



Treasurer's Report

April 7, 2020

Financial Update

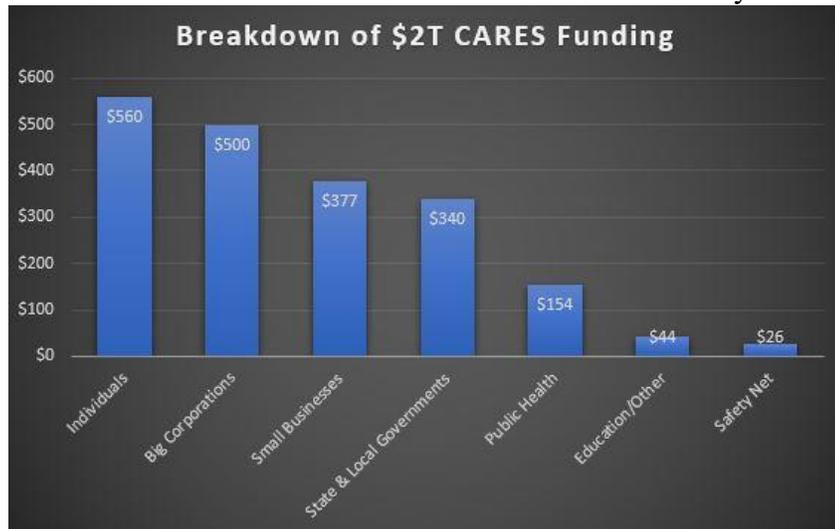
Types of Aid

The Coronavirus Aid, Relief, and Economic Security (CARES) Act allocated a little over \$2 Trillion in spending that includes direct payments to taxpayers, support for businesses, hospitals, and others impacted by COVID 19. Here is the breakdown of the funds.

Emergency Management Agency to file a Request for Public Assistance. We are currently tracking all expenses related to COVID 19 that the City is incurring.

City's Approach

The City must look at several things during a crisis of this magnitude. In addition to the Mayor's



All local governments are eligible to apply for Public Assistance Funds (Category B: Emergency Protective Measures). The CARES Act provided \$45 billion to support these efforts. In the event of Presidential Disaster Decelerations, local governments will need to work with their state's

budget and hiring freezes, we are looking at which revenue streams will be hit hardest and for how long, which I am reviewing with other Treasurers' across the state.

We will look at current State and Federal grant programs to see how these funding sources may be

Coronavirus Timeline

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● March 13, 2020

President Trump issues National Emergency Declaration

● March 13, 2020

Idaho has first confirmed case of COVID 19

● March 18, 2020

Mayor Carroll signs local disaster declaration.

● March 23, 2020

State Board of Education initiates soft closure for schools until April 20th

● March 25, 2020

Governor Little issues Stay-At-Home Order

● March 26, 2020

First COVID 19 death in Blaine County Idaho.

● March 27, 2020

Coronavirus Aid, Relief, and Economic Security (CARES) Act is signed by President Trump

● April 6, 2020

Idaho State Board of Education extends soft closure through the end of the school year. Districts may be allowed to re-open if they meet certain criteria. This will be set by their Public Health District.

impacted. For example, we just applied for FEMA AFG for our SCBAs. I remain cautiously optimistic that this funding source will hold.

Finally, cash flow is of the utmost concern at this time. I have been assured by the State Treasurer's Office that our LGIP and DBF still have the necessary liquidity to fund cities' shortfall. I am performing a myriad of cash flow analyses to ensure that we have what we need to meet payroll, everyday expenditures, and long-term capital leases and purchases.

Fisher Design

The design for Fisher Avenue is coming along. The Charters, Phase I, and Phase II/III have been approved. The environmental document should be approved this month.

Preliminary Design Drawings have been submitted to LHTAC. We have held two Public Information meetings, out of which the back-in parking alternative in front of the school has been chosen.

Transportation Planning Grant

Keller Associates was selected to perform this study for the City. Keller submitted a scope and contract to LHTAC for review on March 10th. Once the contract documents have been signed, the study will begin. It is expected to take approximately 8-12 months.

Idaho Street & Highway 91

Due to snowfall at end of last week and the discovery of soft spots in the roadway the day before snow arrived, work has stopped until tomorrow so that a method for soft spot repairs can be agreed upon.

DePatco has completed the installation of the new sewer line across the highway and connection for the Potato Museum. The road rehabilitation is remaining. BURA has agreed to pay for the west side of the block in order to repair the full block of degraded roadway. DePatco was originally planning to have the roadway paved back this week, but due to soft spots and weather the paving will likely be completed next week.

Minor's Ditch

The project is moving along but has been partially delayed due to shipping delays from Coronavirus. Equipment such as pumps, motors, and electrical panels have arrived as of late last week and today. Some pipe fittings will hopefully arrive tomorrow to keep things moving forward.

The existing wet well has had concrete placed in the bottom to seal off the undercutting that was taking place near the river and head wall. Backfill of the wet well is taking place and concrete will start to be poured tomorrow for the pad by the river. The piping from the existing line to the

building will be installed starting tomorrow. After that piping is installed the building foundation and floors will be poured (likely completed this week).

Pumps and motors will be set and walls will start going up at the beginning of next week with roof and electrical following shortly thereafter. The goal is to be as close to finishing by the end of next week as possible but the contractor informed HLE that it may likely be ready to start up on the 23-24 of the month (around 1-week later than we were hoping). Due to the recent wet weather, it will likely help the project and farmers because we may not require pumps to start on April 15 as we were expecting. If required to provide water on April 15 we are coordinating with the contractor to provide a temporary pump set-up so that water can be provided until project is completed.

West Bridge Street Bridge Design

The bids for design are due by April 9th at 4:00 p.m. to ITD. After bids are collected a five-member selection committee will review the bids and award the bid based on QBS guidelines.

WWTP Phase II

During the month of March, 2020 RSCI completed the first wall placement at the Headworks and Grit Chamber buildings. The mechanical crew has



Figure 1. Backfilling the first part of the irrigation box culvert and headwalls at the canal. Photo provided by Ed Ankenman of JUB Engineers.

been working on the drain system for the Headworks building. The 8” drain is the deepest line and they are working on that one first. This is part of the systems drains for the channels that have the screening equipment.

RSCI has installed the Headworks plant drain manhole with elevations being verified for the various lines coming into the drain manhole. The crew has also installed the Odorous air line from the Headworks building to the odor scrubber unit

directly North of the Headworks building.

RSCI installed the last of the canal box culvert and tops which now is complete for the crossing. The irrigation company worked with Jordan from JUB about requesting a different over flow system than what was designed. They requested a weir style over flow for this. This was completed later in the month, with just a few parts left to install, which are in route.

RSCI had Borland boring on site this month to install the steel casing under I-15. It took approximately 15 days to do the actual boring (214 LF) and they took about another 10 days to do exterior grout of the void area between the ground and steel casing.

While RSCI has braced us for possible schedule impacts due to COVID 19, the project is currently on schedule.

Figure 2. The installation of the boring machine by Boland. The operator sits inside the cylinder and moves through the earth.

The excavation bucket needs to be emptied about every 10-12 inches. Photo provided by Holly Powell.

