

Welcome to the La Posta Road Property owners meeting regarding the sewer alignment study 1st Draft



Zoom Instructions.

Please Mute yourself for the presentation Background noise can be distracting

If you have questions, please type them in the Chat

If you prefer to ask the question verbally, please type your Name in the chat

We will unmute you to ask the question

This Meeting will be recorded and posted to Yeslpc.com

We will answer all Questions after presentation

<https://www.dropbox.com/sh/icx4zdwv833ipku/AABYboSxpi4DvuhzbLyZGc6ba?dl=0>

Link to view Plans

The Role of The Alliance is to Facilitate. We do not have expertise in the subject matter.

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La Posta Road Sewer Plan

Public Meeting June 10, 2020



Building a Better World for All of Us®

Project Goals

- Proposed Sewer System Alignment
- Conceptual Cost Estimate
- Sewer Capacity Sizing
- Operational Considerations – SDSD, sub-district
- 30% System Design (Conceptual Plans)
- Financing/Funding Options
- Future Tribal Connection
- Final Summary Report

Proposed Sewer System Alignment

- Developed Conceptual Alignments and Profiles to verify gravity and force-main sections
- Developed Phasing to illustrate interconnected phases and costs
- See Concept Plan and Profiles

Conceptual Cost Estimate

- Phase 1 (River Crossing) - \$860,000
- Phase 2a(northern service) - \$560,000
- Phase 2b(alt 1)(main trunk line to south) - \$1,240,000
- Phase 2b(alt 2)(main trunk line to south) - \$950,000
- Phase 3 (Southern/Isgar property)-\$1,990,000
- Phase 4(alt 1) (Animas Airpark) - \$1,425,000
- Phase 4(alt 2) (Animas Airpark-north portion) - \$650,000
- Phase 5 (La Posta Road below Airpark) - \$470,000
- Phase 6 (Tribal Land connection) - \$1,660,000

Potential Sizing and Sewer Flows

- Flow Summary
 - Equivalent Residential Taps (180 gpd/house)
 - Commercial flow 900 gallons/acre
 - Residential flow 3 homes/ERT's per acre
- Phase 2a – 690 ERTs
- Phase 2b – 350 ERTs
- Phase 3 – 730 ERTs
- Phase 4 – 1030 ERTs
- Phase 5 – 63 ERTs
- Phase 6 (Tribal) – 850 ERTs
- Gravel Pit Area – 800 ERTs

Operational Consideration

- Options
 - SDSD Expands to include La Posta Area
 - La Posta Area becomes Sub-District for operations
 - Negotiate Fee for monthly usage
 - Establish Fee for sub-district operation
 - Need licensed operator to maintain system

Funding Options

- Tax Increment Financing (TIF):
 - Public-Private Partnership funding mechanism (Urban Renewal Authority)
 - Allows future property and sales tax revenue generated by development to be used to pay for improvements at time of construction
 - Does not raise taxes on parcels within Tax Increment District
 - Only “incremental” property and sales taxes can be used as TIF revenue
 - TIF districts can last up to 25 years
 - Performance Based – the better development performs, the more money it generates for infrastructure improvements, financing gaps, or other capital outlays.

Funding Options

- Grant Funding:
 - US Economic Development Authority, Public Works and Economic Adjustment Assistance (EAA) Grants
 - Community Development Block Grants (CDBG)
 - BUILD Discretionary Grants
 - Energy/Mineral Impact Assistance Program (EIAF)

Funding Options

- Debt Financing:
 - U.S. Department of Agricultural (USDA) Rural Development Loan Program – This loan program can be applied to help fund wastewater facilities like the La Posta sewer line project.
 - Colorado’s State Revolving Fund (SRF), Colorado Water Resources and Power Development Authority (CWRPDA) – This loan program is designed to help finance the design and construction of Colorado water and water pollution control infrastructure.

Funding Options

- Bonds:
 - Revenue Bonds: Tax revenues generated by development are used to pay off debt-service obligations (TIF).
 - General Obligation Bonds: Backed by the “Full Faith of the Municipality”. Often funded through mill levies.

Funding Options

- Opportunity Zones:
 - Opportunity zones are a new and unique federal initiative that targets private investment to communities in need of economic development.
 - The City of Durango and the La Posta Road area (as part of census tract 940400) are both included in certified Opportunity Zones, making projects in these areas eligible funding.

Next Steps

- Refine Costs of lift stations
 - Phase lift station costs into each phase
- Meet with committee to review questions/comments from this meeting
- 30% System Design Plans
- Final Summary Report

Questions or Comments?
Please type in the chat.

1. Laying a single, larger sewer pipe on La Posta Road appears likely to provide the same functionality, but is simpler, less costly and less disruptive environmentally versus laying duplicate sewer pipes on La Posta and on Kiva Roads. Please explain why the second alternative is preferable. Note that all the current residents of Adobe Cliffs and Deer Island are on county approved septic systems and none of us are interested in connecting to the proposed La Posta Road sewer system.
2. The proposed sewer line down Kiva Road would compromise the existing water line and pump house that currently services five households in Adobe Cliffs. Electrical lines running down Kiva Road to the Animas River would need to be relocated. Please explain the measures to be taken to alleviate the human health concerns and who will pay for the anticipated disruption and relocation expenses.
3. The construction of the proposed Kiva Road sewer line also would create considerable ingress and egress issues as Kiva Road is the only access road for four households in Adobe Cliffs. Note that Kiva Road is a private road. Please explain how we get to our homes as well as how and when Kiva Road will be reconstructed and who pays for the reconstruction.
4. The proposed sewer line on Kiva Road would ascend a steep hill in Adobe Cliffs. Previously, Adobe Cliffs constructed runoff and erosion mitigation structures to prevent damage to the adjoining property. These mitigation structures will require reconstruction if the proposed Kiva Road sewer line is constructed. Please explain how and when reconstruction would occur and who will pay for it.
5. Construction of the La Posta Road sewer system will create considerable environmental damage to the Adobe Cliffs and Deer Island communities (e.g., eliminating many of the trees on Kiva Road and Jack Rabbit Trail). Please explain how this damage will be rectified, who will pay for it and in what timeframe. Note that both Adobe Cliffs and Deer Island are wildlife sanctuaries with covenants to preserve the vast majority of open space.
6. During La Posta Road Area District Plan Workgroup Meetings, we were assured by county and city representatives that the Adobe Cliffs and Deer Island communities would be exempt from the costs of construction and use for sewer and water. What is our status under the current proposal?

1. This study has been referred to as a 30% design. What remaining work is required to make the study a 100% design? At what cost to complete?
2. What is the possible statistical variance for the current cost estimates?
3. What is your assessment as to the likely availability of grant funding given the current challenging fiscal environment?
4. The handout materials reference public-private partnerships that have resulted in hundreds of billions of dollars of development. Examples are mentioned of TIF partnerships in Colorado. What are some examples of other referenced types of public-private partnerships? How are public-private partnership structured, and how do they operate? How does this tie into the concept of 'funding gaps'.
5. The Funding Strategies writeup indicates that Public-Private-Partnerships are between Developers and Municipalities. Does this mean sewer funding would derive solely from properties/municipalities pursuing approved development projects, without immediate funding participation coming from properties which are not pursuing development?
6. What are the eleven separate factors for blight?
7. If SUIT would assume a primary applicant role, what control would it have, if any, over the grant of disbursements?
8. Why is property owned by Five Carter, LLC shown as being serviced by phase 2a and 2b of a sewer system? This is a single-family home with no need for sewer service. Land on the western side of this property acts as a privacy buffer between the homesite and future development on the adjoining 97acre property. The current alignment of Kaycee Lane accessing the homesite may change in the future.
9. I was wondering if any consideration has been given to making the river crossing for the sewer on a pedestrian bridge. Connecting the trail system to Rainbow Rd. and the South Valley.

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Thank you For joining us.
If you have further
comments or questions,
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