



Administrative Committee

Regular Meeting ~Agenda~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

Monday
January 22, 2018

3:00 PM

Council Chambers
206 E. Third St.

1. Approval of Administrative Committee January 8, 2018 Minutes – Laurie M. Hopkins

2. Paradise Creek Floodplain Study Project - Bill Belknap

The Moscow Urban Renewal Agency (Agency) has been working with a developer to potentially redevelop three properties currently addressed as 213 Spotswood, 225 Spotswood and 222 Troy Road, all located within the Legacy Crossing District and just east of the South Couplet. Through the course of completing their due diligence work, the developer identified that the subject property is located within the mapped 100 year floodplain and any new structures placed upon the property would be required to be elevated approximately three feet above current property elevation. Further examination appears to indicate that the current floodplain boundary may be the result of outdated FEMA map data which includes three bridge crossings that no longer exist and which previously presented an obstruction to flood waters. The Agency has completed an initial assessment and is requesting the City to advance the study to the next phase in partnership with the Agency, which has approved partial funding of the study.

PROPOSED ACTIONS: Recommend approval of contributing \$5,000 from line item #101-120-10-642-40 and \$3,000 from Non-Prioritized Projects, line item 101-010-10-670-16 for Phase II of the floodplain study; or provide staff further direction.

Reports

Sanitation Strategic Plan Update - Tim Davis

Adjourn

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



Administrative Committee

Regular Meeting
~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

Monday
January 8, 2018

3:00 PM

Council Chambers
206 E. Third St.

The meeting was called to order at 3:00 PM

PRESENT: Art Bettge Councilmember, Anne Zabala Councilmember, Jim Boland Councilmember

ABSENT: Gina Taruscio Chair

OTHERS: Mayor Bill Lambert, Councilmember Brandy Sullivan

STAFF: Gary J. Riedner, Sarah Banks, Tim Davis, Rod Hall, Kathleen Burns, Jen Meekhof, Brittney Gunderson, Laurie M. Hopkins

Banks introduced new staff members of the Finance Department.

1. Approval of Administrative Committee November 27, 2017 Minutes – Laurie M. Hopkins

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

2. Approval of Administrative Committee December 11, 2017 Minutes – Laurie M. Hopkins

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

3. Selection of Committee Chair and Vice Chair

The Committee agreed Gina Taruscio would be Chair and Art Bettge will be Vice Chair.

4. Idaho Commission on the Arts Grant Application – Kathleen Burns

The Idaho Commission on the Arts (ICA) Entry Track Grant is an annual opportunity designed to support public programs in the arts delivered by Idaho's arts organizations. Americans for the Arts is the federal agency that provides funding that is administered by the ICA. Grant awards are based on a formula that considers the panel review assessment, fiscal size of the organization, and past Commission funding. If awarded, funds would be used for purchasing new display cases for the Third Street Gallery, enhancements to an exhibit scheduled for this fall regarding family collections and preservation, and potentially for funds related to hosting the Northwest Public Art Consortium (NowPAC). The City of Moscow has applied and received this grant for several consecutive years. The current cycle requires an application due on January 31, 2018. Awards are anticipated to be announced in June of 2018 and funding is available in July of 2018. The grant was not included in the FY2018 budget. While it will be received during fiscal year 2018 it will be deferred and expended in fiscal year 2019. This was reviewed and recommended for approval by the Administrative Committee on January 8, 2018.

ACTION: Approve the Idaho Commission on the Arts (ICA) Entry Track Grant.

Minutes Acceptance: Minutes of Jan 8, 2018 3:00 PM (Regular Items)

Burns introduced the item by saying last year staff applied for two, the Public Art grant that went to the library and the other was the entry track grant used for projects. The public art around the City was curated last year with the entry track grant. Ideas for a cultural café of murals have been talked about and if awarded, this year's entry track will go towards that. Cultural cafes are events where we receive input from citizens as to where they would like to see art placed. The Committee recommended approval and that it be placed on the Council consent agenda.

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

Reports

Long-Term Disposal RFP Update - Tim Davis

Davis gave a brief history of the current disposal contract. Waste Management had plans to open a regional landfill in Washtucna. When Moscow signed the contract, the cost was based on that location. The Washtucna site never came to fruition and Moscow's waste had to be hauled to Arlington Oregon, which added another 300 per round trip. The current contract with Waste Management, subcontracted by Waste Connections, has one remaining five year option. Moscow averages about three trucks a day, five days a week and is hauled to Finley Butte Landfill in Boardman Oregon. Waste Connections was approached regarding extending the current contract under the same terms but they declined and insisted that any extension be tied to a surcharge escalator. Fuel escalators added to contracts brings uncertainty and staff isn't comfortable with that option. Staff developed a Request for Proposal (RFP) for transportation and disposal for Moscow's municipal solid waste. It's a good opportunity to review other options for a longer term contract while maintaining the last five year option on current contract. There would be no obligation to enter into a contract with any proposals to the RFP.

Recently large disposal companies have contracted with rail roads for long term transportation of waste to regional landfill sites. There is a rail hub located in Spokane Valley. Several northeastern counties, such as Whitman County, truck containers of waste to Spokane Valley and are transferred to rail cars and hauled to the Regional landfill in the Columbia Gorge. Whitman County's current cost for transportation and disposal is comparable to what Moscow is paying now.

Riedner said the contract is very favorable to Moscow but the Council has been very good about giving relief to Waste Connections when fuel prices have skyrocketed. He gave a brief history of why we ship out of Latah County.

The deadline to exercise the five year extension is June 1, 2018. If the RFP goes out now, there is time to see what other options there is.

Davis said he also issued for Request for Qualifications (RFQ) for development of a sanitation master plan that is due by December. A committee will be put together to interview respondents. Some of the tasks included in the RFQ was evaluation of programs to identify vulnerabilities, review a yard waste option, and relocation of recycling center as well as others. A workshop presentation to City Council will be at the end of the process. The most costly part of the recycling program is shipping and sorting. The RFQ also includes a feasibility analysis for operating a local material and recovery center for recyclables. The interviews for the RFQ is scheduled for January 17.

Riedner gave a history of the recycling program in Moscow. Issues with the current location is the yard waste area, viability of drop off bins, and the location in a commercial neighborhood. It was also identified as a major challenge area in the strategic plan. Hopefully citizen surveys on the recycling center will be done prior to decision of bond but plenty of information will be provided on the process.

Latah Sanitation will be included in the process and also on the interview committee. The RFQ will look at volumes of the quad cities to see if a local material recovery facility is feasible and should be out by the end of the week. The relocation of the recycling is not on the bond issue but will be financed from the Sanitation Fund. The Committee approved moving forward with the RFP and RFQ.

Adjourn

The meeting was closed at 3:31 PM

Minutes Acceptance: Minutes of Jan 8, 2018 3:00 PM (Regular Items)

MOSCOW CITY COUNCIL AGENDA**Meeting Date:** 01/22/2018**Title:** Paradise Creek Floodplain Study Project**Responsible Staff:** Bill Belknap

Information

DESCRIPTION: The Moscow Urban Renewal Agency (Agency) has been working with a developer to potentially redevelop three properties currently addressed as 213 Spotswood, 225 Spotswood and 222 Troy Road, all located within the Legacy Crossing District and just east of the South Couplet. Through the course of completing their due diligence work, the developer identified that the subject property is located within the mapped 100 year floodplain and any new structures placed upon the property would be required to be elevated approximately three feet above current property elevation. Further examination appears to indicate that the current floodplain boundary may be the result of outdated FEMA map data which includes three bridge crossings that no longer exist and which previously presented an obstruction to flood waters.

The Agency engaged Alta Science and Engineering to update the model to reflect current conditions and analyze the resulting impact upon the 100 year flood plain elevations and extents. If the analysis indicated there could substantial reductions to flood elevations and extents, the City could pursue a Letter of Map Revision (LOMR) to amend the designated floodplain boundaries and elevations within the area. There are 29 parcels, including those under contract by the developer, that are impacted by the current floodplain boundary and 14 of those parcels are located within the Legacy Crossing Urban Renewal District. The lowering and/or reduction of the regulatory floodplain would significantly assist in the potential redevelopment of the impacted properties.

The floodplain study was proposed to be organized into three phases. Phase I included the conversion of the prior FEMA floodplain model to the current modeling platform and updating the model to reflect the two current bridge structures in the study area based upon the bridge construction drawings and other available existing data. If the Phase I analysis appears to indicate an anticipated reduction of flood elevations, the study would proceed to Phase II which would include field survey work to collect current channel and floodplain cross sections necessary for a full modeling analysis. If the full model analysis continues to show a beneficial reduction of flood elevations and extents the project would proceed to Phase III which would include the assistance and support in preparation and processing of the LOMR application to FEMA to facilitate the remapping process.

On December 14th the Agency Board authorized moving forward with Phase I of the study. The Phase I work has been completed by Alta Science and Engineering and initial results indicate that once the prior bridge structures were removed from the flood model, flood elevations and floodplain width were reduced significantly in a limited area however Alta also reported that there are a number of inconsistencies in the model and much of the cross section data is very old and difficult to correlate to the map stationing which limits the ability to fully understand a potential revised floodplain without a new survey and complete model analysis. On January 18th, the Agency authorized moving forward with Phase II of the study at an estimated cost of \$16,000 along with a request to the Moscow City Council to fund half of the study cost. Staff has identified \$5,000 within the Community Development Planning Consulting Services line item #101-120-10-642-40 that could be utilized toward the study cost. See attached memo from the City Supervisor regarding potential use of \$3,000 of City Council Non-Prioritized Projects to make up the balance of the funding request of \$8,000.

STAFF RECOMMENDATION: Recommend approval of contributing \$5,000 from line item #101-120-10-642-40 and \$3,000 from Non-Prioritized Projects, line item 101-010-10-670-16 for Phase II of the floodplain study.

PROPOSED ACTIONS: Recommend approval of contributing \$5,000 from line item #101-120-10-642-40 and \$3,000 from Non-Prioritized Projects, line item 101-010-10-670-16 for Phase II of the floodplain study; or provide staff further direction.

Necessary Resources/Impacts

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

Attachments

Phase I Results Memo

Phase II Estimate

memo-AdminCommittee;flood plain remap-legislative reserve 0118

MEMORANDUM

To: Bill Belknap, Moscow Urban Renewal Agency
From: Susan Firor, P.E.
Date: January 12, 2018
Job Code: 17837
Subject: Preliminary Evaluation – FEMA Modeling on Paradise Creek

This memorandum briefly discusses work recently accomplished by Alta for the Moscow Urban Renewal Agency to review the status of the FEMA flood model for Paradise Creek between the State Highway 8 Bridge and US Highway 95 in Moscow. The purpose of this exercise is to ascertain the potential for changing mapped flooding extents by updating the model with present-day conditions. To accomplish this, we provided a cursory review of changes that have happened on the ground since this model was developed in 1977. The steps in this process are described below.

Section 1 Methods

We converted this 1-dimensional hydraulic model from HEC-2 to HEC-RAS, which required adjustment of reach lengths at each bridge crossing. In addition, we removed all bridge crossings that are not near the project reach. These changes are not likely to have a significant effect on the model results. This step allowed us to run the model in HEC-RAS and produce a reasonable facsimile of FEMA's Effective Model for this reach.

Next we updated the model parameters to represent the current number and approximate location and dimensions of bridges in the reach. Several bridges have been removed from Paradise Creek since the FEMA model was developed, including four railroad crossings and the bridge to the Concrete Plant. The current crossing at US Highway 95 now stands near the prior location of the Concrete Plant Bridge. The location and size of this bridge were approximated in the updated model.

Finally, these two model scenarios (Effective and Updated) were compared to evaluate reducing the size of the floodplains at the 100-year return interval flood event (Q_{100}) of 1070 cubic feet per second (cfs) and the 500-year return interval flood event (Q_{500}) of 1590 cfs.

Section 2 Results

The water surface elevation (WSE) total width (Top Width) of the Q_{100} floodplain is reduced in the updated model scenario in the region surrounding the new US Highway 95 Bridge, as shown at river stations 104 – 106 in Table 1. Only small changes in WSE are indicated elsewhere in the reach. This can also be seen in the water surface profiles in Figure 1. Because the stationing is not clearly defined in this model, it is difficult to ascertain the exact extents of these reductions.

Comparisons between the Effective and Updated models at the 500-year return interval event (Q_{500}) are shown in Table 2 and Figure 2.

Preliminary Evaluation – FEMA Modeling on Paradise Creek

Table 1. HEC-RAS Model Results

Q100								
Reach	River Station	Plan	Q Total (cfs)	WSE (ft)	Flow Area (sq ft)	Top Width (ft)	Delta WSE (ft)	Delta Top Width (ft)
Reach-1	127	Effective	1070	2576.8	203.8	28.0	0.0	0.0
Reach-1	127	Updated	1070	2576.8	203.4	28.0		
Reach-1	126.5		Bridge	State Highway 8 (Blaine/Styner)				
Reach-1	126	Effective	1070	2576.8	203.8	28.0	0.0	0.0
Reach-1	126	Updated	1070	2576.8	203.4	28.0		
Reach-1	125	Effective	1070	2576.7	245.9	54.1	0.0	0.1
Reach-1	125	Updated	1070	2576.7	245.2	54.0		
Reach-1	124	Effective	1070	2576.4	268.5	96.9	0.0	0.5
Reach-1	124	Updated	1070	2576.3	266.4	96.4		
Reach-1	123	Effective	1070	2575.3	218.3	84.0	0.1	2.2
Reach-1	123	Updated	1070	2575.2	210.5	81.8		
Reach-1	122	Effective	1070	2574.7	188.2	42.6	0.1	0.8
Reach-1	122	Updated	1070	2574.6	181.7	41.8		
Reach-1	121.5		Bridge	Railroad Crossing Bridge (Removed)				
Reach-1	121	Effective	1070	2574.5	179.7	41.5	0.0	0.1
Reach-1	121	Updated	1070	2574.5	179.2	41.5		
Reach-1	120	Effective	1070	2574.0	293.1	189.4	0.0	0.2
Reach-1	120	Updated	1070	2574.0	288.8	189.2		
Reach-1	119	Effective	1070	2574.0	423.1	190.1	0.0	32.2
Reach-1	119	Updated	1070	2574.0	421.7	157.9		
Reach-1	118	Effective	1070	2573.7	227.3	72.5	0.0	1.0
Reach-1	118	Updated	1070	2573.7	226.2	71.5		
Reach-1	117	Effective	1070	2573.3	150.9	31.5	0.0	0.0
Reach-1	117	Updated	1070	2573.2	150.3	31.4		
Reach-1	116	Effective	1070	2573.0	142.7	31.2	0.0	0.0
Reach-1	116	Updated	1070	2573.0	141.9	31.2		
Reach-1	115	Effective	1070	2573.3	233.5	75.2	0.0	0.5
Reach-1	115	Updated	1070	2573.3	231.7	74.7		
Reach-1	114	Effective	1070	2573.0	225.2	97.2	0.0	1.9
Reach-1	114	Updated	1070	2572.9	221.6	95.3		
Reach-1	113	Effective	1070	2572.6	499.3	263.9	0.1	1.8
Reach-1	113	Updated	1070	2572.6	482.7	262.1		
Reach-1	112	Effective	1070	2572.1	251.2	57.0	0.1	0.3
Reach-1	112	Updated	1070	2572.0	245.3	56.7		
Reach-1	111.5		Bridge	Railroad Crossing Bridge (Removed)				
Reach-1	111	Effective	1070	2572.0	247.5	56.8	0.0	0.1
Reach-1	111	Updated	1070	2571.9	244.5	56.7		

Preliminary Evaluation – FEMA Modeling on Paradise Creek

Table 1. HEC-RAS Model Results

Q100								
Reach	River Station	Plan	Q Total (cfs)	WSE (ft)	Flow Area (sq ft)	Top Width (ft)	Delta WSE (ft)	Delta Top Width (ft)
Reach-1	110	Effective	1070	2571.6	186.1	45.2	0.1	0.5
Reach-1	110	Updated	1070	2571.5	183.0	44.7		
Reach-1	109	Effective	1070	2571.4	306.3	176.2	0.1	9.6
Reach-1	109	Updated	1070	2571.3	289.2	166.7		
Reach-1	108	Effective	1070	2571.3	369.9	95.7	0.1	2.1
Reach-1	108	Updated	1070	2571.2	359.9	93.7		
Reach-1	107	Effective	1070	2571.1	371.8	240.2	0.1	24.4
Reach-1	107	Updated	1070	2571.0	339.7	215.8		
Reach-1	106	Effective	1070	2570.9	630.9	580.3	0.2	58.7
Reach-1	106	Updated	1070	2570.7	506.2	521.6		
Reach-1	105	Effective	1070	2570.8	602.1	737.3	0.7	335.2
Reach-1	105	Updated	1070	2570.1	185.2	402.1		
	104.5		Bridge		New Hwy 95 Bridge (Added)			
Reach-1	104	Effective	1070	2570.6	553.4	795.7	1.6	767.0
Reach-1	104	Updated	1070	2569.0	131.6	28.6		
Reach-1	103.5		Bridge		Concrete Plant Road Bridge (Removed)			
Reach-1	103	Effective	1070	2568.1	103.5	28.3	0.0	0.0
Reach-1	103	Updated	1070	2568.1	103.5	28.3		
Reach-1	102	Effective	1070	2567.8	105.1	32.6	0.0	0.0
Reach-1	102	Updated	1070	2567.8	105.1	32.6		
Reach-1	101	Effective	1070	2566.9	107.4	34.6	0.0	0.0
Reach-1	101	Updated	1070	2566.9	107.2	34.5		
Reach-1	100	Effective	1070	2566.4	182.2	44.5	0.6	2.4
Reach-1	100	Updated	1070	2565.8	156.1	42.1		
Reach-1	99.5		Bridge		North Rail Single Crossing (Removed)			
Reach-1	99	Effective	1070	2566.2	173.2	43.7	0.5	1.9
Reach-1	99	Updated	1070	2565.7	152.5	41.8		
Reach-1	98	Effective	1070	2566.1	176.1	50.0	0.7	3.6
Reach-1	98	Updated	1070	2565.3	140.8	46.4		
Reach-1	97.5		Bridge		South Rail Single Crossing (Removed)			
Reach-1	97	Effective	1070	2565.1	129.5	45.2	0.1	0.6
Reach-1	97	Updated	1070	2565.0	124.0	44.6		
Reach-1	96	Effective	1070	2565.1	188.8	43.5	0.1	0.6
Reach-1	96	Updated	1070	2565.0	183.5	42.9		
Reach-1	95.5		Bridge		Old Main U.S. 95			
Reach-1	95	Effective	1070	2565.1	188.7	43.5	0.1	0.6
Reach-1	95	Updated	1070	2565.0	183.5	42.9		

Attachment: Phase I Results Memo (1643 : Paradise Creek Floodplain Study Project)

Preliminary Evaluation – FEMA Modeling on Paradise Creek

Table 2. HEC-RAS Model Results

Q500								
Reach	River Station	Plan	Q Total (cfs)	WSE (ft)	Flow Area (sq ft)	Top Width (ft)	Delta WSE (ft)	Delta Top Width (ft)
Reach-1	127	Effective	1590	2577.83	233.2	28.0	0.1	0.0
Reach-1	127	Updated	1590	2577.77	231.6	28.0		
Reach-1	126.5	Bridge			State Highway 8 (Blaine/Styner)			
Reach-1	126	Effective	1590	2577.81	232.63	28	0.0	0.0
Reach-1	126	Updated	1590	2577.77	231.59	28		
Reach-1	125	Effective	1590	2577.78	307.53	62.59	0.0	0.4
Reach-1	125	Updated	1590	2577.74	305.05	62.22		
Reach-1	124	Effective	1590	2577.47	391.42	124.99	0.0	1.9
Reach-1	124	Updated	1590	2577.42	384.91	123.07		
Reach-1	123	Effective	1590	2576.69	357.96	116.29	0.1	3.0
Reach-1	123	Updated	1590	2576.56	343.25	113.32		
Reach-1	122	Effective	1590	2575.98	245.01	47.57	0.2	0.7
Reach-1	122	Updated	1590	2575.77	235.35	46.86		
Reach-1	121.5	Bridge			Railroad Crossing Bridge (Removed)			
Reach-1	121	Effective	1590	2575.71	232.3	46.62	0.0	0.0
Reach-1	121	Updated	1590	2575.7	232.07	46.6		
Reach-1	120	Effective	1590	2575.41	564.65	205.66	0.0	0.1
Reach-1	120	Updated	1590	2575.4	563.3	205.58		
Reach-1	119	Effective	1590	2575.39	708.29	221.94	0.0	0.2
Reach-1	119	Updated	1590	2575.38	706.83	221.79		
Reach-1	118	Effective	1590	2575.08	400.37	176.22	0.0	0.3
Reach-1	118	Updated	1590	2575.07	398.82	175.94		
Reach-1	117	Effective	1590	2574.15	187.06	54.98	0.0	0.5
Reach-1	117	Updated	1590	2574.13	186.19	54.44		
Reach-1	116	Effective	1590	2573.48	157.91	33	0.0	0.0
Reach-1	116	Updated	1590	2573.44	156.67	33		
Reach-1	115	Effective	1590	2574.16	304.74	92.69	0.0	0.6
Reach-1	115	Updated	1590	2574.13	302.22	92.12		
Reach-1	114	Effective	1590	2573.88	341.75	170.51	0.1	4.4
Reach-1	114	Updated	1590	2573.83	334.6	166.08		
Reach-1	113	Effective	1590	2573.65	779.28	292.05	0.1	1.6
Reach-1	113	Updated	1590	2573.59	762.58	290.45		
Reach-1	112	Effective	1590	2572.97	303.41	59.37	0.1	0.2
Reach-1	112	Updated	1590	2572.88	298.25	59.14		
Reach-1	111.5	Bridge			Railroad Crossing Bridge (Removed)			
Reach-1	111	Effective	1590	2572.83	295.98	59.02	0.0	0.0
Reach-1	111	Updated	1590	2572.83	296.14	59.03		

Preliminary Evaluation – FEMA Modeling on Paradise Creek

Table 2. HEC-RAS Model Results

Q500								
Reach	River Station	Plan	Q Total (cfs)	WSE (ft)	Flow Area (sq ft)	Top Width (ft)	Delta WSE (ft)	Delta Top Width (ft)
Reach-1	110	Effective	1590	2572.16	239.55	213.56	0.0	-0.8
Reach-1	110	Updated	1590	2572.17	241.9	214.41		
Reach-1	109	Effective	1590	2572.12	453.09	236.24	0.0	-0.5
Reach-1	109	Updated	1590	2572.13	456.32	236.72		
Reach-1	108	Effective	1590	2571.94	433.72	107.88	0.0	-0.3
Reach-1	108	Updated	1590	2571.96	435.27	108.16		
Reach-1	107	Effective	1590	2571.7	551.99	346.43	0.0	-3.4
Reach-1	107	Updated	1590	2571.72	558.88	349.85		
Reach-1	106	Effective	1590	2571.59	1078.75	754.33	0.0	-6.3
Reach-1	106	Updated	1590	2571.62	1097.25	760.66		
Reach-1	105	Effective	1590	2571.55	1177.94	829.46	0.0	-3.8
Reach-1	105	Updated	1590	2571.58	1199.86	833.22		
	104.5		Bridge		New Hwy 95 Bridge (Added)			
Reach-1	104	Effective	1590	2571.51	1289.45	874.13	0.0	-0.9
Reach-1	104	Updated	1590	2571.52	1298.63	875.06		
Reach-1	103.5		Bridge		Concrete Plant Road Bridge (Removed)			
Reach-1	103	Effective	1590	2569	130.21	28.61	0.0	0.0
Reach-1	103	Updated	1590	2569	130.21	28.61		
Reach-1	102	Effective	1590	2569.05	162.29	76.95	0.0	0.0
Reach-1	102	Updated	1590	2569.05	162.29	76.95		
Reach-1	101	Effective	1590	2569.06	303.12	253.57	1.0	185.2
Reach-1	101	Updated	1590	2568.04	167.16	68.41		
Reach-1	100	Effective	1590	2568.85	305.59	58.02	1.8	10.8
Reach-1	100	Updated	1590	2567.08	213.99	47.2		
Reach-1	99.5		Bridge		North Rail Single Crossing (Removed)			
Reach-1	99	Effective	1590	2567.36	227.53	48.29	0.4	1.4
Reach-1	99	Updated	1590	2567	210.46	46.9		
Reach-1	98	Effective	1590	2567.28	239.42	53.42	0.4	1.1
Reach-1	98	Updated	1590	2566.87	218.03	52.29		
Reach-1	97.5		Bridge		South Rail Single Crossing (Removed)			
Reach-1	97	Effective	1590	2566.86	217.52	52.26	0.1	0.2
Reach-1	97	Updated	1590	2566.79	213.41	52.04		
Reach-1	96	Effective	1590	2566.86	274.3	52.99	0.1	0.4
Reach-1	96	Updated	1590	2566.78	270.13	52.57		
Reach-1	95.5		Bridge		Old Main U.S. 95			
Reach-1	95	Effective	1590	2566.86	274.28	52.99	0.1	0.4
Reach-1	95	Updated	1590	2566.78	270.11	52.57		

Attachment: Phase I Results Memo (1643 : Paradise Creek Floodplain Study Project)

Preliminary Evaluation – FEMA Modeling on Paradise Creek

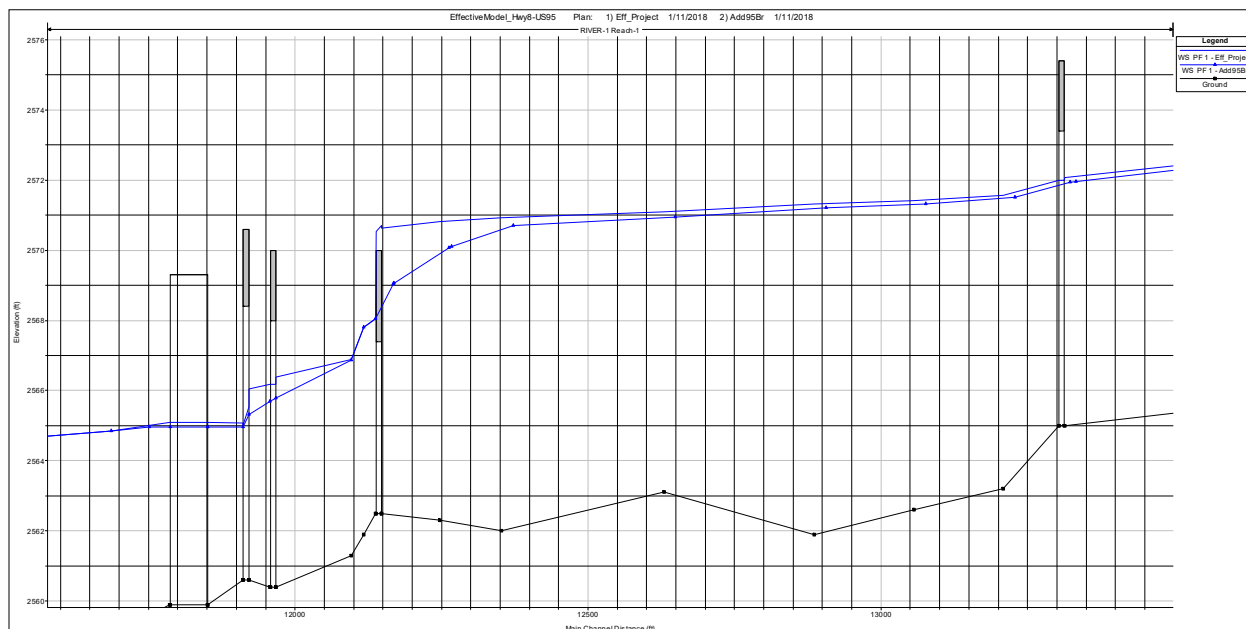


Figure 1. Water Surface Elevations at Q₁₀₀ between Hwy 8 Bridge (Upstream) and Old Main Street/US 95 Bridge (Downstream)

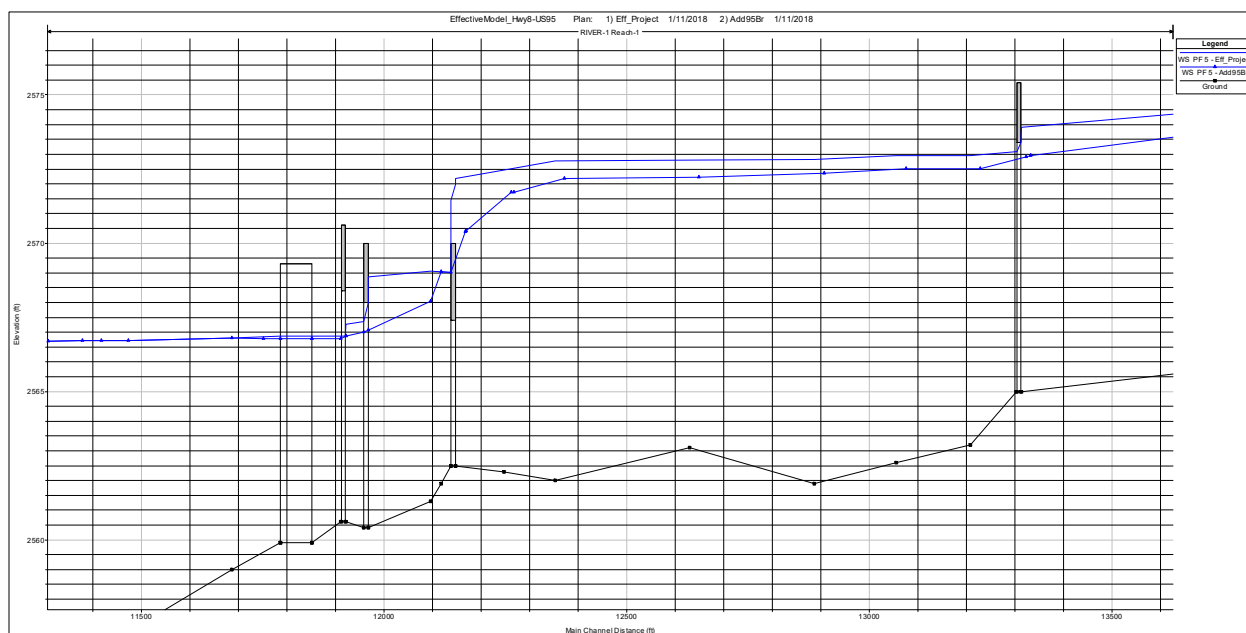


Figure 2. Water Surface Elevations at Q₅₀₀ between Hwy 8 Bridge (Upstream) and Old Main Street/US 95 Bridge (Downstream)



Cost Proposal

Date: 01/12/18

Project: Moscow URA - Paradise Creek LOMR 95 to Hwy 8

Project Number: 17837

Client: Moscow Urban Renewal Agency

Project Manager: Susan Firor

Client Contact: Bill Belknap

Client Address: 221 E Second Street

Moscow, ID 83843

Phone: 208-883-7011

Phase Description	Hours	Billing Rate	Contract Total
Moscow URA - Paradise Creek LOMR 95 to Hwy 8			
Survey Planning			
Labor			
Engineer II	3.00	88.80	\$266.40
Principal	5.00	198.53	\$992.65
Sr. Land Surveyor	2.00	122.34	\$244.68
		Labor total	\$1,503.73
	Survey Planning total		\$1,503.73
Survey			
Labor			
Engineer II	22.00	88.80	\$1,953.60
Facilities Tech	20.00	46.46	\$929.20
Principal	2.00	198.53	\$397.06
Sr. Land Surveyor	10.00	122.34	\$1,223.40
		Labor total	\$4,503.26
Expense			
Trimble RTK-GPS Base & Rover - daily rate	1.00	500.00	\$500.00
Mileage	250.00	0.58	\$144.45
		Expense total	\$644.45
	Survey total		\$5,147.71
Modeling			
Labor			
Engineer II	64.00	88.80	\$5,683.20
Intern	20.00	48.78	\$975.60
Principal	13.00	198.53	\$2,580.89
		Labor total	\$9,239.69
	Modeling total		\$9,239.69
Total			\$15,891.13

Attachment: Phase II Estimate (1643 : Paradise Creek Floodplain Study Project)



MEMORANDUM

To: City Council Administrative Committee

From: Gary J. Riedner, City Supervisor

c: Mayor Lambert, Bill Belknap, Community Development Director, Sarah Banks, Assistant Finance Director, Jen Pfiffner, Assistant City Supervisor

Date: January 19, 2018

Re: Request for Authorization to Use Legislative Non-Prioritized Projects to Fund Flood Plain Remap Project

The Moscow Urban Renewal Agency (MURA) has been approached by a developer who desires to redevelop three properties adjacent to Highway 8 near Spotswood Street in Moscow. The area which is being considered for redevelopment is located within the currently-designated 100 year floodplain, which requires that new structures placed upon the property would be required to be elevated approximately three (3) feet above the property elevation.

Bill Belknap, Community Development Director and Executive Director of the Moscow Urban Renewal Agency, requested the Agency to fund a Phase 1 Assessment of the current floodplain designation to determine if there were identifiable factors which would indicate that the current floodplain designation is in need of reassessment. The MURA funded the Phase 1 Assessment in the amount of \$1,500. The consultant retained to conduct the Phase 1 Assessment was ALTA Engineering. The findings and conclusions of that Phase 1 Assessment indicate that the current floodplain designation is likely to change significantly if remapped, which would in turn significantly impact the construction elevation requirements within the area.

The MURA has determined that it would like to partner with the City to move forward with Phase 2, which includes a new survey and complete model analysis of the area. The expected cost of the Phase 2 project is \$16,000. The MURA is requesting the City of Moscow to participate in one-half of the cost of the Phase 2, which amounts to \$8,000. The contracting entity for the study would be the MURA.

Bill Belknap has identified \$5,000 of funding available from Community Development Planning Consulting Service line item 101-120-10-642-40. This leaves a shortfall of \$3,000. It is my recommendation that the City Council authorize the expenditure of \$3,000 from Legislative Non-Prioritized Projects line item 101-010-10-670-16.

Legislative Non-Prioritized Projects is funded and maintained for use at the City Council's discretion for projects which were not identified or considered in the City Council's deliberations during the FY2018 budget process. This allows flexibility for the Council to fund worthwhile projects or programs which were not anticipated. In the past, these funds have been utilized for many different projects, such as participation in the North Idaho Legislative Tour (FY2017; \$5,000); participation in repairs at Sojourner's Alliance (\$12,500; FY2017); participation in construction of the conference room at the Latah Recovery Center (\$4,500; FY2017), study of the Highway 8 bicycle-pedestrian underpass (\$7,145; FY2015); and participation in the initial Palouse Knowledge Corridor Be the Entrepreneur Boot Camp (\$5,000; FY2015).

The available funding in the Legislative Non-Prioritized Projects line item is \$20,000 for FY2018.

Attachment: memo-AdminCommittee;flood plain remap-legislative reserve 0118 (1643 : Paradise Creek Floodplain Study Project)