

EXHIBIT A

CALDWELL EAST AREA
WORKABLE PROGRAM/IMPLEMENTATION PLAN

URBAN RENEWAL AGENCY OF
THE CITY OF CALDWELL, IDAHO

November 3, 1998

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CALDWELL EAST WORKABLE PROGRAM/IMPLEMENTATION PLAN

I. PLAN GOALS

The Caldwell East Implementation Plan sets forth the basic strategy whereby Revenue Allocation Funding can be used to finance, in part, a variety of public and private infrastructure improvements which will improve existing conditions in the project area. The improvements have the following goals:

- a. Improve existing deteriorated structures;
- b. Eliminate defective street layout;
- c. Eliminate insanitary and unsafe conditions;
- d. Improve fire protection;
- e. Improve existing deteriorated sites;
- f. Remove conditions that result in economic underdevelopment of area;
- g. Eliminate factors which impair the sound growth of the area;
- h. Eliminate factors which retard provision of housing accommodations;
- i. Correct conditions which constitute an economic or social liability;
- j. Correct conditions which create a menace to public health or safety.

The Caldwell East Urban Renewal project is being undertaken in furtherance of said goals in order to eliminate deteriorated or deteriorating areas, to eliminate the development or spread of slums and blight for purposes of rehabilitation and conservation in the Project Area. Said objectives are consistent with Section 50-2903(11) of the Act.

The purposes and undertakings of the Caldwell East Urban Renewal Project and this Plan are consistent with the purposes of Section 50-2901 Idaho Code, as amended, which include the following:

1. To provide for the allocation of a portion of the property taxes levied against taxable property located in the revenue allocation area (specified below) for a limited period of time to assist in the financing of this Plan.
2. To encourage private development in the Project Area;
3. To prevent or arrest the decay of the Project Area due to the inability of existing financing methods to promote needed public improvements;
4. To encourage taxing districts to cooperate in the allocation of future tax revenues arising in the Project Area in order to facilitate long term growth of their common tax base; and
5. To encourage private investment within the Project Area.

II. PROJECT AREA

The project area, shown on Map 1, attached hereto is referred to as the Caldwell East Urban Renewal Area. The area's 1998 assessed market value for tax purposes is below \$61,000,000 which is less than 10 percent of the total assessed value of the City. Some sections within

project boundaries have been removed from the Project Area where opportunity for additional urban redevelopment is limited. Because of its overall appearance and/or deficient infrastructure, the project area has remained under a stigma of being a less desirable location to live and do business.

III. ANALYSIS OF NEED

REFERENCE INFORMATION

Several studies have defined and described the various needs in the Project area. Subsequent sections of this report will address improvement and funding strategies for the needs identified in this section. Additional detailed explanation of needs and solutions are contained in the following enclosed documents:

1. *Caldwell Comprehensive Plan.*
2. *Water System Plan* by CH2M-Hill, 1982
3. *Caldwell Wastewater Collection Facilities Plan* by Blakley, Buturla Engineers, 1988
4. *2020 Transportation Plan* by JUB Engineers, 1997.
5. *Caldwell Industrial Airport Master Plan* by Toothman-Orton Engineering, 1997
6. *Facilities Plan for the Wastewater Treatment Plant*, Montgomery Watson, 1997
7. *R/UDAT Study*, 1991

The City of Caldwell has experienced unprecedented growth in the last several years. The population of Caldwell has increased from 18,400 in 1990 to an estimated 23,000 in 1998 - an increase of almost 25 percent. Normal or historical growth rates would have resulted in an 8.5% population increase. Growth, however, has tended to bypass or be severely restricted in the Project Area because of deteriorating conditions and deteriorating, inadequate or non-existent infrastructure.

HOUSING

There is a concentration of older, substandard housing within the Project Area, including a sizable number of aged mobile homes on substandard lots. Many homes are in need of rehabilitation. Residents, however, who might wish to improve their properties cannot utilize traditional bank financing because of low and moderate incomes. Vacant parcels, which could accommodate in-fill building projects, have not developed because of the area's condition.

FIRE PROTECTION

An analysis by the Caldwell Fire Department identified need for a new fire sub-station within the project area. Current fiscal constraints prevent the City from constructing the station.

Some portions of the project area are on private wells and do not have water mains or other adequate water supply for fire protection. Adequate fire service will not be provided without additional funding sources because hookup fees are not sufficient to cover the cost of extending mains to unserved areas.

SANITARY SEWER

Due to poor soil or high ground water conditions, extensive septic tank usage within the project area is not feasible. Most existing dense development is on City sewer with the exception of some residential areas adjacent to Centennial Way and Boise Avenue. Most residents could not bear the cost of extending sewer lines because of limited income levels.

Property within the area of Plymouth Road and Boise Avenue cannot be served by existing gravity sewer and will require construction of a lift station and force main.

The sewer main trunk line servicing a majority of the project area is anticipated to reach capacity in the near future. Additional capacity will be needed to allow continued development within the project area. During the next 10 years, capacity of pump stations at 21st Avenue and Franklin Road will be exceeded. A number of main line extensions are needed for the fringe areas to reach full development potential.

BEAUTIFICATION

The project area contains freeway interchanges to Caldwell via I-84 at 10th Avenue, Franklin Road and Centennial Way. Two of the three interchanges are not landscaped and reflect poorly on the City's image. Junkyards, unlandscaped commercial/industrial properties, undeveloped parcels and weeds along public rights-of-way contribute to the underdeveloped economic appearance. In addition to entryway beautification, many structures and lots within the project area need aesthetic improvements to complement adjacent properties and neighborhoods.

STORM DRAINAGE

Inadequate storm drainage along Tenth Avenue near Chicago Street results in frequent-flooding of adjacent commercial property. Lack of capacity exists in storm drains along North Illinois and 13th Avenue.

The project area is traversed by Indian Creek, Wilson Drain and tributaries to Mason Creek. Areas adjacent to the creeks were developed prior to establishment of storm water quality discharge requirements. As a result, untreated street drainage is discharged into the waterways. Because there are no treatment devices, petroleum spills and sediments have found their way into the waterways on a regular basis. EPA has increased treatment requirements on the discharge of storm water to waterways within the project area. Although those regulations haven't been made retroactive for existing discharges, it is anticipated that it will happen in the future.

PARKS AND RECREATION

The Caldwell East Area includes five parks; Rotary Pond, Whittenberger Park, Jaycee Park, Sebree Park and Luby Park. It also includes large portions of the greenbelt. Rotary Pond is mostly undeveloped, and for full use, requires irrigation and landscaping, parking, restrooms, docks and aerators.

Whittenberger Park requires restrooms, irrigation and landscaping, picnic and playground equipment and pathway lighting. The future park area adjacent to the fairgrounds requires irrigation and landscaping, restrooms, ball fields, field lighting, concession stand and parking. Luby Park requires tiling of a canal ditch, plus upgraded restrooms, parking, field lighting and irrigation system. Sebree Park needs parking. An additional park on the north and east of the redevelopment area is also a potential need.

The Caldwell Greenbelt pathway is surfaced, but many pathway amenities are not yet provided such as lighting, seating, landscaping, etc.

A community center capable of providing various public services is needed.

CALDWELL EVENTS CENTER (CEC)

The CEC includes O'Connor Fieldhouse, Simplot Stadium and Rodeo Grounds. All three facilities need upgrades to comply with the Americans with Disabilities Act and to provide adequate restroom facilities. In addition, new seating is needed for portions of the Rodeo Arena.

The CEC facilities augment the Canyon County Fair facilities during fair week and at other times. As fair and community needs grow, additional structures will be required. These may be under the auspices of CEC, Canyon County Fair Board or other operating entity.

CANYON COUNTY FAIRGROUNDS

In addition to the items mentioned in connection with the CEC, the parking lot at 21st and Stock Trail needs to be surfaced and provided with storm drainage. Parking needs to be provided east of the fairground complex as well. The portion of 22nd between Arthur and Stock Trail needs paving along with extending Stock Trail to Linden and connecting Georgia to Stock Trail.

STREETS

Existing deficiencies with the streets can be categorized into several basic groups:

1. Poor Pavement. The Useful life of pavement is considered to be 25 to 30 years with normal maintenance. Several miles of streets in the project area have pavement older than 25 years. Street funding is inadequate to repave streets in a timely manner.
2. State Highway Deficiencies. The Franklin Interchange (Exit 29) to I-84 has been identified as a detriment to growth in the Project Area. It consists of a 2-lane overpass, poor geometry, low visibility and high usage. The City has requested that the Idaho Transportation Department include a complete rebuild of the interchange in the State Transportation Improvement Plan (STIP). The State has agreed to include the project as long as the City provides a substantial contribution to the funding of the work.

The Caldwell Transportation Study completed in 1997 identified the Ustick Interchange as a critical need for development of the southern portions of the urban renewal area. Preliminary discussions with ITD have suggested that financial participation by the City will be necessary to move this project forward. The same study also indicated the need for additional freeway lanes.

3. Pedestrian/Bicycle Safety. Sidewalks do not exist along most designated collector/arterial routes. Many residential areas do not have sidewalks, but the greatest need for walkways exists in high traffic areas. Very few sidewalks in the Project Area meet requirements for handicapped access.
4. Traffic Circulation. The area, because it is only partially developed, lacks necessary street connectivity. There is no convenient access between the Airport and State Highway 20/26. Ustick Road needs more direct access to the freeway. The extension of Stock Trail and Georgia into the future park site near the fair grounds is needed. There are large gaps in Arthur Street between Linden and Ustick. The Franklin/21st corridor is identified in the City Traffic Study as critically in need of widening. Laster Lane needs to be opened from Lake Avenue to Caldwell Boulevard.

5. Future Growth. The Master Street Plan has identified increased traffic flows created by future growth. That growth will create severe traffic congestion and safety problems if the existing street system remains the same.
6. Bridges. The bridge at Indian Creek and 21st, 10th Avenue overpass, Plymouth and Riverside Canal, and 14th and Notus Canal are all identified as needing replacement because of structural or geometric considerations. Other bridges and culverts such as Linden and Notus Canal, Franklin and Notus Canal, Linden and Indian Creek, Ustick and Elijah Drain and Linden and Wilson Drain need replacing because of traffic safety or inadequate width considerations. Finally bridges at Aviation Way and Canyon Hill Lateral, Georgia Avenue and Wilson Drain, and Commercial Way and Notus Canal need to be constructed as part of traffic circulation projects.

AIRPORT

The Caldwell Industrial Airport serves both large corporate and small general aviation craft. With the exception of the Boise Airport, there are more based private aircraft at Caldwell than any other airport in Idaho. All hangars are full and there is a long list of applications for both small and large hangar locations.

The large number of corporate craft landings and the number of personnel working at the airport have created a need for a new and expanded terminal.

STREET LIGHTING

Marginal street lighting exists in many established areas. Inadequate street lighting exists within newly annexed properties, and no street lighting exists within portions of the project area outside city limits.

IV. PROPOSED WORKABLE PROGRAM/IMPLEMENTATION PLAN

FUNDING AND SCHEDULE

To address major needs identified in the project area, a comprehensive approach is required. A project of this magnitude will require coordinated effort to draw on a number of varied funding sources. The project will require a major infrastructure investment in the beginning years with a continuing investment throughout the project period.

A summary of the schedule, cost estimates and funding sources is shown in Tables 1 and 2 attached hereto. The following sections provide a narrative summary of the various program elements for which some Revenue Allocation Funding is proposed. Although specific project costs and schedules are included in Tables 1 and 2, this plan is intended to be flexible and adaptable to respond to changing conditions in the Project Area.

HOUSING

A. Home Improvement Loans. A high priority for home improvement will be targeted at existing homes. A few deteriorated or unsightly structures in a neighborhood can reduce stability and diminish pride and should be eliminated where possible.

Available grant funds and Revenue Allocation Funds will be used in concert with bank funding, Idaho Housing Agency financing and other subsidized financing to provide below market rate loan programs. Loans may be provided for a variety of home improvement projects. Any

repayment of Agency funds would go to a community development fund, which would be used to foster additional community development throughout the city.

B. New Home Construction. Agency boundaries include several areas of residential property with substantial quantities of developable, vacant land. A key component of the plan is the encouragement of the development of comfortable, pleasant, affordable housing. The use of Revenue Allocation Funding in concert with bank loans, Idaho Housing Agency financing and other subsidized financing will provide below market rate loan programs. In addition, incentives may be included such as rebates and payment of building and connection fees out of Revenue Allocation Funds, to encourage new home construction.

C. Other Building Improvement Loans. The Agency, with the assistance and cooperation of the City, to the extent funds can be made available, expects to provide below market rate financing to other building owners in the Revenue Allocation Area who agree to bring their buildings into building code compliance.

D. Home Replacement Incentive. Many older homes cannot be economically rehabilitated and should be removed. The ease in renting old, substandard housing and the residual value of even a very substandard house makes it improbable that structures would be removed without an incentive program. One incentive could equal the cost of demolition, payment of City building and connection fees and a rebate upon completion of a new home. The incentive for demolition or clearing of a lot to prepare for sale could be offered in a loan which is forgiven if the lot is sold and a structure placed on it within a specified period.

There are pre-1976 mobile homes and single-wide mobile homes located on private lots which do not meet current safety and structural standards. The same type of incentive program could be provided if the mobile home is replaced with a site-built or manufactured home on a concrete or masonry foundation. This program would allow mobile home owners to upgrade their housing and stay at the same location.

E. Incentive L.I.D. This L.I.D. would allow for the payment of all or portions of L.I.D. obligations with Revenue Allocation Funding where an owner provides property improvements in addition to the L.I.D. funded improvements. Examples may include fencing, landscaping, painting, and on-site cement. A dollar-for-dollar allowance may be provided.

F. Voluntary LID's. Voluntary LIDs would be established each year, with the assistance of the City, which would allow property owners of homes and businesses to do improvements and hookups and finance those improvements at a low interest rate over 10 years. The voluntary LID would make it possible for City services to be connected as they are extended.

Traditionally, only improvements within the public right-of-way have been allowed on LIDs, but this program also could allow for the financing of private plumbing charges needed to accomplish the hookup. A combination of street funds and Revenue Allocation Funds could be used to pay the cost of removing deteriorated concrete and obstructions, constructing sidewalks at corners/alleys and miscellaneous drainage and irrigation ditch tiling needed to accomplish construction.

G. Multi-Family and Senior Housing. Additional multi-family housing and housing for low-income senior citizens could be provided through a combination of HUD funding and private investment. A site could be acquired with Revenue Allocation funding to provide a ready, available location for the project. Rebates could be offered for each dwelling unit completed.

FIRE PROTECTION/WATER SUPPLY

Fire Substation. Funding for a majority of capital costs associated with site acquisition, station construction and equipment could be provided through Revenue Allocation Funds. Future operation and maintenance cost would be borne through property taxes.

Line Extensions - Existing Development. Water line extensions needed to either provide fire protection or increase fire flows to acceptable standards to areas that are developed include the following:

- a. Construct 12" main on Chicago Street (10th to 21st Avenue).
- b. Construct 8" main to Waste Water Treatment Plant (Chicago Street to Johnson Lane).
- c. Add fire hydrants.
- d. Construct additional mains as growth and funding warrants it.

Pipe Extension - New Development. Water line extensions and improvements required in the fringe areas for new development generally will be provided by a combination of City water funds and developer contributions. Projects which should be funded in part from Revenue Allocation Funds include the following:

- a. Construct 8" main at Airport on new Aviation Way.
- b. Construct 12" main on Highway 20/26 (Aviation Way to East).
- c. Construct 8" main on Industrial Street (Hwy 20/26 to Linden Street).
- d. Construct 8" main on Arthur (43rd to Ustick).
- e. Construct 8" main on Laster Lane (Lake to Caldwell Boulevard).
- f. Construct 8" main to east Marble Front area.
- g. Construct additional mains as growth and funding warrants it.

SANITARY SEWER

Trunk Line Upgrades. Existing sewer lines which require either parallel lines or replacement include:

- a. 24" Interceptor (MH 1742 to MH 1097).
- b. 12" main on Chicago (21st Avenue to Linden Street).
- c. 24" Interceptor in Hwy 20/26 (Aviation Way to Industrial Street).
- d. 12" Main in Industrial Street (Hwy 20/26 to Linden Street).
- e. 8" Force Main (Franklin Lift Station to MH 1742).
- f. 18" Interceptor in Lake Avenue (Caldwell Boulevard to Laster Lane).
- g. Denver Relief Interceptor (14th to Boise Avenue).
- h. Additional Trunk Lines as growth warrants it.

Line Extensions - Existing Development. Areas within the project which are currently developed and could benefit from sewer service include properties in the area of the City water shop, Plymouth Road and Boise Avenue, 3rd and Madison Street, and portions of Aviation Way near

the Airport. Two of these projects will require installation of lift stations. Other projects may be added, as demand requires it and funds are available.

Line Extensions - New Development. Generally, line extensions to developing areas are funded through a combination of sewer funds and developer contributions. Sewer line extensions and projects which would create new commercial and industrial development could be funded in part with Revenue Allocation Funds and include the following:

- a. Sewer extensions north of Hwy 20/26.
- b. Sewer extensions south of Chicago adjacent to the Boise River.
- c. Sewer extension to industrial development south of Hwy 20/26.
- d. Sewer extension to Linden and Ustick east of I-84.
- e. Sewer extension to Arthur Street (43rd to Ustick).
- f. Sewer Extension to Laster Lane (Lake Avenue to Caldwell Boulevard).
- g. Sewer Extension to East Marble Front area.
- h. Sewer Extension to Aviation Way and Airport.
- i. Sewer Extension to water shop area.
- j. Sewer Extension to Plymouth Road/Boise Avenue area.
- k. Sewer Extension to Madison/3rd area
- l. Additional Sewer mains as growth and available funding warrants it.

Treatment Plant. A successful Urban Renewal Agency will create significant additional loading on the City's wastewater treatment plant. This contemplates a proportional financial contribution to cost of a plant upgrade near the end of the agency life. The remainder of the project would be funded from the Sewer Fund.

BEAUTIFICATION

The extensive site reviews conducted in connection with preparation of the Eligibility Report suggested that efforts should be directed toward landscaping the I-84 interchange and margins, refurbishing right-of-way structures and control of weeds in right-of-way and on private property. The 10th Avenue interchange (Exit 28) was landscaped at the time of construction and provides a suitable pattern for work at other exits. The proposed plan for beautification follows:

Exit 27 (Centennial Way). The right-of-way margins around Exit 27 and the adjacent Idaho Power Sub-station should be landscaped with grass and perhaps, low-maintenance shrubs and trees. It will be necessary to install an irrigation system within State and City right-of-way. This addition will soften the visual impact around the freeway and coordinate well with existing landscaping at Exit 28 and on Centennial Way. Funding would be shared between City, Idaho Power and the State.

Exit 29 (Franklin). It is expected that Exit 29 will be substantially remodeled in the next 3-10 years. When complete, landscaping with irrigation is proposed patterned after Exit 28.

Exit 31 (Ustick). After construction, landscaping with irrigation is proposed patterned after Exit 28.

Freeway Margins. The freeway within Caldwell City limits is all within urban renewal agency boundaries. It is proposed that, where technically feasible, irrigation and landscaping be installed. The visual effect of a parkway instead of untended right-of-way will create a positive impression of the agency area to all I-84 traffic.

Steel Bridge. The single lane steel bridge on Plymouth Road over the Boise River is a part of the ambiance and character of the area. The bridge needs refurbishing (primarily paint), the deck needs resurfacing, and approaches need upgrading. This project would be a joint effort with funding from City and Revenue Allocation Funds.

Concrete Weed Control. Developed areas within agency boundaries have prevalent weed problems both in right-of-way and on private property. There is an understandable reluctance on the part of area residents to address weed problems on private property until the City addresses the issue in right-of-way. Areas of concern are growth of weeds at the lip of gutter, back of curb and in sidewalk cracks. Revenue allocation funding could finance the purchase of chemical for the City Street Department to apply for control of weeds in and around right-of-way concrete.

Commercial/Industrial/Curb Appeal. A program should be developed to provide low interest loans for LIDs to commercial/industrial properties to enhance curb appeal. An emphasis would be placed on improving facades of old and deteriorated buildings to make them more compatible with better looking buildings. Projects would include new sidewalks, streetscaping, landscaping, facade improvements, screening and upgrading of signage.

EDUCATION

Infrastructure for Schools. Van Buren School is located in a deteriorating or deteriorated neighborhood and needs sidewalks around most of the school site. Revenue Allocation Funding, in partnership with school and City funds could accomplish this.

STORM DRAINAGE

10th Avenue. The 10th Avenue storm drain is undersized and floods the street during many storms or snow melt. This drain should be upsized with City and Revenue Allocation Funding.

13th Avenue. The 13th Avenue storm drain serves an expanding area, a large portion which was paved in 1997. The drain is undersized and frequently surcharges into the streets. The renewal project should include replacing this line with larger pipe to the point where it discharges to Indian Creek.

North Illinois. This storm sewer needs replacement and possible upsizing from Marble Front to Madison Street.

Linden Street. The area between Chicago street and Union Pacific Railroad presently collects storm runoff into Union Pacific right-of-way. A new drain needs to be constructed that collects the runoff, treats it, and discharges it to Indian Creek.

New Development. Most of the open area included in the project boundaries is served by limited numbers of agricultural drains. The redevelopment of this area will require installation of buried storm drain as development occurs.

Storm Water Pollution Control. A project should be initiated to install inexpensive treatment devices at storm water discharge points. The devices would consist of sand and grease separators to stop spills and many pollutants from entering waterways. Priority would be given to discharges, which have the greatest pollution threat.

Drainage Replacements. Drainage replacements to be financed with Revenue Allocation Funds would include replacing old, inverted siphons with standard drainage structures and reconstructing deteriorated cross drains. The old siphons are subject to plugging and freezing solid. Both conditions create flooding. Drainage replacements are minor projects scattered throughout the project area.

PARKS AND RECREATION

The project area includes six existing or planned parks. All are only partially developed or are deteriorating. The project plan contemplates adding new facilities or replacing deteriorated ones. There is a possible need for at least one additional park beyond the ones mentioned below.

Rotary Pond. The area includes the reclamation of a gravel source borrow pit that has long been intended for development into a City recreation spot. Revenue Allocation Funding could assist in the addition of irrigation and landscaping, restrooms, fishing docks, parking and aerators.

Whittenberger Park. This is a relatively new park not yet fully developed. Revenue Allocation Funding could be used to assist in providing restrooms, additional landscaping and irrigation, picnic and playground equipment and additional lighting.

Luby Park. This is a mature park which requires replacement and upgrade of existing facilities. The project could assist in upgrading the irrigation system, restrooms, parking and ball field lights. Burial of irrigation ditches would also be helpful.

Sebree Park. This park requires additional parking.

JayCee Park. This is also a mature park requiring some upgrading to landscaping and existing facilities.

New Fairground Park. There is a large area adjacent to the fairgrounds that is planned for development. Plans include a multi-plex baseball field complex, irrigation and landscaping, restrooms, parking and concession stand. City, private and revenue allocation funding will be necessary.

Greenbelt. Much of the Caldwell Greenbelt in the project area is already constructed. Path side facilities, however, are needed such as seating, lighting, kiosks and landscaping.

Swimming Pool. Although a municipal pool exists outside the project area, an additional one may be needed, preferably in the project area.

Community Center. Revenue Allocation funds would be used to construct a facility to service various public needs not provided by existing public facilities.

STREETS

The need for street improvements of all types, as previously established, requires the combined financial effort of Revenue Allocation, City, private and various governmental entity funds. The following street plan is intended to open areas where growth has been restrained because of deficient streets and to enhance and improve areas where deteriorating businesses and housing have retarded growth.

New Pavement. Although pavement maintenance with regular seal coating has extended pavement life, age combined with traffic loads and utility cuts, dictate that a number of streets be overlaid or reconstructed within the Project Area. A pavement condition inventory will be developed in conjunction with a utility improvement schedule to set street paving priorities.

Traffic Circulation. The need to move traffic conveniently throughout the project area is addressed in the plan with the following projects. Additional projects may be identified if available funds permit it.

- a. Widening and improving the Franklin Road/21st Avenue corridor. The improvement of this corridor was shown in the City traffic study to have the most positive impact on traffic flow.
- b. Complete Aviation Way. This project will provide the most direct connection between the Caldwell Industrial Airport and I-84. The airport serves clientele valley-wide and this project is considered essential to the Airport's growth.
- c. Franklin/21st Intersection. Increasing traffic flow through this area is a key component in improving the Franklin/21st corridor. It will include a traffic signal and a connection with the industrial development on Commercial Way.
- d. Stock Trail /Georgia Extension. The servicing of traffic at critical times, such as fair week and Caldwell Night Rodeo, as well as servicing the proposed ball field complex, is needed. The project would include extension of Stock Trail to Linden Street and Georgia Avenue to Stock Trail
- e. Arthur Street. The opening of Arthur Street between 43rd and Ustick Road could serve a significant industrial and commercial area without forcing large amounts of business approach traffic onto Caldwell Boulevard.
- f. Laster Lane. The opening of Laster Lane between Caldwell Boulevard and Lake Avenue could serve a significant residential and commercial area without forcing large amounts of business and residential approach traffic onto Caldwell Boulevard.
- g. Industrial Street. This project will open a new area east of the Flying "J" project to new industrial/commercial development and will connect Highway 20/26 to Linden Street.

Collector/Arterial Improvement. Certain streets are designated to carry large volumes of traffic and serve as the backbone of the citywide transportation network. The following projects address this network. Additional projects may be added if funds are available.

- a. Linden Street. A local improvement district for the widening and improvement of Linden between Chicago and Wilson Drain would be formed. A portion of the funding would come from City and Revenue Allocation Funding.
- b. Plymouth Road. The replacement of existing Portland Cement pavement with asphaltic concrete is the focus of this project.
- c. Aviation Way. The relocation of Aviation Way at the Airport to facilitate additional airport development is to be funded with a combination of FAA, City and Revenue Allocation Funds.
- d. Laster Lane. The opening of Laster Lane between Caldwell Boulevard and Lake Avenue will initiate development of a future collector street.
- e. Chicago Street. Portions of Chicago Street from Linden to Centennial Way require widening and the construction of street side amenities.
- f. Franklin Road. The portion of Franklin between 21st and Chicago needs widening.

State Projects. Projects on the State/Federal Highway system are generally funded by the Idaho Transportation Department. Recently, however, the State has used the level of private and local funding participation as a method of setting project priorities. Projects in this category follow.

- a. Upgrade Franklin Interchange. There is a need for increased lanes on the overpass, change in geometry on the overpass and ramps, and traffic signals at the ramp termini.
- b. Widen Highway 20/26. The portion of Highway 20/26 from Middleton Road to I-84 needs widening to five lanes.
- c. Simplot Boulevard/Centennial Way Intersection. Altering the geometry and installing signals is necessary to improve safety and traffic flow at his location.

Paving Gravel Streets. The City has a longstanding L.I.D. program for the paving of gravel streets. As part of the plan, it would be proposed that this program be continued with additional financial incentive provided by Revenue Allocation Funding.

Sidewalks, Curbs, Bike Lanes. Most arterial and collector roads within the project area are not provided with sidewalk, curbs or bike lanes. This is to be included in the plan with financing generally through L.I.D.s with financial incentives provided by Revenue Allocation Funding. Replacement of deteriorated concrete would also be included. Projects of high priority would be the replacement or installation of sidewalk on Chicago and on 5th and Kimball north of Chicago.

Bridges. A total of 12 bridges or culverts within the project area are in need of repair, replacement or installation. Revenue allocation funding will be used in conjunction with other funding sources to address as many of these as available funds will permit.

Street Capacity Improvements. Capacity problems are found primarily at intersections where solutions require a combination of signalization and additions of turn lanes. Locations requiring construction to improve capacity are at Marble Front and N. Illinois, Indiana and Blaine, Exit 27, Chicago and 21st, Chicago and Linden, Chicago and 10th and Highway 19 and Centennial Way.

AIRPORT

Lengthen Runway. In accordance with the airport master plan, a project should be developed to lengthen the runway of the Caldwell airport. The project would be funded primarily with FAA funds with the local share provided through Airport and Revenue Allocation Funds.

Hangar Construction. There is a strong demand for additional hangar space, which will require construction of taxiways and relocation of existing infrastructure. The majority of the project would be funded with FAA funds with the local share provided through Airport and Revenue Allocation Funds. Hangar construction is generally accomplished with private funds.

Terminal Building. The existing terminal is inadequate for serving corporate air traffic. Much significant business traffic enters the City on private jets through the Airport. Terminals for this service are not eligible for FAA funding and Airport funds are not sufficient for the project. Revenue Allocation Funding will be necessary.

STREET LIGHTING

New Street Lights. Most of the streets within the project area have adequate street lighting, however, some areas recently annexed to the City or not yet within the City need streetlights. The City has adopted a policy of having one street light every 300 to 600 feet along roadways. Additional expenses will be incurred to continue this same lighting standard. An effort will be made to provide the same level of lighting throughout the Project Area within the city.

POLICE STATION

The City has identified the existing police building as a structure that has deteriorated beyond reasonable repair. It is located within the boundaries of the Caldwell East Area, and thus contributes to the overall deterioration of the area. Prospective sites for a new station are also within the Project Area. A new police station will be financed with general obligation bonds, but site improvements such as sidewalks, street lighting and City utilities will be eligible for Revenue Allocation Funding.

CEC/FAIRGROUNDS

The O'Connor Field House, Simplot Stadium and rodeo Grounds have identified restroom, seating and ADA non-compliance as issues that need addressing with Revenue Allocation and other funding sources.