



Commission Workshop Agenda
February 3, 2021 – 9:00 a.m.
Chamber Conference Room
201 E. 4th Avenue, Post Falls ID 83854

Modified STAGE 2 of the Governor’s Rebound Idaho Plan limits the capacity of meetings to 10.

Masks must be worn for those choosing to enter the Chamber of Commerce Building to attend in person. If after entering the room and taking your seat, if you are able to maintain social distancing you may remove your mask while seated. For those who cannot wear a mask the zoom option is available.

If you would like to attend the meeting via zoom and/or speak during Citizen Comments but do not want to be present, please contact our office @ 208-777-8151 before 5:00 pm on February 2, 2021 for login information.

1. Call to Order, Commissioner Roll Call
2. Conflict Disclosure
3. Citizen Comment
This section of the agenda is reserved for citizens wishing to address the Commission regarding an Agency related issue. Comments related to future public hearings should be held for that public hearing. Persons wishing to speak will have 5 minutes.
4. East Post Falls URD
 - a. Additional Project(s) Discussion **ACTION ITEM**
5. Staff Report
6. Commissioner Comments
7. Adjournment

Requests for accommodation of special needs to participate in the meeting should be addressed to the office of the Executive Director, 201 E. 4th Avenue, Post Falls, Idaho 83854, or by calling (208) 777-8151 at least 48 hours prior to the meeting.

Mission Statement: To encourage sound economic and community improvement that enhances the overall quality of life in Post Falls by: providing and improving infrastructure, attracting jobs, and enhancing citizen safety and health.

Closure projections for the East Post Falls S/C Urban Renewal District

The EPF District is scheduled to close in December, 2022. Currently the Agency is funding sewer projects within the district that will be completed in 2021. The Greensferry Overpass is projected to be fully paid in February 2022. The Agency has approached the City to see if there is a desire to fund additional projects in that district as increment collected through 2023 is expected to be in excess of \$4.0 MILLION.

City Requests:

| | |
|--|--------------------|
| Seltice Way (Ross Pt. to Cedar St) | \$1,700,000 |
| Hwy 41 (2 signals @ 16 th and Poleline) | \$ 558,951 |
| Cecil/Poleline - Intersection safety improvements | \$1,500,000 |
| Mullan/Cecil – center island curbing & turn lanes | \$ 110,000 |
| Reimburse Design Costs for 12 th Ave LS | <u>\$ 535,000</u> |
| TOTAL | \$4,403,951 |

Funding Availability:

| | |
|--|-------------|
| Projected increment available through Dec. 2023 (using 5% yearly increase in Taxable Value) | \$4,089,577 |
|--|-------------|

EPF “New Development” = \$194,891,355 @ .009339020

Below are the amounts that will be available for the various taxing entities to include in their budgets as “New Development” upon closure of the EPF-S/C URD. The amounts are based on current valuation and levy rates:

| | |
|---------------------|--------------------|
| City of Post Falls | \$ 761,772 |
| Kootenai County | \$ 441,961 |
| KCFR | \$ 310,236 |
| NIC | \$ 145,505 |
| PF Highway District | \$ 78,636 |
| Community Library | \$ 53,543 |
| EMS | \$ 25,301 |
| School District | \$ 3,140 |
| TOTAL | \$1,820,094 |

If no additional projects are desired the district could close in August 2022 and the amounts shown above would be available for the taxing entities to add to their FY 2023 Budgets. If there are additional projects, increment will be collected through 2023 and new development would be available for the various taxing entities to include in their FY 2025 Budget.

East Post Falls Urban Renewal Projects

Seltice Way improvements from Ross Point Rd. to Cedar St.

- **Types of improvements:** Aesthetic improvements, function and safety improvements and complete streets options.
- **Estimated cost of improvements:** \$1,700,000.
- **Project description and community benefits:** This area serves as the eastern gateway from CDA into Post Falls. This stretch of Seltice has sites that qualify as undeveloped or underdeveloped and would allow for additional commercial development and job creation. CDA has used Urban Renewal Funds to assist with improvements along this same corridor. This is a highly trafficked roadway that provides the exposure needed for commercial development. The project would include making additional aesthetic improvements, function and safety improvements and complete street options. These infrastructure improvements will enhance the area and help to spur additional private investment. This project still requires design and construction, so the estimate is very general.
- **This project is not identified in the City's proposed Street or Multimodal CIP (will not be funded through impact fees). It is not capacity related, therefore not eligible for capacity funding. It does not have any funding allocated anywhere in the City budget, short-term or long-term.**

Comments from 12/15/20 Workshop:

Timeline for this project might not work.

Alan Wolfe – low priority for him

Highway 41 – ITD Improvements

- **Types of improvements:** 16th and Highway 41 traffic signal participation, Poleline and Highway 41 traffic signal participation, and multi-use path on west side.
- **Estimated cost of improvements:** Original costs \$1,970,000 removed path on east side.. New cost: \$558,951
- **Project Description and community benefits:** The Highway 41 corridor is vital to continued economic development and is considered one of the commercial corridors for the City of Post Falls. This highway already has several commercial entities located along the corridor and has the future Tech Park and Retail site planned at Highway 41 and Prairie Ave. It is critical for the continued economic development that this highway function at a high level of service and allow traffic to flow and safely get from Point A to Point B and also have access to the commercial businesses along this highway. The City negotiated costs of improvements to this highway but has not fully funded those improvements to date. Including in major infrastructure that is still yet to be funded are two intersections – one at 16th and Highway 41 (\$329,043) and one at Poleline and Highway 41 (\$229,908). At one point, the City was planning to add these intersections to our CIP, and they would have been funded through impact fees. The impact fee

project has been delayed due to COVID. These intersections will not be funded through the use of impact fees and the City is looking for additional funding options to assist with these necessary infrastructure items. The design is complete on the traffic signals and will be installed by ITD in 2021 or 2022.

- **This project is also a priority since the impact fee study did not get updated in time for these intersections to be included for impact fee funding, leaving this project unfunded at this point.**

Comments from 12/15/20 Workshop:

Joe Malloy & Alan Wolfe – No to the multi-use path on the west side

Shelly comment @ 12.17.20 Commission Meeting: This project cannot use impact fees, \$ will come from the General Fund

Cecil / Poleline Intersection (Safety Project vs. Economic Benefit)

- **Types of improvements:** Signal and frontage improvements along Poleline to improve walkability and safety near schools.
- **Estimated cost of improvements:** \$1,300,000 to \$1,500,000
- **Project Description and community benefits:** This project addresses a safety issue with the lack of necessary improvements for the high volume of pedestrians in this area due to the High School and churches at this intersection and the middle school just down the street to the west. While this does not provide any direct job benefit, safe schools are something businesses consider when locating their businesses. This project would require design and construction, so the estimate is very general.
- **This project is within the newly proposed Street CIP and would be eligible for \$730,626 in impact fee reimbursement if the newly proposed CIP and Impact Fees are approved by Council in 2021. If this project was removed from the CIP, a single-family home would see a decrease of approximately \$25 in their total impact fee paid. Again, no funding would go to the City's general fund. All savings would be passed to the customer.**

Comments from 12/15/20 Workshop:

Project might take longer but is much needed per Alan Wolfe – this would be his top priority

Shelly comment form 12/17/20 Commission meeting: There are 2 churches, an elementary & high school the SE Corner is in the County so there might be ROW issues and possibility of not being able to complete infrastructure on the south side.

Mullan Avenue at Cecil (Safety)

- **Types of improvements:** Center island curbing and turn lanes near Walmart for safety improvements.
- **Estimated cost of improvements:** \$110,000
- **Project Description and community benefits:** This corridor was a vital piece of the improvements made at the beginning of this district, allowing for development of Mullan and the many commercial businesses that have located there since the opening of the district. Continuing to ensure that this heavily trafficked area is safe for travel will assist with the

continued development and expansion of this area. This area still has several underdeveloped sites that will fully develop with the right infrastructure. This project would require design and construction, so the estimate is general.

- **This project, while small is a priority due to the high volume of traffic in this area and the number of businesses located on this corridor.**
- **This project is not identified in the City's proposed Street or Multimodal CIP (will not be funded through impact fees). It is not capacity related, therefore not eligible for capacity funding. It does not have any funding allocated anywhere in the City budget, short-term or long-term.**

12th Avenue Lift Station – Initial reimbursement of design

- **Types of improvements:** Design reimbursement for the 12th Avenue Lift Station.
- **Estimated cost of improvements:** \$535,000
- **Project Description and community benefits:** As part of the Agreement between the URA and the City to construct the 12th Avenue Lift Station, the City paid \$535,000 in design fees. At the time of the agreement this was the total sum of money collected to build the lift station and the associated forcemain to the Water Reclamation Facility. Although the Lift Station is within the URA boundary, the forcemain is largely not and is therefore considered ineligible for URA reimbursement. Reimbursing the City for the cost of the Lift Station design would allow the City to contribute the collected funds to the construction of the forcemain, decreasing the need to assess a surcharge to future businesses.

The original forcemain project was estimated at \$7M when the planning for the East Quadrant Study was completed. The final estimate after design completion is now \$11M, leaving the city with a significant shortfall to find funding sources. A portion of this funding is coming from “surcharges” charged to the developers in the area serviced by the 12th Ave forcemain. Currently, each business which develops in the area served by the 12th Avenue Lift Station is required to contribute nearly \$2,800 per 5,000 gallons of monthly use toward the construction of the pipeline that connects the station to the treatment facility (the forcemain). The area to be served by the 12th Avenue Lift Station is quite large, including basins 10, 11, 27, 29, and 30 on the attached map. Prior to that connection, the Lift Station will simply collect and discharge the wastewater back into the existing system running through the south side of the City, leaving minimal capacity for future development in the area (the equivalent of 2600 residential homes at maximum). This includes the Tech Park and much of the rest of the Highway 41 corridor. The funds will be utilized for the construction of the forcemain prior to its time of need. If the City were able to apply the \$535,000 in previously collected surcharges, which were used for the Lift Station design at direction of the URA Commission, to the forcemain construction instead, then the forcemain could be constructed sooner, and the surcharge will be discontinued sooner. This could mean cancelling the surcharge assessment 190 service units “early” and allowing businesses to develop with one less financial constraint. The surcharges put businesses locating in this area at a distinct economic disadvantage with these additional costs associated with development. By alleviating the businesses of this obligation early, it will allow for the developers to be more competitive in attracting new businesses and creating additional jobs. These businesses are not eligible for any kind of incentives the surcharges, making the economic

disadvantage even more pronounced when negotiating with businesses and site selectors. We see this reimbursement as critical to the continued economic development and job creation for the area.

This funding is a direct benefit to the businesses looking to locate in this basin. Currently, when they pull their building permits, they pay for the Wastewater Cap fees and this surcharge. Ending the surcharge sooner, will benefit those who build in the basin. No funding is going to the City, this request is simply an offset of the surcharges.