

City Administrator Report to Mayor & City Council

April 24, 2015, Edition No. 169

WEEKLY UPDATE:

1. TIF: We continue to hear that the TIF legislation has "legs" in the House, but not in the Senate. Staff will continue to monitor the issue, but if you haven't had a chance to visit with our legislators, I would encourage you to do so. I brought the Chamber Board up to speed today.
2. DPW: Randy Hill's and MAGIC's AASHTO Des Moines powerpoint presentation is attached.
3. ESI: The good news - the past due ESI debt has been paid in full and on-time. However, the first payment (current debt) for January was late and staff had to call in order to receive payment. We will monitor payments as they come due. We hope this is not going to revert to the "old" trend now that the debt is caught up.
4. Communications: We received 26 applications and are in the process of scoring the applications prior to the selection of candidates for interviews.
5. Mississippi Drive RFQ: We received the following responses and please note that several firms teamed up with 2-3 partners. Staff meets Tuesday to review the RFQs.
 - a. Foth Consultants partnered with Nelson/Nygaard
 - b. Snyder & Associates partnered with Stanley Consultants Inc.
 - c. Veenstra & Kim partnered with SmithgroupJJR and Shoemaker-Haaland
 - d. HBK Engineering
 - e. Bolton & Menk partnered with HDR
 - f. Missman, Inc.
 - g. The following declined: AECOMFOX Engineering and Donohue & Associates
6. Police: The Federal Government has once again funded the program for the purchase of bulletproof vest for the year 2015. This program came available in late April. This is the same program in which we have participated in over the past several years. The PD is applying for funds once again this year. If approved this would be the 14th year that we have participated in this program. Please see the attached information.
7. Fire: Aerial #310 is back in service. Just as a reminder, when this happens we have a contingency plan to request the 75' aerial from Wapello or the aerial from Davenport.
8. MUSCOM: We do not have a revised agreement to share with City Council as of today. The county has had the agreement prepared by the County Attorney and City Staff since January 27th. This was included in the January 30th City Council Weekly Update (and others).
9. Chamber Request: The Chamber has requested that we fill in the attached application to participate in the Home Based Iowa Employer.
10. CP: Please see the attached letter regarding the CP speed change in town.

We are preparing a letter to CP (after a phone conversation) to see if we can not address our concerns regarding this issue and especially as it relates to the downtown (and our pedestrian/walkability/access) planning. There actions do not require City or IDOT approval, but they seem willing to work with the City. We are exploring what it would take to make the area a "quiet zone" as well, but this bring costly physical improvement and signage costs with it.

11. Diversity: Our next Diversity meeting is set for May 19th, 11am at the ISU Extension Office.
12. MPW: Per MPW: MPW crews are scheduled to begin work on completing the installation of the High School traffic signal the week of May 4, assuming no adverse weather issues, the work should be completed that week. The engineering analysis of the foundation came back certifying that the foundation was suitable for the loads imposed by the pole, mast, and signal light system.
13. Public Works: Please be advised that a street closure will occur on Monday, 26th per Bill Haag's message below. This will all be completed prior to the next City Council meeting. Kelly Plumbing & Heating (Kelly) has contacted the staff at Public Works regarding a sanitary sewer service for 113 West 6th Street. This home service is connected to our new sewer separation work that was done in Phase 1 of the West Hill Sanitary & Storm Sewer Separation Phase 1 Project. The blockage from 113 West 6th Street appears to have seepage draining downhill into the property at 111 West 6th Street. Matt Chandler and his staff have assisted in doing some initial investigation of the concern raised by Kelly wherein they were unable to clean a blockage of this house service line. The point at which Kelly was unable to proceed is in the middle of the new pavement on 6th Street. The only way to determine what has caused the blockage is to excavate the service line under the street where the blockage has been located. This will require West 6th Street from Iowa Avenue to Chestnut Street to be closed (the intersections at Iowa and Chestnut would remain open) on Monday April 27, 2015. The street closure should be able to be lifted on Tuesday April 28, 2015. Final pavement restoration could occur after this point with a single lane closure. I have requested assistance from Randy Howell on traffic control and Matt Chandler in determining the final status of the cause of this concern. Connie Mann will issue the notice of street closure.

MUSCATINE PAVEMENT MANAGEMENT USING DTIMS AND GIS

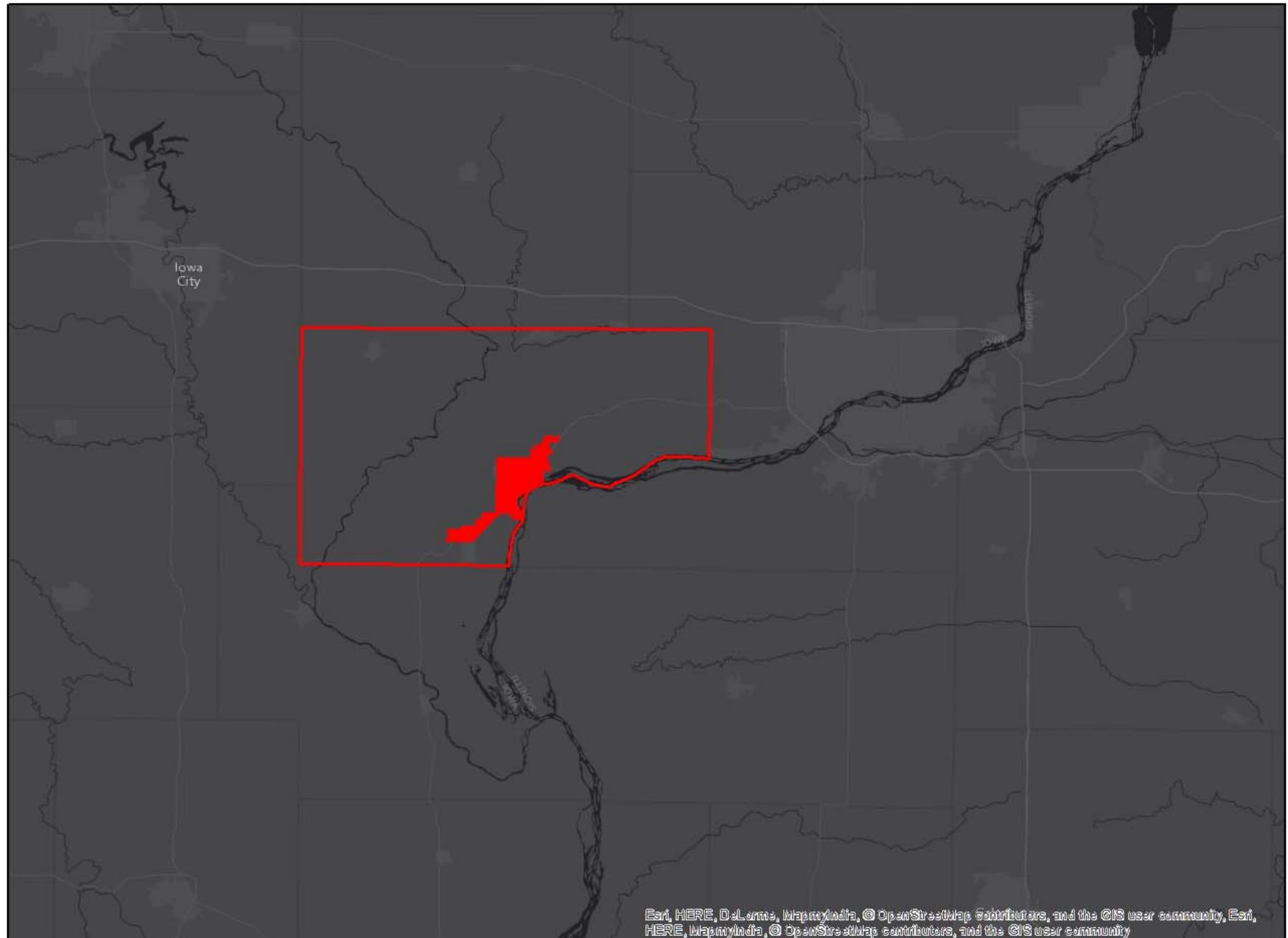
Presenters

Randy Hill

Muscatine Public
Works Director

Mark Yerington

MAGIC GIS
Systems Analyst



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MUSCATINE

- Population – 23,034 (us Census 2013 est.)
- Total Area – 18.35 square miles
- Pavement Managed – 120 miles
- Street Maintenance Crew – 15 crew members

Once known as the

Pearl Button Capital of the World

1905 Muscatine Produced 1.5 billion pearl buttons annually

HISTORY OF DATA MANAGEMENT

- In 2002 Public Works staff reviewed historical road construction plans/projects and attached pavement information to the road segments.
- In 2003 CTRE (Center for Transportation Research & Education) at Iowa State used Roadware's Automated Road Analyzer to review the streets.
- In 2004 Muscatine received their first delivery of Pavement Condition Information.
- Initial findings showed an overall average **Pavement Condition Index (PCI) of 47**

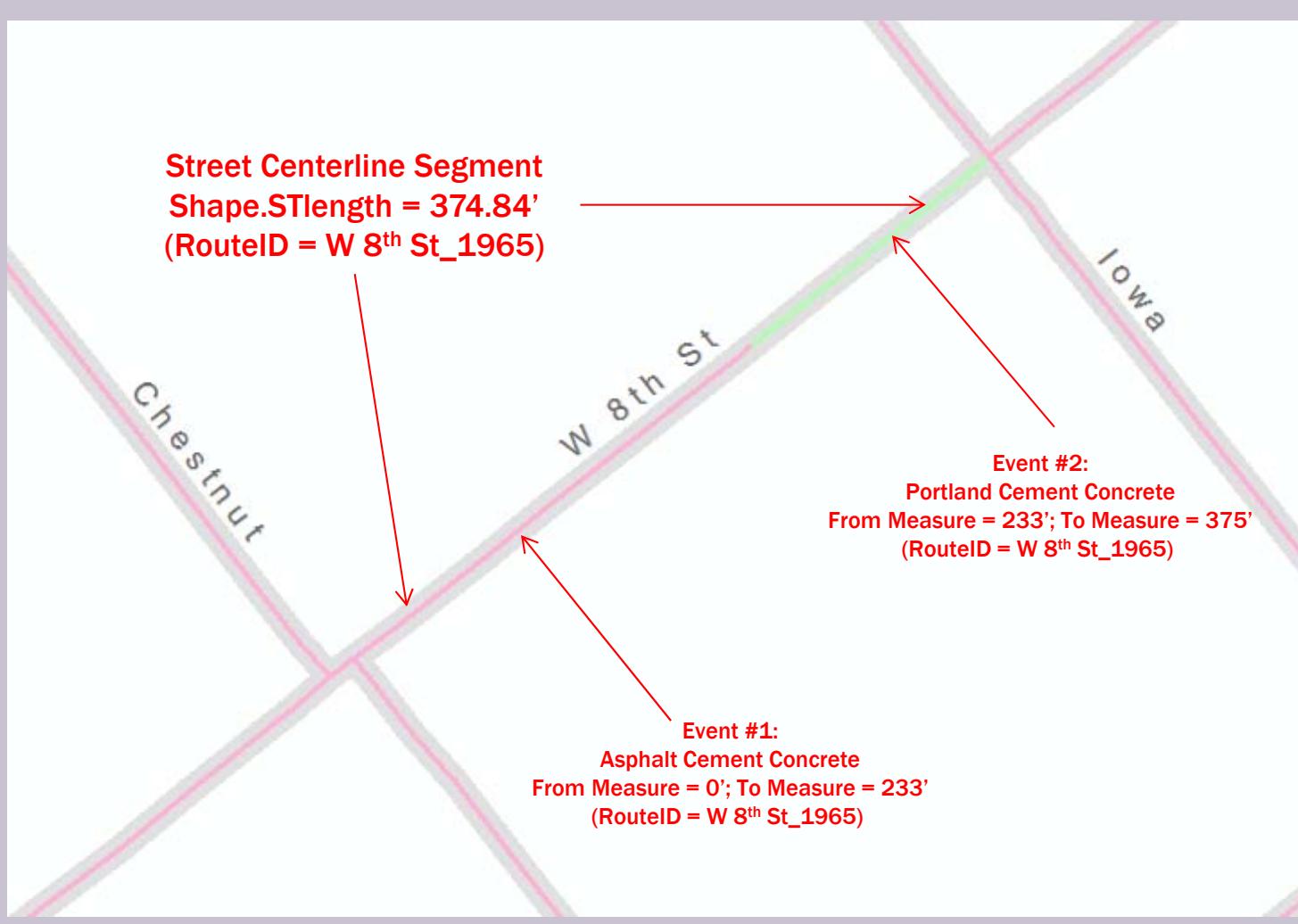
PROBLEMS WITH ORIGINAL APPROACH

- 2004 to 2009 continued receiving Pavement Condition Information.
- 2009 – 2010 started discussions on creating a new workflow.
- Problems Identified
 - Keeping segments current with new and updated street segment geometry.
 - Keeping Unique IDs in sync between CTRE and the City of Muscatine.
 - Updates were not always sent to CTRE for streets that were improved.
 - Trying to maintain multiple versions of geometry for the same feature was not the best approach locally.

GIS ROLE IN IMPROVING THE ORIGINAL SCOPE

- MAGIC (Muscatine Area Geographic Information Consortium) maintains the master street centerline file in an Enterprise Database which wasn't available until 2009.
- Used master street centerline file to build the Pavement Management features.
- How do we make this work?
 - Use linear referencing
 - Don't have to make a geometric split
 - Added one field to Master Centerline file to keep unique ID
 - Created pavement segment table to store the pavement information needed for dTIMS
 - By using a centralized enterprise database, MAGIC can maintain geometry that cascades locally through organizations.

MULTIPLE EVENTS ALONG A SINGLE GEOMETRIC FEATURE



DTIMS

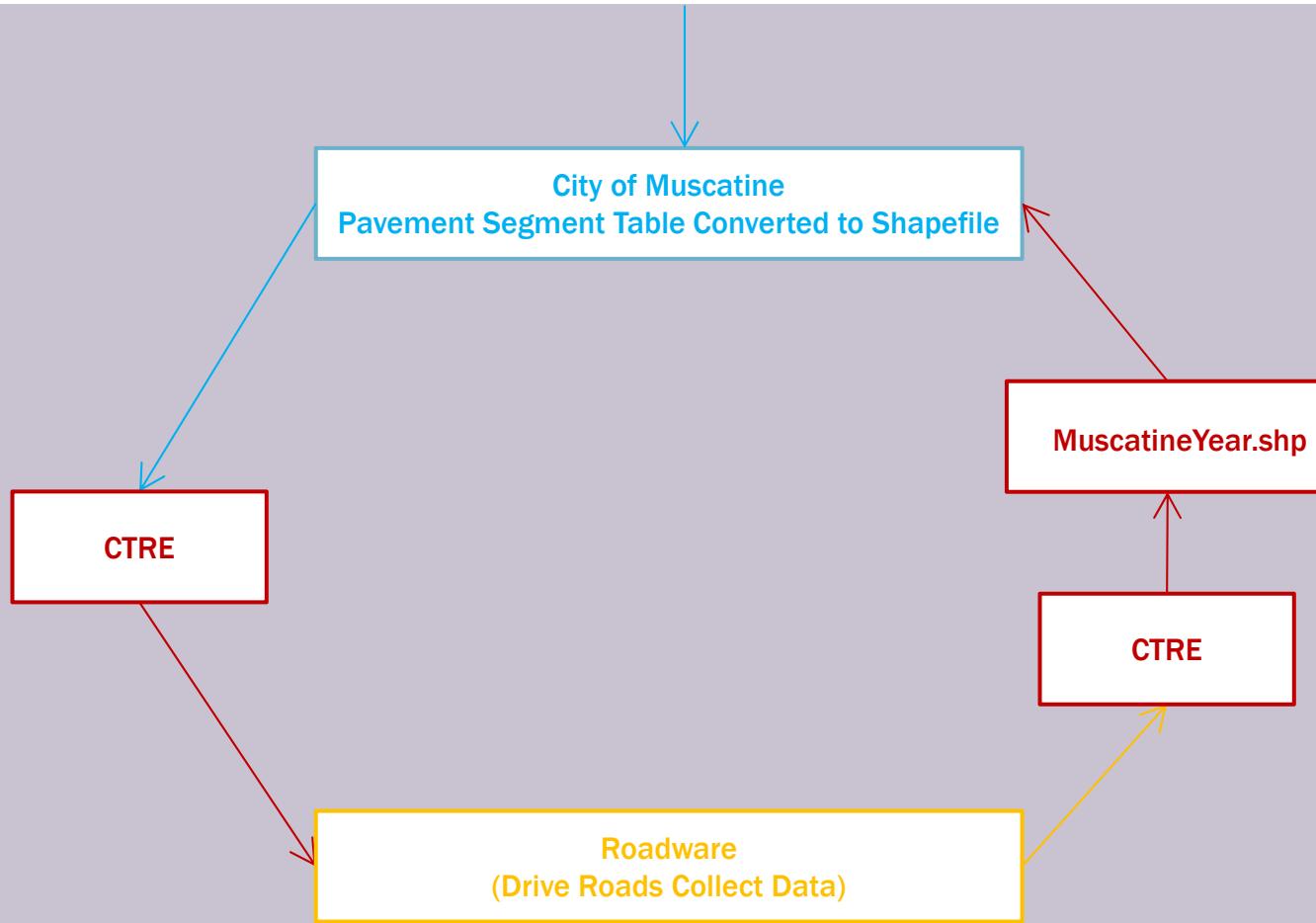
(DEIGHTON TOTAL INFRASTRUCTURE MANAGEMENT SYSTEM)

- Stores inventory of assets and uses models to describe current condition and predict future conditions.
- Key Factors
 - Optimizes for PCI / Weights on Traffic Counts
 - Deterioration curves for Asphalt and Concrete
- We provide different budget scenarios and it creates an maintenance plan for any scenario we choose.

COMMUNICATION

- Worked with CTRE to find out what is needed for the dTIMS program.
- Worked with CTRE to update our dTIMS database and better understand the equations and variables that go into creating an accurate and reliable output.
- Worked out a workflow internally that shows us what needs to be done when we want to collect updated values for our streets.

PATH OF INFORMATION



WORKFLOW TESTED

- In Fall and Spring 2013/14 Roadware provided updated values using their “Automatic Road Analyzer” that fit into Muscatine’s new workflow, with “everything in sync”
 - Captures Surface Information
 - Roughness
 - Rutting
 - Cracking
 - Video Logs & Images
- CTRE calculated the PCI for every street segment from the values that are collected by Roadware.
- Locally we were able to take the updated shapefile and incorporate the updated condition information seamlessly.

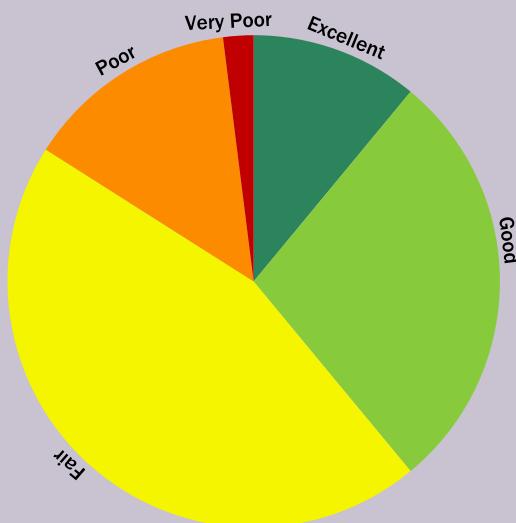
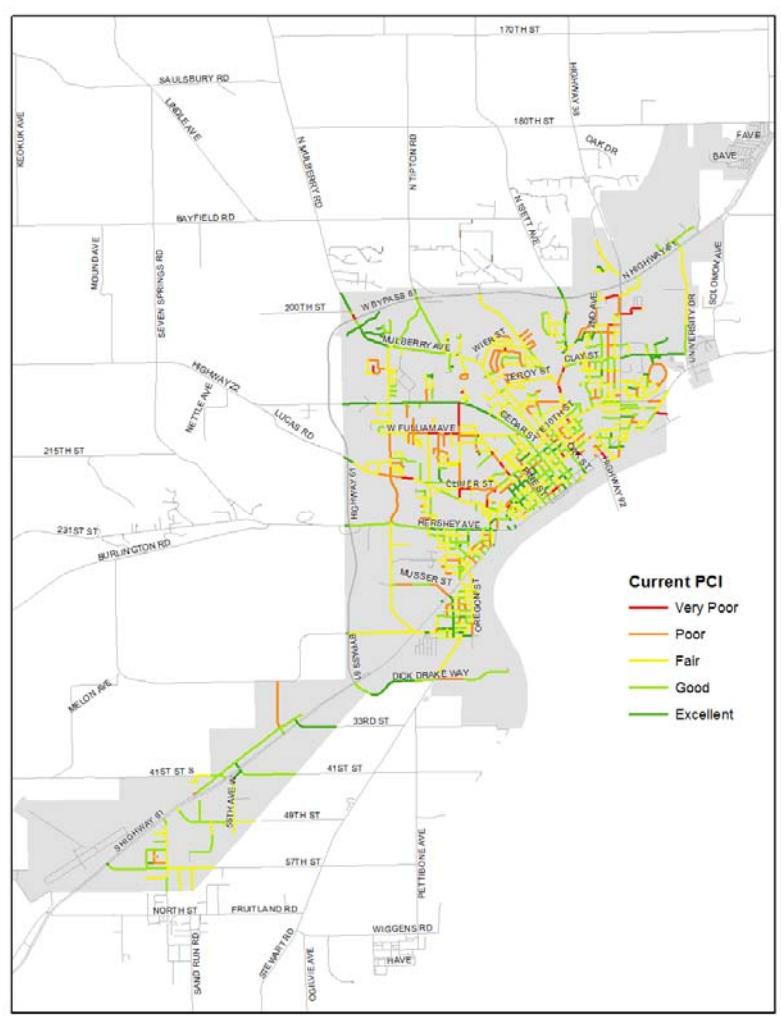
BUDGET DOLLARS AND GOALS

- Made a significant investment in Asphalt Overlay program in the initial years of the project to improve overall condition.
 - Initial Maintenance Investment: \$5,000,000 over 3 years (2004 – 2006)
 - Funding mechanism: \$0.01 option tax
 - Other sources for pavement improvements
 - Combined Sewer Separation Projects
 - Major street reconstruction
 - Road use tax
- Goal: **PCI 60** and maintain at that level
- Held back maintenance dollars for overruns on major reconstruction projects

Actual annual average spending on pavement maintenance only (2009 – 2014)

\$418,000

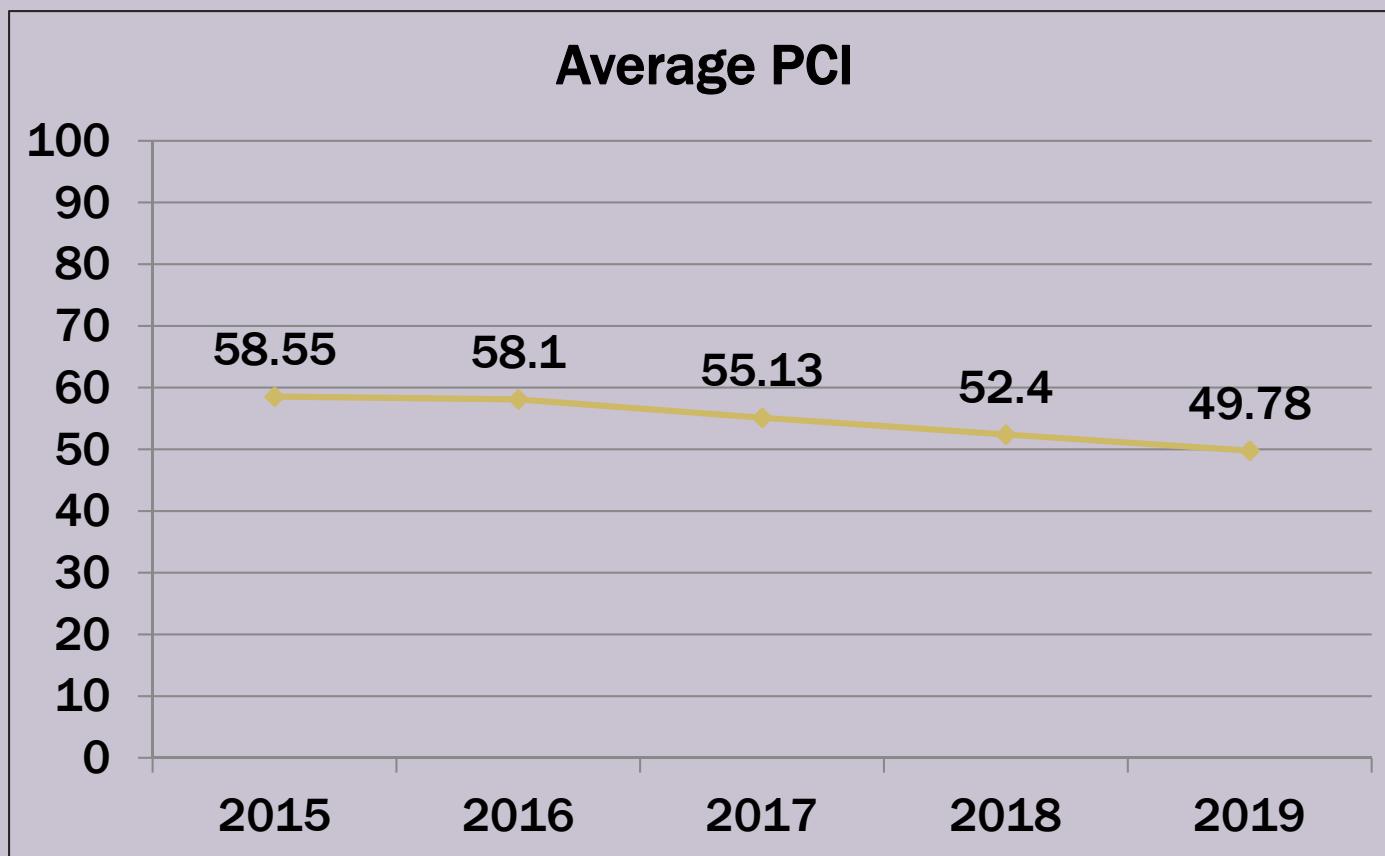
CURRENT CONDITION AS OF SPRING 2014 ROAD ASSESSMENT



16%
of roads have
a poor or
very poor
condition rating

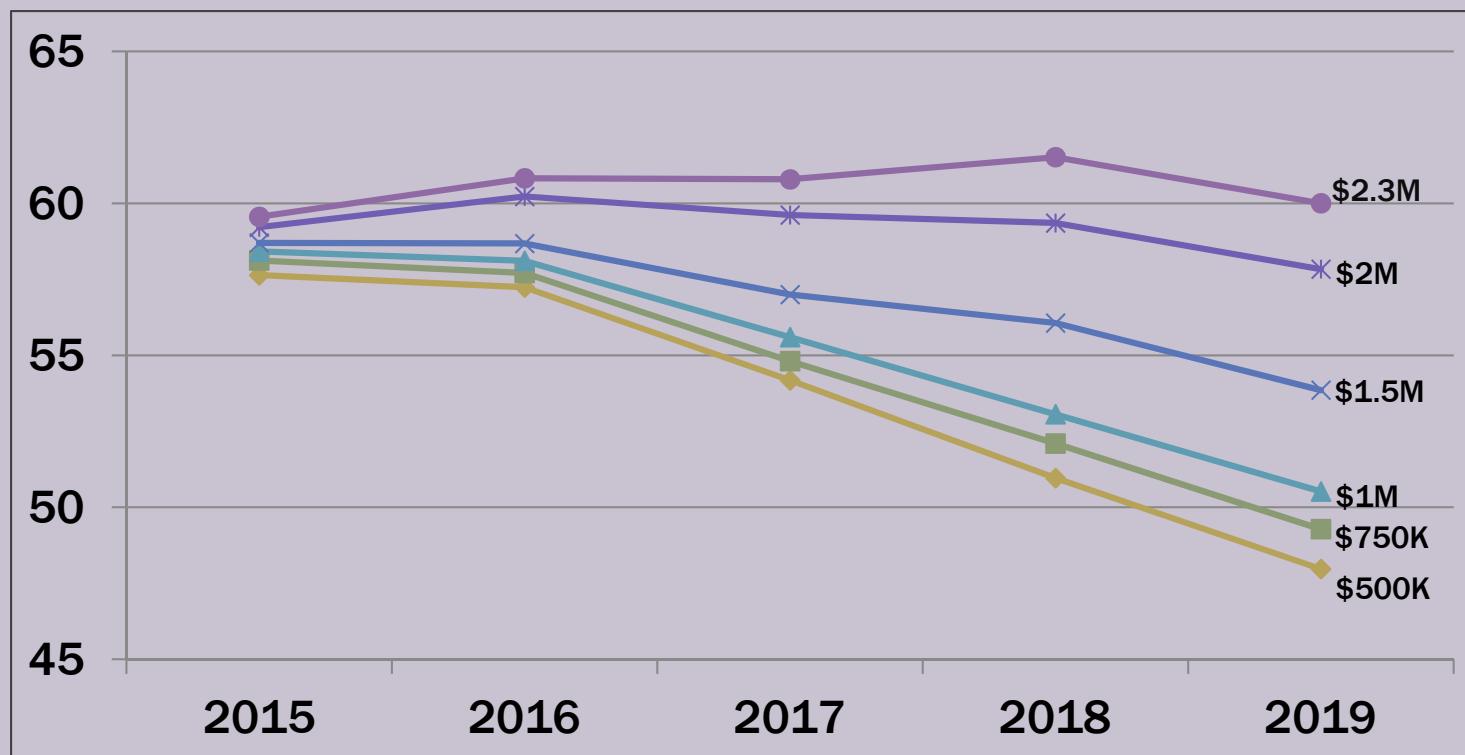
Current overall average
Pavement Condition Index **57**
for Muscatine

BUDGET AFTER GAS TAX INCREASE



\$750,000

HOW MUCH IS ENOUGH??



\$2.3M
needed
annually to
maintain PCI
at 60 or above

FUTURE GOALS

■ GIS/Data Management Goals

- Maintain historical PCI in GIS for analysis of deterioration factors in dTIMS.
- Continue to refine dTIMS variables for a more accurate and reliable plan
- Review ways to incorporate “Crack Sealing” into dTIMS



MUSCATINE POLICE DEPARTMENT

MEMORANDUM

TO: Gregg Mandsager, City Administrator

FROM: Phil Sargent, Assistant Chief of Police

SUBJECT: Bullet Proof Vest Partnership Grant

DATE: April 15, 2015

The Federal Government has once again funded the program for the purchase of bulletproof vest for the year 2014. This program came available in late April. This is the same program in which we have participated in over the past several years. We are asking permission to apply for the funds once again this year. If approved this would be the 14th year that we have participated in this program.

The Federal Government provides up to 50% of the costs the vests for Police Officers. The program requires that we make the purchase as a government agency. This would mean that we make the initial purchase and then request the Federal reimbursement.

The program requires at least a 50% local match. The match would be the officer's cost for the vest. We currently allow officers to purchase vests using the buyback program. We would continue this practice by allowing the officers to pay at least 50% of the cost of the vests thus paying the match. The other amount would be reimbursed to the City from this Federal program.

On April 2, 2015, an internal posting was made in order to identify officers who are interested in participating during this funding cycle. The posting briefly described the program. They were asked to sign if they were interested in making a purchase of a vest knowing that they would have to pay 50% or more of the cost. I have had 4 officers sign saying that they would like to purchase a new vest for this round of the grant. We currently still have funding left over from the prior grant application to help pay for some of these vests.

An estimated price per personal vest would be \$430.00. With the funding left over from last year we would like to apply for funding to cover up to half the cost of 5 vests. This grant request includes the cost for new hires in 2015. That brings the amount to \$2,230.00 (5 vests plus shipping).

Therefore, the vests would be no cost to the city other than paying the up front cost before being reimbursed thru the two grants.

The total amount of the BPVG we are going to request will be \$1,115.00. That equals half of the total cost of the vests noted above.

We (the City) would buy the vests and then be reimbursed by both the Federal Government and officers.



PUBLIC SERVICE ANNOUNCEMENT

www.cpr.ca (TSX:CP) (NYSE:CP)

Release: Immediate April 21, 2015

Track infrastructure upgrades enable Canadian Pacific to modify regulated track speed through Muscatine

MINNEAPOLIS – As a result of infrastructure upgrades through the city of Muscatine, the regulated track speed will be going from 25 mph to 40 mph. The speed change will take effect April 28.

This measure will improve the public traffic flow at railroad grade crossings. Motorists are reminded when approaching any grade crossing:

- Always be prepared to stop when approaching train tracks.
- Do not attempt to drive around activated crossing gates.
- If a crossing has no flashing lights or gates, look both ways and ensure no trains are approaching before entering the crossing.
- It takes 1 to 1.5 miles for a train to come to a stop after the brakes are applied.
- If your car stalls on the tracks, get out, move off the tracks, and call 911.
- Never walk on the railroad tracks. The only legal place to cross a railroad line is at a marked grade crossing.

For more information on rail safety, visit the Operation Lifesaver website at www.oli.org.

About Canadian Pacific

Canadian Pacific (TSX:CP)(NYSE:CP) is a transcontinental railway in Canada and the United States with direct links to eight major ports, including Vancouver and Montreal, providing North American customers a competitive rail service with access to key markets in every corner of the globe. CP is a low-cost provider that is growing with its customers, offering a suite of freight transportation services, logistics solutions and supply chain expertise. Visit cpr.ca to see the rail advantages of Canadian Pacific.

Contacts:

Residents

CP Community Connect
800-766-7912 Toll Free
community_connect@cpr.ca

Media

Andy Cummings
612-554-0850
andy_cummings@cpr.ca



HOME BASE IOWA BUSINESS

This agreement serves as a commitment to become a Home Base Iowa Business. Home Base Iowa will use the business name in efforts to promote the Home Base Iowa program. Please list your company how you want it to appear publicly.

Once completed, please send this form electronically to Kathy Anderson at Kathy.anderson@iowa.gov.

Employer Information:

Name of Company: _____

Executive Contact and Title: _____

Phone: _____ Email Address: _____

HR Contact and Title: _____

Phone: _____ Email Address: _____

Company Address: _____

Industry: _____

Website (HR, Career or Veteran page): _____

Does this letter of commitment apply to this single site or does it extend to other locations for your business?
Please list all covered locations. _____

Employer Commitments to the Home Base Iowa Standards:

Our organization has set a goal to hire _____ veterans by December 31, 2018, assuming business conditions allow normal hiring and employment practices. We understand that our jobs pledge will be aggregated with pledges by other businesses across the state in promotion of Home Base Iowa. (Required)

We commit to posting jobs on the Home Base Iowa website through the IowaJobs system. (Required)

Optional: We are a member of the Skilled Iowa Program, or may become one pending more information.

Promotion of Home Base Iowa Businesses:

We give permission to promote the specific number of jobs pledged by our organization.

Employer Signature: _____ Date: _____