Pocatello Development Authority

Board of Commissioners Meeting
December 18, 2013 – 11:00 a.m.
Paradice Conference Room

City of Pocatello
911 North 7th Avenue
Pocatello, Idaho 83205

An urban renewal agency for the City of Pocatello, Idaho

11:00 a.m.

Call to order by Chairman Ryan Ward

Acknowledge guests of the Board

Disclosure of conflicts of interest

Agenda; add or delete action or discussion items

Action and Discussion Items:

Minutes:	Motion to approve and/or amend Minutes of October 16, 2013
Financial Report:	October and November 2013 Income and Expenses
General Discussion:	Alameda Plaza Urban Renewal Plan Update
Items from staff:	Deaton & Company Audit Report
	Copy of the Annual Report (Presented to the City Council on November 14, 2013)
	Request for Annual Contribution to the RAI Legislative Committee
	Economic Development Administration Grant Application
	Keller Associates - Conceptual Design for Infrastructure at the Airport And Invoice for Payment (as requested)
	Positron Update

Items from Commission members:

Upcoming Events:

Executive Session:
Matters exist for discussion in an executive session as per I.C. §67-2345(1)(e)
Motion: "I move that we enter into an executive session as per Idaho Code §67-2345(1)(e) to consider preliminary negotiations involving matters of trade or commerce in which the PDA may be in competition with other jurisdictions."

Adjourn

FINANCIAL REPORTS

Pocatello Development Authority
Profit & Loss by Class
October 2013

	1-General Fund	2-Central Corridor	3-North Yellowstone	TOTAL
Income				
Interest Income	3.45	104.71	35.96	144.12
Loan Interest Income	0.00	169.49	0.00	169.49
Principal recieved on notes	0.00	830.51	0.00	830.51
Property Taxes	0.00	2,523.40	13,759.47	16,282.87
Total Income	3.45	3,628.11	13,795.43	17,426.99
Gross Profit	3.45	3,628.11	13,795.43	17,426.99
Expense				
Administrative	180.37	0.00	0.00	180.37
Total Expense	180.37	0.00	0.00	180.37
Net Income	-176.92	3,628.11	13,795.43	17,246.62

During the month of October the Authority received $144.12 in interest on its cash accounts, $169.49 in interest on loans, $830.51 in principal on loans and property taxes of $16,282.87 for total receipts of $17,426.99.
The Authority spent $180.37 for luncheon costs.
Cash balances increased by $17,246.62 in October.
At month end the Authority has $732,219.22 in checking, $4,244,834.34 in savings and $2,179,403.90 in trust accounts with Zions Bank for total cash account balances of $7,156,457.46

Pocatello Development Authority
Balance Sheet by Class
All Transactions

	1-General Fund	2-Central Corridor	3-North Yellowstone	4-Naval Ordinance	6-North Portneuf	7-Pocatello Regional Airport	TOTAL
ASSETS							
Current Assets							
Checking/Savings							
Checking Wells Fargo	119,866.25	183,380.98	-192,889.38	213,250.62	328,742.23	78,623.53	730,974.23
Savings Wells Fargo	133,053.19	4,111,885.81	0.00	0.00	0.00	0.00	4,244,939.00
Zions 2004A Bnd Fnd 7110526A	0.00	0.00	0.97	0.00	0.00	0.00	0.97
Zions 2012 Bnd Fnd 7110526D	0.00	0.00	2.63	0.00	0.00	0.00	2.63
Zions Bnd Reserve Fnd 7110526B	0.00	0.00	677,534.28	0.00	0.00	0.00	677,534.28
Zions Rev Alloc Fnd 7110526	0.00	0.00	1,501,903.18	0.00	0.00	0.00	1,501,903.18
Total Checking/Savings	252,919.44	4,295,266.79	1,986,551.68	213,250.62	328,742.23	78,623.53	7,155,354.29
Accounts Receivable							
Accounts Receivable	50,000.00	599,163.04	0.00	0.00	0.00	0.00	649,163.04
Total Accounts Receivable	50,000.00	599,163.04	0.00	0.00	0.00	0.00	649,163.04
Other Current Assets							
Accrued Interest Income	0.00	0.00	35.96	0.00	0.00	0.00	35.96
Property Tax Receivable	0.00	21,713.24	27,117.52	0.00	12,964.56	0.00	61,795.32
Total Other Current Assets	0.00	21,713.24	27,153.48	0.00	12,964.56	0.00	61,831.28
Total Current Assets	302,919.44	4,916,143.07	2,013,705.16	213,250.62	341,706.79	78,623.53	7,866,348.61
TOTAL ASSETS	**302,919.44**	**4,916,143.07**	**2,013,705.16**	**213,250.62**	341,706.79	**78,623.53**	**7,866,348.61**
LIABILITIES & EQUITY							
Liabilities							
Long Term Liabilities							
Deferred Notes Receivable Rev	50,000.00	598,823.35	0.00	0.00	0.00	0.00	648,823.35
Deferred Tax Revenues	0.00	15,601.56	14,241.05	0.00	12,964.56	0.00	42,807.17
Total Long Term Liabilities	50,000.00	614,424.91	14,241.05	0.00	12,964.56	0.00	691,630.52
Total Liabilities	50,000.00	614,424.91	14,241.05	0.00	12,964.56	0.00	691,630.52
Equity							
Fund Balance	376,200.41	1,797,384.11	1,703,682.29	33,987.08	50,067.89	0.00	3,961,321.78

Pocatello Development Authority
Balance Sheet by Class
All Transactions

	1-General Fund	2-Central Corridor	3-North Yellowstone	4-Naval Ordinance	6-North Portneuf	Regional Airport	TOTAL
Opening Balance Equity	0.00	0.00	64,643.86	0.00	0.00	0.00	64,643.86
Net Income	-123,280.97	2,504,334.05	231,137.96	179,263.54	278,674.34	78,623.53	3,148,752.45
Total Equity	252,919.44	4,301,718.16	1,999,464.11	213,250.62	328,742.23	78,623.53	7,174,718.09
TOTAL LIABILITIES & EQUITY	302,919.44	4,916,143.07	2,013,705.16	213,250.62	341,706.79	78,623.53	7,866,348.61

Pocatello Development Authority
Profit & Loss by Class
November 2013

	1-General Fund	2-Central Corridor	3-North Yellowstone	TOTAL
Ordinary Income/Expense				
Income				
Interest Income	3.34	101.32	37.16	141.82
Property Taxes	0.00	5,764.27	1,240.74	7,005.01
Total Income	3.34	5,865.59	1,277.90	7,146.83
Gross Profit	3.34	5,865.59	1,277.90	7,146.83
Expense				
Dues and Memberships	750.00	0.00	0.00	750.00
Total Expense	750.00	0.00	0.00	750.00
Net Ordinary Income	-746.66	5,865.59	1,277.90	6,396.83
Net Income	-746.66	5,865.59	1,277.90	6,396.83

During the month of November, the Authority recieved $141.82 in interest on its cash accounts and property taxes of $7,005.01.
The authority spent $750.00 for annual dues to Redevelopment Association of Idaho.
At month end the Authority had$730,974.23 in checking, $4,244,939.00 in savings and $2,179,441.06 in trust accounts with Zions Bank for total cash balances of $7,155,354.29

=7146 83

DEATON & CO. AUDIT REPORT

(WILL BE PROVIDED AT THE MEETING)

ANNUAL REPORT TO CITY COUNCIL

(WILL BE PROVIDED AT THE MEETING)

RAI LEGISLATIVE COMMITTEE DONATION

Invoice

Redevelopment Association of Idaho. Inc.

Date	Invoice #
10/1/2013	M14017

121 N. 9th St., Suite 501
Boise, Idaho 83702
(208) 384-4264
fax. (208) 384-4267

Bill To

Pocatello Development Association
Attn: Lonnie Crowell
911 N. 7th Ave
Pocatello, ID 83201

Item	Qty	Description	Rate	Amount
	1	**Membership Dues - fiscal year 2014** *Membership dues are the lesser of:* *1) $750* or *2) 1% of the Agency's budgeted revenue, including both revenue allocation and proprietary revenues* *If the Agency's calculated dues are less than $750, please remit the lesser amount and include the calculation of the remittance amount.*		$ 750.00
	1	**Contribution for legislative efforts - fiscal year 2014** *Suggested contribution for critically important legislative legal matters, based on the Agency's annual revenues according to this sliding scale:* *Over $5 million in annual revenues* $2,000 *Between $2 and $5 million* $1,500 *Between $1 and $2 million* $1,000 *Between $500,000 and $1 million* $500 *Between $250,000 and $500,000* $250 *Under $250,000* $100 *No revenue* $0		*Calculated amount*
			Total Due	$ 750.00

Please provide the break out the amounts between Membership Dues and Legislative Contributions when submitting your payment. Thank you!

EDA GRANT APPLICATION

EDA

ECONOMIC DEVELOPMENT ADMINISTRATION

Public Works Project

The City of Pocatello is strong candidate for a Public Works Grant from The Economic Development Administration.: This grant empowers distressed communities to revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term, private sector jobs and investment.

The recent closure of Heinz and loss of 410 jobs makes Pocatello even more competitive.

We can loosely expect $10,000 for each new job a company expects to bring because of the infrastructure constructed at the airport. We should assume a 50% city match but this might be lowered.

There is a March deadline and a June deadline.

Process for submitting an EDA grant:

1 Use Federal Procurement Procedures to Hire a Grant Write/Administrator

2 The Grant writer will act as a liaison between the city and EDA to gain every possible competitive advantage.

3 The City will be asked to provide information and documentation. Examples: maps of the project site, letters of commitment for match, documentation of land ownership, environmental narrative, approval by the State Historic Preservation Officer.

4 Determine Scope of the project

5 Secure Architect/Engineering firm

6 Preliminary costs and drawings

7 Time schedule for completion of the project

8 Prepare a budget

9 Determine source and if possible secure non-EDA funds

10 Submit Grant through grants.gov and respond to EDA with any additional requests for information.

First step: Approve a motion to move forward on the EDA grant by hiring Grant Writer and Administrator. *There is a process to follow.*

AGENDA # 12

EXECUTIVE SUMMARY

TO: Mayor Blad and City Council

FROM: Lon Crowell, Director, Planning and Development Services

DATE: December 19, 2013

SUBJECT: Authorization to hire a Grant Writer and Administrator to apply for an EDA Public Works Project Grant to assist with payment toward new infrastructure at the airport.

REQUEST

Staff is requesting authorization to hire a Grant Writer and Administrator to apply for an EDA Public Works Project Grant to assist with payment toward new infrastructure at the airport through the Federal Procurement Procedures.

ANALYSIS

There is a significant amount of infrastructure needed at the airport to accommodate any future growth in industry or manufacturing per current Fire Code requirements and requirements of Industry; specifically, water, sewer, storm sewer, rail, natural gas, road/access, power and secondary power. Businesses interested in the airport require minimum operating protocols that we are currently unable to meet.

The EDA Public Works Project grant allows us to obtain a grant of potentially 50% of project costs related to infrastructure directed toward attracting jobs. A specific process is required through the Federal Procurement Procedures to apply for the grant. The grant does not have a specified limit but is based upon employment statistics and future estimates, project costs and the type of work needed. The application cost associated with applying for the EDA grant is $10,000.00. The Grant Writer and Grant Administration fees are included in the application fee. The Pocatello Development Authority has agreed to pay the application fee of $10,000.00 through the Airport TIF fund. The Airport TIF fund has a current balance of approximately $80,000.00.

The process for the grant is attached to this report. As indicated in the attached, this is the first step in a 10 step process to apply for this grant. The potential for this grant is significant and limited only by the available match and the number of potential new jobs.

RECOMMENDATION

Based upon the information provided and attached, the Planning and Development Services Director recommends Council approval of the request to hire a grant writer and administrator for the submission of a grant to the Economic Development Association, and authorize the Mayor sign documents related to the grant, subject to Legal Department review

Olsen, Tiffany

From: Olsen, Tiffany
Sent: Wednesday, December 04, 2013 2:32 PM
To: Cynthia Hill; Darlene Gerry; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Crowell, Lonnie; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Michael Orr; Bray, Roger; Russ Meyers; Ryan Ward; Olsen, Tiffany
Subject: FW: EDA Grant
Attachments: EDA Grant process and first step.docx

Please see Lon Crowell's email requesting a vote from each of the PDA Commissioners. Please respond to this email with your vote.
Thank you,
Tiffany Olsen
PDA Secretary

Tiffany Olsen
Paralegal/Assistant to the City Attorney
City of Pocatello
911 North 7th, P.O. Box 4169
Pocatello, ID 83205
Telephone: (208) 234-6149
Facsimile: (208) 239-6986

From: Crowell, Lonnie
Sent: Monday, December 02, 2013 4:45 PM
To: Olsen, Tiffany
Cc: Susan Lorenz (lorenz@sicog.org)
Subject: EDA Grant

Dear PDA Board members,

As you are all aware the Pocatello Regional Airport is in need of significant infrastructure improvements in order to facilitate the development of manufacturing and other industry, business, research and development, transportation and logistics oriented businesses, warehousing and other previously agreed upon uses. These improvements are currently estimated at several million dollars.

The South East Idaho Council of Governments has very recently suggested a grant that is available through the Federal Economic Development Administration for this very purpose. The grant can provide funds equal to approximately $10,000.00 per prospective employee over a certain planned length of time. In other words, if we have a company that is willing to sign a letter of intent indicating they are starting with 60 but estimating 100 employees within 10 years, the grant would be approximately $1 million toward our infrastructure costs.

This is significant and very timely considering the need for this very thing. While we do not have a commitment in writing, we are very close to having a potential investment at the airport. If committed they expect to be up and running by mid-2015 and they would plan on operating similar to the example above. Final design and engineering along with the bidding process and construction would need to begin immediately in order to meet this deadline.

Independent of the user as referenced above, any large business interested in investing at the airport would require the same infrastructure investment by the City of Pocatello (TIF and City). These requirements are due

to fire code requirements, power needs, water needs and sewer needs; some of these are due to inadequate or deteriorated infrastructure.

The application for the EDA grant is $10,000.00 which funds a grant writer and pays associated fees with the application. I have been informed that the sooner we start this process, the better. At this point in time we would be the only entity applying for the funding in our "area". If awarded the City would be required to pay a match of approximately 50% on average. The funds for this match are available.

This email is to request of the PDA a vote to consider using Airport TIF funds in the amount of $10,000.00 to begin the application process. After speaking with our Legal representative it was determined that the PDA could vote for this action via email and ratify that vote at our next available PDA meeting December 18, 2013. Staff has also requested that a representative from SEICOG be available at the next PDA meeting to answer any additional specific questions related to this request.

Please provide your Vote:

☐ **YES** I vote that the PDA authorize the use of funds from the Airport TIF fund to apply for the EDA Public Works Grant in an amount not to exceed $10,000.00.

☐ **NO** I vote that the PDA NOT Authorize the use of funds from the Airport TIF fund to apply for the EDA Public Works Grant.

Thank you, have an excellent day,

Jon Crowell, AICP
Director
Planning & Development Services
Economic Development, Planning, Development Engineering,
CDBG/HUD, Pocatello Regional Airport
City of Pocatello
911 North 7th Avenue | P.O. Box 4169
Pocatello, Idaho 83205-4169
✆ 208-234-6184 | Fax: 208-234-6586
jcrowell@pocatello.us | www.pocatello.us

KELLER ASSOCIATES, INC.

(CONCEPTUAL DESIGN WILL BE PROVIDED AT THE MEETING)

KELLER associates

305 North 3rd Avenue, Suite A • Pocatello, ID 83201
208.238.2146 phone • 208.238.2162 fax • www.kellerassociates.com

November 26, 2013
Project No: 213090-001
Invoice No: 0000002

Pocatello Development Authority
Attn: Lonnie Crowell
PO Box 4169
Pocatello, ID 83205

Project 213090-001 PDA - Airport Infrastructure Master Plan

Client Project No. AES01

Project Manager:

Professional Services from October 01, 2013 to October 31, 2013

Task A Basic Services

Fee

Total Fee	7,500.00			
Percent Complete	100.00	Total Earned	7,500.00	
		Previous Fee Billing	3,750.00	
		Current Fee Billing	3,750.00	
		Total Fee		**3,750.00**
			Total this Task	**$3,750.00**
			Total this Invoice	**$3,750.00**

Outstanding Invoices

Number	Date	Balance
0000001	10/25/2013	3,750.00
		3,750.00

Billings to Date

	Current	Prior	Total
Fee	3,750.00	3,750.00	7,500.00
Totals	**3,750.00**	**3,750.00**	**7,500.00**

KELLER associates
305 North 3rd Avenue, Suite A • Pocatello, ID 83201
208.238.2146 phone • 208.238.2162 fax • www.kellerassociates.com

Labor Detail

Monday, December 02, 2013
9:50:17 AM

Keller Associates, Inc.

Job-to-Date through 11/30/2013

Show Unposted		Date	Total Hours	Total Billing
Project Number: 213090-001 PDA - Airport Infrastructure Master Plan				
Task Number: A Basic Services				
00014	Jaglowski, Michael	9/17/2013	1.00	125.00
	Project Set Up			
00014	Jaglowski, Michael	9/24/2013	1.00	125.00
	Coordination mtg w/ Information Request			
00014	Jaglowski, Michael	9/27/2013	4.00	500.00
	Concept Meeting			
00014	Jaglowski, Michael	10/4/2013	1.50	187.50
	Site Meeting / Walk Through - City			
00014	Jaglowski, Michael	10/14/2013	1.50	187.50
	Information Request #2			
00014	Jaglowski, Michael	10/16/2013	1.00	125.00
	Site Questions - to City			
00014	Jaglowski, Michael	10/29/2013	2.00	250.00
	Project Coordination - Staff			
u 00014	Jaglowski, Michael	11/12/2013	2.00	250.00
	Plan Delivery / Meeting - Discuss Recommendations			
u 00014	Jaglowski, Michael	11/19/2013	2.00	250.00
	Concept Plan Final Review			
u 00014	Jaglowski, Michael	11/20/2013	1.00	125.00
	Concept Plan Final Review & Delivery			
u 00024	Wiese, Kris	11/19/2013	2.00	180.00
	figures			
u 00024	Wiese, Kris	11/20/2013	1.00	90.00
	figures			
00083	Allen, Skyler	9/27/2013	.50	45.00
	Kickoff mtg w/ MRJ			
00083	Allen, Skyler	10/4/2013	2.00	180.00
	mtg. w/ MRJ, start calculations on WW/W/SW			
00083	Allen, Skyler	10/9/2013	1.00	90.00
	research on SW calculation requirements			
00083	Allen, Skyler	10/14/2013	3.00	270.00
	stormwater calculations, meeting MRJ			
00083	Allen, Skyler	10/18/2013	2.00	180.00
	calculations, memo draft			
00083	Allen, Skyler	10/28/2013	1.50	135.00
	W/WW information review, mtg MRJ & Rob			
00083	Allen, Skyler	10/31/2013	1.00	90.00
	update markups for Rob			
u 00083	Allen, Skyler	11/4/2013	1.00	90.00
	coord. mtg w/ MRJ, Rob, markups for figures			
u 00083	Allen, Skyler	11/6/2013	7.00	630.00
	memo preparation & calculations			
u 00083	Allen, Skyler	11/8/2013	5.00	450.00
	memo, mtg MRJ, figure markup			
u 00083	Allen, Skyler	11/20/2013	3.50	315.00
	final adjustments & memo revisions			
00105	Adams, Robert	10/21/2013	1.00	65.00
	Meeting with Mike and Skyler for information on Airport			

KELLER associates
305 North 3rd Avenue, Suite A • Pocatello, ID 83201
208.238.2146 phone • 208.238.2162 fax • www.kellerassociates.com

Labor Detail

Monday, December 02, 2013
9:50:17 AM

Keller Associates, Inc.

Job-to-Date through 11/30/2013

Show Unposted		Date	Total Hours	Total Billing
Project Number: 213090-001 PDA - Airport Infrastructure Master Plan				
Task Number: A Basic Services				
00014	Jaglowski, Michael	9/17/2013	1.00	125.00
	Project Set Up			
00014	Jaglowski, Michael	9/24/2013	1.00	125.00
	Coordination mtg w/ Information Request			
00014	Jaglowski, Michael	9/27/2013	4.00	500.00
	Concept Meeting			
00014	Jaglowski, Michael	10/4/2013	1.50	187.50
	Site Meeting / Walk Through - City			
00014	Jaglowski, Michael	10/14/2013	1.50	187.50
	Information Request #2			
00014	Jaglowski, Michael	10/16/2013	1.00	125.00
	Site Questions - to City			
00014	Jaglowski, Michael	10/29/2013	2.00	250.00
	Project Coordination - Staff			
u 00014	Jaglowski, Michael	11/12/2013	2.00	250.00
	Plan Delivery / Meeting - Discuss Recommendations			
u 00014	Jaglowski, Michael	11/19/2013	2.00	250.00
	Concept Plan Final Review			
u 00014	Jaglowski, Michael	11/20/2013	1.00	125.00
	Concept Plan Final Review & Delivery			
u 00024	Wiese, Kris	11/19/2013	2.00	180.00
	figures			
u 00024	Wiese, Kris	11/20/2013	1.00	90.00
	figures			
00083	Allen, Skyler	9/27/2013	.50	45.00
	Kickoff mtg w/ MRJ			
00083	Allen, Skyler	10/4/2013	2.00	180.00
	mtg. w/ MRJ, start calculations on WW/W/SW			
00083	Allen, Skyler	10/9/2013	1.00	90.00
	research on SW calculation requirements			
00083	Allen, Skyler	10/14/2013	3.00	270.00
	stormwater calculations, meeting MRJ			
00083	Allen, Skyler	10/18/2013	2.00	180.00
	calculations, memo draft			
00083	Allen, Skyler	10/28/2013	1.50	135.00
	W/WW information review, mtg MRJ & Rob			
00083	Allen, Skyler	10/31/2013	1.00	90.00
	update markups for Rob			
u 00083	Allen, Skyler	11/4/2013	1.00	90.00
	coord. mtg w/ MRJ, Rob, markups for figures			
u 00083	Allen, Skyler	11/6/2013	7.00	630.00
	memo preparation & calculations			
u 00083	Allen, Skyler	11/8/2013	5.00	450.00
	memo, mtg MRJ, figure markup			
u 00083	Allen, Skyler	11/20/2013	3.50	315.00
	final adjustments & memo revisions			
00105	Adams, Robert	10/21/2013	1.00	65.00
	Meeting with Mike and Skyler for information on Airport			

Show Unposted

		Date	Total Hours	Total Billing
00105	Adams, Robert	10/28/2013	4.00	260.00
	Measuring Sewer Depts, and adding Skyler's comments			
u 00105	Adams, Robert	11/1/2013	8.00	520.00
	Working on figure			
u 00105	Adams, Robert	11/4/2013	.50	32.50
	Meeting About The Airport			
u 00105	Adams, Robert	11/7/2013	3.00	195.00
	Adding changes from comments			
u 00105	Adams, Robert	11/8/2013	8.00	520.00
	Working on figures and adding comments			
00121	McLachlan, Richard	9/20/2013	8.00	640.00
	Exhibits/Meeting			
00121	McLachlan, Richard	9/23/2013	6.00	480.00
	Airport Exhibit			
00121	McLachlan, Richard	9/24/2013	6.00	480.00
	Airport Exhibit			
00121	McLachlan, Richard	10/14/2013	8.00	640.00
	Airport Layout			
00121	McLachlan, Richard	10/15/2013	8.00	640.00
	Airport Layout			
00121	McLachlan, Richard	10/16/2013	6.00	480.00
	Airport Layout			
00121	McLachlan, Richard	10/22/2013	4.00	320.00
	Airport Layout			
Total for A			118.00	10,142.50
Total for 213090-001			**118.00**	**10,142.50**

Olsen, Tiffany

From: Ryan Ward [RWard@ccb-idaho.com]
Sent: Wednesday, December 04, 2013 2:37 PM
To: Olsen, Tiffany
Subject: RE: EDA Grant

I vote in favor of this proposal if Lon or another person does not have the experience or time to complete the process.

Ryan

From: Olsen, Tiffany [mailto:tolsen@pocatello.us]
Sent: Wednesday, December 04, 2013 2:32 PM
To: Cynthia Hill; Darlene Gerry; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Crowell, Lonnie; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Michael Orr; Bray, Roger; Russ Meyers; Ryan Ward; Olsen, Tiffany
Subject: FW: EDA Grant

Please see Lon Crowell's email requesting a vote from each of the PDA Commissioners. Please respond to this email with your vote.
Thank you,
Tiffany Olsen
PDA Secretary

Tiffany Olsen
Paralegal/Assistant to the City Attorney
City of Pocatello
911 North 7th, P.O. Box 4169
Pocatello, ID 83205
Telephone: (208) 234-6149
Facsimile: (208) 239-6986

From: Crowell, Lonnie
Sent: Monday, December 02, 2013 4:45 PM
To: Olsen, Tiffany
Cc: Susan Lorenz (lorenz@sicog.org)
Subject: EDA Grant

Dear PDA Board members,

As you are all aware the Pocatello Regional Airport is in need of significant infrastructure improvements in order to facilitate the development of manufacturing and other industry, business, research and development, transportation and logistics oriented businesses, warehousing and other previously agreed upon uses. These improvements are currently estimated at several million dollars.

The South East Idaho Council of Governments has very recently suggested a grant that is available through the Federal Economic Development Administration for this very purpose. The grant can provide funds equal to approximately $10,000.00 per prospective employee over a certain planned length of time. In other words, if we have a company that is willing to sign a letter of intent indicating they are starting with 60 but estimating 100 employees within 10 years, the grant would be approximately $1 million toward our infrastructure costs.

Olsen, Tiffany

From: Darlene Gerry [dar3839@yahoo.com]
Sent: Wednesday, December 04, 2013 2:41 PM
To: Olsen, Tiffany
Cc: Cynthia Hill; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Crowell, Lonnie; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Michael Orr; Bray, Roger; Russ Meyers; Ryan Ward; Olsen, Tiffany
Subject: Re: EDA Grant

I vote yes

Darlene

Sent from my iPad

On Dec 4, 2013, at 2:32 PM, "Olsen, Tiffany" <tolsen@pocatello.us> wrote:

<image001.gif>
Please see Lon Crowell's email requesting a vote from each of the PDA Commissioners. Please respond to this email with your vote.
Thank you,
Tiffany Olsen
PDA Secretary

Tiffany Olsen
Paralegal/Assistant to the City Attorney
City of Pocatello
911 North 7th, P.O. Box 4169
Pocatello, ID 83205
Telephone: (208) 234-6149
Facsimile: (208) 239-6986

From: Crowell, Lonnie
Sent: Monday, December 02, 2013 4:45 PM
To: Olsen, Tiffany
Cc: Susan Lorenz (lorenz@sicog.org)
Subject: EDA Grant

Dear PDA Board members,

As you are all aware the Pocatello Regional Airport is in need of significant infrastructure improvements in order to facilitate the development of manufacturing and other industry, business, research and development, transportation and logistics oriented businesses, warehousing and other previously agreed upon uses. These improvements are currently estimated at several million dollars.

The South East Idaho Council of Governments has very recently suggested a grant that is available through the Federal Economic Development Administration for this very purpose. The grant can provide funds equal to approximately $10,000.00 per prospective employee over a

Olsen, Tiffany

From: Crowell, Lonnie
Sent: Wednesday, December 04, 2013 4:35 PM
To: 'Michael Orr'; Darlene Gerry
Cc: Olsen, Tiffany; Cynthia Hill; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Bray, Roger; Russ Meyers; Ryan Ward
Subject: RE: EDA Grant

Mike,
No, we were not aware of this grant prior to our last meeting. I met with SEICOG on Thursday October 24 per their request approximately 1 week after our previous PDA meeting. David Allen and I have both been speaking with SEICOG over the past 2 years to see if they were aware of any funding that would help us with construction of the infrastructure we need at the airport to bring any company after Petersen to Pocatello. This is a large function of their purpose. This is the first legitimate opportunity we have been offered for the Airport from those requests.

Thank You,

Lon Crowell, AICP
Director
Planning & Development Services
Economic Development, Planning, Development Engineering,
CDBG/HUD, Pocatello Regional Airport

City of Pocatello
911 North 7th Avenue | P.O. Box 4169
Pocatello, Idaho 83205-4169
208-234-6184 | Fax: 208-234-6586
lcrowell@pocatello.us | www.pocatello.us

From: Michael Orr [mailto:spcllc@cableone.net]
Sent: Wednesday, December 04, 2013 4:25 PM
To: Darlene Gerry
Cc: Olsen, Tiffany; Cynthia Hill; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Crowell, Lonnie; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Bray, Roger; Russ Meyers; Ryan Ward
Subject: Re: EDA Grant

As I understand it we are voting now to spend 10k for a grant writer? Then yes but I would require a much more thorough informative update prior to the ratification vote to move forward.
Did we have this on the horizon prior to cancelling our last meeting?
Michael Orr

Sent from my Verizon Wireless 4G LTE DROID

Darlene Gerry <dar3839@yahoo.com> wrote:

- vote yes

Olsen, Tiffany

From: Russ Meyers [russmeyers@gmail.com]
Sent: Wednesday, December 04, 2013 4:57 PM
To: Crowell, Lonnie
Cc: Michael Orr; Darlene Gerry; Olsen, Tiffany; Cynthia Hill; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Bray, Roger; Ryan Ward
Subject: Re: EDA Grant

Yes, I support the use of up to $10,000 from the TIF district to apply for the grant.

Russ Meyers

On Dec 4, 2013, at 4:34 PM, "Crowell, Lonnie" <lcrowell@pocatello.us> wrote:

> Mike,
> No, we were not aware of this grant prior to our last meeting. I met with SEICOG on Thursday October 24 per their request approximately 1 week after our previous PDA meeting. David Allen and I have both been speaking with SEICOG over the past 2 years to see if they were aware of any funding that would help us with construction of the infrastructure we need at the airport to bring any company after Petersen to Pocatello. This is a large function of their purpose. This is the first legitimate opportunity we have been offered for the Airport from those requests.
>
> Thank You,
>
> Lon Crowell, AICP
> Director
> **Planning & Development Services**
> Economic Development, Planning, Development Engineering,
> CDBG/HUD, Pocatello Regional Airport
>
> **City of Pocatello**
> 911 North 7th Avenue | P.O. Box 4169
> Pocatello, Idaho 83205-4169
> ✆ 208-234-6184 | Fax: 208-234-6586
> lcrowell@pocatello.us | www.pocatello.us
>
> **From:** Michael Orr [mailto:spcllc@cableone.net]
> **Sent:** Wednesday, December 04, 2013 4:25 PM
> **To:** Darlene Gerry
> **Cc:** Olsen, Tiffany; Cynthia Hill; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Larry Fisher; Crowell, Lonnie; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Bray, Roger; Russ Meyers; Ryan Ward
> **Subject:** Re: EDA Grant
>
> As I understand it we are voting now to spend 10k for a grant writer? Then yes but I would require a much more thorough informative update prior to the ratification vote to move forward.
> Did we have this on the horizon prior to cancelling our last meeting?
> Michael Orr

Olsen, Tiffany

From: RRJames113@aol.com
Sent: Wednesday, December 04, 2013 6:57 PM
To: Olsen, Tiffany
Subject: Re: FW: EDA Grant

I need a couple questions answered first.

1. Is it a requirement of the grant application that we hire a grant writer? (In the past the staff has successfully written many grants in house.)

2. Should this project take off are we going to be eligible to pursue a parallel grant for an even more substantial company?

In a message dated 12/4/2013 2:32:26 P.M. Mountain Standard Time, tolsen@pocatello.us writes:

Please see Lon Crowell's email requesting a vote from each of the PDA Commissioners.š Please respond to this email with your vote.

Thank you,

Tiffany Olsen

PDA Secretary

Tiffany Olsen

Paralegal/Assistant to the City Attorney

City of Pocatello

911 North 7th, P.O. Box 4169

Pocatello, ID 83205

Telephone: (208) 234-6149

Facsimile: (208) 239-6986

Olsen, Tiffany

From: Larry Fisher [larry@blackswaninn.com]
Sent: Monday, December 09, 2013 10:40 AM
To: Russ Meyers
Cc: Crowell, Lonnie; Michael Orr; Darlene Gerry; Olsen, Tiffany; Cynthia Hill; Swindell, Dave; Tranmer, Dean; Doran Lambson; Higgins, Jerry; John Regetz; Karl Anderson; Kendell, Konni; McCullough, Cindy; Quayle, Merril; Bray, Roger; Ryan Ward
Subject: Re: EDA Grant

My vote is yes.
Larry Fisher

On Wed, Dec 4, 2013 at 4:56 PM, Russ Meyers <russmeyers@gmail.com> wrote:
Yes, I support the use of up to $10,000 from the TIF district to apply for the grant.

Russ Meyers

On Dec 4, 2013, at 4:34 PM, "Crowell, Lonnie" <lcrowell@pocatello.us> wrote:

> Mike,
>
> No, we were not aware of this grant prior to our last meeting. I met with SEICOG on Thursday October 24 per their request approximately 1 week after our previous PDA meeting. David Allen and I have both been speaking with SEICOG over the past 2 years to see if they were aware of any funding that would help us with construction of the infrastructure we need at the airport to bring any company after Petersen to Pocatello. This is a large function of their purpose. This is the first legitimate opportunity we have been offered for the Airport from those requests.
>
> Thank You,
>
> Lon Crowell, AICP
>
> Director
>
> **Planning & Development Services**
>
> Economic Development, Planning, Development Engineering,
>
> CDBG/HUD, Pocatello Regional Airport
>
> **City of Pocatello**
>
> 911 North 7th Avenue | P.O. Box 4169

Olsen, Tiffany

From: Cynthia Hill [hillcynt@isu.edu]
Sent: Monday, December 09, 2013 10:52 AM
To: Olsen, Tiffany
Subject: Re: FW: EDA Grant

I also vote yes.

Best,

Cindy

On Wed, Dec 4, 2013 at 2:32 PM, Olsen, Tiffany <tolsen@pocatello.us> wrote:

Please see Lon Crowell's email requesting a vote from each of the PDA Commissioners. Please respond to this email with your vote.

Thank you,

Tiffany Olsen

PDA Secretary

Tiffany Olsen

Paralegal/Assistant to the City Attorney

City of Pocatello

911 North 7th, P.O. Box 4169

Pocatello, ID 83205

Telephone: (208) 234-6149

Facsimile: (208) 239-6986

KELLER associates

TECHNICAL REPORT

TO: Pocatello Development Authority

FROM: Michael R. Jaglowski, P.E.
Skyler D. Allen, P.E.

DATE: November 20, 2013

SUBJECT: Pocatello Airport Water System

ATTACHMENTS: **Figures**
2011 Airport Water System Technical Report

Pocatello Airport Development – PIPE

This report addresses the infrastructure components required for the development of a 30 acre parcel located at the Pocatello Airport west of the rail spur. This site is referred to as PIPE at this time. Preliminary assessment of the infrastructure requirements for the site is outlined in the following sections for the PIPE site and with consideration of the requirements for the adjacent future development areas. Budgetary project cost estimates include both planning and construction contingencies with estimates of soft costs and fees.

Water

This section references information provided in the 2011 Pocatello Airport Water System Technical Report prepared for the City of Pocatello by Keller Associates (Attached). Water supply requirements for the PIPE site are anticipated to include daily water use for employees and process water.

- Industrial fire flow – 3,500 gpm for 3 hours
- Employee water use – 35 gal/person/day
- Process water – 5 gpm/acre

The employee water demand is averaged over 24 hours and a peaking factor of 4.5 (from the 2011 Water System Technical Report) is applied to the average. Process water for the PIPE site is assumed to be 150 gpm.

- PIPE peak water demand – 157 gpm
- West development area peak water demand – 578 gpm

The current airport water system does not have the capability to provide the required fire protection flows. Current fire protection flow which can be provided to the PIPE site is approximately 2,000 gpm under normal operating conditions and 1,500 gpm with the largest well offline. In order to provide additional fire protection flow, the airport water system requires additional water supply, delivery and storage. The deficiencies are primarily related to capacity to provide the fire suppression flow of 3,500 gpm for 3 hours.

These deficiencies are addressedin the 2011 Technical Report:

- Water supply deficiency- 635 gpm
- Storage deficiency - 650,000 gallons
- Water delivery capacity deficiency - 2,875 gpm

Improvements to address these deficiencies include construction of a new water supply well, new water storage tank, and new booster pumping station. If the storage tank were elevated the booster pumping station could be eliminated which would result in higher up-front capital cost but reduced operating cost. These improvements together with adequate waterline connectivity would enable the PIPE site fire suppression requirement of 3,500 gpm to be met. The estimated cost for the outlined supply, storage and delivery improvements is **$2.5 million.**

The recommendations of the 2011 Technical Report for expanded service area include:

- 12-inch main grid network
- 8-inch intermediary lines

This approach is recommended for service to the PIPE site. Sufficient connection to the 12-inch grid from new supply/storage would enable the delivery of the required 3,500 gpm fire suppression flow. If these improvements are not completed, the PIPE site could not reliably provide more than 1,500 gpm of fire suppression flow.

Construction of the water sytem network for the PIPE site as depicted in the attached figures with 12-inch and 8-inch water mains all around the PIPE site is estimated to cost **$350,000.** Extending this system into the future development area west of the PIPE site could be accomplished for an additional estimated **$430,000.**

Wastewater

Wastewater produced at the PIPE site includes discharged process water plus employee water usage. The majority of the water provided to the facilities is expected to enter the wastewater stream. Accordingly, the wastewater flow is estimated to be approximately 157 gallons per minute during operating hours. Wastewater service to the development area should utilize a minimum 12-inch gravity sewer collector mainline to accommodate the PIPE site and adjacent future development areas. The following improvements are recommended as depicted in the attached figures:

- 12-inch gravity sewer trunk line along north side of PIPE site, along new road
- Regional lift station near the intersection with Mooney Rd. with standby generator
- 8-inch pressure sewer line to existing collection system

As development at the PIPE site and other future development areas progresses, additional investigation of the capacities of the downstream wastewater pipeline and lift station should be completed and deficiencies addressed.

The installation of a 12-inch gravity sewer line along the north side of the PIPE site, a wastewater lift station with a standby power generator, and 8-inch pressure line into the existing airport collection system is estimated to cost **$560,000.** Extending the collection pipeline further to the west for future development areas is estimated at this time to cost approximately $65 per foot.

Stormwater

This report provides preliminary estimates of the stormwater quantities based on assumptions of the nature of the development and should be re-evaluated during site design. Based on the City of Pocatello Stormwater Master Plan guidance, the following preliminary estimates have been made for the PIPE site:

- Peak discharge:
  - 100 yr 30 min post-development – 50 cfs
- Retention/detention volumes:
  - 2 yr 3 hr treatment retention – 39,000 cubic feet
  - 10-yr 3 hr detention – 39,000 cubic feet

The general slope of the PIPE site is to the northwest. Multiple drainage swales and interconnected basins with infiltration components throughout the site would be the optimal stormwater solution. Alternately, a single containment basin located on the north side of the site could capture the stormwater for treatment and retention purposes. At a minimum the stormwater basins are required to provide for retaining the 2-year storm volume for treatment, which can include infiltration; detaining 10 year storm volume of approximately 40,000 cubic feet and safely pass the 100 year storm peak discharge of 50 cfs to suitable downstream drainage facilities. The PIPE site and the remainder of the future development areas will either need to be equipped with sufficient retention and infiltration capacity for the 100 year storm or have suitably sized drainage channels to downstream disposal areas.

The off-site improvements needed for the PIPE site stormwater discharge include adequate drainage swales, culverts, or stormwater pipe to carry the peak stormwater discharge from the PIPE site (total 50 cfs) to a suitable down gradient location. A single 30 inch stormwater pipe at a 1.5% slope would be adequate for the total peak flow from the PIPE site. The immediate recommendation would be to have culverts and drainage swales along the new roadway to pass the 100 year peak flow. Costs associated with the immediate stormwater considerations along the roadway including swales and culverts are estimated to be **$60,000**. Future development would include installing stormwater piping or drainage swales to a larger retention area further to the west.

Transportation

The primary access to the site is recommended to utilize the current interchange to Terminal Way. Previous planning and preparation has been made to utilize the intersection at Terminal Way and B. Street for a left turning motion onto B. Street. Traffic will proceed west on B. Street then north on Beechcraft Ave., proceeding left on Mooney. A new road to

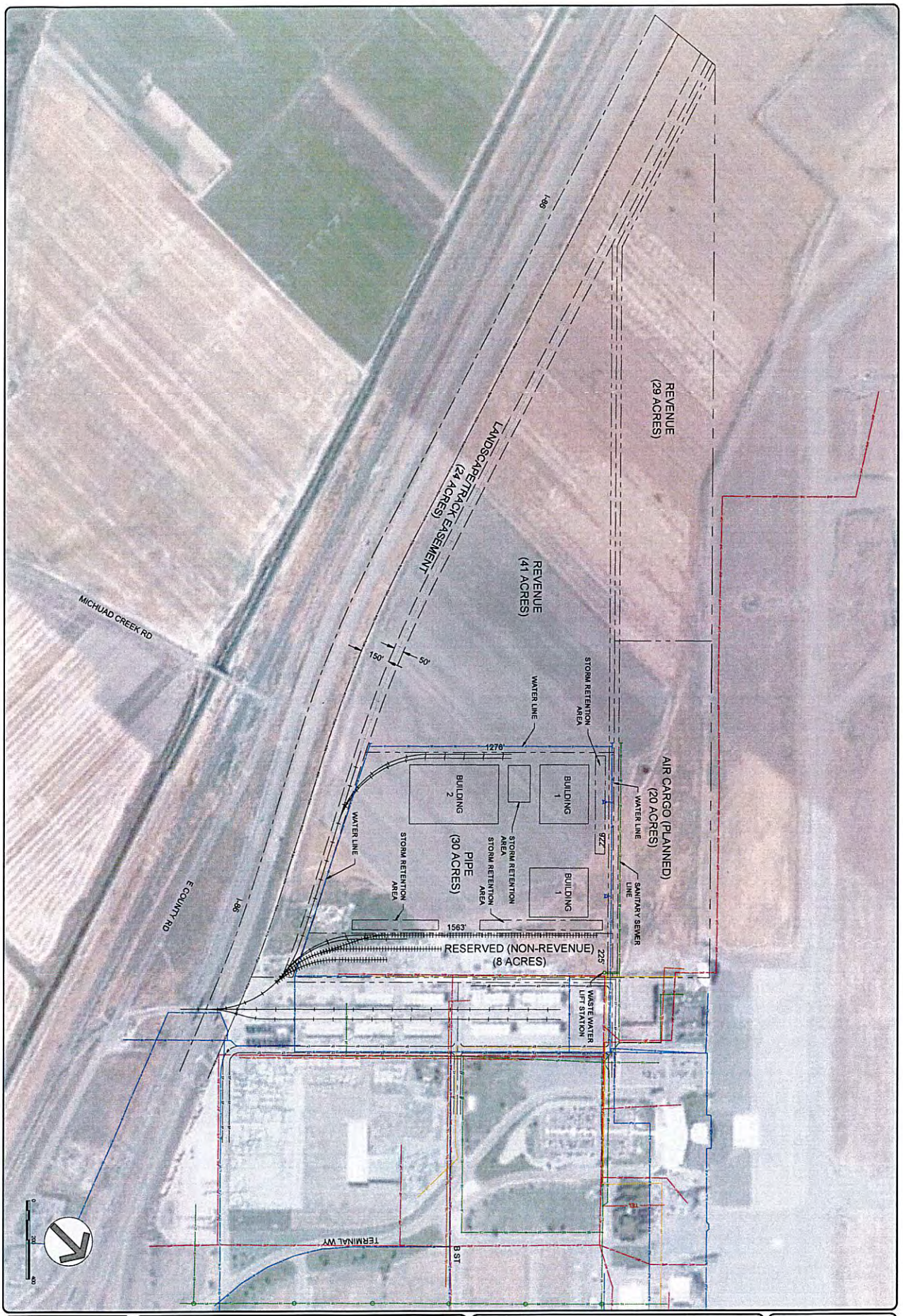
the southwest into the new development area from the northwest corner of Mooney, name to be determined, should be constructed. Truck route signage is recommended. This access route will require improvements to approximately 2,000 feet of roadway on B Street, Beechcraft Ave, and Mooney Ave. to support truck traffic including an improved road base, widening of the roadway, and intersection improvements.

Construction of the new roadway from Mooney Ave. to the west edge of the PIPE site (~1,200 feet) is estimated to cost **$400-500,000.** Improvements to existing roadways within the designated route are estimated to cost **$400-550,000,** primarily dependent on the extent of improvements selected. Extending the new roadway to the west an additional 3,600 feet is estimated to cost an additional **$900k to $1 million**.

Rail access is proposed along the south side of the site with spurs extending along the west side of the PIPE site. The estimated length of railroad required for the PIPE spur is 2,000 feet. The estimated total cost of installing this railroad spur is **$1-1.3 million.**

Franchise Utilities

Franchise utilities including natural gas, power, and communications currently are available in the portion of the airport development east of the rail line.



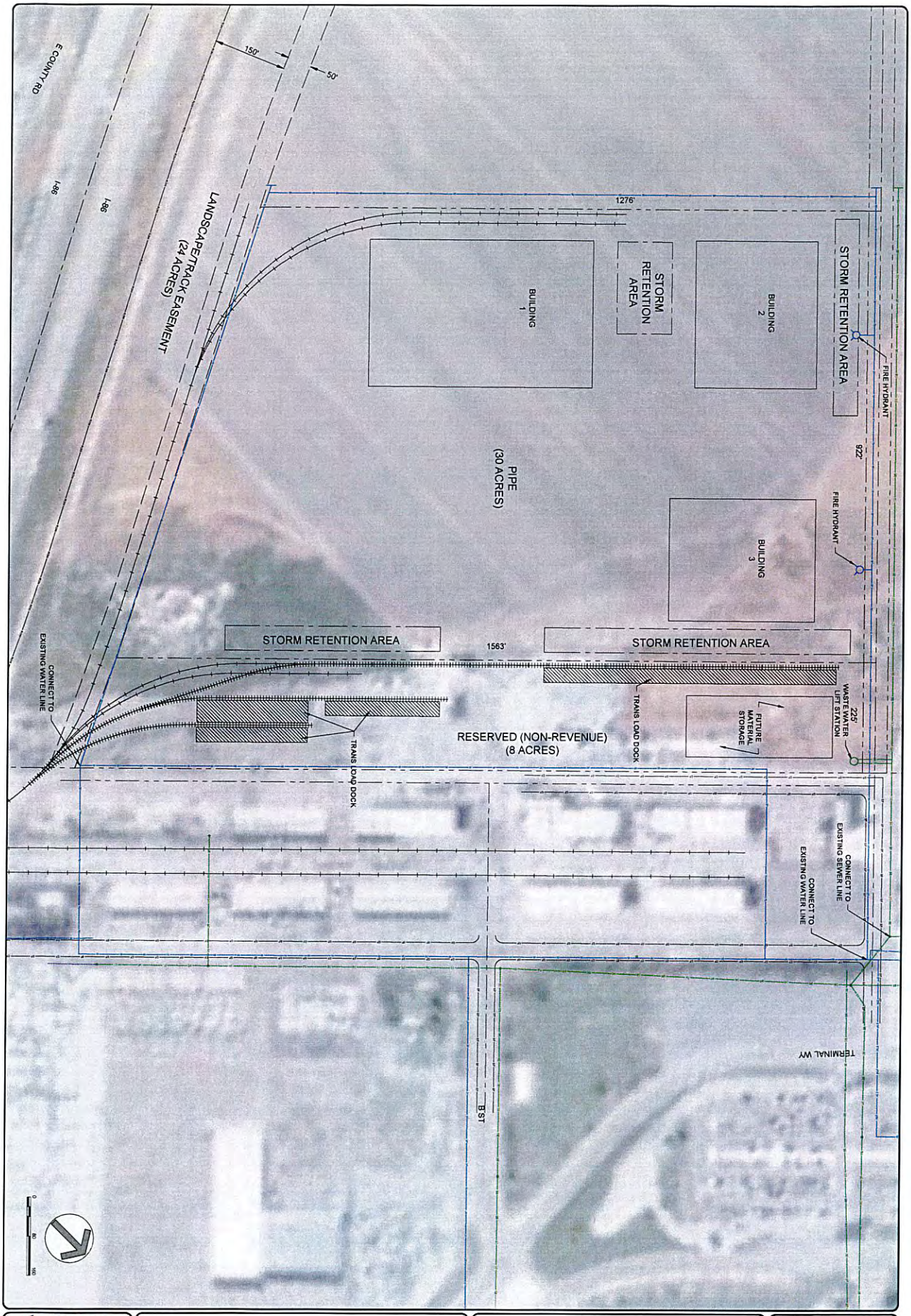
KELLER associates
305 North 3rd Avenue, Suite A
Pocatello, Idaho 83201
(208) 236-2146

POCATELLO AIRPORT

INDUSTRIAL PARK WEST

Project No. 213090-001

Figure No. 1



KELLER associates

385 North 3rd Avenue, Suite A
Pocatello, Idaho 83201
(208) 239-2146

POCATELLO AIRPORT

INDUSTRIAL PARK WEST
WATER AND SEWER

Project No. 213090-001

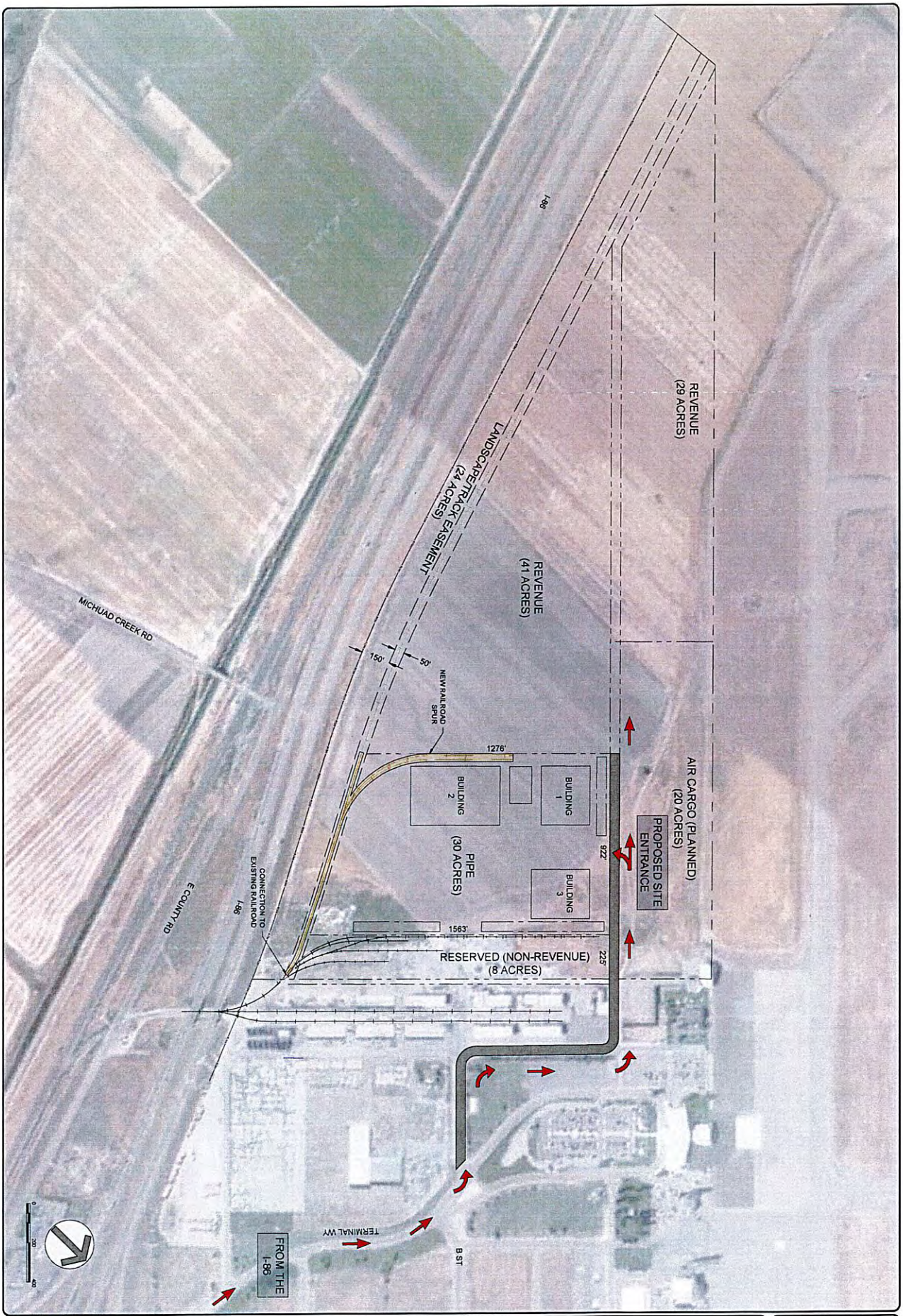
Figure No. 2

KELLER associates
305 North 3rd Avenue, Suite A
Pocatello, Idaho 83201
(208) 236-2146

POCATELLO AIRPORT

INDUSTRIAL PARK WEST
LANDSCAPE & STORM WATER PLAN

Project No. 213090-001
Figure No. 3



KELLER associates 305 North 3rd Avenue, Suite A Pocatello, Idaho 83201 (208) 239-2146	POCATELLO AIRPORT	INDUSTRIAL PARK WEST TRANSPORTATION PLAN	Project No. 213090-001 Figure No. 4

KELLER associates

TECHNICAL REPORT

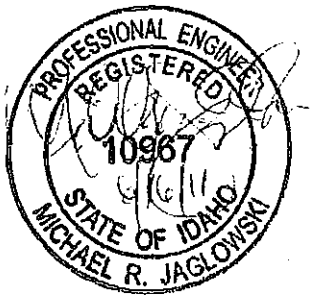
TO: City of Pocatello
Justin Armstrong

FROM: Michael R. Jaglowski, P.E.
Skyler Allen, E.I.T.

DATE: June 13, 2011

SUBJECT: Pocatello Airport Water System

ATTACHMENTS: **Appendix Information**



1 - System Introduction

The City of Pocatello Water Department maintains the water system for the Pocatello Regional Airport, providing water service for the airport, associated industrial, commercial, businesseses, and a few residential tenants of the airport business park. The airport water system is not connected to the existing citywide water system.

2 - Existing System Description

2-1 System Overview

The Pocatello Airport water system is supplied from two groundwater wells, Wells #35 and #39. Well #35 is a Goulds Lineshaft 50 HP 4-stage pump that delivers approximately 1,300 gpm to a 150,000 gallon storage reservoir located adjacent to the well. The storage tank feeds a booster pump station containing three pumps: a Paco end suction centrifugal 15 HP "jockey" pump, a Goulds G&L MPVN 100.2 four stage variable frequency drive pump, and a dual drive Paco Type KP split case pump designated as a fire pump. The pumping station operates with the jockey pump primarily maintaining system pressure above 90 psi and the VFD pump adjusting to provide normal flows. The fire pump is set to turn on when system pressure drops below 40 psi to deliver high volume flow when needed. Well #39 is a Flowserve lineshaft located to the south of I-15 near the railroad and delivers approximately 1,000 gpm directly into the southwest section of the distribution system when system pressure is between 60 and 120 psi at the wellhead. Total production capability of the system is approximately 2,300 gpm with delivery capacity of 2,825 gpm.

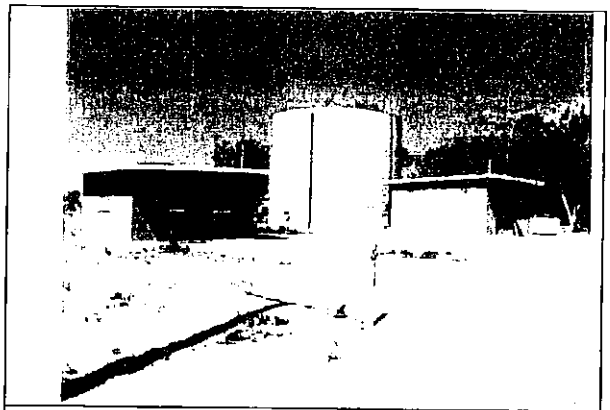


Fig. 1 Well #35, Reservoir, and Booster Station

The distribution system is made up of a network of approximately eight miles of 6-inch to 12-inch cast iron and pvc pipe. Fire flow tests performed in the summer and fall of 2010 found that hydrant flows of 1,063 to 1,500 gpm could be delivered without the use of a pumper truck with residual pressures of 40 to 70 psi at various locations throughout the system (See Appendix B).

2-2 Land Use

Land use as discussed in the Pocatello Airport Land Use Plan includes approximately 600 acres of land divided into four land use categories: Retail & Commercial, Business Park, Light Industrial & Manufacturing, and Warehouse & Distribution. Present land use estimates include approximately 42 acres of Commercial and Business use and approximately 108 acres of Industrial type use. Total estimated land being utilized in 2010 is estimated to be 150 acres. These land use estimates are used as the base year.

Development projections utilized in this report were formulated based on information from the 2000 Airport Master Plan and conversation with City planners and the airport manager. For the land use projection of industrial land, a rate of development of 7.6 acres per year was applied. A development rate of 3.5 acres per year was utilized for projection of Commercial land development. If growth exceeding this rate is experienced, the projections of this report will need to be revisited. Table 1 demonstrates the 10 and 20 year projections, indicated as short and long term with 2010 as the base year.

	2010	10 year	20 year
Commercial Land (acres)	42	77	112
Industrial Land (acres)	108	184	260
Total Land Use (acres)	150	261	372

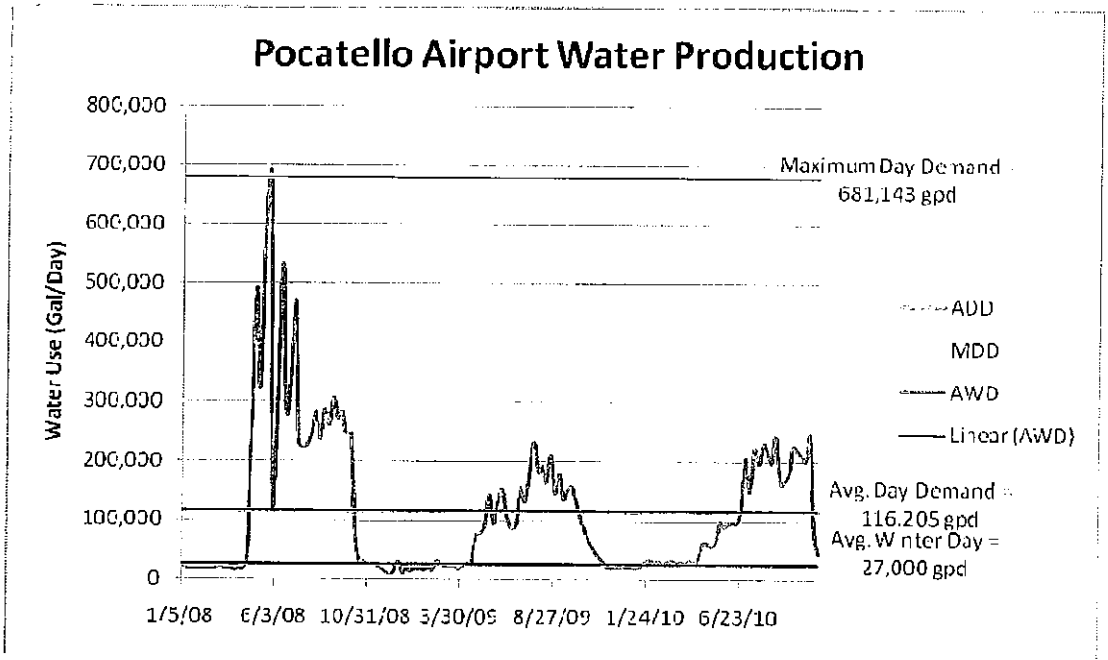
Table 1 - Land Use Projections

2-3 Water Demands

Review of recent flow records (2008 to 2010) provided the basis for developing an estimate of average day, maximum day, and peak day demands for the water system. Average Day Demand (ADD) based on flow records from 2008 to 2010 yields an estimate of 116,000 gallons per day. Maximum Day Demand (MDD) for this period was 681,143 gpd and occurred during the week of May 18, 2008. Year 2008 exhibits a markedly higher average water demand (161,000 gpd) than 2009 and 2010. The City Water Superintendent indicated that similar differences have been noted system-wide and is suspected to result from reduced irrigation during the more wet years of 2009 and 2010 (see Figure 1 below). Since it is expected that the need for higher volumes of irrigation water will reoccur and the system will need to provide those flows, the 2008 ADD and MDD were used as the base demands for flow projection in this report.

Water use in the airport water system was estimated to be approximately 1.31 gpm/acre for Commercial uses and 0.53 gpm/acre for industrial uses (See Appendix A for calculation). The large amount of open space that remains on the utilized properties at the airport business park, is suspected to result in water demand rates lower than those utilized in the Pocatello Water Master Plan. The ratio of Maximum Day Demand (MDD) to Average Day Demand (ADD), also known as the max day peaking factor, was found to be 4.2 for 2008. A Peak Hour Demand (PHD) factor of 4.5 times the average day demand was utilized for projecting water requirements. (See Appendix B for additional discussion.)

Figure 1 - Pocatello Airport Water Usage 2008-2010



Year	Total Gallons	ADD (gpd)	ADD (gpm)	MDD (gpd)	MDD (gpm)	Peaking Factor
2008	58,616,000	**161,033**	**112**	**681,143**	**473**	**4.23**
2009	29,432,000	80,857	56	231,857	161	2.87
2010	32,871,000	106,724	74	244,429	170	2.29
		116,205	81	385,810	268	

Table 2 - Pocatello Airport Water Production 2008-2010

2-4 Design Criteria

At this time, the highest required fire protection requirement within the business park is 1,500 gpm for two hours. The 2004 Pocatello Master Plan cites fire protection flow requirements of 2,250 gpm for two hours for Commercial use and 3,500 gpm for three hours for Industrial use. The system does not presently have the capability of delivering the higher fire protection flows anticipated to be necessary for future development. Fire flow of 1,500 gpm for two hours was considered the maximum required fire flow for year 2010. A fire flow of 3,500 gpm for three hours was utilized in the analysis of system deficiencies and in model scenarios for the 2020 and 2030 planning horizons.

The Idaho Rules for Public Drinking Water Systems require that public water systems satisfy the following criteria:

A. Maintain system pressure and treatment and provide Average Day Demand plus fire flow under an emergency condition such as a power outage for a period of 8 hours (IDAPA 58.01.08.501.07).

B. With any source out of service provide Peak Hour Demand or Maximum Day Demand plus equalization storage (IDAPA 58.01.08.501.17).
C. With any pump out of service provide Maximum Day Demand plus fire flow (IDAPA 58.01.08.501.18).

These criteria generally provide the guidelines for developing current and future system deficiencies. Table 3 provides the associated flow rates for the key combinations of flows required for the system to satisfy these criteria and the computed deficiencies in water delivery and production capacity.

Description (Units are gal/min)	2010	2020	2030
ADD = Avg. Day Demand	112	199	285
MDD = Max Day Demand	472	835	1,197
PHD = Peak Hour Demand	506	894	1,283
MDD + Fire = Maximum Delivery Required	1,972	4,335	4,697
MDD + Equalization Storage	597	1,272	1,635
Delivery Capacity with Largest Pump Off	1,825	1,825	1,825
Delivery Deficiency	147	2,510	2,872
Production with Largest Well Off	1,000	1,000	1,000
Production Deficiency	-	272	635

Table 3 - Water Projections & Deficiencies (gpm)

3 - 2010 Water System Analysis

The Pocatello Airport Water System was analyzed on the basis of three planning horizons: 2010 or current, and projected years 2020 and 2030. For each of these planning horizons the projected Maximum Day Demand, Peak Hour Demand, and required fire flows were compared to the available system water supply, water storage, delivering capacity, and distribution to identify system deficiencies in these areas. Recommended solutions to address the identified deficiencies are presented for each time horizon. In each case the recommendations do not assume previous improvements have been made. The final section of this report summarizes the recommendations to address the identified deficiencies through the 2030 planning horizon.

3-1 Water Supply

The City currently owns five wells which can be used for municipal purposes in the airport water system (Wells #35, 39, 40, 41, 42) with water rights totaling 17.47 cfs (7,841 gpm). Priority dates for these rights range from 1940 to 1978. (See Appendix D for additional information.)

Total production capacity in 2010 is approximately 2,300 gpm from the two wells which currently serve the airport water system (Wells #35 and 39). The water system must have sufficient water supply to provide Maximum Day Demand plus Equalization Storage with the largest source offline (IDAPA 58.01.08.501.17). The required water supply in 2010 is 597 gpm. The production capacity of the system without the largest well (Well #35) is approximately 1,000 gpm. The water system is able to produce sufficient water to satisfy the supply requirements.

3-2 Water Storage

The system currently utilizes a 150,000 gallon storage reservoir located adjacent to Well #35. The reservoir is welded steel construction and was erected in 1969. The storage components required for the system are shown below in Table 4.

Storage Component	2010	2020	2030
Operational	24,524	66,959	72,117
Peaking	16,198	28,624	41,049
Fire	175,042	545,555	543,289
Emergency	53,995	95,413	136,831
Total Storage Required (gal)	269,759	736,551	793,286
Storage Deficiency (gal)	119,759	586,551	643,286

Table 4 - Water Storage Needs and Deficiencies

Operational storage is 10% of the total storage. Peaking storage makes up the difference between Peak Hour Demand and Maximum Day Demand for an 8 hour period. Emergency storage comprises eight hours of average day demand. The fire storage volume computed above is the difference between the MDD+Fire demand and the production flow with the largest source offline over the required time period. As can be seen in Table 4, the 2010 storage deficiency is approximately **120,000 gallons**.

Storage tanks constructed at ground level require booster pumping to introduce stored water to the distribution system at the needed pressures. Alternately, an elevated storage solution could be utilized which would eliminate the need for booster pumping. (see Delivery Capacity section for further consideration.)

Elevated storage reservoirs are typically constructed with steel or concrete base section and bolted or welded steel tank section. Elevated storage reservoirs require significant design and construction consideration for seismic provisions of the building codes. Elevated tanks are most often constructed with maximum water elevations in the range of 120 ft and sometimes greater. To provide pressure by gravity alone, the water elevation in the tank would need to be approximately 200 feet to provide system pressures similar to those currently targeted by the well and booster pumps in the water system.

Elevated storage tanks provide water pressure by gravity, which allows flexibility in system operation, eliminates the need for booster pumps and standby power, and when sized appropriately can provide emergency, peaking, and fire storage. Construction costs for elevated tanks are higher and could exceed the cost of a booster pump facility and pumps, have reduced accessibility, and can be a concern for visibility and/or obstruction to the nearby airport. Elevated storage tanks are generally in the 150,000 to 200,000 gallon size range. Larger tank volumes result in enough higher cost that ground level storage with booster pumping is often more cost effective.

3-3 Delivering Capacity

For 2010 the highest required fire flow is 1,500 gpm for 2 hours. The highest required delivery flow is Maximum Day Demand plus Fire Flow. For 2010 the highest required delivery flow is 1,972 gpm. Delivery capacity with the largest pump out of service is 1,825 gpm. Delivery deficiency in 2010 is **147 gpm**.

The system is required to deliver emergency water supply at a rate of Average Day Demand (2010 = 112 gpm) for 8 hours (IDAPA 58.01.08.501.07). Emergency water can be accounted for by either providing emergency power to operate wells or booster pumps or by utilizing elevated storage. New water sources and booster pumps intended to increase system capacity are required to include emergency power or equivalent (IDAPA 58.01.08.501.07.c).

3-4 Distribution

A hydraulic model of the Pocatello Airport Water System was constructed in Innovyze (formerly MWH Soft) H2OMap Water and was calibrated with the use of the hydrant flow test information. Model scenarios for the 2010 average day demand, maximum day demand, and peak hour demand were created.

Exercise of the model focused primarily on the MDD+Fire scenario since this scenario is the most taxing of the required criteria under IDAPA 58.01.08.501. Under the Maximum Day Demand scenario for the 2010 available fire flows were computed utilizing the computer model. Available fire flows range from 329 gpm to 3,092 gpm. Only four hydrant locations were found to have an available fire flow less than 1,500 gpm. These locations were: Aeromodelers on Mustang, Pocatello Speedway, and the Pocatello Trap Club. The waterline to Mustang is 4-inch diameter and the waterline to the Pocatello Speedway and Pocatello Trap Club are each 6-inch diameter. The pipe size is not adequate to permit large flows that would be associated with a fire suppression event (see Appendix E, Figure 2).

Hydrant ID	Location Description	Available Fire Flow (gpm)	Required Fire Flow (gpm)
1474	Aeromodelers	329	1,500
1473	Aeromodelers	499	1,500
1553	Pocatello Speedway	1,288	1,500
1488	Pocatello Trap Club	1,437	1,500

Table 5. 2010 Insufficient Fire Flows

Hydraulic model results indicate that the system is fairly well looped and can provide flow well to most of the system. The locations indicated in Table 5 above are all dead end four-inch and six-inch lines and are unable to provide the 1,500 gpm of fire flow without pressures below 20 psi or high velocities in the pipes. These dead end lines are not large enough to provide fire flows without very high velocities. To provide 1,500 gpm with velocity less than 12 fps a line would need to be 8-inches or larger. Looped lines can provide 1,500 gpm on 6-inch lines or 3,500 gpm on 8-inch lines without velocities exceeding 12 fps (somewhat dependent on distribution).

3-5 Deficiencies

The water system is deficient in the following items in 2010:

A. Storage - 119,759 gallons
B. Delivery - 147 gpm
C. Emergency - 112 gpm
D. Distribution - Four hydrant locations (listed in Distribution section above)

3-6 Recommendations

A. Install an additional 120,000 gallons of storage.
B. Increase booster pumping capacity by 147 gpm.
C. Emergency power required as part of additional booster pump capacity will satisfy the needed emergency water supply increase of 112 gpm.
D. Replace the dead end lines to Pocatello Speedway (hydrant 1553) and Pocatello Trap Club (hydrant 1488) with 8-inch waterlines, install new 8-inch lines from the 12-inch line on Cessna to the two hydrants at Aeromodelers (hydrants 1473 and 1474).

4 - 2020 Water System Analysis

Projections of land use, water demand, water supply, storage, delivery, and deficiencies are included in the previously presented tables. Projections for 2020 and further incorporate the City of Pocatello fire flow requirements by zoning in accordance with the 2004 Pocatello Airport Water Master Plan. The highest fire flow requirement for 2020 is therefore 3,500 gpm for three hours. Calculations and recommendations do not assume any of the previously discussed improvements. Projected deficiencies are highlighted in the following sections.

4-1 Water Supply

Projected 2020 water supply required is 1,272 gpm, resulting in a deficiency of **272 gpm** in water supply under the IDAPA required flow scenarios.

4-2 Water Storage

The total water storage requirement in 2020 is projected to be 736,551 gallons. This results in a storage volume deficiency of **586,551 gallons**.

4-3 Delivering Capacity

Deficiency in the water system capacity to deliver the required Maximum Day Demand plus Fire Flow in 2020 is **2,510 gpm**. Emergency water delivery deficiency in 2020 is projected to be **199 gpm**.

As a result of the increase in fire flow requirements for the 2020 planning horizon, the total of MDD + Fireflow exceeds the total delivery capacity of the system. Therefore, none of the areas requiring fireflows in excess of the current delivering capacity of 1,825 gpm can be satisfied without improvement to supply, storage, and delivery components of the water system.

4-4 Distribution

The hydraulic model was utilized to determine the maximum available fire flow at all fire hydrant nodes to determine the inadequately supplied hydrants under the zoning requirements of

2,250 gpm for Commercial and Business areas and 3,500 gpm for Industrial areas. Land use was determined by the zoning map from the 2004 Pocatello Water Master Plan. For the purpose of this analysis it was assumed that adequate supply, storage, and delivery to provide these fire flows would be in place. As exact location of these components is not yet determined, a location was assumed with additional flow provided into the distribution system on the southwest corner of Mooney.

Hydrant locations deficient in 2020 are listed in Table 6 below:

Hydrant ID	Location Description	Available Fire Flow (gpm)	Required Fire Flow (gpm)
1466	Thunderbolt/Flightline	2,230	3,500
1551	Thunderbolt	2,051	3,500
1467	Thunderbolt/Flightline	2,331	3,500
1468	Thunderbolt/Flightline	2,421	3,500
1453	Mooney	2,436	3,500
1454	Mooney	2,246	3,500
1455	Mooney	2,230	3,500
1456	Mooney	2,372	3,500
JN32	Petersen on Fortress	3,329	3,500
JN34	Petersen on Fortress	3,051	3,500
JN36	Petersen on Bell	2,735	3,500
1552	Pocatello Speedway	1,959	3,500
1553	Pocatello Speedway	1,303	3,500
1488	Pocatello Trap Club	1,463	3,500
1474	Aeromodelers	575	2,250
1473	Aeromodelers	761	2,250
1489	Car Rental Area - Avis	1,599	2,250
1636	Spur south of I-86	1,869	2,250

Table 6 - 2020 Insufficient Fire Flows

Potential new development areas were identified on the south portion of the site (south of Fortress) and to the west of the rail spur. Installation of distribution networks for these areas to provide fire flow for industrial land use should generally follow the pattern of a 12-inch loops approximately 1,000 to 1,500 ft on a side with 8-inch interconnected lines in the interior to services. A generalized map of this configuration is included on Figure 4.

4-5 Deficiencies

The water system is projected to be deficient in the following items in 2020:

A. Supply - 272 gpm
B. Storage - 586,551 gallons
C. Delivery - 2,510 gpm
D. Emergency - 199 gpm
E. Distribution - Eighteen hydrant locations (listed in Table 6 above)

4-6 Recommendations

A. Install a new well source to supply 272 gpm
B. Install an additional 590,000 gallons of storage.
C. Install booster pumping capacity of 2,510 gpm.
D. Emergency power required with a new well source and booster pumping station will satisfy the necessary increase in emergency water of 199 gpm.
E. Replace/install the following waterlines:
    1. Thunderbolt/Flightline between Cessna and Boeing - 8-inch or larger
    2. Fortress from Bell to Boeing - 12-inch
    3. Mustang from Cessna to Bell - 8-inch or larger
    4. Bell from end at Petersen to Mustang - 8-inch or larger
    5. Mooney loop - 8-inch or larger
    6. Improve hydrants at dead ends listed in Table 6

Storage and booster pumping station should be connected into the distribution system with 12-inch or larger pipeline connecting to Corsair. New distribution lines to serve new development should follow the general outline depicted in Figure 4.

5 - 2030 Water System Analysis

Projections of land use, water demand, water supply, storage, delivery, and deficiencies are included in the previously presented tables. Projections for 2030 incorporate the City of Pocatello fire flow requirements by zoning in accordance with the 2004 Pocatello Airport Water Master Plan. The highest fire flow requirement for 2030 is therefore 3,500 gpm for three hours. Calculations and recommendations do not assume any of the previously discussed improvements. Projected deficiencies are highlighted in the following sections.

5-1 Water Supply

Projected 2030 water supply required is 1,635 gpm, resulting in a deficiency of **635 gpm** in water supply under the IDAPA required flow scenarios.

5-2 Water Storage

The total water storage requirement in 2030 is projected to be 793,286 gallons. This results in a storage volume deficiency of **643,286 gallons**.

5-3 Delivering Capacity

Deficiency in the water system capacity to deliver the required Maximum Day Demand plus Fire Flow in 2030 is **2,872 gpm**. Emergency water delivery deficiency in 2030 is projected to be **285 gpm**.

As a result of the increase in fire flow requirements for the 2030 planning horizon, the total of MDD + Fireflow exceeds the total delivery capacity of the system. Therefore, none of the areas requiring fireflows in excess of the current delivering capacity of 1,825 gpm can be satisfied without improvement to supply, storage, and delivery components of the water system.

5-4 Distribution

Hydrant locations identified within the 2010 water system which are projected to be deficient in providing required fireflows are the same as listed in the 2020 Water System Analysis: Distribution section of this report.

5-5 Deficiencies

The water system is projected to be deficient in the following items in 2030:

A. Supply - 635 gpm
B. Storage - 643,286 gallons
C. Delivery - 2,872 gpm
D. Emergency - 285 gpm
E. Distribution - Eighteen hydrant locations (listed in Table 6 above)

5-6 Recommendations

A. Install a new well source to supply 635 gpm
B. Install an additional 650,000 gallons of storage.
C. Install booster pumping capacity of 2,872 gpm.
D. Emergency power required with new well and booster pumping station will satisfy the additional emergency water required of 285 gpm.
E. Replace/install the following waterlines:
    1. Thunderbolt/Flightline between Cessna and Boeing - 8-inch
    2. Fortress from Bell to Boeing - 12-inch
    3. Mustang from Cessna to Bell - 8-inch or larger
    4. Bell from Petersen to Mustang - 8-inch or larger
    5. Mooney loop - 8-inch or larger
    6. Improve hydrants at dead ends listed in Table 6

These improvements and the resulting fire flow availability is shown in Figure 3. Hydrants 1488, 1552 and 1553 (Pocatello Trap Club and Pocatello Speedway) would be greater than 2,250 gpm but not greater than 3,500 gpm. Line size of 10-inch as dead ends or a looped configuration could increase the available fire flow for these hydrants. This solution is not considered in the cost estimates or mapping in this report.

Storage and booster pumping station should be connected into the distribution system with 12-inch or larger pipeline connecting to Corsair and Beechcraft or alternative point. New distribution lines should follow the general outline depicted in Figure 4.

6 - System Solutions

Recommended solutions to address 2010 deficiencies are needed but would leave the system deficient almost immediately. The system water supply, delivery, and storage requirements for the 2020 and 2030 planning horizons do not vary widely (see the table below). Targeting supply, delivery, and storage solutions to satisfy the projected system needs at the 2030 planning horizon is recommended. Improvements to water production, water delivery, and water storage to address the projected needs at the 2030 planning horizon would be more cost effective then a step based approach due to the relatively small difference in deficiencies between 2020 and 2030 projections.

Planning	Water	Water	Delivery	Storage	Need

Horizon	Production Need (gpm)	Need (gpm)	(gal)
2010	0	2,147	119,759
2020	272	2,510	586,551
2030	635	2,872	643,286

Table 7 - System Deficiencies Summary

Three alternative approaches are presented here as recommendations. The recommendation is for the City to select one of the solution paths outlined in sections 6-1, 6-2, and 6-3. Recommended improvements for the distribution system would accompany the selected approach.

Planning level cost estimates are presented for each of these solution alternatives. Each alternative has some advantages and disadvantages in addition to cost which are not thoroughly evaluated in this report. The cost estimates herein are based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates can not and does not warrant or guarantee that proposals, bids, or actual construction costs will not vary from the costs presented herein. Life-cycle costs were not evaluated for this comparison.

6-1 Elevated Storage Solution - Est. Cost $2,800,000

A. Site and install an additional water source with a target capacity of approximately 635 gpm. (note: Additional supply above 635 gpm could reduce the need for new delivery and storage capacity required) The most beneficial location would likely be to the west of the railroad spur where much of the short to intermediate development is expected to be directed or to utilize current wells that provide irrigation water for the biosolids program. Estimated cost for the construction of a new well source is **$400,000.**
B. Construct approximately 650,000 gallons of elevated storage. Optimal location would likely be on the west side of the system, near Well #39 or near new supply. Reduction of the target pressure provided by the elevated storage would reduce the cost of this solution. Estimated cost is **$2,400,000.**

6-2 Ground Level Storage Solution - Est. Cost $2,000,000

A. Site and install an additional water source with a target capacity of approximately 635 gpm. Estimated cost for the construction of a new well source is **$400,000.**
B. Construct a 650,000 gallon concrete storage reservoir on the west edge of the current airport water system, i.e. adjacent to Well #39 or near new supply. Estimated cost is **$950,000.**
C. Emergency power required with the new well and booster station would satisfy the needed increase in emergency water supply of 285 gpm.
D. Construct a booster pumping station with a target capacity of 2,900 gpm near the storage reservoir. Estimated cost of constructing the booster pumping station is **$650,000.**

6-3 Direct Supply and Delivery Solution - Est. Cost $1,800,000

A. Site and install two additional water supply sources with target capacities of at least 1,600 gpm each (increases total available supply and delivery with largest pump offline by approximately 2,900 gpm). Estimated cost to install two new wells is **$1,800,000.** Depending on the siting of these new well sources there may be additional cost to connect to the distribution system.
B. New wells will be required to include emergency power which would satisfy the needed increase in emergency water supply of 285 gpm.

6-4 Water Distribution

The following distribution system improvements are recommended for the purpose of enabling the distribution of fire flow to meet or exceed the requirements by zoning classification. These improvements must be accompanied by improvements to the water supply, delivery, and storage capacities (Section 6-1, 6-2, or 6-3) to satisfy the fire flow requirements at the 2030 planning horizon.

A. Replace/install the following waterlines:

Pipe Location	Approx. Length (ft)	Pipe Diameter (in)	Estimated Cost
Thunderbolt/Flightline-Cessna to Boeing	1,950	8	$120,000
Fortress - Bell to Boeing	950	12	$89,100
Mustang - Cessna to Bell	1,000	8	$61,600
Bell - extend to Mustang	260	8	$16,000
Mooney	1,600	12	$123,200
H1489 at Avis - Piper to Thunderbolt/Flightline	350	6	$15,700
H1494 & 1495 - Speedway	1,140	8	$70,000
H1488 - Trap Club	950	8	$58,500
Connect H1473 to Cessna (Aeromodelers	Hydrant connection	6	$5,600
H1551 - spur from Thunderbolt/Flightline	190	8	$11,700
1636 - spur south of I-86	200	8	$12,400
Total Estimated Cost			**$583,800**

Table 8 - Recommended Distribution Line Improvements

B. Plan to include adequately sized pipe for high flow delivery from new water delivery infrastructure (i.e. elevated reservoir, booster pump station, new wells).

C. Plan to include piping with higher capacity for new development of industrial connections.

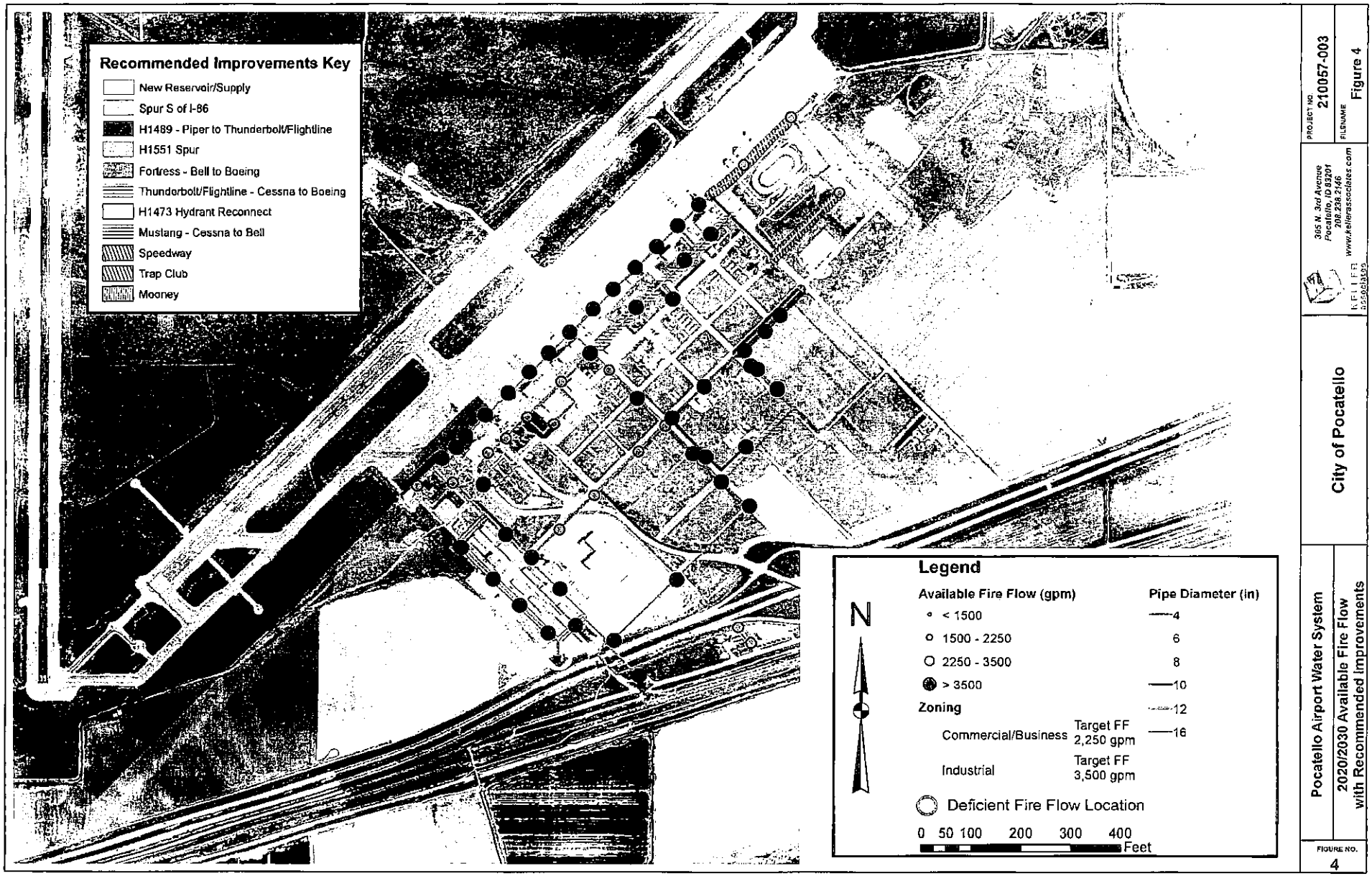
D. Future development areas should be provided water service utilizing a pipe network solution including 12-inch or larger looped primary distribution lines and 8-ineh or larger interconnected secondary lines.

6-5 Other Recommendations

A. Complete a Preliminary Engineering Report with the following objectives:

1. Provide a preliminary design evaluation of the recommended solutions.
2. Further refinement of the cost estimates.
3. Evaluation of life-cycle costs of the recommended improvements.
4. Satisfy the Idaho Department of Environmental Quality requirement.

FIGURE NO. 3	Pocatello Airport Water System 2020/2030 Available Fireflow Without Improvements	City of Pocatello	KELLER associates 305 N. 3rd Avenue Pocatello, ID 83201 208.238.2146 www.kellerassociates.com	PROJECT NO. 210057-003 FILENAME Figure 3



PROJECT NO: 210057-003

FILENAME: Figure 4

305 N. 3rd Avenue
Pocatello, ID 83201
208.238.2146
www.kellerassociates.com
KELLER ASSOCIATES

City of Pocatello

Pocatello Airport Water System

2020/2030 Available Fire Flow with Recommended Improvements

FIGURE NO. 4

FIGURE NO.				
5	Pocatello Airport Water System Potential Development Scenario	City of Pocatello	KELLER associates 305 N. 3rd Avenue Pocatello, ID 83201 208.238.2145 www.kellerassociates.com	PROJECT NO. 210057-003 FILENAME Figure 5

Olsen, Tiffany

From: Bybee, Kirk
Sent: Wednesday, December 18, 2013 10:28 AM
To: Blad, Brian
Cc: Nichols, Anne; Allen, David; Armstrong, Justin; Allen, Randy; Herrick, Jon; Tranmer, Dean; Diehl, Rich; Yeates, Julie; Olsen, Tiffany; Transtrum, Lynn; Crowell, Lonnie
Subject: airport development

Mayor:

I have taken the opportunity to revisit the Revenue Bond Act, case law, and other statutory authority to determine what funding options are available to the City for the airport development project. I have come to the conclusion that the City is not empowered to spend either user fees or connection fees on the capital expansion of the works as a part of this new development at the airport. Sorry.

From the statutory schemes, it seems to me that the appropriate mechanisms to fund new expansion to the sewer and water systems is through bonding, impact fees, and/or tax increment financing.

As I indicated in the meeting on this topic, much of the discovery that took place in the Homeowners' Building Ass'n lawsuit was focused upon whether the City spent $ from these dedicated funds on the capital expansion of the works. Their fishing expedition on that topic did not prove fruitful. However, it is quite clear to me that, if we spend $ from these accounts on this development project, it will not go unnoticed by these self-appointed community watchdogs. They will file suit, and they will win. They will succeed in obtaining a "cease and desist" order from the Court, and the City will be exposed to having to pay their attorney's fees and costs.

I also see some potential issues with funding this project with the bonding $ obtained for the purpose of purchasing water rights and expanding the works. We will need to look at this more closely before proceeding.

Thanks to all. kirk

Kirk Bybee
Attorney at Law
City of Pocatello
(208) 234-6148
kibybee@pocatello.us

Olsen, Tiffany

From: Bybee, Kirk
Sent: Tuesday, December 17, 2013 5:55 PM
To: Blad, Brian; _City.Council
Cc: Nichols, Anne; Yeates, Julie; Olsen, Tiffany; Tranmer, Dean; Transtrum, Lynn; Crowell, Lonnie; Kelly Kumm (kelly@krlawfirm.com)
Subject: Hoku

Mayor and Council:

This afternoon, the Court approved the sale of the Hoku assets to JH Kelly for $8,300,000. I was surprised that no one objected to the process.

Our next task is to work an agreement with the Trustee and JH Kelly to have the Hoku lease assigned to JH Kelly. From there, the City will enter into a short term lease with Kelly pursuant to the terms of the Memorandum of Understanding previously approved by Council. If JH Kelly decides that it wants to try to repurpose the facility, then we may be asked to negotiate a longer term lease. However, thus far, Kelly has not indicated a desire to enter into a long term lease. These agreements will then have to be approved by the Bankruptcy Court and that hearing is scheduled for January 21, 2014.

The City still has pending litigation with the various lienholders in State Court. That litigation was stayed pursuant to Bankruptcy Court Order. When that stay is released, the City will ask the State Court Judge to enter a decision. Those issues have already been briefed and submitted to the Court. During the lease negotiations, I am going to try to convince JH Kelly to take up the City's defense; or at least agree to withdraw its objections to the City's pending motion for summary judgment. I will keep you posted. kirk

Kirk Bybee
Attorney at Law
City of Pocatello
(208) 234-6148
kibybee@pocatello.us

Gmail by Google

Gateway West Transformer

Andy Akers <andyakers@d-s.com> Thu, Sep 12, 2013 at 3:17 PM
To: John <john@bannockdevelopment.org>

Please see the attached proposal for the upgraded transformer for Gateway West.

Andy Akers

D&S Electrical Supply Co.

Pocatello, ID 83202

208-237-8200

www.d-s.com

COOPER TRANSFORMER PROPOSAL SELL 09122013.pdf
672K

Cooper Power Systems Proposal Number BED9369967
Revision 00

Date: September 12, 2013
Proposal Valid Through: November 11, 2013

AUTHORIZED COOPER DISTRIBUTOR

End User: GATEWAY WEST
Product(s): 3Ph-Pad
Identifier: BUDGET 2000KVA

Cooper Power Systems is pleased to present our response to your request. The attached proposal is based on our interpretation of any specifications, drawings and/or other information provided to Cooper Power Systems.

Sincerely,

Andy Akers
SPC

COOPER Power Systems

Cooper Power Systems Proposal Number: BED9369967
Revision 00

Date: September 12, 2013
Proposal Valid Through: November 11, 2013

Proposal Details

Terms of Sale: FOB PLANT - FREIGHT PREPAID AND ALLOWED

Payment Terms: Net 30 days from invoice date

Proposal Valid Through: November 11, 2013

Orders are accepted subject to Cooper Power Systems Terms and Conditions of Sale that are included or have been provided previously to the buyer.

Proposal number and item number should be referenced on purchase order.

Quoted lead-times are based on current factory loading and are subject to change.

Lead-time: Shipment is based on receipt of all required order information at Cooper Power Systems. X and Y (where applicable) are defined in the Item Details for each line item on this proposal.
*IF NO APPROVAL DRAWINGS ARE REQUIRED, lead-time is (X) weeks from receipt of complete order information.
*IF APPROVAL DRAWINGS ARE REQUIRED, drawings will be sent (Y) weeks from receipt of complete order information. Scheduling into production will occur upon the receipt of approved drawings at Cooper Power Systems with a release to manufacture. The equipment will be scheduled at the lead-time in effect at the time of release to manufacture. (CAUTION: This timeline does NOT include time for customer review and approval of drawings.)

We now offer complete services for all your power distribution and automation needs. We have the industry's largest Electrical Power Equipment Manufacturer's Service Team, which provides 24 hour service. We provide start-up and commissioning; power system analysis including Arc Flash, Harmonics and other studies; preventive maintenance, testing and field trouble-shooting; multi-year service contracts; power system automation engineering, monitoring and training; aftermarket life extension solutions; as well as turnkey project capabilities. In addition to the services that we can provide for the equipment contained within this proposal, our Service Team is experienced on all manufacturers' electrical power distribution equipment, so please contact us about any electrical system problem. If you need immediate service, you can contact the Representative who provided this proposal, or call our 24-hour response number: 1-800-498-2678.

All 3 phase padmount transformers will be designed and manufactured in accordance with the latest revision of IEEE Standards C57.12.34 and C57.12.28.

COOPER Power Systems

Cooper Power Systems Proposal Number: BED9369967
Revision 00

Date: September 12, 2013
Proposal Valid Through: November 11, 2013

Item Details

Item Number: 00001

Customer RFQ Information: Email: NO SPECIFICATION PROVIDED AT TIME OF QUOTATION; Dated: 9/12/2013

Outline Drawing Title: AM-313, Rev. 02, 8/8/2003

Quantity	Unit Price	Extended Price
1	$39,995.00	$39,995.00

Lead-time (Per Lead-time definition in Proposal Details):
Product Lead-time (X): 15-16 weeks ex-factory
Optional Approval Drawing Lead-time (Y): 3-4 weeks plus time for customer review.

Description:

kVA	2000 kVA 3 Phase Pad-Mounted Transformer
Temperature Rise	65 degree average winding rise
Cooling Class	KNAN
Frequency	60
Insulating fluid	Envirotemp FR3
Elevation	Designed for operation at 1500 m (4950 ft) above sea level
Efficiency Standard	DOE 2010, 10 CFR Part 431
Sound Level	NEMA TR1 Standard
Primary Conductor	Standard Primary Winding Material
Primary Voltage	12470GY/7200
BIL	95 kV
kV Class	15 kV
Primary Configuration	Dead Front, Loop Feed
Taps	2 - 2.5% taps above and 2 - 2.5% taps below nominal
Tap Changer	100 Amp 5-position tap changer
Primary Bushings	200 amp Cooper bushing wells with removable studs (Qty: 6)
Inserts	15 kV, 95 kV BIL Cooper load-break inserts (Qty: 6)
Load-break Switching	15-38 kV, 300A 2-Position
Primary Arrester	Varistar elbow arresters, 15 kV class, 9 kV (Qty: 3)
Overcurrent Protection	Bayonet fuse in series with Partial-Range Current-Limiting Fuses (Qty: 3)
Expulsion fuses	Bayonet fuses (Qty: 3)
Bayonet Holder	Copper Bayonet Fuse Holder (Qty: 3)
Secondary Voltage	480Y/277
Secondary Conductor	Standard Secondary Winding Material
BIL	30 kV
Secondary kV Class	1.2 kV
Secondary Bushings	Integral aluminum 12-hole spade bushing(s) (Qty: 4)
Bushing Supports	Standard LV Bushing Support Assembly
Cabinet	24in deep cabinet
Cabinet hardware	Penta-head cabinet door bolts
IEEE K-Dimension	Loop feed per IEEE C57.12.34-2009 Figure 11 minimum dimensions (without bails)
Coatings	Munsell Green (Munsell 7GY 3.29/1.5) topcoat
Certifications	UL Listed

COOPER Power Systems

Cooper Power Systems Proposal Number: BED9369967
Revision 00

Date: September 12, 2013
Proposal Valid Through: November 11, 2013

Item Number: 00001

Gauges & Fittings	Liquid level gauge
Gauges & Fittings	Thermometer, dial-type
Gauges & Fittings	Pressure/vacuum gauge
Gauges & Fittings	Drain valve with sampler in LV Compartment (1")
Gauges & Fittings	Schrader valve
Gauges & Fittings	Pressure relief device, 50 SCFM
Gauges & Fittings	Fill valve (1")
Tank accessories	IEEE standard two-hole ground pads (Qty: 3)
Tank accessories	Nitrogen Blanket
Tank accessories	Seismic anchoring provisions welded to tank
Packaging	None (Pallet Not Included)
Cover	Bolted cover with handhole

PERFORMANCE DATA:	**Losses are For Reference Only**
Design Impedance	5.77
No Load Losses (Watts) @85 C	1989
Load Losses (Watts) @85 C	14489
Target Impedance (%)	5.77 +/- 7.5%
Tank Weight (lbs)	2868
Core Coil Weight (lbs)	5430
Fluid Weight (lbs)	3269
Total Weight (lbs)	12200
Fluid Volume (Gallons)	426
Primary Conductor Material	Aluminum
Secondary Conductor Material	Aluminum

COOPER Power Systems

Cooper Power Systems Proposal Number: BED9369967
Revision 00

Date: September 12, 2013
Proposal Valid Through: November 11, 2013

Item Details

Item Number: 00001 Item Alternate: A

Customer RFQ Information: Email: NO SPECIFICATION PROVIDED AT TIME OF QUOTATION; Dated: 9/12/2013

Outline Drawing Title: AM-313, Rev. 02, 8/8/2003

Quantity	Unit Price	Extended Price
1	$43,750.00	$43,750.00

Lead-time (Per Lead-time definition in Proposal Details):
Product Lead-time (X): 15-16 weeks ex-factory

Description:

kVA	2000 kVA 3 Phase Pad-Mounted Transformer
Temperature Rise	65 degree average winding rise
Cooling Class	KNAN
Frequency	60
Insulating fluid	Envirotemp FR3
Elevation	Designed for operation at 1500 m (4950 ft) above sea level
Efficiency Standard	DOE 2010, 10 CFR Part 431
Sound Level	NEMA TR1 Standard
Primary Conductor	Standard Primary Winding Material
Primary Voltage	7200 Delta
BIL	75 kV
kV Class	15 kV
Primary Configuration	Dead Front, Loop Feed
Taps	2 - 2.5% taps above and 2 - 2.5% taps below nominal
Tap Changer	100 Amp 5-position tap changer
Primary Bushings	200 amp Cooper bushing wells with removable studs (Qty: 6)
Inserts	15 kV, 95 kV BIL Cooper load-break inserts (Qty: 6)
Load-break Switching	15-38 kV, 300A 2-Position
Primary Arrester	Varistar elbow arresters, 15 kV class, 9 kV (Qty: 3)
Overcurrent Protection	Cartridge Fuses in Series with Partial-Range Current-Limiting Fuses (Qty: 3)
Secondary Voltage	480Y/277
Secondary Conductor	Standard Secondary Winding Material
BIL	30 kV
Secondary kV Class	1.2 kV
Secondary Bushings	Integral aluminum 12-hole spade bushing(s) (Qty: 4)
Bushing Supports	Standard LV Bushing Support Assembly
Cabinet	24in deep cabinet
Cabinet hardware	Penta-head cabinet door bolts
IEEE K-Dimension	Loop feed per IEEE C57.12.34-2009 Figure 11 minimum dimensions (without bails)
Coatings	Munsell Green (Munsell 7GY 3.29/1.5) topcoat
Certifications	UL Listed
Gauges & Fittings	Liquid level gauge
Gauges & Fittings	Thermometer, dial-type
Gauges & Fittings	Pressure/vacuum gauge

COOPER Power Systems

Cooper Power Systems Proposal Number: BED9369967
Revision 00

Date: September 12, 2013
Proposal Valid Through: November 11, 2013

Item Number: 00001	Item Alternate: A
Gauges & Fittings	Drain valve with sampler in LV Compartment (1")
Gauges & Fittings	Schrader valve
Gauges & Fittings	Pressure relief device, 50 SCFM
Gauges & Fittings	Fill valve (1")
Tank accessories	IEEE standard two-hole ground pads (Qty: 3)
Tank accessories	Nitrogen Blanket
Tank accessories	Seismic anchoring provisions welded to tank
Packaging	None (Pallet Not Included)
Cover	Bolted cover with handhole

PERFORMANCE DATA:	**Losses are For Reference Only**
Design Impedance	5.72
No Load Losses (Watts) @85 C	2061
Load Losses (Watts) @85 C	13912
Target Impedance (%)	5.72 +/- 7.5%
Tank Weight (lbs)	1395.
Core Coil Weight (lbs)	5639.
Fluid Weight (lbs)	2657.
Total Weight (lbs)	11286.
Fluid Volume (Gallons)	346.
Primary Conductor Material	Aluminum
Secondary Conductor Material	Aluminum

Redevelopment Association of Idaho

December 10, 2013

Dear RAI Member:

As you know, Rep. Kathy Sims from Coeur d'Alene recently mailed a brochure to all legislators attacking urban renewal agencies, not just in Coeur d'Alene but others as well. To correct these inaccuracies, the Board and those RAI members that were mentioned in Rep. Sims' brochure have developed a response piece. We have also just completed a new RAI brochure that showcases different urban renewal projects throughout the state. We have mailed the response piece and a copy of the brochure to all legislators, including those in your district.

Enclosed you will find a copy of the letter that was individualized to each legislator, as well as a copy of our response to Rep. Sims' brochure and a copy of our new RAI brochure. We encourage you to keep in touch with your legislators so they understand the positive benefits of urban renewal in their communities.

Please let us know if you have any questions.

Sincerely,

Gary B. Marks
President, Redevelopment Assn. of Idaho

P.O. Box 1539 * Boise, ID 83701

INDIVIDUALIZED to EACH LEGISLATOR

RAI
Redevelopment Association of Idaho

December 15, 2013

Dear

As you may know, several years ago urban renewal agencies across the state created a statewide urban renewal association, Redevelopment Association of Idaho, Inc. (RAI). Our purpose includes facilitating communication among our agencies on ethics and best practices; assuring member compliance with all applicable laws; and improving communication to all citizens about the positive impact urban renewal has on revitalizing deteriorating areas and creating new skilled jobs in Idaho.

At this time, twenty-nine of the forty-three urban renewal agencies in the state are RAI members, representing both small and large communities.

Recently you received a brochure from Rep. Kathleen Sims and others entitled "LCDC Urban Renewal Abuse". Unfortunately, there are a number of inaccuracies or misstatements about urban renewal agencies' activities in this document and we would like to provide you with the full story. Included with this letter is RAI's response to the information that was presented to you in Rep. Sims' brochure. We believe this will clarify the incorrect information contained in that piece.

Also included with this letter is an RAI brochure showcasing a variety of urban renewal projects that have been developed throughout Idaho communities. The flexibility of the urban renewal tool for public infrastructure improvement to encourage redevelopment and economic development is critical to our cities and we appreciate the legislature's continuing support of these efforts.

If you have any questions about urban renewal efforts in your community or across the state, please contact your local urban renewal agency or contact us.

Thank you, and have a Happy Holiday season.

Sincerely,

Gary B. Marks
President, Redevelopment Association of Idaho (RAI)

Redevelopment Association of Idaho

REDEVELOPMENT ASSOCIATION OF IDAHO (RAI) RESPONSE TO:

"2013 Taxation without Representation" LCDC Booklet Authored by Rep. Kathleen. Sims, Ms. Sharon Culbreth, and Mr. Frank Orzell, October 2013

In October 2013, Rep. Kathleen Sims, Ms. Sharon Culbreth, and Mr. Frank Orzell published a document "2013 Taxation without Representation" that contained a number of inaccurate statements, allegations, and negative portrayals about numerous Idaho urban renewal agencies, all of whom are members of the Redevelopment Association of Idaho (RAI). The following statements are the respective members' responses to those allegations and form the basis for more reasonable discussions of urban renewal efforts across the state.

DOCUMENT ALLEGATION:

Post Falls Urban Renewal Agency
Over $5 Million went to Post Falls urban renewal in 2012.
Excess unspent funds of $890,000 are being considered to fund city employee salary increases
The URA cannot fund the employee raises ongoing - why are these funds not being returned to the taxpayers?

RESPONSE:

In 2012, the Post Falls Urban Renewal Agency provided a rebate of surplus increment from the East Post Falls District, as the funds were originally to be used for a large project that had not yet been obligated. Therefore, a rebate of $3,274,616 was distributed to the existing taxing districts represented in the Urban Renewal District. Those taxing districts and the amounts received include:

Entity	Amount
Kootenai County	$ 734,372.62
City of Post Falls	$ 1,303,477.34
Post Falls Highway District	$ 114,554.19
Post Falls School Dist. #273	$ 294,634.96
Kootenai County Fire & Rescue	$ 458,765.42
Community Library Network	$ 76,448.76
North Idaho College	$ 254,765.68
Kootenai EMS	$ 37,597.01
Total	$ 3,274,615.98

As shown, the City of Post Falls received the amount of $1,303,477.34. The initial budget for the FY 13 included this $892,000 broken down as follows:

Dept	Description	Amount
Police	Computer Replacement	$ 5,000
General	Facility Replacement Reserve	$ 350,000
Police	Vehicles and Equipment	$ 179,000
Streets	Dump/Plow Truck	$ 65,000
Streets	Signal System Upgrade	$ 18,000
Streets	Fork Lift	$ 15,000
Streets	Skid-Steer Loader Package	$ 79,000
Streets	Crafco Magnum Patcher	$ 61,000
Streets	Sweeper Retrofit	$ 120,000
Total FY 13	Approved	$ 892,000

The balance of $411,477.34 was used along with other additional revenues received in FY 12 to pay off the debt on the police station during the first budget amendment in FY 13. None of these funds were approved for employee salary increases.

The URA rebated the surplus revenue to the Taxing Districts, not to individual taxpayers. Additionally, the Post Falls Urban Renewal Agency does not fund City employee wages nor does it have any control over how the City or any other taxing entity utilizes their funds.

DOCUMENT ALLEGATION:

Boise - Capitol City Development Corp (URA)
$375,000 spent on 2 Grants to Whole Foods &
10 Barrel Brewery
The CCDC will not disclose those businesses that applied for but were denied grants.

RESPONSE:

CCDC assisted both listed developments with *public infrastructure* located in the public right of way, primarily sidewalk improvements for public use. *CCDC funds did not pay for any private business, building, or on-premises expenses.* CCDC's standard method of assistance/payment in this situation, where CCDC is not initiating the public improvement as part of a capital improvement project, is a grant agreement done in coordination with the timing of the private development. Coordination of the private and public projects creates efficiencies in construction and is less disruptive for the public, because the improvements can be constructed at the same time. The agreements require the public work to be complete, meet all local standards, pass inspection, and all actual expenses are verified before any payment. CCDC will then reimburse the development entity for some portion of costs associated with the eligible public improvements. This approach protects the taxpayer by ensuring that the work is fully complete and satisfactory. CCDC has called this a reimbursement grant. CCDC does not have a list of "businesses that applied for but were denied grants"; therefore, CCDC can't provide information on or make a document available that does not exist.

DOCUMENT ALLEGATION:

Mountain Home Urban Renewal Agency
$889,000 to subsidize Bealls Department store

Bealls has 1.5 billion in sales & $31 million in profit. In other Idaho communities the chain paid their own way.

RESPONSE:

The Urban Renewal Agency of the City of Mountain Home purchased a run-down, neglected building in the center of downtown that had been vacant and unattended to for over nine years. The 12,600+/- s.f. facility required extensive renovations to meet current codes. Bealls is leasing the building on a long term lease. Bealls is definitely paying its own way, has created jobs, and added value to other downtown properties with a significant increase in customer traffic.

DOCUMENT ALLEGATION:

Ketchum Urban Renewal Agency
The Agency owns a Starbucks

Unfair competitive advantage over privately owned coffee shops.

RESPONSE:

The Ketchum Urban Renewal Agency does not now, nor has it ever, owned a Starbucks coffee shop. Starbucks and the local visitors' center lease space in a facility owned by the urban renewal agency.

The majority of the comments and allegations refer to the Coeur d'Alene urban renewal agency, Lake City Development Corporation. The following are responses from LCDC to the referenced document.

Booklet Cover

The phrase "taxation without representation" is a common refrain designed to energize people against certain public initiatives. That is what the authors attempt to accomplish with the title of the booklet. The LCDC, like all other urban renewal agencies, is not a "taxing entity," and according to the State Tax Commission, is tax neutral to the taxpayer. In fact, since Idaho urban renewal statutes were enacted, redevelopment efforts have greatly benefited both local and statewide economies.

The "2013 Taxation without Representation" booklet comes from a political position essentially opposed to the use of redevelopment tools provided by the Legislature to local communities. The reader should understand that bias when reviewing the material.

Foreword

As mentioned in the previous paragraph, the State Tax Commission views urban renewal as tax neutral to the taxpayer. One element of this neutrality is the amount of wealth created for the community from economic growth occurring outside of urban renewal districts. Urban renewal acts as a catalyst for value creation throughout the community which adds to its tax neutrality.

Additionally, existing Idaho statutes governing urban renewal practices in the state of Idaho are very extensive and effective. In fact, the Idaho legislature has given much attention to this issue in the past five years; numerous laws have been enacted recently that provide additional accountability for urban renewal agencies. So the statement "urban renewal in Idaho has very little control or oversight" is inaccurate at best.

Page 1 – Original Purpose and Intent

Actually, the phrase "priming the pump" is exactly what urban renewal does by leveraging public funds with private equity to develop projects that create value for the community on their own but also entice other private investment in the community. Prime the pump examples in Coeur d'Alene include LCDC partnership projects such as the Mill River and Riverstone developments.

As shared earlier, urban renewal is viewed as tax neutral by the Idaho Tax Commission. A more specific way to look at the effective neutrality aspect of urban renewal, and LCDC specifically, on the local taxpayer is to consider the following Coeur d'Alene area developments: Gozzer Ranch, Black Rock, and the Hagadone Terraces. The assessed valuation of these three developments exceeds $400 million.

Conventional redevelopment wisdom states that private investment will follow the wise investment of public funds (i.e. "priming the pump"). The three Coeur d'Alene area developments listed above are all located outside of the LCDC district boundaries. Would these developments have been built without the value-adding impact of LCDC partnership efforts (e.g. Riverstone, Coeur d'Alene Public Library, KrocCommunity Center, Coeur d'Alene Downtown Association Events, etc.)? Possibly. But to what extent, and when? There is an "offset" that occurs for the taxpayer in that valuations removed temporarily from the tax rolls by urban renewal (LCDC) efforts are "offset" by new development added to the tax rolls outside urban renewal districts, due in part to the activities of urban renewal. The above example just captures the new valuation associated with three signature developments in the Coeur d'Alene area. There are quite a few more new developments that have come to the area in the past few years.

Finally, the "Facts" section on page 1 of the "2013 Taxation without Representation" does not contain any facts, just the opinions of a few people. The LCDC's website (www.lcdc.org) contains factual information re LCDC efforts in the Coeur d'Alene community.

Pages 2 & 3 – LCDC Project Pages

Pages 2 and 3 of the "2013 Taxation without Representation" booklet do an excellent job highlighting very successful projects in Coeur d'Alene, where public money was invested to help create long-term value for the community. When LCDC works with the private sector, the LCDC uses a public/private partnership financing tool called "participation agreements" that places all project-related financial risk on the developer and zero risk on the public. For

example, the developers of the Riverstone project paid over $9 million to construct public improvements (e.g. streets, water, & sewer lines) needed to rehab the old Northwest Timber mill site and Central Pre-Mix gravel pit area. The Riverstone developer will be reimbursed that $9 million by LCDC over time using only new property tax revenue generated by the Riverstone project; if the Riverstone project does not yield sufficient funds to reimburse the developer, then the developer does not get reimbursed. LCDC also provides funding to public projects in the form of grants. LCDC has no "pet projects" as stated by the authors. The community-benefiting projects listed show the tremendous value created by LCDC community partnership investments. Every community should strive for this economic development/value creation success! At the bottom of the page, it is suggested that LCDC is "buying loyalty & support one grant at a time." It is unfortunate that the authors of the "2013 Taxation without Representation" booklet continue to level these blatantly false and unsubstantiated accusations at the integrity of LCDC board members.

Page 4 – The High Cost of LCDC

The LCDC employs one person, the Executive Director, that performs all managerial functions for the LCDC. Values listed on page 4 of the "2013 Taxation without Representation" booklet are incorrect, specifically the values listed for the Executive Director's compensation and "legal & lobbyists." There exists no "ghost government" in Coeur d'Alene. The authors once again are providing misinformation to the community.

Page 5 – Winners & Losers

Urban renewal is not abused statewide. As stated previously, existing Idaho statutes governing urban renewal practices in the state of Idaho are very extensive and effective. In fact, the Idaho legislature has given much attention to this issue in the past several years.

Numerous laws have been enacted recently that provide additional accountability for urban renewal agencies. So the statement that urban renewal is abused statewide is not correct.

Page 6 – Property Tax Math

LCDC has no role in the setting of property value assessments or establishing the property tax levies. With that said, page 6 of the "2013 Taxation without Representation" booklet actually does an excellent job of demonstrating the success of LCDC in helping to create value for the community. The owners of the properties whose tax bills are presented are not paying more in taxes; the fact is that a portion of their property taxes are going to LCDC for its redevelopment work. As a result, the property owner is seeing his/her property value increase in assessed value. Increased property values are a component of a community's wealth equation.

Lake District Tax Increment Funding Example:
The LCDC Lake District was formed in 1997. When a district is formed, the property values of all properties located within the district are "frozen" by the county, setting a base value for each property. Say there is a property in the Lake District that had an assessed value of $100,000 in 1997. That value becomes the base value, and the local taxing entities (e.g. city, county, highway districts, etc.) receive the property taxes paid by the property owner on that base value. In 2013, the assessed value of that property is now $160,000. The local taxing entities continue to receive the property taxes paid by the property owner on the $100,000 base value, and the LCDC receives the property taxes paid by the property owner on the remaining $60,000 of

assessed value. The property owner does not pay any more in taxes; LCDC just receives a portion of the property taxes paid to finance its redevelopment efforts.

Page 7 – LCDC Property Tax Receipts

Tax increment revenues depicted on page 7 of the "2013 Taxation without Representation" booklet are resources used by the LCDC to fund the many value adding Coeur d'Alene community projects that can be viewed on the LCDC's website (www.lcdc.org).

Page 8 – McEuen Park

As captured in state statute, urban renewal should be used to reclaim deteriorating areas and to promote economic development. LCDC's investment in the new McEuen Park meets both of those goals. Back in 1997, the City Council identified McEuen Field as an area that needed improvement, and thus included the field within the LCDC's Lake District. It has taken 15 years for the economic resources to be generated to turn an underutilized McEuen Field into McEuen Park, a park that will be used by many more people in the community. New parks like McEuen Park act as economic catalysts for the areas in which they reside as documented in a recent report by the Urban Land Institute (ULI). ULI has shown that these new urban parks create substantial value for the community. This ULI parks publication can be found on the LCDC's homepage at www.lcdc.org.

Page 9 – Changing Urban Renewal?

As stated previously, urban renewal agencies like the LCDC are regulated by the Idaho Legislature. The nine member LCDC volunteer board adheres to all Idaho state urban renewal statutes, holds monthly board meetings that are televised live on local public access television, and has a robust website where the public can easily find information about LCDC. Since its inception in 1997, the LCDC board has had City Council representation and numerous laws have been enacted recently that provide additional accountability for urban renewal agencies. So the statement that urban renewal is abused statewide is not correct.

The proposed changes to urban renewal statutes listed on page 9 of the "2013 Taxation without Representation" booklet have been rejected by the Legislature in recent years. Despite the authors' attempt to decrease the effectiveness of Idaho's only locally controlled economic development tool, the mainstream opinion in the Legislature is that urban renewal is an effective and value-adding economic development tool for the state.

A final observation regarding elected boards: The idea of an "elected board" for non-taxing entities has been discussed for many years. Historically in Idaho, **only entities that have taxing authority have elected boards**; all other entities have leadership that is appointed. For example, urban renewal agencies are administered similar to:

- State Board of Education
- Board of Corrections
- Fish and Game Commission
- Idaho State Building Authority
- Idaho Housing and Finance Association
- Planning & Zoning Commissions
- Local Housing Authority Boards

Idaho Code pertaining to urban renewal governance is functional and is working well:

- A mayor (using a city example) may appoint a board of commissioners to oversee an urban renewal agency.
- Idaho code requires the nominated commissioners to be approved by the City Council.
- Idaho law allows for a mayor/council to remove board members for inefficiency, neglect of duty, or misconduct in office.

In Idaho, special district elections commonly have very low turnout for their board elections. Highway district commissioners are often elected with little voter participation, and commissioners often run unopposed due to lack of interest. The Greater Boise Auditorium District in the past has cancelled an election because the one incumbent running had no opponent. This is a common outcome and no doubt would be true for urban renewal elections.

FOR FURTHER INFORMATION, CONTACT:

Gary Marks
City Administrator, City of Ketchum
Redevelopment Association of Idaho, Inc., President
GMarks@ketchumidaho.org

10

BACSEI Lawsuit and City Budget Implications

Department Head Meeting
December 17, 2013

1

Agenda

- Background on legal action
- Case outcomes
- Budgetary impacts
- Solutions
- Discussion & Direction

2

Case Background

- Building & Contractors Association of SouthEast Idaho (BACASEI) sued city over water & sewer capacity fees
- Capacity fees are common; instituted FY2007 in Pocatello
  - A connection fee to recover the cost of capacity paid for by previous ratepayers and used up by the new connector
  - Pocatello's fees:
    - Water: FY13 revenue: $208,050.00
    - WPC collection: FY13 revenue: $97,112.00
    - WPC WWTP: FY13 revenue incl Chubbuck: $198,023.75
      (total WPC FY13 capacity fee = $295,735.75)
  - Policy Decision. Irrelevant if no new connections, perhaps immaterial if growth is slow. Important if growth accelerates, else rates for existing payers rise rapidly to restore lost capacity.
- BACASEI claimed fees arbitrary, violated civil rights, etc. Also claimed city inappropriately charged water and sewer funds a payment in lieu of taxes (PILOT).

Case Outcome

- Capacity fees affirmed. City has authority, fees are reasonable.
- No unlawful taking.
- Civil rights unviolated.
- No entitlement to damages.
- But the city cannot charge water & sewer a payment in lieu of taxes (PILOT).
  - A side issue thrown in apparently to gain the financial freedom in the utilities to enable discontinuance of capacity fees.
  - Irrelevant to capacity fee decision, but the court ruled on it and we have to cease charging this fee immediately.
  - Have to reduce rates to reflect reduction in utility expenses

About PILOT

- City has always relied on utility money; but was internal borrowing. Reached excessive & unsustainable levels.
- Formalized to ensure it was reasonable and city complied with other statutes.
  - Couldn't take $ to general fund until utility operations, reserves and debt service were provided for
  - Implied requirement to build expense into the utility financial plans & rates to cover all expenses including PILOT
- Calculated as city tax rate (approx 1%) against replacement value as estimated by consulting engineer
- FY14 Plan:

Water:	$1,034,544
WPC (sewer):	$1,375,670

Some Charges Allowed

- Court was clear that general fund could charge for specific services like HR, legal, payroll administration
- City does this via another fee (Admin Fee). Based on employee count, # of transactions & consistent with all activities in the city.
- The PILOT was an additional fee in lieu of taxes that did serve to finance the general tax-supported activities, similar to what the property taxes paid by Intermountain Gas or Idaho Power do. Ruled impermissible.

Budget Impacts

- For FY14 (remainder)
  - General Fund short 11/12ths (91.6%) of the projected PILOT
  - Water: $948,332
  - WPC: $1,261,308
  - Total: $2,209,640
- For FY15 (and beyond)
  - General Fund short $2,410,214 vs. prior year
- Water & Sewer must reduce rates immediately commensurate with the expense reduction

For FY15 & beyond

- City will need to replace PILOT with real property taxes or reduce tax fund expenses
- Best discussed in FY15 budget build with new council

FY14 remainder

- $2,209,640 revenue shortfall
- Accept revenue shortfall (burn cash)or reduce expenses
- Can accept some cash burn
  - FY13 was successful, 3% method worked (expense = 98%, revenue = 101%, build 3% cash = close to 1 Million/year
  - October 2012 General Fund cash: $2,219,778
  - October 2013 General Fund cash: $3,288,016
  - Conclusion: we're up $1,068,238. We could burn thru that and still have similar cash situation to FY12 – and we survived back then.
- Might assume we can replicate. Burn $1M, generate $1M and then burn it too.
- But best to engineer that. FY12 = no cash built (tax shortfall, charlotte fire, medical insurance claims).

FY14 remainder (continued)

- 2% holdback in the tax funds
- One-time reduction in paving $250,000
- Shift utility interest income ($81,409) to general fund
- Use 50% of Fund 016 ($50,000) to backtrack on 2% holdbacks that won't work.
- Delay Parks payment of $76,010 for old water shop

General Fund Holdback

General Fund	FY14 Original Budget	Reduction
Mayor/Council	$772,084	$15,441.68
Finance	$851,735	$17,034.70
City Hall	$347,974	$6,959.48
Building	$564,332	$11,286.64
Planning & Develop Svcs	$1,032,628	$20,652.56
Public Engineering	$633,915	$12,678.30
Graphic Info Sys	$153,186	$3,063.72
Human Resources	$561,762	$11,235.24
Non-departmental	$1,413,518	$28,270.36
Economic Development	$75,000	$1,500.00
Legal	$784,544	$15,690.88
Police	$13,090,763	$261,815.26
Fire	$8,095,956	$161,919.12
Animal Control	$955,339	$19,106.78
Parks Dept.	$2,028,989	$40,579.78
Parks /Rec. Admin.	$170,792	$3,415.84
Zoo	$786,420	$15,728.40
Total General Fund	$32,318,937	$646,378.74

Other Tax Fund Holdbacks

Other Tax Funds		
Street Fund 003	$5,739,631	$114,792.62
Recreation Fund 004	$1,908,932	$38,178.64
Cemetery Fund 005	$500,810	$10,016.20
Airport Fund 006	$1,580,970	$31,619.40
Library Fund 007	$1,702,857	$34,057.14
Video Services Fund 012	$332,905	$6,658.10
Total Other Tax Funds	$11,766,105	$235,322.10
General + Tax Funds	$44,085,042	$881,701
Info Tech Gen Fund TXFR	$391,454	$7,829.08
Liability Fund TXFR	$365,764.00	$7,315.28

FY14 remainder summary

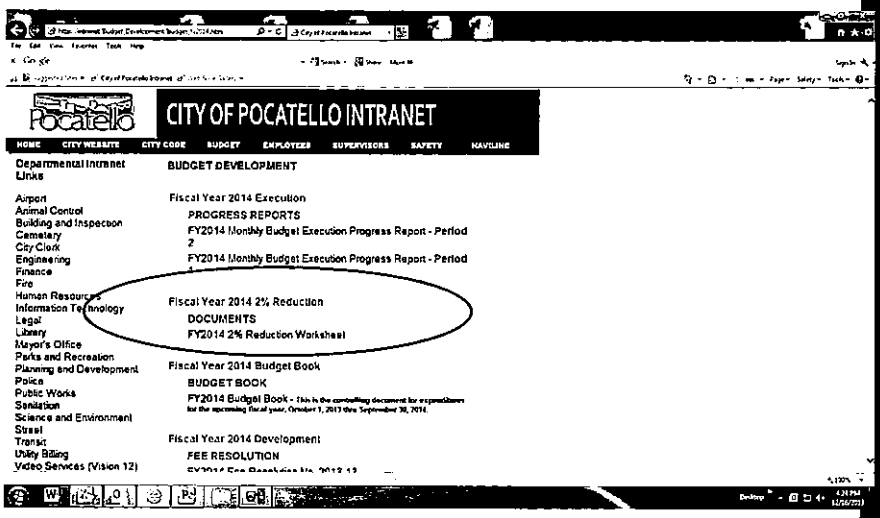
- Problem: $2,209,640 revenue shortfall
- Possible Solution:

Cash burn: $1,068,238
2% holdback: $881,701 (Gen Fund =646,379 Others = 235,322)
Paving reduce: $250,000
Interest redirect: $81,409
Parks delay: $76,010
Total: $2,357,358 with $50,000 available to buy back holdbacks in funds with insufficient degrees of freedom + maybe $15,000 or so in interfund reductions (liability & IT)

FY14 Issues

- 2% "doable" in the aggregate
- Not doable in all activities – small depts with little budget other than wages
- Need to refine plan and know what is truly workable and/or what the service implications are
- Need Department heads to review and provide input by **January 2** (to support a January 9 brief to the City Council at the January study session.

Product for Jan 2 submission



Worksheet

Includes "fuel savings"

Plan:
Diesel: $4.40
Unleaded: $4.00

Mid-Nov
Diesel: $3.475
Unleaded: $2.819

Savings: assume these lower prices for 90 effective days

General Fund	FY14 Original Budget	2% Reduction	Fuel Savings	Remaining 2% reduction target
Mayor/Council	$772,084	$15,441.68	$223.95	$15,217.73
Finance	$851,735	$17,034.70	$0.00	$17,034.70
City Hall	$347,974	$6,959.48	$84.09	$6,875.39
Building	$564,302	$11,286.64	$578.72	$10,707.92
Planning & Develop Svcs	$1,032,628	$20,652.56	$139.24	$20,513.32
Public Engineering	$633,915	$12,678.30	$320.88	$12,357.42
Graphic Info Sys	$153,186	$3,063.72	$0.00	$3,063.72
Human Resources	$561,762	$11,235.24	$0.00	$11,235.24
Non-departmental	$1,413,518	$28,270.36	$0.00	$28,270.36
Economic Development	$75,000	$1,500.00	$0.00	$1,500.00
Legal	$784,544	$15,690.88	$0.00	$15,690.88
Police	$13,090,763	$261,815.26	$15,803.10	$246,012.16
Fire	$8,095,956	$161,919.12	$3,586.61	$158,332.51
Animal Control	$955,339	$19,106.78	$1,017.28	$18,089.50
Parks Dept.	$2,028,989	$40,579.78	$5,588.69	$34,991.09
Parks /Rec. Admin	$170,792	$3,415.84	$51.14	$3,364.70
Zoo	$786,420	$15,728.40	$386.20	$15,342.20
Total General Fund	**$32,318,937**	**$646,378.74**	**$27,779.90**	**$618,598.84**
Other Tax Funds				
Street Fund 003	$5,739,631	$114,792.62	$11,638.42	$103,154.20
Recreation Fund 004	$1,908,932	$38,178.64	$611.08	$37,567.56
Cemetery Fund 005	$500,810	$10,016.20	$581.08	$9,435.12
Airport Fund 006	$1,560,970	$31,619.40	$2,307.59	$29,311.81
Library Fund 007	$1,702,857	$34,057.14	$30.68	$34,026.46
Video Services Fund 012	$332,905	$6,656.10	$24.83	$6,633.27
Total Other Tax Funds	**$11,766,105**	**$235,322.10**	**$15,193.67**	**$220,128.43**
General + Tax Funds	**$44,085,042**	**$881,701**	**$42,974**	**$838,727**
Info Tech Gen Fund TXFR	$391,454	$7,829.08	$76.23	
Liability Fund TXFR	$365,764.00	$7,315.28	$0.00	

Mayor/Council

Reduction Target: $15,442

Line Items	Description	Amount	Reduction Remaining	Remarks
001-0100-530.96-01	Interfund, Fuel	$224	$15,218	
001-0100-411.63-01	Travel & meals	$10	$15,208	

Total Reductions	$234

Add/insert line as needed. Drive this number to equal your reduction target.

Add/insert lines as needed. Drive this number to $0 (no more reduction needed to meet your reduction target).

FY14 Plan

- Mayor to work with departments to refine plan
- Result to be details on how each would handle the 2% and/or what was not advisable
- Present to Council at study session of **9 January, 2014**
- Modify per council guidance
- Present resolution to Council at regular meeting of **16 January** to authorize Mayor to enact holdbacks as discussed
- Resulting line-item budget reductions implemented in the computer during January (period **4**).

Water & WPC

- Case result = expense reduction for water & sewer & requirement to reduce rates. Also applies to sanitation, although not named in legal action.
  - Sanitation: -1.03%
  - Water: -9.21%
  - WPC: -15.55%
- Implement with billings as of 19 Dec 2013
  - For water consumption 6 Nov thru 6 Dec
  - Exceeds legal requirement to adjust rates effective with 13 Nov decision.
- Rate resolution prepared with amended rates for meeting of 19 Dec.

Utilities

- Rates down for now, but requirements loom
- Options for Water (airport capital)
- Forced for WPC (upcoming phosphorus and $19M capital)
- Result is likely that rates have to go back up to approximately current levels within a year, at least in WPC.
- But only a rate study knows for sure!
- Contacted John Gallagher, P.E. for proposal to re-study rates and update 5 year plan FY15-FY20 this spring
  - Eliminated PILOT expense
  - Capital requirements for phosphorus / UV disinfection (WPC)
  - Airport capital (Water $2-3M); WPC $500K

Summary

- For Tax Funds
  - $2.2M shortfall in FY14
  - Likely accept $1M cash burn, cut paving 250K, 2% holdback, shift interest income & use 50K emergency repair
  - Refine plan, present at study session of 9 January
  - Build FY15 budget w/o PILOT
- For Water & Sewer
  - Reduce rates effective 19 Dec
  - Re-analyze situation with new rate study
  - Present new rate options late Spring, 2014
  - Know that WPC rates will likely need to go back up to current levels to meet phosphorus debt requirement.

Tasking to Departments

- Provide worksheets to CFO by **January 2, 2014**
- Note reductions that are likely infeasible or very unwise
- Know that this is the case in some activities, but demonstrate that so we can show to Council
- Special tasking to Street: impact of $250K paving in addition to 2%.
- Fuel already estimated; you can refine
- Stuff downrange counts (vehicle budget $40K, bid at $35K, you can harvest $5K); but so does stuff that went against you
- Personnel savings allowed – include benefits.