appropriate zoning regulations and design criteria to further the goals and intentions of the Urban Renewal Agency, including the enhancement of the connection between the University and Downtown.*

15. Objective of Section 2.7.5 is intended to,

- *Guide the expansion and intensification of downtown development while considering the needs for parking and desire to maintain the existing historic character.*

16. Implementation Actions of Section 2.7.5 are intended to,

- *Create design standards for intensive redevelopment of areas near historic downtown so that they complement the existing character of downtown.*
- *Include parking and loading provisions in the land development regulations that will require significant development and redevelopment proposals to provide off-street parking and loading.*
- *Develop a plan for acquisition and development of public parking areas downtown and collect a fee-in-lieu of parking spaces on significant*

redevelopment projects that occur on parcels that are not large enough to support required amounts of off-street parking.

- *Develop and implement a way-finding program at the pedestrian and motorist scale that provides direction to and information about parking areas and points of interest in a cohesive manner that enhances the character of downtown.*
- *Enhance public transit services to and from downtown to reduce parking demand within the downtown area.*

17. Implementation Action of Section 2.7.6 is intended to,

- *Develop streetscape plans to enhance and identify special areas of the community, including downtown and historic districts, and to highlight special connecting streets such as Sixth Street between downtown and the University and Third Street between Washington and Farm Road and City entrances.*

18. Section 3.5.2 (Sidewalk and Crosswalk Facilities) of the Comprehensive Plan states that, *“Pedestrian connectivity and mobility is highly valued within the community. The installation of sidewalks where they do not currently exist, and the repair of sidewalks in disrepair have been identified as a priority for the City.”*

19. Section 3.10.2 (Downtown Parking) of the Comprehensive Plan states that, *“Uses within the Central Business (CB) Zoning District are exempt from the requirement to provide off-street parking under the City’s Zoning Code. The requirement for large private surface parking lots would detract from the desired urban pedestrian oriented character of the downtown area and create demand for automobile traffic in the area. Currently the majority of the auto parking demand is satisfied with readily available public parking, both on-street, as well as by several public parking lots. The reliance upon public parking for the downtown district provides a great deal of flexibility in meeting parking demand as it fluctuates during the course of the day and week, rather than privately held and managed parking dedicated to a particular use.”*

20. Section 5.8.3 (Growth Staging Plan) of the Comprehensive Plan states that, *“Redevelopment of the area located between the University of Idaho campus and downtown should be a priority to provide new commercial and residential development in the core of the community.”*

21. Section 6.5.2 (Leveraging Existing Assets) of the Comprehensive Plan states that, *“Moscow’s historic Downtown extends from First Street to Sixth Street, and centers on Main Street (spanning from Washington Street to the alley between Main Street and Jackson). The heart of Downtown is Friendship Square, a pedestrian mall with amenities that include ample seating, fountain, message board, and a tot lot.”*

“Downtown is a mixed use district, with offices, institutional and governmental uses, residential units, and ground-floor retail. Although peripheral auto-oriented retail development with national chain tenants has pushed Downtown to adapt, it has, to-date, not significantly undermined the viability and special character of Downtown. That is because the location, character, and quality of Downtown make it an ideal location for

dining, entertainment, and specialty retail. Indeed, Downtown business owners noted that people come from as far as 100 miles away to the area's unique retail stores and restaurants."

"Downtown is a source of community pride that contributes to the City's exceptional quality of life (a "driver" for economic development"). In more specific economic development terms, Downtown is a center of gravity for the target industries of financial services, healthcare, real estate, and tourism. It is also a potential center for higher-end, residential-over-retail products positioned toward professionals and active seniors who do not want the maintenance responsibilities of single-family housing."

22. Section 6.5.6 (Business Development Costs) of the Comprehensive Plan states that, *"The Legacy Crossing district was established in 2008. Its purpose is to guide the development, redevelopment of the agricultural industry corridor along the railroad and Paradise Creek alignment between the University of Idaho and Downtown. The intention of Legacy Crossing is to spur the transition of properties from former agricultural and/or industrial uses to new high intensity mixed-use developments to create a vibrant place for economic activity and to enhance the integration of the University of Idaho and Downtown."*

23. Objectives of Section 6.6.2 (Leveraging Existing Assets) are intended to,

- *Strengthen and enhance the vitality of Downtown as the community's civic core.*
- *Reposition the industrial areas currently located near Downtown to another location so as to allow for downtown redevelopment with modern mixed-use developments.*
- *Strengthen the physical linkage between Downtown Moscow and the University of Idaho.*

24. Implementation Actions of Section 6.6.2 (Leveraging Existing Assets) are intended to,

- *Allow for development and redevelopment of mixed-use projects in and around the Downtown area to bring added activity and vitality to the Downtown area.*
- *Invest in the public infrastructure (sidewalks, street furnishings, signage, etc.) within the Downtown area to enhance the appearance and character of Downtown.*
- *Plan and implement appropriate zoning for the industrial areas adjacent to Downtown to encourage redevelopment with modern mixed-use developments that complement and integrate Downtown and the University of Idaho campus.*
- *Identify and rezone appropriate areas in the southern part of the City to allow the relocation of current near-Downtown industrial and agricultural support uses.*

25. Implementation Action of Section 6.6.4 (Strengthening Networks) is intended to,

- *Create better physical linkages between the City and the University of Idaho through the redevelopment of the historic industrial areas near Downtown.*

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FIND THE FOLLOWING:

1. That the proposed uses, development and activities described within the ARLCURP are generally consistent and in conformance with the City of Moscow Comprehensive Plan.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW

THIS 25th DAY OF July, 2018.



Wendy McClure, Chair
Planning and Zoning Commission

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 09/24/2018**Title:** 2019 Idaho's Child Passenger Safety Grant**Responsible Staff:** Alisa Anderson

Information

DESCRIPTION: The Moscow Police Department has participated in the Child Passenger Safety program since 2003 by applying for funding to purchase safety seats for children and participating in Child Passenger Safety Technician Instruction classes. The Moscow Police Department has been the lead agency and fiscal agent for the program since 2011 and has applied and received funding for purchasing child safety seats, training technicians and managing the distribution of child safety seats.

The FY2019 funding requested will be directed through the Idaho Transportation Department, Office of Highway safety. The request is for \$5,550 for child safety seats and materials and \$10,275 for training and recertification of child safety seat technicians, events, and educational materials. The Moscow Police Department will contribute \$1,500 in staff time for training during the award period for a total program cost of \$15,825. The Request for Funds detailing the Qualifications, Deliverables, Goals, and Budget is attached to the report.

STAFF RECOMMENDATION: Approve the proposed funding request to accept an anticipated award of \$14,325 from the Idaho Transportation Department, Office of Highway Safety.

ACTION: Approve the proposed funding request to accept an anticipated award of \$14,325 from the Idaho Transportation Department, Office of Highway Safety or take such other action deemed necessary.

Necessary Resources/Impacts

Fiscal - Funding request of \$14,325 and in-kind contribution by Moscow Police Department of \$1,500
 Moscow Police Department - Program Management
 Administrative Department - Grant Management
 Finance Department - Disbursement and Receipt of Funds

Attachments

2019 Idaho Child Passenger Safety Grant
 FFY 2019 CPS Grant Policies and Procedures

August 13, 2018

Sherry Jenkins
Office of Highway Safety
Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707-1129

RE: FFY 2019 Idaho's Child Passenger Safety Grant Program
Request for Funds in the Amount of \$ _____

Dear Sherry:

We are requesting funds on behalf of the Moscow Police Department in working in conjunction with the Inland Northwest Car Seat Team (INCS Team).

QUALIFICATIONS:

The Moscow Police Department (MPD) is applying for the Idaho Transportation Department (ITD) FFY 2019 Idaho's Child Passenger Safety Grant as a government agency committed to child passenger safety. The MPD has participated in this grant program since 2003 and has a strong record of accomplishment in meeting all of the grant requirements to include reporting and budget allocations.

Since 2003, MPD, as a member of the INCS Team, has focused on program outreach and has worked with multiple partners throughout ITD District II, as well as Whitman and Asotin Counties in Washington. MPD has shown consistency in recruitment and provided training for both future and current technicians using grant funds to maintain and expand the program. In 2018, twenty (20) current Child Passenger Safety Technicians (CPST's) completed training updates and eleven (11) new participants completed the CPST training to become newly certified technicians for District II.

The MPD and the INCS Team recognizes and supports the importance of providing education and child passenger safety seats to low-income families while also balancing the need to use grant funding wisely. The MPD purchases safety seats compatible with the needs of a majority of children and families, while also purchasing a few specialized seats for unique situations and special needs children. The MPD also collaborates with the Lee Newbill Kids Safety Fair Committee, a local 501 non-profit organization, assisting with purchasing additional car seats for distribution.

The Monthly Car Seat Reports through May 2018 estimate the MPD and INCS Team completed 204 car seat checks, purchased 226 car seats, and distributed 97 car seats. MPD anticipates by the end of the FFY 2018 reporting period the

statistics will include 380+ car seat checks and the purchase and distribution of 155 seats. Outreach activities of the MPD and INCS Team continue to include volunteer promotion in the donation of goods and services for seat checks, training events, and identification of discounted car seat prices. MPD tracks training hours and expenditure of grant funds and reports to the ITD Child Passenger Safety Statewide Coordinator.

DELIVERABLES:

The MPD and the INCS Team will continue to expand outreach to low-income families within District II and will use grant funds to fulfill our goals of providing more car seats, car seat checks, and education. The MPD will continue to purchase, store, and distribute car seats and work with the INCS Team to cultivate partnerships with local businesses to purchase car seats at discounted prices. Through these partnerships, the MPD continues to serve the community and the families within District II.

GOALS:

1. Increase the number of CPS Technician Instructors and CPS Technicians by hosting or providing funding to attend training and recertification/renewal courses.
2. Reduce the cost barrier of child safety seats to parents and caregivers by providing car seats at little or no cost to low income families.
3. Increase District II community member knowledge of the proper use of child restraints by offering car seat safety checks and/or participating in child safety events.
4. Educate local families within District II on proper installation and use of child restraints by providing free car seat checks to parents, grandparents, and caregivers.
5. Promote accessibility to CPST to do car seat safety checks within District II through presentations at community events and social media posts.
6. Use the National Child Passenger Safety Week as an opportunity to increase awareness and knowledge of child passenger safety in Idaho.

Host a minimum of six (6) car seat safety checks and/or car seat distribution events within District II in support Goals 1-6

The MPD and the INCS Team will make car seats available to low-income families and educate caretakers on proper use and installation. The goal is to provide child safety seats to all residents in need that live in District II.

The following events are scheduled in FFY 2019:

- April 2019, Kids Safety Fair, (Pullman, WA)
- April 2019, Sportsman Warehouse, (Lewiston)
- June 1, 2019, Officer Newbill Kids Safety Fair, (Moscow)
- August 6, 2019, National Night Out, (Moscow)
- September 20, 2019, National Car Seat Safety Awareness Week, (Moscow)
- October 5, 2019, Lewiston Child Safety Fair, (Lewiston)

Host a CPS Technician Certification, Continuing Education Class, and a Renewal Course in support of Goal 1

The availability CPS Technicians is a significant barrier to residents of District II. In FFY 2019, we will strive to build an expanded technician team and increase outreach into rural communities. The grant funding will assist in maintaining and building the technician team to include certifying new technicians, continuing education for current technicians, and recertification of expired technicians. A four-day CPST course is planned for May 2019 which will be open to community members interested in becoming certified.

Education Opportunities for the Instructors and Technicians:

- CPST Certification Course: May 2019. Continue recruitment of new technicians from local law enforcement, fire departments, and hospitals. The course will be available for all individuals wishing to obtain CPST Certification.
- Continuing Education. Technicians will receive a maximum of six (6) credit hours in support of their current certification.
- Technician Renewal Course. Course for expired technicians to renew their certification. In FFY 2018 this course was not provided but will be held in FFY 2019 due to an increased need for technicians in Idaho.

Provide Educational Materials to Parents, Grandparents, and Caregivers in Support of Goals 2-6

The events will focus on educating parents, grandparents, and caregivers about child restraint selection and installation, providing additional resources for the community to access car seat inspection services and educational materials (i.e. WHALE kits, CHOP Child Restrain Basics cards).

Promote Awareness through Social Media about Events and Presentations in Support of Goals 3-6

MPD and CPS Technicians will participate in social media announcements, radio interviews, newspaper advertisements, and word of mouth to raise awareness of upcoming events within District II.

Information on classes held, numbers reached, materials distributed, car seats inspected, etc., will be emailed to Sherry Jenkins AND Carma McKinnon, CPS

Statewide Coordinator, on a monthly basis. Course evaluation summary will be included with the reimbursement billing documents.

**We understand that all invoices for goods received or services performed on or prior to, June 30, 2019, must be received by CPS Statewide Coordinator and the ITD Office of Highway Safety no later than July 30, 2019.*

**Invoices for goods received or services performed between July 1, 2019, and September 30, 2019, must be received by CPS Statewide Coordinator and ITD Office of Highway Safety no later than October 31, 2019.*

****Invoices submitted for reimbursement after the above dates will not be paid.**

BUDGET:

ANTICIPATED CHILD RESTRAINTS AND CAR SEAT INSPECTION COSTS				
Goals	Deliverable	Explanation of Costs (Use State Per Diem Rates)	Subtotal Estimate	Estimated Total
2 thru 6	Child Restraints	___ Convertible Seats @ \$___ ea		
	Car and booster seats distribution will target families with a demonstrated financial need and come with education provided by a CPST	___ High-Back Boosters @ \$___ ea		5,000
	Restraints Distributed 2016:	___ No-Back Boosters @ \$___ ea		
	Restraints Distributed 2017:			
1, 3 - 6	Car Seat Inspections	SafeRideNews Handouts	350	550
	This service will be held in District II, multiple events, supported by Idaho Techs.	Gloves for Conducting Inspections	50	
		Plastic Storage Bins	50	
		Pool Noodles	100	
			Subtotal	5,550

ANTICIPATED CPST COURSE AND EVENT COSTS				
Goals	Deliverable	Explanation of Costs (Use State Per Diem Rates)	Subtotal Estimate	Estimated Total
1	CPST Certification Course Four (4) Days	Stipends: CPST Lead Instructor Course - One (1) Instructor @ \$350 Per Day for Four (4) Days	1,400	
		Stipends: CPST Instructors - Three (3) @ \$250 Per Day for Four (4) Days	3,500	
		Instructors - Two (2) @ \$250 Per Day for One (1) Day (Final Day of Car Seat Checks)	600	
		Mileage, Meals, Lodging, Fees	1,500	7,000
1	Instructor Development Course One (1) Day	Stipend: CPST Lead Instructor - One (1) Instructor @ \$350 Per Day for One (1) Day	350	
		Mileage, Meals, Lodging	250	600
1	CPST/Tech Proxy for Car Seat Events	Stipends: CPST/Tech-Proxy - Two (2) @ Six (6) Events @ Three (3) to Four (4) Hours @ \$100 per Event	1,200	
		Mileage, Meals, Lodging	500	1,700
2 thru 6	Educational Materials	LATCH Manuals Twenty Five 25 @ \$39 each	975	975
			Subtotal	10,275
	TOTAL FFY 2019 PROGRAM BUDGET			15,825
	TO BE PROVIDED BY CITY OF MOSCOW MPD			1,500
	TOTAL FFY 2019 ITD GRANT REQUEST			14,325

The Moscow Police Department would like to thank you in advance for your consideration of this request for funds. We have read and understand Idaho's Child Passenger Safety Policies and Procedures, and agree to follow if awarded a grant.

IN WITNESS THEREOF, THE PARTIES HAVE EXECUTED THIS AGREEMENT.

City of Moscow

(Signature of Person with Contracting Authority)

(Printed Name and Title)

(Date)

Contact Information:

Name: Alisa J. Anderson, Grants Manager

Agency: City of Moscow

Address: 206 E. Third, P.O. Box 9203

Moscow, ID 83843

Phone: 208-883-7600

Email: aanderson@ci.moscow.id.us

DUNS: 958856338

FEIN: 82-600027

501(c)(3) Organization? YES _____ NO _____ (Municipality)

IDAHO TRANSPORTATION DEPARTMENT, OFFICE OF HIGHWAY SAFETY

(Signature)

(Printed name)

(Date)



FEDERAL FISCAL YEAR 2019 “FFY 2019” IDAHO’S CHILD PASSENGER SAFETY GRANT POLICIES AND PROCEDURES

Monies are made available by the Idaho Transportation Department Office of Highway Safety “OHS” through Sherry Jenkins, Occupant Protection Program Manager. All grant requests will be reviewed by Sherry Jenkins and Carma McKinnon, Statewide Coordinator of Idaho’s Child Passenger Safety Program.

All CPST training courses, partially or fully reimbursed with grant funds, will be coordinated through the Statewide Coordinator of Idaho’s Child Passenger Safety Program, Carma McKinnon.

A list of Acronyms is provided; see page 11.

1. FUNDING ELIGIBILITY

Grant requests should be from a school, government agency or non-profit [501(c)(3)] organization within Idaho that provides child passenger safety efforts intended to reduce the number of deaths and serious injuries to children resulting from traffic crashes on Idaho roads. They must be able to demonstrate their commitment to child passenger safety and ensure efficient and effective management of funds.

→ **Consistently providing reports to the ITD Office of Highway Safety and CPS Statewide coordinator is required.**

2. PROPOSALS ACCEPTANCE

Grant requests may be received by an organization anytime during each federal fiscal year of October 1 through September 30. This grant process is ongoing and will remain open as long as funds are available.

3. IMPORTANT DATES

FISCAL GRANT YEAR IS OCTOBER 1, 2018 THROUGH SEPTEMBER 30, 2019	
SEPTEMBER 1, 2018 – OCTOBER 31, 2018	Grant proposals submitted Proposals submitted after 9/30/18 will be considered if all funds haven’t been allocated.
OCTOBER 1, 2018 – NOVEMBER 30, 2018	Notification of grant approval or decline.
JULY 31, 2019	All invoices for goods received or services performed on or prior to June 30th , must be received by Carma McKinnon, CPS Statewide Coordinator.
OCTOBER 31, 2019	All invoices for goods received or services performed between July 1st and September 30TH , must be received by Carma McKinnon, CPS Statewide Coordinator.
YOU MAY SUBMIT PERIODIC INVOICES FOR REIMBURSEMENT AS DELIVERABLES ARE MET. You do not need to wait until all deliverables are complete.	

4. PROPOSED PROJECT FOR YOUR COMMUNITY

The proposed projects must demonstrate a direct link to one or more of the following **goals** as the goals relate to your community:

PROGRAM GOALS:

1. Increase local community's knowledge of the proper use of child restraints by offering car seat safety checks and/or participating in child safety events.
2. Educate parents, caregivers and grandparents regarding the proper selection and installation of child passenger safety restraints.
3. Maintain and support the statewide network of child passenger safety technicians and inspections stations.
4. Use National Child Passenger Safety Week as opportunity to increase visibility of child passenger safety in Idaho.

5. FUNDING REQUEST AMOUNTS ALLOWED

You may submit a grant funding request from **\$500 - \$5,000 (Local Costs)**. OHS reserves the right to award an amount based on the grant request and/or funding availability. Make every attempt to include all anticipated expenses for the coming year. If applicable, see CPST Course and Event Costs for additional funding request.

Child Restraint Purchases:

- **Organizations requesting grant funding must provide an estimated number of restraints distributed during each year of 2016 and 2017. This information must be provided with Anticipated Local Costs in Grant Proposal.**
- Child restraint purchases can be MULTIPLE to accommodate the organization's storage capacity or financial restrictions; final amount of multiple purchases cannot exceed grant award amount.
- Organizations that provide restraints to other inspection sites within their community will receive ample funding awards to purchase restraints to store and give to inspection sites. Again, MULTIPLE purchases can be made however total amount of purchases cannot exceed grant award amount. Inspection sites distributed grant-funded restraints MUST BE LOCATED IN IDAHO.

CPST COURSE AND EVENT COSTS: If you intend to host a CPST training course, contact Carma McKinnon (208) 742 1683 to collaborate course with existing statewide schedule or to verify if similar courses are scheduled in or near your community. See Requirements for Courses for allowable expenses. Costs associated with training courses will be evaluated and awarded separately from Local Costs.

- CPST training opportunities must be offered to Idaho CPSTs and CPST candidates, CPST-Instructors and Instructor Candidates first. Place non-Idaho course attendees and instructors on waiting list.

6. PROPOSED PROJECT COSTS

Make every attempt to include all anticipated expenses for the coming year. Costs that may be approved must relate to the implementation of strategies which address the program's **goals**. All projects must follow appropriate state and federal funding regulations. Each recipient certifies that the Child Passenger Safety grant will not be used to replace existing state or local funds, defined as supplanting.

7. GRANT PROPOSAL AND AGREEMENT REVISION

Original grant proposal may be revised. Revision request is required PRIOR to sub/grantee initiating or activating any revisions to the OHS approved proposal and agreement. Revision request must be submitted to Sherry Jenkins, ITD Office of Highway Safety, P.O. Box 7129, Boise, ID 83707-1129, or scan/emailed to sherry.jenkins@itd.idaho.gov. The revision will be effective the date it is approved and signed by the OHS Manager.

8. ALLOWABLE AND UNALLOWABLE COSTS

ALLOWED	NOT ALLOWED
- Child Passenger Safety Technician courses listed on "Requirements for Courses" document - SKWW registration fees for Fire/EMS/Law Enforcement personnel - CPST Instructor stipend ➔ Stipend defined as "...a fixed regular sum paid as an allowance." - Equipment and materials needed to conduct car seat inspections - Equipment and materials needed to conduct training - Convertible, combination, and booster car seats - Educational materials* - Car seat manufacturer CD - LATCH Manual(s) - limit the distribution of manuals to active car seat technicians who perform inspections on their own. Teams should have a couple available at inspection sites. - Car and booster seats • distribution must target families with a demonstrated financial need • come with education provided by a certified car seat technician • be on a by-donation basis	- Food/refreshments (water and coffee allowed without prior approval)** - SKWW registration fees for non-Idaho course attendees - Office furniture - Gifts (no gift cards, flowers, etc.) - Entertainment - Construction - Promotional, give-a-ways, or branding items - Clothing - Wages for technician/instructor attending a class, training or car seat event ➔ Wage defined as "...a fixed regular payment, typically paid on a daily or weekly basis, made by an <i>employer to an employee</i>." - Vehicle fuel expenses for an organization's car - Restraints purchased for car seat "loaner" programs - Infant car seats

*Educational material examples: Safe Ride News publication and fact sheets, KIDZ DVD curriculum, Simple Steps to Child Passenger Safety DVD

**Contact Carma McKinnon, 208 742 1683, to discuss if food (or meals) is to be considered for training course. If food purchase is allowed for training course, requesting organization must pay for food and submit expense on reimbursement claim.

9. PROJECT REQUIREMENTS

Refer to the FFY 2019 Requirement for Courses to meet criteria to receive funding.

Other curricula may be used when different trainings are provided however it must be provided to and approved by the CPS Statewide Coordinator and the ITD Office of Highway Safety.

Evaluation summary of class and instructors are required on all classes and must be provided to the CPS Statewide Coordinator and the ITD Office of Highway Safety; class and instructor evaluation summaries required if class and/or instructors are partially or fully grant-funded.

Grant-funded child restraints must be provided by and installed by a certified car seat technician; recommend technicians use the Statewide CPS check list form for car seat checks. Restraints purchased for “loaner” programs will not be reimbursed. Example: Special Needs restraints. **If a parent or caregiver donates funds when provided a grant-funded child restraint, the donation or “handling fee” total amount must be reported as Program Income* on the 0259 voucher.**

*As noted under CFR §1200.34, “...program income shall be used to further the objectives of the program area under which it was generated.”

10. GRANT PROPOSAL PROCESS

Read these grant policies and procedures in their entirety before applying. Grant Proposal Example provided. Submit a letter of request which includes the following:

Generate your grant proposal including three sections:

- A) QUALIFICATIONS** = explain your organization’s involvement in child passenger safety (CPS) efforts. Include your work with traffic safety programs and experience managing public funds efficiently and ethically.
- B) DELIVERABLES** = explain expected results from grant and how it will support the program’s **goals** (see page 2 for program goals). Include how you will collect, analyze and evaluate your efforts in addition to estimated dates of courses, classes, etc.
- C) BUDGET** = a detailed list of funding requirements to complete the project.

Submit a signed copy of your proposal in **only one format** (mail, scan/email, or hand deliver – no faxes). Submit to Sherry Jenkins, ITD Office of Highway Safety, P.O. Box 7129, Boise, ID 83707-1129. GRANT PROPOSAL MAY BE SCAN/EMAILED ELECTRONICALLY TO sherry.jenkins@itd.idaho.gov

11. GRANT PROPOSAL APPROVAL OR DECLINE

A proposal approval or disapproval should be received within 30 days of submission. Contact Sherry Jenkins, (208) 334 4460, sherry.jenkins@itd.idaho.gov for status of grant proposal.

12. GRANT PROPOSAL REVIEW PROCESS

Grant proposals will be reviewed, evaluated, and approved by the CPS Statewide Coordinator and the ITD Office of Highway Safety based on Qualifications, Deliverables, and Budget. OHS reserves the right to table any grant request for further consideration or to obtain additional information.

13. SUBMITTING FOR REIMBURSEMENT

- Costs will be REIMBURSED; payments will not be made in advance.
- All costs/expenses will be paid for by the grantee and billed for reimbursement (including travel expenses at **the State of Idaho’s per diem rates and according to the attached APPENDIX D - TRAVEL AND PER DIEM REIMBURSEMENT document, pages 9 and 10**).
- For course expense reimbursements, course agenda and attendee list must be provided with claim documentation.
- Reimbursement paperwork may be submitted upon completion of a deliverable; or at the completion of the grant AND grantee must adhere to deadlines for reimbursements (below).

- If your organization hired an instructor for an event; your organization must pay him/her for all expenses (including travel, lodging, meals at state per diem) THEN submit for reimbursement through this grant process.

➔ CPST-Instructor travel expense reimbursement amount(s) must be reviewed and pre-approved by the Office of Highway Safety.

- The State of Idaho Voucher Form 0259 must be used with supporting documentation (receipts, etc.); identify your organization as "Vendor" or "Claimant"; include Federal Tax ID Number, and signature of authorizing organization official. *THE VOUCHER MAY BE USED FOR REPORTING PROGRAM INCOME.*

Completed claim with supporting documentation may be mailed or scan/emailed. If mailed, mail to CPS Statewide Coordinator for review (instructions on 0259 form). If scan/emailed, submit claim to the CPS Statewide Coordinator and the Office of Highway Safety.

Access to 0259 form: <http://apps.itd.idaho.gov/apps/formfinder2dmz>

- For reimbursement of travel expenses, Grantee must use their organization's travel expense voucher.

IMPORTANT NOTE REGARDING TRAVEL REIMBURSEMENTS:

The following is derived from the Idaho State Controller's Office Travel Policy, and is not all inclusive. For additional information, review Idaho's policy in its entirety at:

<https://www.sco.idaho.gov/web/sbe/sbeweb.nsf/pages/trvlpolicy.htm>

Lodging

Reimbursement for reasonable lodging costs will be approved for in-state or out-of-state travel according to state guidelines. If it is feasible to travel home after the last meeting, no lodging will be allowed for that night. **Note:** *Reimbursement will not be made for travel and lodging expenses when leaving the home station earlier than reasonably necessary to meet an airport's recommended pre-departure time.*

Timeframes for Partial Day per Diem Allowance

The amount of the Per Diem allowance for official State travel that does not involve an overnight stay, or for the first and last day of a multiple day trip, shall be calculated based on the percentages of the daily Per diem allowance as established by the State Board of Examiners.

- 1) 25% for breakfast (leave at 7:00am or earlier/return at 8:00am or later)
- 2) 35% for lunch (leave at 11:00am or earlier/return at 2:00pm or later)
- 3) 55% for dinner (leave at 5:00pm or earlier/return at 7:00pm or later)

14. GRANT PROCESS DOCUMENTS

- Idaho Transportation Department Invoice Voucher 0259; form may be accessed on <http://apps.itd.idaho.gov/apps/formfinder2dmz>
- State W-9/Direct Deposit form
- FFY 2019 Requirements for Courses
- Grant Proposal EXAMPLE

15. REIMBURSEMENT DEADLINES

Yes. All invoices for goods received or services performed on or prior to June 30th, **must be received by CPS Statewide Coordinator and the ITD Office of Highway Safety no later than July 31st.**

Invoices for goods received or services performed between July 1st and September 30th, **must be received by CPS Statewide Coordinator and the ITD Office of Highway Safety no later than October 31st.**

THE 0259 VOUCHER MAY BE USED FOR REPORTING PROGRAM INCOME.

16. OTHER GRANT REQUIREMENTS:

- A. Contractor/sub-grantee agrees to the CERTIFICATIONS AND ASSURANCES, Attachment 1 (pages 12-22), and will comply with the certification and assurances, as applicable. *PAGE 22 MUST BE SIGNED AND SUBMITTED WITH GRANT PROPOSAL.*
- B. System for Award Management (SAM) is required when receiving federal awards or federal funds. This may be accessed at <http://www.sam.gov>
 - 1) If it has not already done so, Contractor/sub-grantee shall obtain a Data Universal Numbering System (DUNS) number, which may be obtained from Dun and Bradstreet, Inc. (D&B) by telephone (currently 866-705-5711) or the Internet - currently <http://fedgov.dnb.com/webform>
 - 2) Contractor/sub-grantee agrees it shall maintain current registrations in the System for Award Management (SAM) at all times during which it has active federal awards.
 - 3) If ITD Office of Highway Safety discovers Contractor/sub-grantee, or its principals or affiliates, is disbarred, suspended, or ineligible from federal contracting, grant may be terminated immediately.
- C. MONTHLY reports that contain following minimum information:
 - Number *and types* of car seats purchased with grant funds
 - Number of car seat checks performed (please do not limit check number to grant-funded car seat distribution checks; include ALL car seat checks in report)
 - Number *and types* of grant-funded car seats distributed
 - Number of volunteer (and employee) hours dedicated to conducting checks
 - Number of We Have A Little Emergency (WHALE) kits* distributed
 - Number of Children's Hospital of Philadelphia Child Restraint Basics cards* distributed
 - Other educational materials distributed
 - Program Income (donations received)
 - If applicable, training activity:
 - Promotion/support for training
 - Instruction provided
 - Number of participants

****WHALE kits and CHOP cards are available (English AND Spanish) at no cost, and can be requested from the ITD Office of Highway Safety.***
- D. If a parent or caregiver donates funds when provided a grant-funded child restraint, the donation or "handling fee" total amount must be reported as Program Income on the 0259 voucher.
 - ➔ Include 0259 voucher with monthly report.
 - ➔ ***THE VOUCHER MAY BE USED FOR REPORTING SOLELY PROGRAM INCOME.***

➔ **Monthly reports are due by the 15th of the following month.** Example: a report for January must be submitted no later than February 15th. **Consistently providing monthly reports to the ITD Office of Highway Safety and CPS Statewide coordinator is required.**
- E. If CPST course (Certification, CEU, Recertification/Renewal, Instructor Development, Special Needs) and/or Car Seat Sign-Off event is approved, and paid partially or fully with grant funding, class and instructor evaluation summary must be submitted to the CPS Statewide Coordinator within 15 calendar days of the course completion.

- F. A FINAL Report of the utilization of all grant funds to ITD Office of Highway Safety no later than October 31, 2019. Please note that final report must include an inventory of child restraints (location, and restraint make, model, and year manufactured) as of September 30, 2019.

REGION X, Sub-grantee:	
No. of Car Seats Purchased (Total)	_____
Types of Car Seats Purchased	_____
Infant	_____
Convertible	_____
Booster	_____
Special Needs	_____
No. of Car Seat Checks	_____
No. of Car Seats Distributed	_____
Inventory of Car Seats as of 9/30/17 (Total)	_____
Infant	_____
Convertible	_____
Booster	_____
Special Needs	_____
No. of WHALE Kits Distributed	_____
Expired Seats	_____
Number of volunteer hours	_____
Collaborative Partners (list):	_____
Educational/Outreach Materials Distributed?	Yes No
Promotional Items Distributed?	Yes No

➔ FINAL report must also include:

- All activities performed that met goals selected and objectives outlined in sub/grantee grant proposal. Examples: CPS educational activities attended and/or held in local community, educational and/or promotional materials distributed, local educational classes held for parents and caregivers, participation in National CPS week, etc.
- List of inspection sites provided grant-funded child restraints, and quantity provided each inspection site.
- Grant-funded child restraints distributed at car seat events held in Idaho.

17.FINAL REIMBURSEMENT

YOU MAY SUBMIT PERIODIC INVOICES FOR REIMBURSEMENT AS DELIVERABLES ARE MET. You do not need to wait until all deliverables are complete.

Refer to the [Reimbursement Deadlines](#) section.

Your documentation must include the following:

- Signed 0259
- Proof of payment
- Supporting documents (invoice, travel expense voucher, receipts, etc.)
- Class and instructor evaluation summary results (if applicable)

Failure to submit correct and complete reimbursement documents may result in non-payment.

Idaho CPS Program grant process for FFY 2019

NOTE: If your organization hired an instructor for an event, your organization must pay him/her for all expenses (including travel, lodging, and meals at state per diem) THEN submit for reimbursement through the grant process.

18. OTHER IMPORTANT INFORMATION

MONTHLY REPORTS

In the event an organization chooses not to apply for grant funding but has grant-funded restraint and educational material inventory from a previous grant year, monthly reports must be completed and submitted during current grant period. If an organization does not submit its monthly reports on a timely basis, the lack of reports may affect the organization's subsequent FFY grant award.

CAR SEAT DISTRIBUTION

Grant-funded car seats may not be provided or distributed to non-Idaho inspection sites or CPSTs located outside Idaho.

IDAHO STANDARDIZED CAR SEAT CHECKLIST FORM

If your organization is awarded funds to host a CPST course, the Idaho standardized car seat checklist form must be presented at the course. Presentation must outline purpose of the form and its benefits.

AGREEMENT DISPUTE RESOLUTION

Disputes arising under this agreement shall be resolved by a panel consisting of one representative of the ITD Office of Highway Safety, one representative from your organization and a mutually agreed upon third party. This dispute panel shall thereafter decide the dispute with a majority prevailing.

LIABILITY WAIVER

The Organization receiving Child Passenger Safety (CPS) grant funds understands and agrees that the sole purpose of CPS grant funds is to help reduce the incidence of improper child safety seat installation; that any inspection provided in association with a program receiving CPS grant funds is provided by the Organization as a free educational service and not an evaluation of the quality, safety or condition of the child safety seat, child safety seat provided or any component of any vehicle involved in the inspections. The Organization releases Idaho Transportation Department by and through the State of Idaho, its officers, agents and employees from and against any and all liability, claims, damages, losses, expenses, actions, attorney's fees and suits whatsoever caused by or arising out of Organization's negligent or wrongful performance, acts or omissions under the grant program or Organization's failure to comply with any state or federal statute, law, regulation or rule. Nothing contained herein shall be deemed to constitute a waiver of the State's sovereign immunity, which immunity is hereby expressly reserved.

AGREEMENT TERMINATION

Either party may terminate this agreement upon (30) days of written notice to the other party. In the event of termination of this agreement, the terminating party shall be liable for the performance rendered prior to the effective date of termination. In the event of termination of this agreement, all remaining grant-funded seat and materials inventory must be returned to the ITD Office of Highway Safety.

APPENDIX D - TRAVEL AND PER DIEM REIMBURSEMENT

General Requirements

All travel must be authorized prior to any grant program reimbursement.

For year-long grants, travel and per diem will be reimbursed to the employing agency. Expenses of a personal nature, incurred for the convenience of the traveler, will **not** be reimbursed.

Per diem will be reimbursed if:

- You are traveling OUTSIDE the assigned duty station (ITD District), or
- You are required to stay overnight on official grant related business within the assigned duty station (ITD District).
- Contact ITD Office of Highway Safety if ITD District boundaries are needed.

Meal Reimbursements

Meals will be reimbursed at the current state rate of \$45 per day for in-state travel. For out of state travel, meals will be reimbursed at \$51 per day for those cities and/or counties not listed on the GSA Federal site: <http://www.gsa.gov/portal/category/21287>

Actual costs for meals, **not** to exceed daily meal allowances (see table below), are eligible for reimbursement if it is the policy of the employing agency. You will not be reimbursed for any meals that exceed the allowable daily per diem rate and if provided at a meeting or conference.

On the day of departure, **breakfast** is allowable if you **leave prior to 7:00 a.m.** On the day of return, **dinner** is allowable if your **arrival is after 7:00 p.m.**

Note: Meal expense reimbursement will not be made when leaving the home station earlier than reasonably necessary to meet an airport's recommended pre-departure time.

MEAL (% partial day)	IN STATE (partial day) \$45	OUT-OF-STATE (partial day) \$51
Breakfast (25%)	\$11.25	\$12.75
Breakfast and Lunch (60%)	\$27.00	\$30.60
Lunch (35%)	\$15.75	\$17.85
Lunch and Dinner (90%)	\$40.50	\$45.90
Dinner (55%)	\$24.75	\$28.05
Breakfast, Lunch and Dinner (100%)	\$45.00	\$51.00

Travel

Travel arrangements shall be pre-determined and must be pre-approved by your OHS Grants/Contracts Officer for procedural uniformity and to obtain the most economical and practical mode of transportation.

For in-state travel mileage to and from your destination is reimbursed per the mileage, and mileage amount must be obtained from **Google Maps**. Mileage for out-of-state destinations must be obtained from **Google Maps**. Reimbursement for excessive area travel requires justification.

[Idaho State Travel Policy and Procedures](#)

Lodging

Reimbursement for reasonable lodging costs will be allowed for approved in-state or out-of-state travel according to state guidelines. If it is feasible to travel home after the last meeting, no lodging will be allowed for that night.

Note: *Reimbursement will not be made for travel and lodging expenses when leaving the home station earlier than reasonably necessary to meet an airport's recommended pre-departure time.*

Telephone/Internet

Effective 10-1-07, the telephone allowance for those traveling and requesting reimbursement will be \$2.00 a day, not to exceed a maximum of \$10.00 per week (seven consecutive days). Internet charges are reimbursable with a receipt, and only for grant-related work.

Ground Transportation

Fares for taxi, bus, limousine, and/or other public ground conveyance are reimbursable with a receipt. A passenger vehicle may only be rented when other means of transportation are impractical, unavailable, or would result in higher costs. The most economical and practical vehicle will be used when incurring the cost. If rental of a larger vehicle is unavoidable, obtain a statement from the rental agency to accompany the reimbursement.

Parking Fees

Parking fees are reimbursable with a receipt.

Baggage Fees

Baggage fees are reimbursable with a receipt.

ACRONYMS

ITD	Idaho Transportation Department
OHS	Office of Highway Safety
NHTSA	National Highway Traffic Safety Administration
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CPST-I	Child Passenger Safety Technician Instructor
CEU	Continuing Education Unit
CFR	Code of Federal Regulations
FFY	Federal Fiscal Year (10/1 – 9/30)
CD	Compact Disc
LATCH	Lower Anchors and Tethers for Children
SAM	System for Award Management
DUNS	Data Universal Numbering System
D&B	Dun & Bradstreet
WHALE	We Have A Little Emergency
CHOP	Children’s Hospital of Philadelphia
EMS	Emergency Medical Service(s)
GSA	General Services Administration
SKWW	Safe Kids Worldwide

**CERTIFICATIONS AND ASSURANCES, Attachment 1
For Fiscal Year 2019 Highway Safety Grants
(23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, As Amended)**

GENERAL REQUIREMENTS

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L., 114-94
- 23 CFR Part 1300—Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;

- (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
- (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color or national origin) and 49 CFR Part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information; and its facilities as required by the State highway safety offices, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contract/funding recipient under the contract/agreement until the contract/funding recipient complies;

and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)
(applies to subrecipients as well as States)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1.The dangers of drug abuse in the workplace;
 - 2.The grantee's policy of maintaining a drug-free workplace;
 - 3.Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4.The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5.Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - 1.Abide by the terms of the statement;
 - 2.Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 - 1.Taking appropriate personnel action against such an employee, up to and including termination;
 - 2.Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative

officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4,

debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *civil judgement*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America Act requirement (23 U.S.C. 313), when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

(applies to subrecipients as well as States)

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employees, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

(applies to subrecipients as well as States)

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual Statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that the information provided in support of the State's application for Federal grant funds and these Certifications and Assurances constitute information upon which the Federal Government will rely on determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry.

Signature _____ Date _____

Printed Name _____

Agency _____

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 09/24/2018**Title:** HRC Request for Statement in Support of Idaho Proposition 2**Responsible Staff:** Jen Pfiffner

Information

DESCRIPTION: The City of Moscow Human Rights Commission (HRC) would like to request that Mayor Lambert and the Moscow City Council issue a statement supporting Idaho Proposition 2, Medicaid Expansion Initiative. Many residents of Moscow and the State of Idaho fall into the Medicaid "gap" and cannot afford quality insurance. These residents cannot afford quality insurance and they receive little to no aid. The HRC believes this issue is a human rights issue as residents of Moscow and Idaho are suffering due to a lack of medical insurance as they cannot afford quality insurance. Lacking aid means large medical bills force people further into poverty, risking homelessness and lack of financial resources for food and other essential needs. Proposition 2 will be on the ballot in November 2018.

STAFF RECOMMENDATION: Receive request and provide staff further direction.

PROPOSED ACTIONS: Receive request and provide staff further direction.

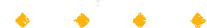
Necessary Resources/Impacts

Attachments

3618_001



Heart of the Arts



Human Rights Commission

A Volunteer Commission
of the City of Moscow



James Fry
Police Chief
Staff Liaison

Gary J. Riedner
City Supervisor



Regular Meeting Time:
Third Tuesday
of the month
4:00 p.m.

Mayor's Conference Room
of City Hall

Please check with City Hall
to confirm meeting times or
to volunteer for this or other
City Commissions



Human Rights Commission
c/o James Fry
P.O. Box 9203
Moscow, ID 83843-1703
Website: www.ci.moscow.id.us

City Hall
206 East 3rd Street
Phone (208) 883-7000
Fax (208) 883-7018

Hearing Impaired (208) 883-7019



September 12, 2018

To: Mayor Lambert

Moscow City Council

From: The Moscow Human Rights Commission

Re: Medicaid Expansion in Idaho

The Moscow Human Rights Commission recommends to the Mayor and the Moscow City Council that they issue a statement supporting Proposition 2 on Medicaid expansion. This is not a knee-jerk reaction to a current popular cause. The seriousness of this matter cannot be downplayed. Many residents of Idaho, and Moscow fall into the Medicaid "gap". These residents cannot afford quality insurance and they receive little to no aid. We believe that this issue is a human rights issue as residents of Moscow and Idaho are suffering due to this lack of medical insurance. Lacking aid means that large medical bills destroys the finances of families that are living day to day. Huge medical bills force people further into poverty, which means they may become homeless and lack money for food and other essential needs. All of this puts strains on our residents and in the long run our city services.

We propose the city of Moscow make a statement supporting Proposition 2, which is on the ballot this November. While this support does not directly change the situation, it does show that the city of Moscow is concerned with this important issue and its impact on our residents. A statement of support demonstrates that the Mayor and the City Council are involved and support all our residents, especially the most vulnerable.

We are fortunate in having a beautiful community that is welcoming and inclusive. The Human Rights Commission believes that supporting all our residents is not only moral and ethical, but by supporting those in need, we make Moscow an even better place to live. When some of our neighbors suffer, we all suffer, when our neighbors thrive, we all thrive. The members of the Human Rights Commission believe that access to quality medical care supports human rights in our state and our community.

The Human Rights Commission urges the Mayor and City Council to make the correct choice and issue a statement of support for Proposition 2 Medicaid expansion.

Thank you for your time and consideration,

Ken Faunce Ph.D. RPA

Chair, Moscow Human Rights Commission

City Commissions are advisory to the Mayor and City Council
and this communication does not represent the official position of the City of Moscow.