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City Administrator Report to Mayor & City Council

July 29, 2016, Edition No. 230

WEEKLY UPDATE:

- Mulberry: Please see the following Mulberry update. Facebook is a great source of information for our residents. Please encourage people to visit often! https://www.facebook.com/cityofmuscatineiowa/photos/a.192694757458844.46817.128660153862305/1120865751308402/?type=3&theater. Regarding the intersection, it is open now and you can turn from Houser onto Mulberry and from Mulberry onto Houser. There is not access to the bypass. The goal was to have the intersection open by the time school started and the contractor has gotten there ahead of schedule.
- Humane Society: The Humane Society agreement will be on the next council agenda for approval.
- Public Safety: The Public Safety Building has been having issues cooling. Please see the update below from Vic Amoroso.
- RAGBRAI: Here is KWQC's video on RAGBRAI preparations: http://kwqc.com/2016/07/27/muscatine-makes-last-minute-preparations-for-ragbrai/.
- Mississippi Drive: Bolton & Menk has provided the attached current Carver Corner cost estimates for each concept, including the "sweep" option with a full traffic signal. For reference, also attached are the concept exhibits with option numbers.
- Scott County: DPW Director Stineman and I met this morning with Scott County Waste Commission staff (http://www.wastecom.com) and Bi-State. We are looking to explore what we might accomplish together taking a regional approach to the landfills, operations, and with their new single sort recycling facility. The plan is to meet with Barker-Lemar (whom we both use as our respective engineering firms) and discuss the issue further. An RFP could be issued to explore regionalism opportunities, cost/benefits, etc. We plan to look at funding opportunities as well. Conference call with Barker/Lemar to follow with a meeting to begin fleshing this concept out.
- ATEs: Please see the attached study on the *Effects of Turning On and Off Red Light Cameras on Fatal Crashes in Large U.S. Cities.*
- PORT: Interviews for the Port Study (LIFTS Grant) are being planned for the first two weeks in August.
- Miller Harrison Lofts: Just wanted to clear up the Harrison Street Lofts questions. Attached are the minutes for the December Council meeting and backup documents from Miller-Harrison. Council approved a TIF up to $675,000. This will require 15 years at 75% for the first 6 years, and 70% for the out years.
- Roundabout: Attached is what Fran has on file for the round-a-bout petition. This is less that the 500 reported, but all that is on have on file. Not sure if the numbers were confused with the cemetery steps or riverfront port-a-potty petitions.
- Iowa League Annual Meeting: Please see below.

Public Safety Building Update: Vic Amoroso

I have been discussing the Public Safety Building HVAC situation with David Shire of City of Muscatine and Greg Franklin of Woodman Controls over the last three days. The items below are in specific order of importance.

1. One of the cooling heat pump circuits lost the refrigerant charge and is disabled. Hometown discovered a pipe crack that caused the loss. Hometown will fix the cracked pipe and recharge that circuit with refrigerant.
2. The geothermal loop field is limited in size and capacity by the size of the parking lot in front of the Public Safety Building. The original geothermal field design shared capacity with the county geothermal fields but that collaboration did not materialize during construction of the Public Safety HVAC Upgrade.
3. The geothermal loop field was not designed to handle the excessively hot and humid weather last week.
4. The result of items 2 and 3 above was the continuous rise of the geothermal loop field temperature because the field could not absorb heat at a faster rate that was being rejected into the loop by the heat pumps.
5. When the loop field temperature reached a high limit the control system began a cooling demand load shedding. The load shed loop temperature was 105 F. The load shed is accomplished by temporarily reducing the cooling demand of the system by such actions by raising thermostat temperatures and reducing cooling air flow. Unfortunately the personnel comfort is degraded.
6. The water to air heat pumps in the basement equipment rooms do not operate at loop temperatures much above 100 F.
7. Greg Franklin and David have taken the following temporary actions to reduce the geothermal loop temperature.
    a. Reduce the heat pump geothermal loop flow by reducing the speed of the pumps. Less flow means a larger temperature change in the heat pump loop.
    b. Raise the chilled water temperature set point of supply to the air handling unit cooling coils. This reduces cooling demand on the heat pump and heat rejection to the loop.
    c. Activate the domestic water heater that uses heat pump generated heating. This heater draws heat from the heat pump loop to make hot domestic water. The heat pump loop temperature is then reduced.
    d. Activate the heating inside the apparatus garage spaces with doors open. This heat dumping acts like an air cooled radiator that would be rejecting heat to the outdoors.
    e. Hometown raised the high temperature limit setting on the heat pumps so they will operate at higher inlet water temperatures. Hometown changed the high limit as recommended by the heat pump manufacturer.
    f. The outside air temperatures are cooling down.
    g. Based on the above actions taken by David and Greg the geothermal loop temperature has fallen to 99 F entering the heat pumps. The above actions will be continued until the loop field temperature reaches about 95 F. Then the system will be methodically returned to the normal operation.

We are working on suggestions for system operating changes, temporary cooling equipment, supplemental HVAC equipment load shedding, connecting lower level heat pumps to the chilled water return loop and different primary domestic water heating systems. We will share those suggestions with Stan and David as soon as we finalize them.

Riverfront Schedule For July 27th to 30th

MUSCATINE, Iowa, July 26th, 2016 – The City of Muscatine's Riverfront will be full of activity this week and weekend as Great River Days and RAGBRAI Muscatine have reserved the facilities. Great River Days will be taking place Wednesday, July 27th through Saturday, July 30th and the RAGBRAI Muscatine committee will be setting up for their event on Friday, July 29th and finish the event on Saturday, July 30th.

During this week, the upriver boat launch will be closed from Monday, July 25th through Saturday, July 30th. The downriver boat launch will be closed from Friday, July 29th at 3:00 pm through Saturday, July 30th at 6:00 pm. Vehicular parking will also be unavailable on the Riverfront from Friday, July 29th at 3:00 pm through Saturday, July 30th at 6:00 pm.

For more information about Great River Days, visit www.greatriverdays.com and to learn about RAGBRAI, visit www.RAGBRAIMuscatine.com.

Iowa League

Please consider joining us for the Iowa League of Cities Annual Conference & Exhibit. This year's conference will take place September 14-16 in Des Moines. The wide variety of educational workshops and networking events geared toward elected and appointed city officials draw hundreds each year. There is still time for you and your elected officials to register for this exciting training event. More than 40 workshops are scheduled for the conference. Here's just a few that will be of particular interest to city managers and city administrators, many of which will be presented by IaCMA members:

- Data Resources & Data-Driven Local Decisions
- Is Economic Development Changing in Iowa?
- Heavy Lifting: Acquiring and Redeveloping Nuisance Properties
- Use of Police Body Cameras and the Release of Public Information
- Making the Most of Council Work Sessions and Council Committees
- Property Tax Update with Multi-residential Property Data
- The Economic Development Toolkit

Please see the following links:
Schedule
Additional Information and Registration (For registration, please see Fran)

AGREEMENT FOR THE RECEIPT AND USE OF CITY FUNDS

by and between

The City of Muscatine, Iowa

and

Muscatine Humane Society

This Agreement is entered into between the City of Muscatine, Iowa, an Iowa municipal corporation (hereinafter "City") and the Muscatine Humane Society (the "Agency" or "MHS"), an Iowa not-for-profit organization organized in the State of Iowa, on the __ day of _____, 2016, for the purpose of establishing certain conditions on the receipt, expenditure and use of City funds received by the Agency.

I. Receipt of City Funds. The City agrees to allocate $65,000.00 for fiscal year 2016/2017 to the Agency for use as directed within this Agreement. Such funds shall be paid as follows: payments of $5,416.67 each month from July 2016 through May 2017 and $5,416.63 in June 2017. The City retains the right to unilaterally adjust the amount of any disbursement if the City determines that insufficient public funds exist to provide funds to the Agency at the level indicated in this Agreement.

II. Use of City Funds. As a condition of the receipt of the City funds set forth in paragraph I, the Agency agrees to expend such funds pursuant to the following:

A. Accepting and housing animals delivered to the Agency by the City's Animal Control Officer, police officers, or residents.

B. As a condition of continued receipt of City funds, the Agency shall:

   a. Work with the Animal Control Officer ("ACO") to find owners of animals when citations are warranted and collecting the pertinent information for follow up.

   b. Assist with animals when the ACO is not on duty. If there is an emergency or an animal's life is at risk, a City police officer will respond to the call and transport the animal to the Agency if necessary. The Agency will continue to take in animals that are brought in by citizens and officers during their normal business hours even if the ACO is not working.

   c. Allow the City access to drop off animals when the Agency is not open to the public.

   d. Have open communications with the City and ACO.

   e. Work with the city departments, in conjunction with the ACO, for animals found in abandoned properties. The City inspector or agent of the City shall be able to take an abandoned animal to the Agency free of charge.

   f. Provide work space at the Agency for the ACO.

C. All such funds shall be used in conformance with all applicable federal, state and local laws.

III. Reporting Requirements. As a condition of the receipt of the City funds set forth in paragraph I, the Agency hereby agrees to abide by the following reporting guidelines:

A. The Agency will provide reports of the following figures to the City on a quarterly basis:
   a. Report with regard to the number of animals received, including number and type of animal received, the number adopted out, euthanized or returned to owner. This report will include all animals received by the Agency until such time that the Agency's software can generate a report for only the animals received by City residents and animals received from the ACO.
   b. Statements of revenues and expenditures by month (submitted at least quarterly), and quarterly balance sheets.

B. The Agency shall provide copies of the following documents within nine (9) months of the end of the Agency's last fiscal year:
   a. The Agency's current IRS form 990 as well as a copy of the current corporate annual report filed with the Iowa Secretary of State.
   b. A copy of the Agency's current financial audit if an audit is performed.
   c. If an audit is not performed, the Agency agrees to Section V allowing the City to examine all records pertaining to the receipt and expenditure of City funding for the services provided in this agreement.
   d. An Annual Report that includes a summary of how the City funds were used, to include an assessment of the Agency's annual accomplishments and outcomes. This can be presented by the Agency as part of the Agency's budget funding request for the subsequent fiscal year at the City Council budget sessions held in February each year.
   e. A copy of the Agency's budget for the next fiscal year.

IV. Independent Contractor. The Agency agrees that it is an independent contractor of the City, and that the employees, agents, and vendors of the Agency are not employees of the City.

V. Retention and Access to Records. The Agency will give the City, the City Administrator, or any authorized representative of the City access to and the right to examine all records related to the expenditure of City funds. The Agency shall keep financial records and all other records pertaining to these funds for a minimum of three (3) years. The City may, at its sole option, conduct an audit related to this Agreement. The Agency shall, upon City's request, make its records available within a reasonable time frame.

VI. Withholding of Payment. The City shall retain the authority to withhold any and all payments to the Agency if, in the sole judgment of the City, the proposed or continued use of the funds violates the terms of this Agreement, any applicable law, or is contrary to the appropriate use of public funds.

VII. Assignment. The Agency shall not voluntarily or by operation of law assign, hypothecate, give, transfer, mortgage, sublet, license, or otherwise transfer or encumber all or part of its rights, duties, or other interests in this Agreement or the proceeds thereof without the prior written consent of the City. Any attempt to make an assignment in violation of this provision shall be a material default under this Agreement and any assignment in violation of this provision shall be null and void.

VIII. Miscellaneous. This Agreement, and any dispute arising from the relationship between the parties to this Agreement, shall be governed by the laws of the State of Iowa. This Agreement and all other agreements, exhibits, and schedules referred to in this Agreement constitute(s) the final, complete, and exclusive statement of the terms of the agreement between the parties pertaining to the subject matter of this Agreement and supersedes all prior and contemporaneous understandings or agreements of the parties. If any term or provision of this Agreement is determined to be illegal, unenforceable, or invalid in whole or in part for any reason, such illegal, unenforceable, or invalid provisions or part thereof shall be stricken from this Agreement, and such provision shall not affect the legality, enforceability, or validity of the remainder of this Agreement.

SIGNED this _____ day of _____, 2016.

_____
Diana L. Broderson
Mayor

_____
William Fridrych
President,
Muscatine Humane Society

ATTEST:

_____
Gregg Mandsager
City Clerk

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by and between

The City of Muscatine, Iowa

and

Muscatine Humane Society

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B. As a condition of continued receipt of City funds, the Agency shall:

a. Work with the Animal Control Officer ("ACO") to find owners of animals when citations are warranted and collecting the pertinent information for follow up.

b. Assist with animals when the ACO is not on duty. If there is an emergency or an animal's life is at risk, a City police officer will respond to the call and transport the animal to the Agency if necessary. The Agency will continue to take in animals that are brought in by citizens and officers during their normal business hours even if the ACO is not working.

c. Allow the City access to drop off animals when the Agency is not open to the public.

d. Have open communications with the City and ACO.

~~e. If needed, prepare stray bite animals for rabies testing at the state laboratory.~~

~~f.~~e. Work with the city departments, in conjunction with the ACO, for animals found in abandoned properties. The City inspector or agent of

the City shall be able to take an abandoned animal to the Agency free of charge.

~~g.~~f. Provide work space at the Agency for the ACO.

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a. Report with regard to the number of animals received ~~from City residents~~, including number and type of animal received, the number adopted out, euthanized or returned to owner. This report will include all animals received by the Agency until such time that the Agency's software can generate a report for only the animals received by City residents and animals received from the ACO.

~~b. Report with regard to the number of animals received from the ACO, including number and type of animal received, the number adopted out, euthanized or returned to owner.~~

~~c.~~b. Statements of revenues and expenditures by month (submitted at least quarterly), and quarterly balance sheets.

B. The Agency shall provide copies of the following documents within nine (9) months of the end of the Agency's last fiscal year:

a. The Agency's current IRS form 990 as well as a copy of the current corporate annual report filed with the Iowa Secretary of State.

b. A copy of the Agency's current financial audit if an audit is performed.~~.~~

~~b.~~c. If an audit is not performed, the Agency agrees to Section V allowing the City to examine all records pertaining to the receipt and expenditure of City funding for the services provided in this agreement.

~~c.~~d. ~~A copy of the Agency's~~ An Annual Report that includes a summary of how the City funds were used, to include an assessment of the Agency's annual accomplishments and outcomes. This can be presented by the Agency as part of the Agency's budget funding request for the subsequent fiscal year at the City Council budget sessions held in February each year.

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option, conduct an audit related to this Agreement. The Agency shall, upon City's request, make its records~~, employees, and property~~ available ~~promptly~~within a reasonable time frame.

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VII. Assignment. The Agency shall not voluntarily or by operation of law assign, hypothecate, give, transfer, mortgage, sublet, license, or otherwise transfer or encumber all or part of its rights, duties, or other interests in this Agreement or the proceeds thereof without the prior written consent of the City. Any attempt to make an assignment in violation of this provision shall be a material default under this Agreement and any assignment in violation of this provision shall be null and void.

VIII. Miscellaneous. This Agreement, and any dispute arising from the relationship between the parties to this Agreement, shall be governed by the laws of the State of Iowa. This Agreement and all other agreements, exhibits, and schedules referred to in this Agreement constitute(s) the final, complete, and exclusive statement of the terms of the agreement between the parties pertaining to the subject matter of this Agreement and supersedes all prior and contemporaneous understandings or agreements of the parties. If any term or provision of this Agreement is determined to be illegal, unenforceable, or invalid in whole or in part for any reason, such illegal, unenforceable, or invalid provisions or part thereof shall be stricken from this Agreement, and such provision shall not affect the legality, enforceability, or validity of the remainder of this Agreement.

SIGNED this _____ day of _____, 2016.

_____
Diana L. Broderson
Mayor

_____
~~Chairman~~William Fridrych
President,
Muscatine Humane Society

ATTEST:

_____
Gregg Mandsager
City Clerk

Effects of Turning On and Off Red Light Cameras on Fatal Crashes in Large U.S. Cities

July 2016

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Abstract

Introduction: Although numerous studies have demonstrated that automated enforcement reduces red light running, a growing number of communities have deactivated their red light camera programs in recent years. This study updates estimates of the effects of turning on cameras and offers a first look at the effects of turning them off.

Method: Among the 117 large U.S. cities with more than 200,000 residents in 2014, trends in citywide per capita rates of fatal red light running crashes and of all fatal crashes at intersections were compared between 57 cities that initiated camera programs during 1992-2014 and 33 cities without cameras during this period to examine the effects of activating camera programs. Trends also were compared between 19 cities that turned off cameras and 31 regionally matched cities with continuous camera programs to evaluate the effects of terminating camera programs. Because several cities turned cameras off during 2005-08, the estimated effects might have been confounded by the U.S. economic downturn immediately afterward. The primary analyses were limited to the 14 cities that turned off cameras during 2010-14 and compared trends in the 14 cities with those in 29 regionally matched cities with continuous camera programs. Poisson regression was used to examine the relationship of activating and deactivating camera programs with fatal crash rates.

Results: After controlling for temporal trends in annual fatal crash rates, population density, and unemployment rates, rates of fatal red light running crashes and of all fatal crashes at signalized intersections in cities with cameras programs were 21 and 14 percent lower, respectively, after cameras were turned on than what would have been expected without cameras. Rates of fatal red light running crashes and of all fatal crashes at signalized intersections in 14 cities that terminated cameras programs during 2010-14 were 30 and 16 percent higher, respectively, after cameras were turned off than would have been expected had cameras remained. Increases in rates of fatal red light running crashes (18%) and of all fatal crashes at signalized intersections (8%) in all 19 cities that turned cameras off were not significant.

Conclusions: The current study adds to the body of existing research indicating that red light cameras can reduce the most serious crashes at signalized intersections, and it is the first to demonstrate that terminating camera programs increases fatal crashes.

Practical applications: Communities interested in improving intersection safety should consider this evidence. Legislators and communities thinking about terminating camera programs should consider the impact to safety if programs end.

Keywords: Turning on red light cameras; Turning off red light cameras; Fatal crash rates; Signalized intersections; Large cities.

1. Introduction

In 2014, more than 2.5 million police-reported motor vehicle crashes in the United States occurred at intersections or were intersection-related, accounting for 43 percent of all police-reported crashes (Insurance Institute for Highway Safety, 2016a). These crashes resulted in about 55,000 serious nonfatal injuries and 7,697 deaths. More than a third of these deaths occurred at signalized intersections.

Running a red light is a common traffic violation, although drivers view red light running as dangerous. A 2015 national survey of drivers found that while 59 percent thought that running red lights was a very serious threat to personal safety, 39 percent reported driving through a traffic light that had just turned red in the past month (AAA Foundation for Traffic Safety, 2016). A study observing 19 intersections in four states found that there was an average of 3.2 red light running violations per intersection per hour (Hill & Lindy, 2003).

Red light running violations can have tragic consequences. In 2014, 709 people were killed and an estimated 126,000 were injured in police-reported red light running crashes, and more than half of those killed were pedestrians, bicyclists, or occupants of vehicles struck by red light runners (Insurance Institute for Highway Safety, 2016a).

Traditional police enforcement of red light running can help mitigate the problem, but other demands on police resources can limit its effectiveness. Red light cameras are a countermeasure that increases the public's perception that there is a high likelihood of being apprehended for running a red light. The installation of red light cameras has led to significant reductions in red light running violation rates at intersections with cameras, and at nearby signalized intersections without cameras (McCartt & Hu, 2014; Retting, Williams, Farmer, & Feldman, 1999a; Retting, Williams, Farmer, & Feldman, 1999b). Red light cameras also have been shown to reduce injury crashes (Aeron-Thomas & Hess, 2005; Retting & Kyrychenko, 2002). For example, Retting and Kyrychenko (2002) found that after the installation of red light cameras in Oxnard, California, injury crashes declined by 29 percent and right angle crashes involving injuries dropped by 68 percent at signalized intersections.

Hu, McCartt, and Teoh (2011) performed the first study that investigated the effects of red light cameras on fatal crashes in large U.S. cities. Among the 99 cities with more than 200,000 residents in 2008, 14 cities were identified with red light camera enforcement programs for all of 2004-08 but not at any time during 1992-96, and 48 cities were identified without camera programs during either period. Analyses compared the citywide per capita rate of fatal red light running crashes and the citywide per capita rate of all fatal crashes at signalized intersections during the two study periods, and rate changes were compared for cities with and without camera programs. After controlling for population density and land area, the rates of fatal red light running crashes and all fatal crashes at signalized intersections were 24 percent and 17 percent lower, respectively, in cities with cameras during 2004-08 than what would have been expected without cameras.

Surveys of residents of cities with red light camera programs have found that a large majority of residents in most cities favor the programs (Cicchino, Wells, & McCartt, 2014; McCartt & Eichelberger, 2012). Yet, despite public support and the clear benefits of red light cameras, the programs have been controversial. Although the number of U.S. municipalities using red light camera enforcement increased rapidly before peaking in 2012 at 533 communities, by 2015 this number declined to 467 communities. Although new camera programs continued to be added, 158 communities ended their red light camera programs between 2010 and 2015. Communities have ended programs for a variety of reasons including changes in state law disallowing red light cameras, public referendums where voters rejected cameras, decisions by local government, court rulings, and lapsed contracts with vendors. Numerous studies have examined the safety effects of red light camera enforcement, but few if any strong studies have examined the effects of terminating camera programs on crashes.

The goals of the current study were twofold. The first was to update Hu et al.'s (2011) estimates of the effects of installing red light cameras on per capita rates of fatal red light running crashes and per capita rates of all fatal crashes at signalized intersections in large cities. The current study accounted for the effects of the economy, used a more rigorous design that accounts for trends in crash rates over time within cities, and examined a larger number of cities with red light cameras than Hu et al. (2011). Trends

in per capita fatal crash rates over time were compared for cities with and without camera programs for each crash measure. The second goal was to assess the effects of deactivating red light camera programs on per capita rates of fatal red light running crashes and per capita rates of all fatal crashes at signalized intersections. For each fatal crash measure, temporal trends in crash rates were compared for cities that turned off cameras and cities with continuous camera programs.

2. Method

The first U.S. community with a camera program for traffic enforcement was New York City, which tested one red light camera in 1992 and turned on more cameras in the following year. The number of communities using red light cameras has increased dramatically since then (Insurance Institute for Highway Safety, 2016b). Fatal crash data at the time of the current study were available only through 2014, so analyses covered the period 1992-2014.

Large U.S. cities were defined as those with more than 200,000 residents; there were 117 such cities in 2014 (U.S. Census Bureau, 2014). Information on red light camera programs in these 117 cities was obtained from news reports and calls to city police departments or public works departments. For cities with camera enforcement, program start and end dates were obtained. Other historical information was sought but was not available for all cities, including the number of cameras and number of signalized intersections over time.

Among the 117 cities in this study, 57 cities turned on red light cameras at some point during 1992-2014, and the cameras remained on in 2014; 38 cities had no camera programs during the entire time period; 20 cities turned cameras on and later turned them off, including 3 cities (Los Angeles, CA; San Diego, CA; Houston, TX) that turned cameras off twice; and 2 cities (Virginia Beach, VA, and Arlington, VA) that turned cameras off and later turned them on.

Data on fatal crashes at intersections with signal lights in each city were extracted for 1992-2014 from the Fatality Analysis Reporting System (FARS), which contains detailed information on all fatal motor vehicle crashes occurring on U.S. public roads (National Highway Traffic Safety Administration,

1992-2014). Fatal red light running crashes were defined as the subset of these crashes that involved a driver traveling straight who was assigned the driver level contributing factor of "failure to obey traffic control devices." This definition was developed jointly by the Insurance Institute for Highway Safety and Federal Highway Administration so that consistent estimates of red light running crash losses would be produced (Retting, 2006). Annual counts of fatal red light running crashes and all fatal crashes at signalized intersections were obtained for each of the 117 cities in each year during 1992-2014.

Annual population estimates for 1992-2014 were obtained for each city from the U.S. Census Bureau (1999, 2010a, 2014). For each city in each year, the annual per capita rates of fatal red light running crashes and rates of all fatal crashes at signalized intersections were calculated as the annual fatal crash counts divided by annual population estimates (crashes per million population). Census information on cities' land areas is available only from the decennial reports (U.S. Census Bureau, 1990, 2000, 2010b). Therefore, the 1990 land area data were used for years 1992-99, the 2000 data for years 2000-09, and the 2010 data for years 2010-14. Six of the 117 cities in the study (Gilbert, AZ; Chula Vista, CA; Louisville, KY; Fayetteville, NC; Winston-Salem, NC; Laredo, TX) had substantial changes in land areas (more than 50% increase) during the study period. These six cities, of which five had no camera programs and the remaining one (Fayetteville, NC) had turned cameras off, were excluded from analyses.

The annual population density was calculated as the population divided by the land area. Hu et al. (2011) found that an increase in population density was associated with decreases in fatal crash rates, although not always significantly. A possible explanation is that denser populations generally lead to lower travel speeds and thus fewer fatal crashes (Cerrelli, 1997).

Annual unemployment rates during 1992-2014 were obtained for each city from the U.S. Bureau of Labor Statistics (1992-2014). Annual unemployment rate was included to account for potential effects of the economy on fatal crash rates. It is well-established that fatal crash rates and economic factors are associated with one another (Partyka, 1991).

2.1. Analyses of effects of turning on red light cameras

Years 1992-2014 represented the study period. The 57 cities that turned cameras on and kept them on comprised the camera group. The 33 non-camera cities without substantial changes in land areas comprised the control group. The 22 cities where cameras had been turned off during the study period were excluded from these analyses. Table 1 lists cities in the camera and control groups and the program start year in each camera city.

Using the city-specific data, Poisson regression models were used to rigorously examine the relationship of camera enforcement and other variables with fatal crashes. The Poisson models accounted for the autoregressive (first order) covariance structure due to repeated measures, because each independent unit of analysis (city) had 23 consecutive annual observations (years 1992-2014). Separate models were developed for the fatal red light running crashes and all fatal crashes at signalized intersections, with the annual crash counts as the dependent variable and annual population per million as the exposure variable. Independent variables in the models were number of years since 1992, individual city indicators, annual population density (in thousands of people per square mile), annual unemployment rate, and a camera indicator.

For each of the 57 camera cities, the camera indicator had a value of 0 for the years prior to the program start year and 1 for the years with active camera programs. For the 33 control cities, the camera indicator had a value of 0 for all years. After accounting for the effects of population density, unemployment rates, and other uncontrolled differences among cities, the camera indicator tested whether temporal trends in fatal crash rates in camera cities changed from before to after cameras were turned on, relative to the trends in control cities. The estimated change in annual crash rate trends in camera cities from before to after cameras were turned on, relative to the trends in control cities, was taken as the primary measure of effectiveness. It was interpreted as the change in annual fatal crash rates for cities with camera programs during the years cameras were active beyond what would have been expected absent the programs. For example, if the estimated parameter for the camera indicator was -0.2396 in the model of fatal red light running crashes, the average annual crash rate after cameras were turned on was

21.3 percent lower ([exp(-0.2396)-1]×100) than would have been expected without cameras. Variables with p-values less than 0.05 were taken as statistically significant.

Table 1. Cities included in camera and control groups for analyses of effects of turning on cameras

City	Program start year*	City	Program start year*	City	Program start year*
Cities in camera group					
New York, NY	1993	Modesto, CA	2005	New Orleans, LA	2008
Mesa, AZ	1997	Philadelphia, PA	2005	Tacoma, WA	2008
Oxnard, CA	1997	Atlanta, GA	2006	Tucson, AZ	2008
San Francisco, CA	1997	Cleveland, OH	2006	Orlando, FL	2009
Scottsdale, AZ	1997	Columbus, OH	2006	Spokane, WA	2009
Sacramento, CA	1999	Plano, TX	2006	Aurora, IL	2010
Washington, DC	2000	Seattle, WA	2006	Memphis, TN	2010
Chandler, AZ	2001	Arlington, TX	2007	Newark, NJ	2010
Fremont, CA	2001	Corpus Christi, TX	2007	Chesapeake, VA	2011
Toledo, OH	2001	Dallas, TX	2007	Des Moines, IA	2011
Phoenix, AZ	2002	El Paso, TX	2007	Jersey, NJ	2011
Portland, OR	2002	Irving, TX	2007	Miami, FL	2011
Bakersfield, CA	2003	Riverside, CA	2007	Rochester, NY	2011
Santa Ana, CA	2003	St. Louis, MO	2007	Yonkers, NY	2011
Chicago, IL	2004	Austin, TX	2008	Jacksonville, FL	2012
Garland, TX	2004	Baton Rouge, LA	2008	St. Petersburg, FL	2012
Raleigh, NC	2004	Denver, CO	2008	Tampa, FL	2012
Stockton, CA	2004	Fort Worth, TX	2008	Richmond, VA	2013
Aurora, CO	2005	Montgomery, AL	2008	Norfolk, VA	2014
Cities in control group					
Anaheim, CA	—	Fort Wayne, IN	—	North Las Vegas, NV	—
Anchorage, AK	—	Henderson, NV	—	Oklahoma City, OK	—
Birmingham, AL	—	Huntington Beach, CA	—	Omaha, NE	—
Boise City, ID	—	Indianapolis, IN	—	Pittsburgh, PA	—
Boston, MA	—	Irvine, CA	—	Reno, NV	—
Buffalo, NY	—	Las Vegas, NV	—	San Antonio, TX	—
Cincinnati, OH	—	Lexington-Fayette, KY	—	San Jose, CA	—
Columbus, GA	—	Lincoln, NE	—	St. Paul, MN	—
Detroit, MI	—	Madison, WI	—	Tulsa, OK	—
Durham, NC	—	Milwaukee, WI	—	Honolulu, HI	—
Fontana, CA	—	Nashville, TN	—	Wichita, KS	—

**Note:* If a program started prior to or on July 1 in a year, this year was coded as the start year. If cameras were turned on after July 1 in a year, the following year was coded as the start year.

2.2. Analyses of effects of turning off red light cameras

Unlike the camera cities in the analyses of turning cameras on that were scattered across the country, 13 of the 19 cities that turned cameras off without substantial changes in land areas during the study period were clustered in California, Arizona, Colorado, New Mexico, and Texas. The remaining six cities were located in North Carolina, Maryland, Minnesota, Missouri, and Florida. Among the 19

camera-off cities, the earliest year when cameras were turned on was 1998. To make control cities comparable with the camera-off cities, among the 57 cities with continuous camera programs, only those that regionally matched the camera-off cities and that turned on cameras in or after 1998 were included in analyses. Thirty-one cities with continuous camera programs were included in the control group. The 33 cities with no camera programs during the entire time period and the two cities that turned cameras off and then turned them back on were excluded from the analyses.

Of the 19 study cities that turned cameras off, five cities turned off cameras during 2005-08 and 14 cities turned off cameras within the latest 5 years for which fatal crash data were available (2010-14). Separate analyses were performed to evaluate the effects of ending camera programs by including the 14 cities that turned off cameras during 2010-14 as the camera-off city group and by including all the 19 cities as the camera-off city group.

The analyses that included 14 cities that ended camera programs during 2010-14 were the primary camera-off analyses in the study. Because the analyses with 19 camera-off cities included several that turned off cameras during 2005-08, the estimated effects of ending camera enforcement might have been confounded by the U.S. economic downturn immediately afterward and other changes that might have occurred during the relatively long periods after cameras were turned off. For the analyses including 14 camera-off cities, the control cities were limited to those 29 that regionally matched the camera-off cities.

Table 2 lists cities in the camera-off and control groups and the years when cameras were turned on and off, if applicable, in each city. No city with continuous camera programs activated the cameras in 1998. The programs in Houston, TX, and Long Beach, CA, were turned off in late 2010 (November and December) and the program end year for both cities was coded as 2011. Three of the camera-off cities turned cameras off twice. For Los Angeles and San Diego, CA, only the effects of the second camera-off event were evaluated by using observations in years since the second camera programs began. For Houston, TX, the second program lasted for less than 2 months (July 9-August 24, 2011). The effects of the first camera-off event were evaluated, and year 2011 was treated as a camera-off year. For each of the

cities included in the analyses, the study period started from the year when the cameras were turned on (as shown in Table 2) and ended in 2014. Observations in years before cameras were turned on were not included in the analyses.

Similar to the analyses of the effects of turning on cameras as described earlier, for both the analyses with 14 camera-off cities and 19 camera-off cities, Poisson regression models were used to examine the relationship of turning off camera enforcement and other variables with fatal crash rates. Analyses accounted for the autoregressive (first order) covariance structure due to repeated measures in each city. Independent variables in the model were number of years since cameras were turned on, individual city indicators, annual population density (in thousands of people per square mile), annual unemployment rate, and a camera-off indicator. For each of the camera-off cities, the camera-off indicator had a value of 0 for the years with an active camera program and 1 for the years after the camera program was terminated. For the control cities, the camera-off indicator had a value of 0 for all years.

The camera-off indicator tested whether temporal trends in fatal crash rates in camera-off cities changed from before to after cameras were turned off, relative to trends in cities with continuous camera programs, after accounting for the effects of population density and unemployment rates and other uncontrolled differences among cities. The estimated change in annual crash rate trends in camera-off cities from before to after cameras were turned off, relative to the trends in control cities, was taken as the primary measure of effectiveness. It was interpreted as the change in annual fatal crash rates for cities that turned off camera programs during the years cameras were off beyond what would have been expected had the programs not been terminated. For example, if the estimated parameter for the camera-off indicator was 0.2631 in the model of fatal red light running crashes, the average annual crash rate after cameras were turned off was 30.1 percent higher ([exp(0.2631)-1]×100) than would have been expected if cameras had not been turned off. Variables with p-values less than 0.05 were taken as statistically significant.

Table 2. Cities included in camera-off and control groups for analyses of effects of turning off cameras

City	Program start year[1]	Program end year[2]	City	Program start year[1]	Program end year[2]
Cities that turned off red light camera programs					
Charlotte, NC[3]	1998	2006	Moreno Valley, CA	2007	2013
Baltimore, MD	1999	2013	Glendale, AZ	2008	2011
Fresno, CA[3]	2002	2006	Lubbock, TX[3]	2007	2008
Long Beach, CA	2002	2011	Glendale, CA	2008	2012
Greensboro, NC[3]	2003	2005	Kansas City, MO	2009	2014
San Diego, CA	2003	2013	Oakland, CA	2009	2014
Albuquerque, NM	2005	2012	Hialeah, FL	2010	2012
Minneapolis, MN[3]	2005	2006	San Bernardino, CA	2010	2013
Los Angeles, CA	2006	2012	Colorado Springs, CO	2011	2012
Houston, TX	2007	2011			
Cities in control group					
Sacramento, CA	1999	—	Dallas, TX	2007	—
Washington, DC	2000	—	El Paso, TX	2007	—
Chandler, AZ	2001	—	Irving, TX	2007	—
Fremont, CA	2001	—	Riverside, CA	2007	—
Phoenix, AZ	2002	—	St. Louis, MO	2007	—
Portland, OR	2002	—	Austin, TX	2008	—
Bakersfield, CA	2003	—	Denver, CO	2008	—
Santa Ana, CA	2003	—	Fort Worth, TX	2008	—
Garland, TX	2004	—	Tucson, AZ	2008	—
Raleigh, NC[3]	2004	—	Orlando, FL	2009	—
Stockton, CA	2004	—	Des Moines, IA[3]	2011	—
Aurora, CO	2005	—	Miami, FL	2011	—
Modesto, CA	2005	—	Jacksonville, FL	2012	—
Plano, TX	2006	—	St. Petersburg, FL	2012	—
Arlington, TX	2007	—	Tampa, FL	2012	—
Corpus Christi, TX	2007	—			

[1] If a program started prior to or on July 1 in a year, this year was coded as the start year. If cameras were turned on after July 1 in a year, the following year was coded as the start year.

[2] If cameras were turned off on or after July 1 in a year, the camera-off period started from the following year; if cameras were turned off prior to July 1 in a year, the camera-off period started from this year.

[3] These cities were included only in the analyses with 19 camera-off cities, and were not included in the analyses with 14 cities that turned off cameras during 2010-14.

3. Results

3.1. Effects of turning cameras on

Figure 1 shows the average annual per capita rates of all fatal crashes at signalized intersections (crashes per million population) across cities during 1992-2014 for the camera group and the control group. During the first several years of the study period, when most of the cities in the camera group had not turned on camera programs yet, rates of fatal crashes were relatively high in the camera group, and then the trends went downward for the rest of the study period. In the control group, the rates of fatal crashes remained relatively stable during the study period. The trends in the average annual rates of fatal

red light running crashes were similar to the trends in rates of all fatal crashes at signalized intersections for each city group.

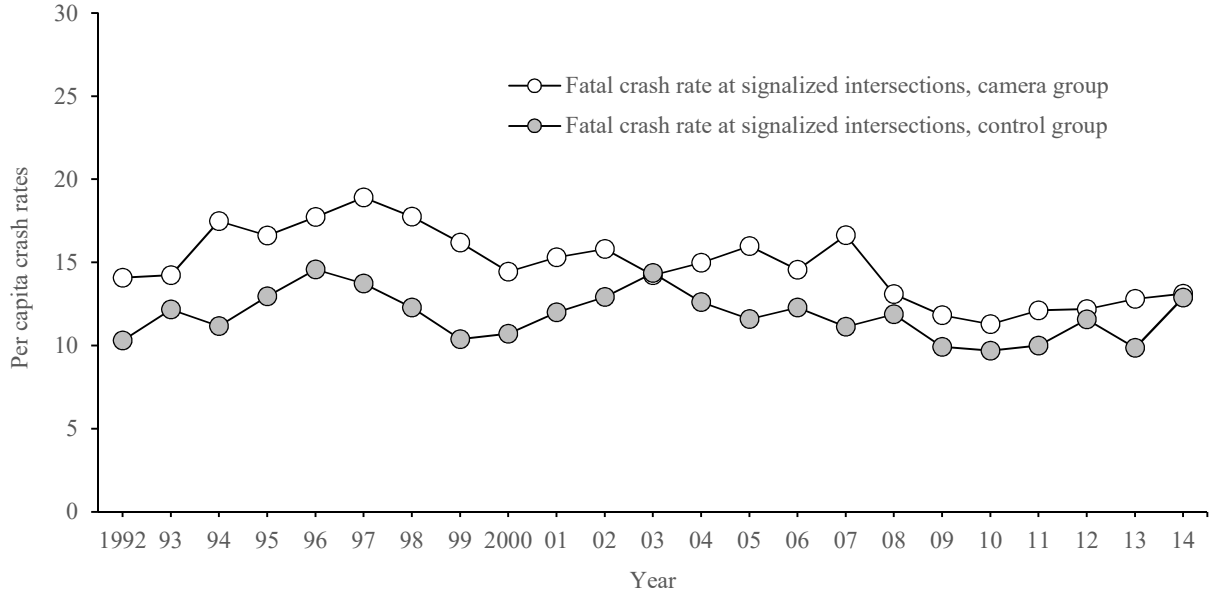

Figure 1. Average annual per capita rates of all fatal crashes at signalized intersections (crashes per million population) for camera and control groups for analyses of effects of turning on cameras, 1992-2014

Table 3 lists results of the Poisson regression model that estimated the effects of red light camera enforcement and other predictors on the per capita rate of fatal red light running crashes. The estimates for the city indicators are not included in Table 3 or in subsequent tables. After accounting for the effects of other predictors, the rate of fatal red light running crashes significantly decreased by 1.9 percent per year since 1992 in cities with no cameras. An increase in population density (in thousands of people per square mile) and one-point increase in the unemployment rate reduced the rate of fatal red light running crashes by an estimated 11.4 and 3.3 percent, respectively. Both changes were significant. The estimated effect of camera enforcement on the rate of fatal red light running crashes was obtained by interpreting camera-on indicator directly. Based on this parameter, the annual rate of fatal red light running crashes in cities with cameras programs after cameras were turned on was 21.3 percent lower than what would have been expected without cameras. This difference was significant.

Table 3. Poisson model of effects of red light camera enforcement on annual per capita rate of fatal red light running crashes

Parameter	Estimate	Percent change in crash rates*	Standard Error	Z	P value
Intercept	1.8613		0.5871	3.17	0.0015
Number of years since 1992	-0.0196	-1.9	0.0033	-5.97	<0.0001
Population density (in thousands of people per square mile)	-0.1208	-11.4	0.0342	-3.53	00.0004
Unemployment rate	-0.0337	-3.3	0.0081	-4.16	<0.0001
Camera on indicator (effect of cameras on fatal crash rates)	-0.2396	-21.3	0.0539	-4.45	<0.0001

**Note:* Percent change in crash rates associated with one-unit increase in the corresponding independent variable.

Table 4 lists results of the Poisson regression model that estimated the effects of red light camera enforcement and other predictors on the per capita rate of all fatal crashes at signalized intersections. Based on the camera-on indicator, the annual rate of all fatal crashes at signalized intersections in cities with cameras programs after cameras were turned on was significantly 14.2 percent lower than what would have been expected without cameras.

Table 4. Poisson model of effects of red light camera enforcement on annual per capita rates of all fatal crashes at signalized intersections

Parameter	Estimate	Percent change in crash rates*	Standard Error	Z	P value
Intercept	3.2356		0.2604	12.43	<0.0001
Number of years since 1992	-0.0041	-0.4	0.0021	-1.95	0.051
Population density (in thousands of people per square mile)	-0.0979	-9.3	0.015	-6.54	<0.0001
Unemployment rate	-0.0228	-2.3	0.0049	-4.63	<0.0001
Camera on indicator (effect of cameras on fatal crash rates)	-0.153	-14.2	0.0328	-4.66	<0.0001

**Note:* Percent change in crash rates associated with one-unit increase in the corresponding independent variable.

3.2. Effects of turning cameras off

Tables 5 and 6 list results of the Poisson regression models that estimated the effects of ending red light camera enforcement and other predictors on the per capita rate of fatal red light running crashes and on the per capita rate of all fatal crashes at signalized intersections, respectively, by using the 14 cities

that ended camera program during 2010-14. The estimated effects of turning off camera enforcement on the fatal crash rates were obtained by interpreting the camera off indicator directly. Based on this parameter, the annual rate of fatal red light running crashes in the 14 camera-off cities after cameras were turned off was 30.1 percent higher than what would have been expected had cameras not been turned off. The annual rate of all fatal crashes at signalized intersections in camera-off cities after cameras were turned off was 16.1 percent higher than what would have been expected with cameras on. Both increases were significant.

Table 5. Poisson model of effects of turning off red light camera enforcement on annual per capita rate of fatal red light running crashes, using 14 cities that turned off cameras during 2010-14

Parameter	Estimate	Percent change in crash rates*	Standard Error	Z	P value
Intercept	7.4598		2.2816	3.27	0.0011
Number of years since cameras were turned on	-0.0298	-2.9	0.0133	-2.24	0.0248
Population density (in thousands of people per square mile)	-0.5979	-45.0	0.2404	-2.49	0.0129
Unemployment rate	-0.0165	-1.6	0.0166	-0.99	0.3203
Camera off indicator (effect of turning off cameras on fatal crash rates)	0.2631	30.1	0.1213	2.17	0.0301

**Note:* Percent change in crash rates associated with one-unit increase in the corresponding independent variable.

Table 6. Poisson model of effects of turning off red light camera enforcement on annual per capita rates of all fatal crashes at signalized intersections, using 14 cities that turned off cameras during 2010-14

Parameter	Estimate	Percent change in crash rates*	Standard Error	Z	P value
Intercept	6.1968		1.2157	5.1	<0.0001
Number of years since cameras were turned on	-0.0028	-0.3	0.0079	-0.36	0.7221
Population density (in thousands of people per square mile)	-0.3313	-28.2	0.1275	-2.6	0.0094
Unemployment rate	-0.0182	-1.8	0.0097	-1.87	0.0609
Camera off indicator (effect of turning off cameras on fatal crash rates)	0.1493	16.1	0.0705	2.12	0.0344

**Note:* Percent change in crash rates associated with one-unit increase in the corresponding independent variable.

Tables 7 and 8 list results of the Poisson regression models that estimated the effects of ending red light camera enforcement and other predictors on the per capita rate of fatal red light running crashes and the rate of all fatal crashes at signalized intersections, respectively, by using all the 19 camera-off cities. Based on the camera off indicator, the annual rates of fatal red light running crashes and all fatal crashes at signalized intersections in the 19 camera-off cities after cameras were turned off were 17.9 and 8.4 percent higher, respectively, than would have been expected had cameras been on. Neither increase was significant.

Table 7. Poisson model of effects of turning off red light camera enforcement on annual per capita rate of fatal red light running crashes, using all 19 camera-off cities

Parameter	Estimate	Percent change in crash rates*	Standard Error	Z	P value
Intercept	6.0341		2.0902	2.89	0.0039
Number of years since cameras were turned on	-0.0342	-3.4	0.0125	-2.74	0.0061
Population density (in thousands of people per square mile)	-0.4372	-35.4	0.2193	-1.99	0.0462
Unemployment rate	-0.0274	-2.7	0.0157	-1.75	0.0809
Camera off indicator (effect of turning off cameras on fatal crash rates)	0.1647	17.9	0.1131	1.46	0.1454

**Note:* Percent change in crash rates associated with one-unit increase in the corresponding independent variable.

Table 8. Poisson model of effects of turning off red light camera enforcement on annual per capita rates of all fatal crashes at signalized intersections, using all 19 camera-off cities

Parameter	Estimate	Percent change in crash rates*	Standard Error	Z	P value
Intercept	5.2662		1.166	4.52	<0.0001
Number of years since cameras were turned on	-0.0067	-0.7	0.0077	-0.88	0.3804
Population density (in thousands of people per square mile)	-0.2278	-20.4	0.1217	-1.87	0.0613
Unemployment rate	-0.0233	-2.3	0.0096	-2.44	0.0146
Camera off indicator (effect of turning off cameras on fatal crash rates)	0.0807	8.4	0.0685	1.18	0.2392

**Note:* Percent change in crash rates associated with one-unit increase in the corresponding independent variable.

4. Discussion

Red light running is a frequent traffic violation with dangerous safety consequences. Prior research found that red light cameras were associated with reductions in red light running, not only at camera-equipped intersections but also at other signalized intersections without cameras (Retting et al., 1999a, 1999b), as well as citywide crash reductions at signalized intersections (Retting and Kyrychenko, 2002).

The current study updated Hu et al. (2011) by using a more rigorous methodology that accounted for trends in fatal crash rates over time within cities and unemployment rates, and by including four times as many cities with red light camera programs as in the original study. Consistent with prior research, the current study confirmed that establishing red light camera programs reduces fatal red light running crash rates and fatal crash rates at signalized intersections. The introduction of red light cameras in large cities cut citywide fatal red light running crash rates by 21 percent and fatal crash rates at signalized intersections by 14 percent, when compared with rates that would have been expected without red light camera enforcement. These estimates are similar in size to the estimated 24 percent decline in fatal red light running crash rates and a 17 percent reduction in fatal crash rates at signalized intersections found in the earlier study. The larger effect of camera enforcement on the rate of fatal red light running crashes would be expected because these are the crashes targeted by cameras. However, if the camera enforcement affected only red light running, then the overall effect at signalized intersections would be only about 6 percent (a 21 percent reduction in the 30 percent of signalized intersection fatal crashes that are coded as red light running). The significant reduction in the rate of all types of fatal crashes at signalized intersections is much larger, 14 percent. Although it is possible that the difference is partly due to undercounting of red light running crashes, the data suggest that cameras have a generalized effect on driver behavior at intersections that extends beyond running red lights.

Just as activating red light cameras has positive safety benefits, the current study found that deactivating them has safety disbenefits. This study is the first to our knowledge to evaluate the effects of terminating camera enforcement on fatal crashes. When red light camera programs were terminated

during 2010-14 in the 14 cities, fatal red light running crash rates increased 30 percent and fatal crash rates at signalized intersections increased 16 percent from what would have been expected if automated enforcement had continued. Laws are effective at changing behavior when drivers believe they will be detected and apprehended for violating them. Prior research has established that high visibility enforcement of laws governing issues such as seat belt nonuse and alcohol-impaired driving decreases unsafe behavior and crashes, but the prevalence of unsafe behavior and crashes rise when the heightened and publicized enforcement ends (e.g., Jonah & Smith, 1985; Tison & Williams, 2010; Williams & Wells, 2004; Wells et al., 1992; Williams et al., 1987). The current study demonstrates that this phenomenon extends to automated enforcement of red light running. Drivers likely no longer perceive that there is a high probability of receiving a ticket for running red lights when automated enforcement programs end, and thus become less attentive to the driving environment and more willing to violate the law, leading to increases in fatalities.

It is possible that police coding of crashes involving red light running at signalized intersections can be prone to bias, particularly in cities that have recently ended a high-profile automated enforcement program. It is possible, for example, that law enforcement officers may be unwittingly more likely to categorize a crash at a signalized intersection as a red light running crash if the circumstances were unclear. The bias in coding of red light running crashes could potentially inflate estimates of the effects of turning off red light cameras. It is confirming that effects of establishing and terminating red light camera programs were also found on fatal crashes at signalized intersections, where classification bias is not an issue.

The analyses of the effects of terminating camera programs that included all 19 cities that turned off cameras at any time also found increases in both fatal crash rates relative to what would have been expected had cameras remained on. However, the increases were smaller than what was found in the analyses of the 14 cities that turned off cameras during 2010-14 and were not significant. It is possible that the findings in the additional cities that ended camera programs during 2005-08 were confounded by the economic recession that occurred immediately after these cities turned off their cameras, beyond what

could be captured by controlling for unemployment rates. It could also be the case that the increases in fatalities that were seen in cities that shut off cameras recently do not persist at such high levels over time.

Several limitations of the study are worth noting. The definition of red light running crashes excluded some crashes such as those involving a driver making an illegal turn on red. Other factors not included in the study, such as the number of cameras and number of signalized intersections, may have influenced fatal crash rates for the camera cities but could not be examined due to limitations in the data. Attempts were made to obtain historical information on the numbers of red light cameras and signalized intersections in the cities included in the study, but the information could not be obtained for many of the cities. For the analyses of the effects of turning off cameras, most of the study cities that turned off cameras clustered in California, Arizona, Colorado, New Mexico, and Texas. The control cities were regionally matched to these cities that turned off cameras. The effect of turning off cameras in other regions may differ quantitatively, but it is noteworthy that the estimated effect of turning off cameras is statistically consistent with the estimate of the effect of turning on cameras, which is based on more cities in more regions.

The current study adds to the body of existing research indicating that red light cameras can reduce the most serious crashes. This evidence should be considered by communities interested in reducing injuries and fatalities at intersections. Despite the widespread support (Cicchino et al., 2014; McCartt & Eichelberger, 2012) and the safety benefits of red light camera enforcement, cameras remain controversial in some communities. During the past several years, more camera programs were discontinued than were initiated. The current study found that turning off cameras was associated with increases in citywide fatal crash rates at signalized intersections. Legislators and communities considering terminating camera programs should consider the impact to public safety if the programs end.

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November 24, 2015

The City of Muscatine
City Council
215 Sycamore St.
Muscatine, IA 52761

Re: Harrison Lofts – Update to Request for Local Incentives / Project Based Section 8 Vouchers

Council Members,

After further review, we have been able to better determine how city assistance can best support our application for tax credit funding.

As discussed, the use of vouchers at Harrison Lofts will allow our proposal to gain 35 points in our application. However, proposals receiving points for vouchers are not eligible to receive points in the market rate and low income targeting categories. These categories are worth 30 points. Therefore, a proposal can net ahead 5 points with vouchers.

As you may remember, our proposal also included a request for crucial local incentives that are vital to a successful application. This is a 21 point scoring category that all successful applications achieve. We initially indicated we could forego maximizing this category when we thought the vouchers would net our application ahead 35 points. Now that we are aware the vouchers will only create 5 points, local incentive scoring is still desperately needed.

We anticipate successful application needing to score between 232 – 238 points. In order to achieve this range on our application, we need to request the city deliver incentives at a minimum of 6% total development cost and ideally at 7% of total development cost. With a total development cost of $10,100,000 +/- the city would be committing $606,000 in local incentive to achieve the 6% bar. This would equate to a 70% rebate for 10 years or a 50% rebate for 15 years. To achieve the 7% bar the city would need to commit $707,000 in local incentive. This would equate to an 80% rebate for 10 years or a 55% rebate for 15 years.

We humbly request city support our request for local incentives valued at 7% total development cost. This will best assure our applications remains competitive.

Thanks again for your time and considerations.

Sincerely,

MV Residential Development

Pete Schwiegeraht
Developer

total real estate solutions
www.mvg.com

MUSCATINE CITY COUNCIL
IN-DEPTH MEETING
THURSDAY, NOVEMBER 12, 2015 – 7:00 P.M.
CITY HALL COUNCIL CHAMBERS

AGENDA

1. Call to Order/Roll Call
2. Tax Increment Financing Request for Proposed Harrison Street Lofts
3. Proposed Housing Development Using Section 8 Project-Based Vouchers
4. Tax Increment Financing Request for Proposed Muscatine Pointe Development
5. WPCP Receiving Station Update
6. Police Department Presentation on Major or Violent Crime Statistics
7. Review of Building Permit Fees
8. Comments
9. Adjournment

Miller-Valentine Group
9349 WaterStone Blvd.
Cincinnati, OH 45249
513-774-8400
513-683-6165 Fax

November 10, 2015

The City of Muscatine
City Council
215 Sycamore St.
Muscatine, IA 52761

Re: Harrison Street Lofts – Request for Project Based Section 8 Vouchers

Council Members,

In addition to the request already made, MVG would also like you to consider providing project based vouchers for the proposed development. A commitment to provide voucher for 25% of the units would dramatically benefit the project. The proposed development will target low to moderate income residents of Muscatine. Locating up to 15 of your vouchers in this proposal will assure your voucher users have access to a high quality affordable housing option.

Thanks again for your time and considerations.

Sincerely,

MV Residential Development

Pete Schwiegeraht

Pete Schwiegeraht
Developer

Miller-Valentine Group
9349 WaterStone Blvd.
Cincinnati, OH 45249
513-774-8400
513-683-6165 Fax

November 6, 2015

The City of Muscatine
City Council
215 Sycamore St.
Muscatine, IA 52761

Re: Harrison Street Lofts – Request for Support and Local Incentives

Council Members,

I would like to take this opportunity to introduce you to our proposed development, Harrison Street Lofts.

This proposal includes the development of a 54 unit +/- work force housing community. It will contain a mix of 1 bedroom (700 SF+/-), 2 bedroom (850 SF+/-), and 4 bedroom (1,200SF +/-) units. All units will have the full spectrum of amenities including; in-unit laundry, dishwashers, central air, energy efficient design, and open floor plans. Other community amenities will include on-site management, a community room, business center, theater, fitness center, and outdoor recreation space. The development will be GREEN in design and is 100% accessible. The development will total more than $9,000,000 in development cost and provide quality affordable housing for working families in Muscatine.

This proposal will be submitted for Rental Housing Tax Credit funding through the Iowa Finance Authority. These tax credits will act as the primary funding source for the project. This is a competitive process and proposals that have local support and incentives receive higher scores and ultimately are awarded financing.

Therefore, we are requesting that Muscatine City Council provide support and economic incentives to assist with our application. In order to achieve full local incentive scoring, we need commitments totaling 7% of total development cost. This would require a 10 year tax incentive at 100%. Enclosed are some preliminary plans that identify the site and design that will be utilized in our application. Additionally, we have provided calculations showing how the requested incentive achieves the scoring goals.

I look forward to presenting our proposal at the November 12nd council meeting. Please feel free to contact me with any questions at 513-259-7657. Thanks in advance for all your time and considerations.

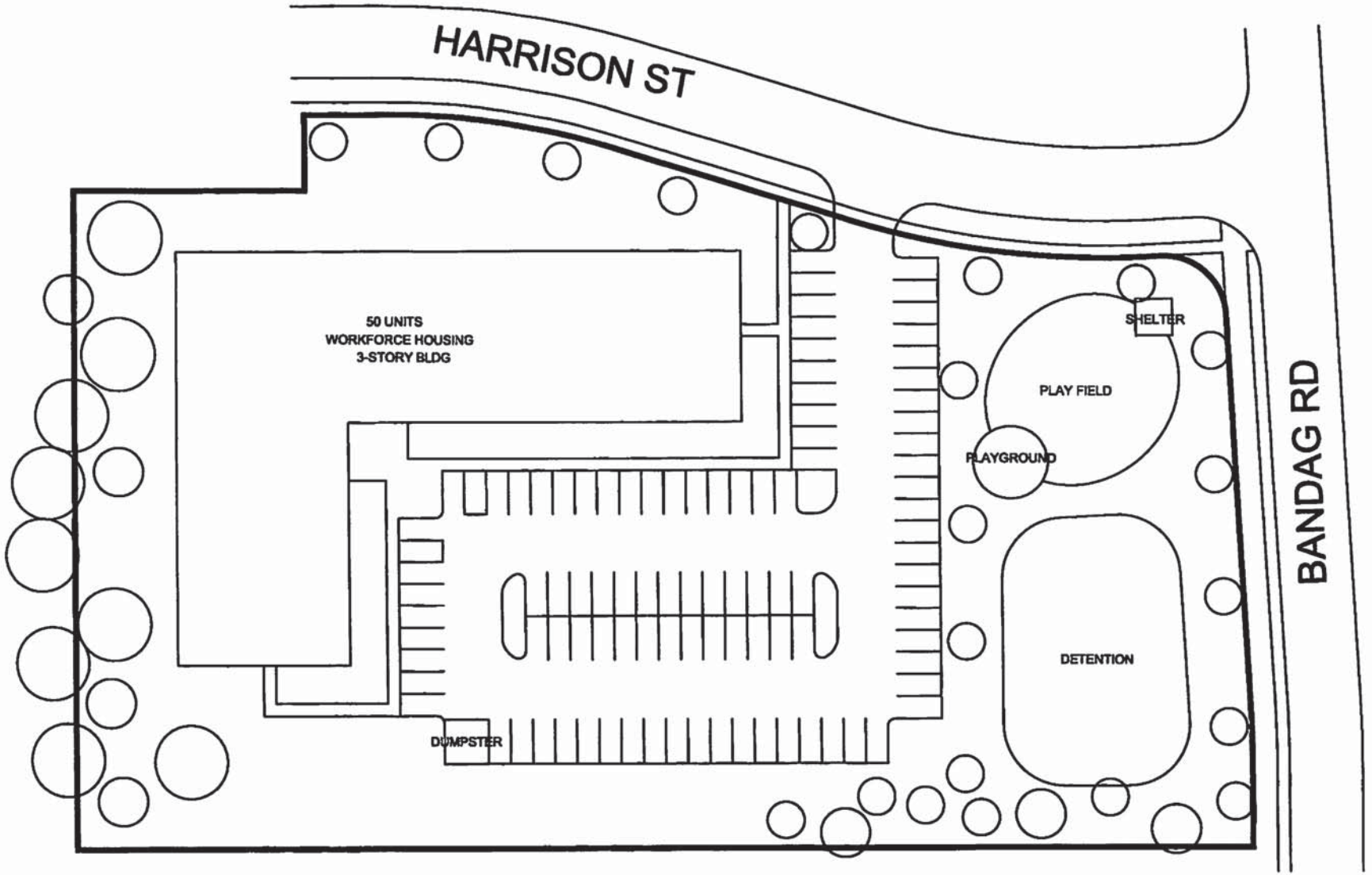
Sincerely,

MV Residential Development

Pete Schwiegeraht

Pete Schwiegeraht
Developer

total real estate solutions
www.mvg.com



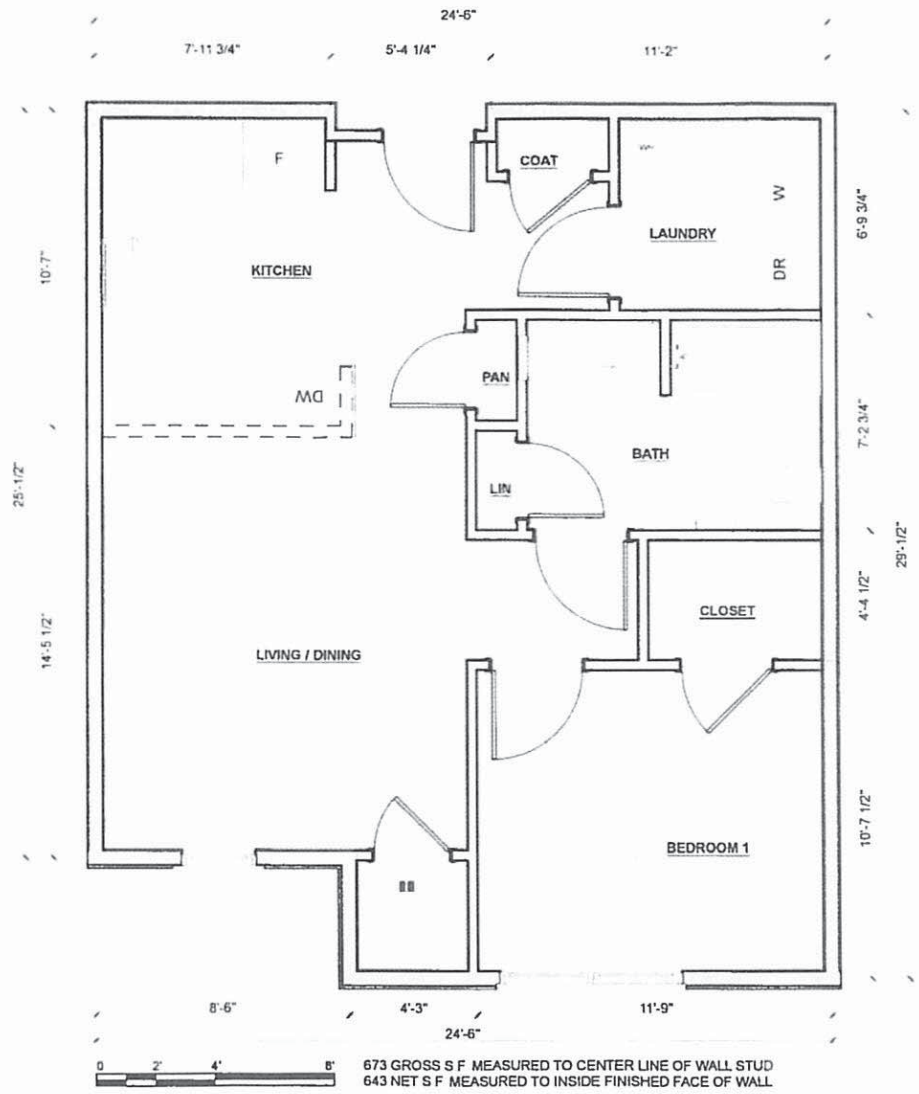
HARRISON STREET LOFTS

MUSCATINE, IOWA

Miller Valentine Group

total real estate solutions

UNITED SENIOR RESIDENCE



673 GROSS S F MEASURED TO CENTER LINE OF WALL STUD
643 NET S F MEASURED TO INSIDE FINISHED FACE OF WALL

1 ENLARGED 1 BED/1 BATH UNIT FLOOR PLAN

SCALE 1/4" = 1'-0"

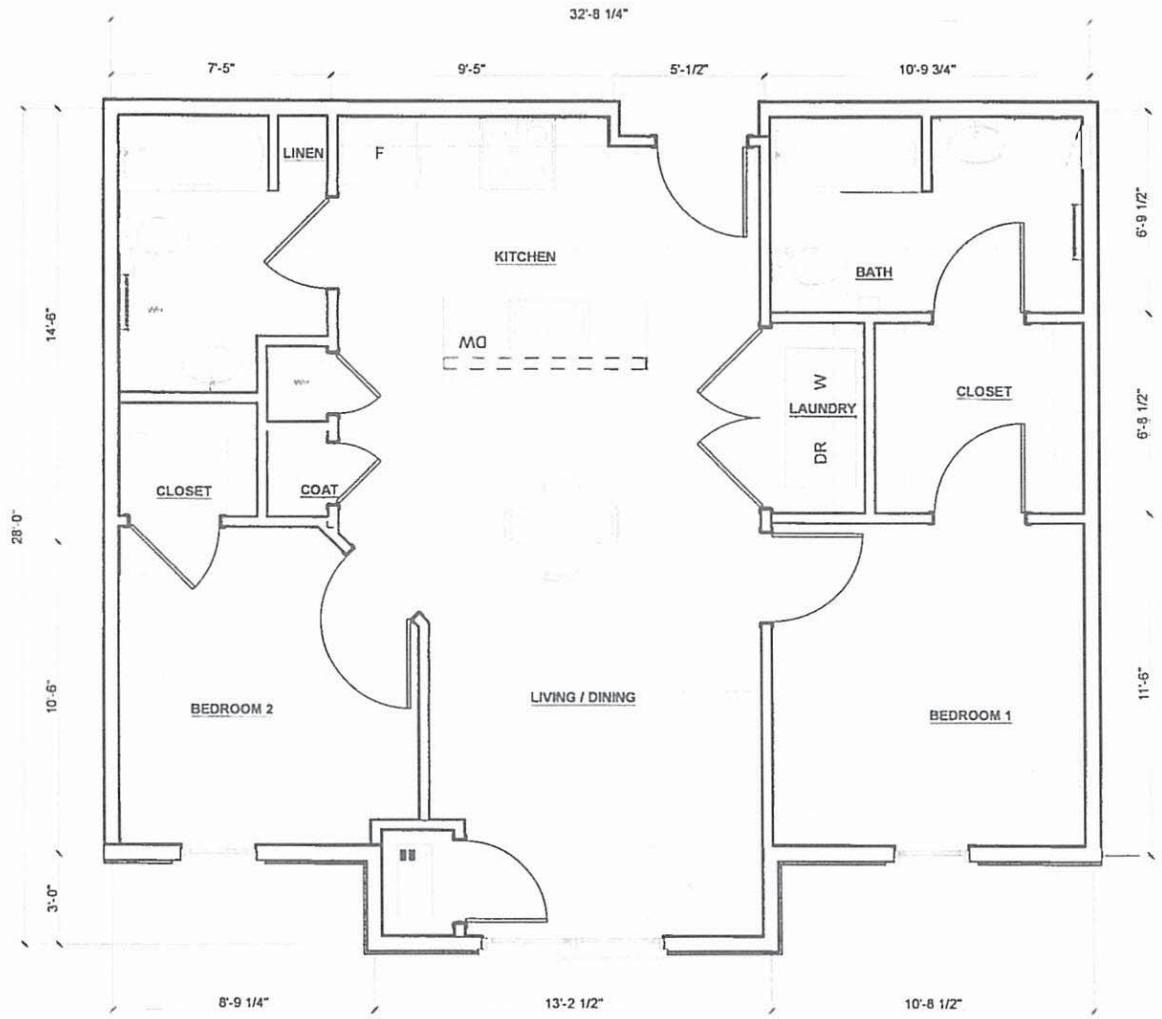
OWNER

MV AFFORDABLE HOUSING, LLC

9349 WATERSTONE BOULEVARD
CINCINNATI, OH 45249
P 513 774 8400
F 513 683 8185
WWW.MVG.COM

LOFTS AT NEWTON
WEST 3RD STREET NORTH
NEWTON, IA 50208

CDBG APPLICATION



0 2' 4' 8'

852 GROSS S F MEASURED TO CENTER LINE OF WALL STUD
818 NET S F MEASURED TO INSIDE FINISHED FACE OF WALL

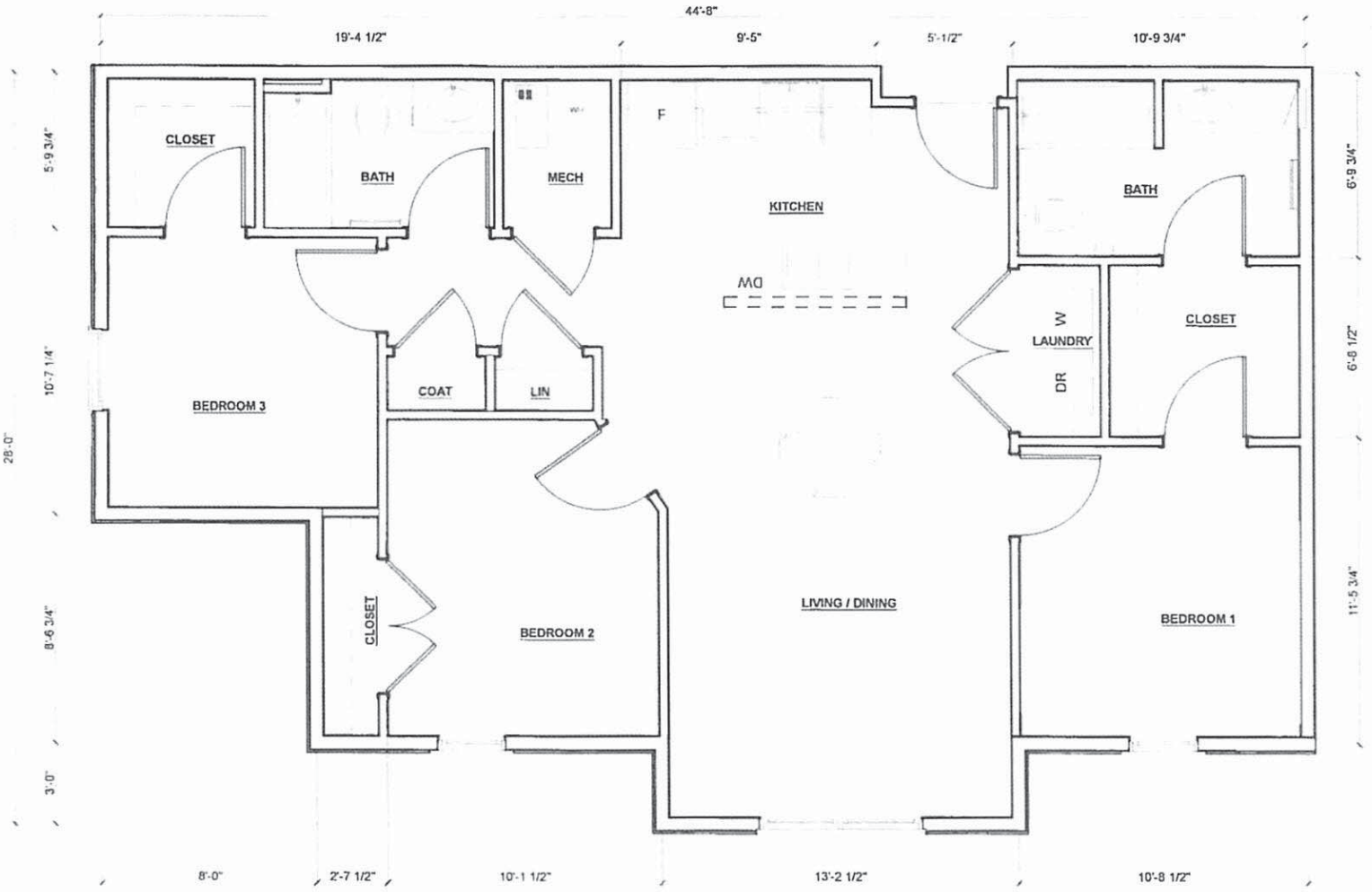
1 ENLARGED 2 BED/2 BATH UNIT FLOOR PLAN

SCALE 1/4" = 1'-0"

MV AFFORDABLE HOUSING, LLC
9343 WATERSTONE BOULEVARD
CINCINNATI, OH 45249
P 513 774 8400
F 513 683 6100
WWW.MVG.COM

LOFTS AT NEWTON
WEST 3RD STREET NORTH
NEWTON, IA 50208

CDBG APPLICATION



1082 GROSS S F MEASURED TO CENTER LINE OF WALL STUD
1042 NET S F MEASURED TO INSIDE FINISHED FACE OF WALL

1 ENLARGED 3 BED/2 BATH UNIT FLOOR PLAN

SCALE 1/4" = 1'-0"

OWNER
MV AFFORDABLE HOUSING, LLC
8342 WATERSTONE BOULEVARD
CINCINNATI, OH 45249
P 513 774 6400
F 513 683 6155
WWW.MVO.COM

LOFTS AT NEWTON
WEST 3RD STREET NORTH
NEWTON, IA 50208
CDBG APPLICATION

MUSCATINE LOFTS
SOURCE AND USE OF FUNDS

Category	Description		Total	% of Total Sources	Rate	Term (Months)	Amortization	Monthly Debt Service	Annual Debt Service
	Limited Partner- Low Income Housing Tax Credit Equity		7,098,944	78 71%					
	Perm		1,350,000	14 97%	5 75%	204	420	7,472	89,667
	Deferred Developer Fee	16.76%	169,903	1 88%	0 00%	144	144	1,180	
	Workforce Housing Credit		175,000	1 94%	0 00%	360	360	488	
	NeighborWorks America		100,000	1 11%	0 00%	360	360	278	
	Owner Contribution		125,000	1.39%	0 00%	360	360	347	
	Total Sources		9,018,849	100.00%					

Category	Description		Total	Per Unit	Acquisition Basis	Low Income Eligible Const/Rehab Basis	Historic Qualified Rehab Expenditures	Site Improvements	Personal Property	Funded Expense	Non-Eligible Basis	Other
	Acquisition Costs											
Other	Land		300 000	6,000	-	-	-	-	-	-	-	300 000
	Construction Costs											
LI Only	Residential Structures (includes permits)		4,475,000	89,500	-	4 475,000	-	-	-	-	-	-
LI Only	Non - Residential Structures		-		-	-	-	-	-	-	-	-
Site Improvement	On-Site Improvements		925 000	18,500	-	925,000	-	925,000	-	-	-	-
Personal Property	Personal Property (Common Area Furnishings)	6,709 600	-		-	-	-	-	-	-	-	-
LI Only	Construction Contingency	319,500	319,500	6,390	-	319,500	-	-	-	-	-	-
LI Only	General Requirements	268,300	268,300	5,366	-	268,300	-	-	-	-	-	-
LI Only	Builder Profit	268,300	268,300	5,366	-	268,300	-	-	-	-	-	-
LI Only	Builder Overhead	134,100	134,100	2,682	-	134,100	-	-	-	-	-	-
LI Only	Bonds	59 000	59 000	1 180	-	59,000	-	-	-	-	-	-
LI Only	Water / Sewer / Impact Fees		25 000	500	-	25,000	-	-	-	-	-	-
LI Only	Builder's Risk Insurance		20,000	400	-	20,000	-	-	-	-	-	-
		6 007 800										
	Transaction Costs											
LI Only	Architectural Fees		200,000	4,000	-	200,000	-	-	-	-	-	-
LI Only	Engineering Fees		60,400	1,208	-	60,400	-	-	-	-	-	-
LI Only	Third Party Studies (Enviro / Historic) / Survey		54,373	1 087	-	54,373	-	-	-	-	-	-
LI Only	Taxes During Construction		10,000	200	-	10,000	-	-	-	-	-	-
LI Only	Soft Cost Contingency		35,000	700	-	35,000	-	-	-	-	-	-
LI Only	Cost Certification / Audit		20,000	400	-	20,000	-	-	-	-	-	-
LI Only	Legal - Basis		30,000	600	-	30,000	-	-	-	-	-	-
Funded	Legal - Non-Basis		30,000	600	-	-	-	-	-	30,000	-	-
Funded	Tax Credit Fees - Reservation	72,445	72,445	1 449	-	-	-	-	-	72,445	-	-
Funded	Tax Credit Fees - 8609 Application	7,245	7,245	145	-	-	-	-	-	7,245	-	-
Funded	Tax Credit Fees - Application		2,200	44	-	-	-	-	-	2,200	-	-
Funded	Tax Credit Fees - Construction Monitoring		2,000	40	-	-	-	-	-	2,000	-	-
Funded	Tax Credit Fees - Compliance		1,250	25	-	-	-	-	-	1,250	-	-
LI Only	Tax Credit Fees - Market Study		4,500	90	-	4,500	-	-	-	-	-	-
LI Only	Market Study		5,000	100	-	5,000	-	-	-	-	-	-
LI Only	Appraisal		10 000	200	-	10,000	-	-	-	-	-	-
Other	IEDA Compliance		1,244	25	-	-	-	-	-	-	-	1,244
LI Only	Predevelopment Loan Interest	24,641	24,641	493	-	24,641	-	-	-	-	-	-
	Financing Costs											
Other	Perm loan orig fee	13 500	13,500	270	-	-	-	-	-	-	-	13 500
Other	Perm loan orig fee - IFA	0	0	0	-	-	-	-	-	-	-	0
LI Only	Construction loan orig fee	70,950	70 950	1 419	-	70,950	-	-	-	-	-	-
LI Only	Construction loan orig fee - IFA	0	0	0	-	0	-	-	-	-	-	-
Other	Title & Recording - Construction & Perm		30 000	600	-	-	-	-	-	-	-	30,000
LI Only	Construction Monitoring		20 000	400	-	20,000	-	-	-	-	-	-
Other	Operating Reserve	121,745	121,745	2 435	-	-	-	-	-	-	-	121,745
Funded	Construction Interest		234 356	4 687	-	164,049	-	-	-	70 307	-	-
	Other Costs											
LI Only	New Construction/Rehab - Developer Fee	1,013,800	1,013 800	20 276	-	1 013,800	-	-	-	-	-	-
Other	Rent Up		40 000	800	-	-	-	-	-	-	-	40,000
Other	Marketing		25,000	500	-	-	-	-	-	-	-	25,000
Other	Syndication Fee		35 000	700	-	-	-	-	-	-	-	35 000
LI Only	Clubhouse Furnishings		50 000	1 000	-	50,000	-	-	-	-	-	-
	Total Uses		9,018,849	180,377	-	8,266,913	-	925,000	-	185,447	-	566,489

MUSCATINE LOFTS
PROJECTED CASH FLOW - NOI

Year	Gross Affordable Rental Income	Gross Market Rental Income	Gross Commercial Income	Net Other Income	Vacancy	Effective Gross Rental Income	Operating Expenses	Property Management Fee	Real Estate Taxes	Non-Trended Expenses	Total Expenses	Net Operating Income	Replacement Reserves	Total Construction Debt Service	Total Permanent Debt Service	IFA HOME D/S	Cash Flow	DSC
2018	191,651	29,240	-	3,218	(14,878)	209,231	(132,292)	(14,646)	(19,704)	-	(166,642)	42,589	(11,533)	(54,188)	(0)	-	(23,132)	0.57
2019	338,208	43,860	-	5,580	(25,868)	361,780	(158,750)	(25,325)	(60,986)	60,986	(184,075)	177,706	(20,600)	(0)	(89,667)		67,439	1.75
2020	344,976	44,736	-	5,692	(26,385)	369,018	(163,513)	(25,831)	(61,511)	61,511	(189,344)	179,675	(21,218)		(89,667)		68,790	1.77
2021	351,876	45,636	-	5,805	(26,913)	376,404	(168,418)	(26,348)	(62,026)	62,026	(194,766)	181,638	(21,855)		(89,667)		70,116	1.78
2022	358,914	46,549	-	5,922	(27,451)	383,932	(173,470)	(26,875)	(62,528)	62,528	(200,346)	183,587	(22,510)		(89,667)		71,409	1.80
2023	366,092	47,480	-	6,040	(28,000)	391,611	(178,675)	(27,413)	(63,018)	63,018	(205,087)	185,524	(23,185)		(89,667)		72,671	1.81
2024	373,414	48,429	-	6,161	(28,560)	399,443	(184,035)	(27,961)	(63,494)	63,494	(211,996)	187,447	(23,881)		(89,667)		73,899	1.82
2025	380,882	49,398	-	6,284	(29,132)	407,432	(189,556)	(28,520)	(63,957)	63,957	(218,076)	189,356	(24,597)		(89,667)		75,091	1.84
2026	388,500	50,386	-	6,410	(29,714)	415,581	(195,242)	(29,091)	(64,405)	64,405	(224,333)	191,248	(25,335)		(89,667)		76,245	1.85
2027	396,270	51,394	-	6,538	(30,309)	423,892	(201,100)	(29,672)	(64,837)	64,837	(230,772)	193,120	(26,095)		(89,667)		77,358	1.86
2028	404,195	52,421	-	6,669	(30,915)	432,370	(207,133)	(30,266)	(65,252)	65,252	(237,399)	194,972	(26,878)		(89,667)		78,426	1.87
2029	412,279	53,470	-	6,802	(31,533)	441,018	(213,347)	(30,871)	(65,648)		(309,866)	131,151	(27,685)		(89,667)	-	13,800	1.15
2030	420,524	54,539	-	6,938	(32,164)	449,838	(219,747)	(31,489)	(66,026)		(317,261)	132,577	(28,515)		(89,667)	-	14,394	1.16
2031	428,935	55,630	-	7,077	(32,807)	458,835	(226,340)	(32,118)	(66,382)		(324,840)	133,994	(29,371)		(89,667)	-	14,957	1.17
2032	437,514	56,743	-	7,218	(33,463)	468,011	(233,130)	(32,761)	(66,717)		(332,608)	135,403	(30,252)		(89,667)	-	15,485	1.17
2033	446,264	57,877	-	7,363	(34,132)	477,372	(240,124)	(33,416)	(67,029)		(340,569)	136,803	(31,159)		(89,667)	-	15,976	1.18
Total	6,040,491	787,788	-	99,715	(462,224)	6,465,770	(3,084,869)	(452,604)	(983,522)	632,014	(3,888,981)	2,576,790	(394,671)	(54,188)	(1,345,007)	-	782,924	

Year	Cash Flow	Asset Management Fee	Withdrawal from Operating Reserves	Cash Flow	Total Soft Debt Service	Cash Flow	Cash Flow	Deferred Developer Fee	Cash Flow	Incentive Mgmt Fee	Fee I	Fee II	Fee IV	Cash Flow	Limited Partner Cash Flow	Cash Flow	General Partner Cash Flow	State Investor Cash Flow
2017	(0)	-	-	(0)	-	(0)	(0)	-	(0)	-	-	-	-	(0)	(0)	(0)	(0)	-
2018	(23,132)	-	-	(23,132)	-	(23,132)	(23,132)	23,132	-	-	-	-	-	-	-	-	-	-
2019	67,439	(5,305)	-	62,134	-	62,134	62,134	(62,134)	-	-	-	-	-	-	-	-	-	-
2020	68,790	(5,464)	-	63,326	-	63,326	63,326	(63,326)	-	-	-	-	-	-	-	-	-	-
2021	70,116	(5,628)	-	64,489	-	64,489	64,489	(64,489)	-	-	-	-	-	-	-	-	-	-
2022	71,409	(5,796)	-	65,613	-	65,613	65,613	(3,086)	62,527	-	-	-	-	62,527	6,253	56,274	56,274	-
2023	72,671	(5,970)	-	66,701	-	66,701	66,701	-	66,701	-	-	-	-	66,701	6,670	60,031	60,031	-
2024	73,899	(6,149)	-	67,750	-	67,750	67,750	-	67,750	-	-	-	-	67,750	6,775	60,975	60,975	-
2025	75,091	(6,334)	-	68,758	-	68,758	68,758	-	68,758	-	-	-	-	68,758	6,876	61,882	61,882	-
2026	76,245	(6,524)	-	69,721	-	69,721	69,721	-	69,721	-	-	-	-	69,721	6,972	62,749	62,749	-
2027	77,358	(6,720)	-	70,638	-	70,638	70,638	-	70,638	-	-	-	-	70,638	7,064	63,574	63,574	-
2028	78,426	(6,921)	-	71,505	-	71,505	71,505	-	71,505	-	-	-	-	71,505	7,150	64,354	64,354	-
2029	13,800	(7,129)	-	6,671	-	6,671	6,671	-	6,671	-	-	-	-	6,671	667	6,004	6,004	-
2030	14,394	(7,343)	-	7,052	-	7,052	7,052	-	7,052	-	-	-	-	7,052	705	6,346	6,346	-
2031	14,957	(7,563)	-	7,394	-	7,394	7,394	-	7,394	-	-	-	-	7,394	739	6,654	6,654	-
2032	15,485	(7,790)	-	7,695	-	7,695	7,695	-	7,695	-	-	-	-	7,695	769	6,925	6,925	-
2033	15,976	(8,024)	-	7,953	-	7,953	7,953	-	7,953	-	-	-	-	7,953	795	7,157	7,157	-
Total	782,924	(98,658)	-	684,266	-	684,266	684,266	(169,903)	514,363	-	-	-	-	514,363	51,436	462,926	462,926	-

The estimates of income and expenses set forth in this document are based on experience operating similar properties and are provided by the owner. Past performance is not a guarantee of future performance. The owner acknowledges it has made its decision on this project based on its own independent evaluation of the project.

CITY OF MUSCATINE
IN-DEPTH CITY COUNCIL MINUTES
Council Chambers – 7:00 p.m. – November 12, 2015

Mayor Hopkins called the City Council meeting for Thursday, November 12, 2015, to order at 7:00 p.m. Councilmembers present were Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, and Spread.

The first item on the agenda was a request for tax increment financing for the proposed Harrison Street Lofts.

Pete Schwiegeraht of Miller-Valentine Group located in Cincinnati, Ohio, stated he would be discussing with City Council a couple of items that will be a great benefit to the project and make it more competitive when looking for financing. He gave a brief overview of the Miller-Valentine Group which has been in business for approximately 55 years and in housing development for approximately 26 years. He stated the Miller-Valentine Group has been doing housing in Iowa for about seven years does both senior and workforce projects. He stated his company always delivers its product.

Mr. Schwiegeraht stated the key step for this proposed project is procuring financing which in Iowa is through the Iowa Finance Authority. He stated the applications in Iowa are very competitive.

Mr. Schwiegeraht stated the proposed location for the Harrison Street Lofts is at Harrison Street and Bandag Road. He stated this location is ideal because it is located near everything, particularly Muscatine Community College. He stated the proposed development will include approximately 50 to 57 one, two, three, and four bedroom units. He listed the amenities to be included as part of the development and then described the layout of the units.

Mr. Schwiegeraht stated the Miller-Valentine Group is applying for financing and that there are two scoring categories where the city can help. He stated the first is local incentives. He stated local incentives are needed that total 7% of the total project cost or roughly $650,000. Speaking in reference to the availability of the TIF program, he stated his company is requesting a 10 year 100% TIF. He stated this was a difficult request to make but the scenario is very unique. He stated it would allow Miller-Valentine to leverage $8 million to fund the project. He stated the proposed development would be valuable to the City of Muscatine which currently has limited housing options. He stated rent would be affordable and further stated that a large portion of the residents in Muscatine already meet the wage requirements.

Mr. Schwiegeraht stated the second category for the city's assistance would be through the Housing Commission who has access to housing vouchers. He stated this topic has been discussed with the housing staff and vouchers could be made available. He stated having the vouchers would deliver 35 points to the proposed project and could mean the additional TIF may not be needed.

Councilmember Bynum asked what the rent would be for the proposed development.

Mr. Schwiegeraht stated it is usually about 10% less than market rent. He stated the one bedroom units (700 square feet) would be $550, the two bedroom units would be $625 to $650, the three bedroom units would be $725 to $750 and the four bedroom units would be $800 to $850. He stated these amounts are approximately $100 less per month than most housing in that area.

Councilmember Bynum asked if Miller-Valentine built single family homes.

Mr. Schwiegeraht stated his company has built some single family homes.

Councilmember Shihadeh stated that of the 14,000 units Miller-Valentine currently has, how many are voucher.

Mr. Schwiegeraht said approximately 10-20% of all units. He pointed out his company is asking for project-based vouchers. He stated that tax credits are also out there for low to moderate income residents.

Councilmember Natvig asked about the quality of construction.

Mr. Schwiegeraht said the state requires very high standards. He stated the units will be completely energy efficient, will be well insulated, will be fully green buildings, and will be 100% accessible.

Councilmember Natvig asked for an explanation of terms included in the City Council's packet of information.

Mr. Schwiegeraht reviewed the various terms and explained what they meant.

Councilmember Bynum asked about the timeline for the proposed development.

Mr. Schwiegeraht stated the application must be submitted by December 7, 2015. He stated the state would award financing in late April with construction to follow. He stated completion of the proposed development would be in the fall of 2018.

City Administrator Mandsager stated a couple of things need to happen. He stated the Housing Administrator would have to prepare the project-based voucher RFP and City Council would also need to adopt a resolution of support.

Mr. Schwiegeraht stated a resolution of support is no longer a requirement.

Councilmember Spread asked if the city would get more vouchers or just reallocate what we already have.

City Administrator Mandsager stated the city would be able to make up to 30 total vouchers available.

There was further discussion concerning the voucher program.

Councilmember Shihadeh asked how many people are on the voucher program's waiting list.

Housing Administrator Jodi Royal-Goodwin stated there are approximately 150 applicants on the list but tonight's request is for project-based vouchers.

Councilmember Natvig asked if there is anyone who can address the need for this type of housing.

City Administrator Mandsager stated one of the city's goals is to conduct a housing demand study. He stated that historically there has been a need for affordable housing in Muscatine, especially family housing.

Mr. Schwiegeraht stated Miller-Valentine is doing a market study right now and it should be completed by December 3, 2015. He stated that information will be provided to City Council.

Councilmember Fitzgerald asked if this would be the city's first residential TIF.

City Administrator Mandsager stated MCC's housing is the first and is technically designated as a commercial TIF, as would this project.

Mayor Hopkins asked Mr. Schwiegeraht if he was looking for consensus from City Council to move forward on this proposed development.

Mr. Schwiegeraht answered yes. He stated further action would be included as part of the December 3, 2015 City Council agenda.

It was the consensus from City Council to move the project forward.

The next item on the agenda was a presentation on a proposed housing development using Section 8 project-based vouchers.

Joseph Schwenker of Bear Development provided information concerning his company that is located in Kenosha, Wisconsin. He stated he would not go into a lot of detail since Mr. Schwiegeraht's presentation covered most of the same items involved with his request.

Mr. Schwenker stated the proposed development would be located at the corner of Diana Queen Drive and Steamboat Way. He stated funding requests through the Iowa Finance Authority are very competitive. He stated the proposed location is ideal from both real estate and IFA perspectives.

Mr. Schwenker stated his company is also looking for project-based vouchers as well. He stated there is no site plan available but the development will probably contain 40 to 50 units. He stated his company is also looking for tax increment financing.

City Administrator Mandsager stated the area in question is actually a tax abatement area which is five years at 100%.

There was discussion concerning the tax abatement program and the voucher program.

City Administrator Mandsager stated there are 30 project-based vouchers available. He stated the developer the Harrison Street Lofts is requesting 12 to 13 of the vouchers and Mr. Schwenker 9 to 10 of those vouchers.

Councilmember Shihadeh asked him why Muscatine had been selected.

Mr. Schwenker stated the city has a good employee base, is the right size and does have a need for housing.

Councilmember Rehwaldt asked what his company's history was on ownership of its development projects.

Mr. Schwenker stated his company basically owns all of the properties it has developed. He stated tax credits stipulate you must own a property for at least 15 years.

Councilmember Rehwaldt asked what the company's history of ownership is after 18 years.

Mr. Schwenker stated his company has not reached that mark yet; however, because it is a family owned business, it typically wants to hold on to its development projects.

It was the consensus from City Council to move this project forward.

The next item on the agenda was a tax increment financing request for the proposed Muscatine Pointe development.

Drew Snyder and Jeff Elliott of Woodsonia Real Estate located in Omaha, Nebraska, were present to discuss the proposed development project.

Mr. Snyder stated this proposed development project was started approximately two years ago. He stated that Starbucks would like to build a full café in Muscatine and he then explained the process of selecting retailers for a community.

Mr. Snyder stated his company is excited about building in Muscatine. He stated he and Mr. Elliott have worked extensively with the City Administrator and city staff. He also stated that the HON Corporation supports the development proposal.

Mr. Snyder stated that while looking at various sites in the community, he and Mr. Elliott had wondered why this proposed site was not developed and found out there had been several changes of ownership for the property. He stated the plan is to purchase the entire site, raise the site and then construct a two building project.

Mr. Snyder stated the estimated project cost is $3.5 to $4 million. He stated the tenants in the first part of the project will be Starbucks, Great Clips and Aspen Dental. He stated the current value of the property is $300,000 and once development is complete, it could be worth approximately $2.2 million. He stated part of the proposed TIF would probably be used for the development of the project. He stated that because of the lower rent amounts, the city has been asked to consider TIF funds to offset the project. He stated the TIF amount being requested is $340,000.

Mr. Snyder stated a letter of support was received from Gary Carlson of the HON Corporation. He also stated that he and Mr. Elliott feel this project could be a great amenity for the community.

Councilmember Rehwaldt asked numerous times what this project could bring to the City of Muscatine that it doesn't already have.

Mr. Snyder stated that the city does not have a free standing Starbucks Café which is one of the biggest draws today in the retail environment. He stated Starbucks would generate more traffic which would be important for the community. Speaking in reference to a new restaurant, he stated the plan is to bring in a restaurant different than what is already here but it has not been identified yet.

Mr. Snyder stated there are three acres that wrap around the credit union that could be developed as part of Phase I of the project.

Councilmember Rehwaldt stated it was his understanding that without TIF funds, the project would not be financially viable.

Mr. Snyder stated he was correct.

Councilmember Shihadeh stated he feels the proposed project would be better located next to the new theater which would be a compliment to that area of town.

Mr. Snyder stated he values Councilmember Shihadeh's comment; however, after evaluating all the sites available in the community, the proposed tenants ultimately chose this site because of the traffic patterns.

Councilmember Natvig stated a comment was made earlier in the presentation that Starbucks is a pull for other businesses and asked why.

Mr. Snyder stated that Starbucks is one of the most fascinating retailers out there today. He talked about the influence Starbucks has had on York, Nebraska, a town of 4,000 people. He stated that store has been very successful and has drawn additional development to the community. He then touched on Mason City, Iowa, and the effect Starbucks has had on that community.

Mr. Snyder stated Starbucks is an excellent retailer and many times national restaurant chains will asked immediately if there is a Starbucks located in the community they are considering.

Councilmember Fitzgerald asked what the percentage of the TIF would be over a 10 year period.

City Administrator Mandsager stated the average is 50% but over a shorter period. Speaking in reference to the proposed restaurant, he stated an agreement was reached for a mechanism to ensure the restaurant will be completed. He stated money from the TIF will be escrowed until the second building is built.

Councilmember Rehwaldt asked if Woodsonia has any other involvement in a community other than a project development and Mr. Snyder answered no.

There was discussion concerning wages for the proposed retailers.

Councilmember Spread asked for information about Aspen Dental.

Mr. Snyder the company is a critical component of this proposed project.

Councilmember Fitzgerald asked what type of dentistry they specialize in.

Mr. Snyder stated they are a major company located on the east coast that specializes in family dentistry. He stated they would recruit locally for employees to run the facility.

Councilmember Fitzgerald asked Mr. Snyder if he meant dentists or managers of the facility, and Mr. Snyder answered both.

Mayor Hopkins asked about the construction of a frontage road.

Mr. Snyder stated it would not be feasible to construct a frontage road.

Mayor Hopkins stated it would be very difficult to go west when leaving the property.

At this point in time Steve Fisher a practicing nurse and husband of Holly Krystek, a dentist/owner of Lifetime Dental, voiced his opposition to Aspen Dental and explained why he was opposed to the firm.

Mr. Fisher is to supply copies of his research into Aspen Dental to City Council, including information on the state's Attorney General's actions.

Dentists Holly Krystek, Nate Olson, and Jerry Johnson also voiced their opposition to the proposed project.

Mr. Snyder stated he feels City Council needs to consider this opportunity for investment in the community. He stated his firm was drawn to the City of Muscatine because this is a great site. He added it is in a blighted area of the community. He pointed out that TIF funds are based solely on the income generated from the property.

Mr. Snyder, speaking in reference to the HON Corporation, stated he would venture to guess they bring in more out-of-town visitors then any company in Muscatine. He stated development of this proposed site would create a clean entrance to the community. He stated Woodsonia is not asking the city to front it any money. If the project is successful there will be revenues generated. If not, there won't be any money.

Mr. Snyder stated that in real estate development, tenants can come and go. He stated his company wants to move this development forward and is asking the City Council to consider approving tax increment financing. Speaking in reference to tenant lineups, he stated it is difficult to say who tenants could be down the road.

Councilmember Rehwaldt stated he was opposed to the proposed development request.

Gary Carlson of HNI stated he is aware of the project. He stated the HON Corporation is interested in the development of that area because it currently looks terrible. He stated HON does not care who develops it. He stated the use of TIF funds is City Council's decision. He stated that historically TIF has been used for projects that create jobs and are for the greater common good of a community. He stated that area needs to be developed. He pointed out that his comment in his communication indicated he was in favor of development of that piece of property; however, the use of TIF funds is a decision the City Council must make.

Councilmember Fitzgerald stated he was undecided and could go either way.

Councilmember Natvig stated he might be able to support the proposed development but would like more time to sort things through.

Councilmember Shihadeh agreed the area being proposed does need to be developed; however, he feels it would be much better to concentrate on the theater area. He stated he could not support the proposed development.

Councilmember Bynum stated if someone wants to develop in the City of Muscatine, he is not going to tell them no. He stated he was in favor of the proposed development.

Councilmember Spread stated the proposed project would qualify for the use of tax increment financing; however, he is struggling with the proposed tenants. He stated he could not support the proposed development.

Mayor Hopkins stated it does not look like the proposed development will be moving forward at this time.

The next item on the agenda was an update on the Water Pollution Control Plant's High Strength Waste Receiving Station Project.

WPCP Director Jon Koch stated that wastewater is really a misnomer because nothing is really wasted. He then gave a power point presentation on the proposed project and why it is needed. He touched on grease interceptors and traps and how to avoid blockages and sewer overflows. He stated that food waste comes from schools, grocery stores, homes, restaurants and industries. He reviewed the waste by numbers that shows that residents in the United States have the highest percentage of food waste at 44%.

Speaking in reference to grease and food waste, Mr. Koch stated when it decomposes it creates methane gases. He stated there is a big industry coming along to deal with this material. He then talked about the Muffin Monster which takes food waste in and creates methane gas. He stated it is pretty expensive to make but is 90% cleaner than gas and 80% cleaner than diesel fuel.

He stated materials can also be converted into fertilizer. He stated that Struvite, which is basically ammonium magnesium phosphate, could be sold to farmers. He stated that Struvite has been a challenge because it hinders pumping from the digesters which is why the Struvite Study will be done first.

Councilmember Rehwaldt asked how the city can make money.

Mr. Koch stated there is money to be made and that is why this project is being proposed.

Councilmember Natvig asked about the targeted monetary scope of the project.

Mr. Koch stated it could be around $2 million or it could be more because of the Struvite. He stated it is better to take care of it now.

Councilmember Natvig asked what services he envisioned.

Mr. Koch stated if you built it, they will show up. He stated he is already getting calls from folks who are pretty far away. He stated there is a lot of potential for the plant.

Mr. Koch then reviewed the three phases of the project with City Council.

There was discussion concerning funding for the project.

The next item on the agenda was a presentation by the Police Department on major or violent crime statistics.

Police Chief Brett Talkington thanked Assistant Chief Phil Sargent who put the power point presentation together.

Chief Talkington stated there are four major crimes covered in tonight's presentation and they are criminal homicide, forcible rape, aggravated assault, and robbery. He stated that crimes saw a reduction between 2011 and 2014. He explained what crimes constitute a robbery. He stated that the murder and robbery statistics were up and explained why. He did say that violent crimes are down from years past.

Chief Talkington stated that Muscatine has seen an overall 15% decline in violent crime since 2010. He reviewed the chart showing Muscatine's statistics compared to other comparable cities in Iowa.

Chief Talkington then talked about the Police Department's community policing efforts. He stated the Bike Patrol Unit continues to be a valuable asset for the department. He stated the unit is utilized for many special events. He stated the Coffee with a Cop program has been a very good program for the department. He stated it is currently held at McDonald's but he would like to see it held at different locations. He stated officers were assigned to "Park and Walk" activities in 2014 and it has been a very successful program. He stated that Operation Night Watch was developed in response to public perception that the downtown area was unsafe after dark. He stated the relationship with bar owners has been positive since the start of the program. He stated it still continues today. He stated the Street Crimes Unit was formed in 1992 to help battle problems caused by street gangs. He stated there has been once officer in the unit for the last eight months and that they work closely with the Drug Task Force.,

Chief Talkington then reviewed the street crime statistics. He stated the numbers are declining but the department does not always get the credit for arrests when working with the Drug Task Force.

Chief Talkington stated the department has one School Resource Officer but another one is scheduled to start next week in the middle schools.

Chief Talkington ended his presentation with a video on the "Walking School Bus" and other community policing efforts.

Councilmember Rehwaldt stated he was appalled by the number of rapes and those that are not reported.

Chief Talkington stated that the department is seeing more rapes being reported.

Councilmember Rehwaldt asked how many of the suspects are apprehended and prosecuted.

Chief Talkington stated he would get that information.

Councilmember Rehwaldt stated he feels this is a good starting point. He feels these presentations should be done twice a year and that the categories should be expanded.

Chief Talkington stated he can make more information available.

There was discussion concerning the types of drugs in the community.

Councilmember Natvig asked if there was another Police Academy on the horizon.

Chief Talkington stated there has not been enough interest to hold an Academy but efforts are being made to restart it.

City Administrator Mandsager stated this would be a good topic for Leadership Muscatine.

Mayor Hopkins asked what percentage of the department are from Muscatine.

Chief Talkington stated the number is probably 80%. He stated the department tries to recruit locally. He stated the problem is officers are leaving to go to other communities.

Councilmember Fitzgerald asked what percentage of the officers live outside the corporate limits.

Chief Talkington stated that number is approximately 40 to 50%. He stated the residency requirement is 30 air miles which he strongly supports.

The last item was to be a presentation on building permit fees. Community Development Director David Gobin asked if City Council would prefer to have this presentation at the December In-Depth meeting.

City Council unanimously agreed with Mr. Gobin's suggestion.

Under comments, Councilmember Natvig stated the city recently received word of its recent budget award by the GFOA. He stated that Finance Director Nancy Lueck deserves recognition for her hard work and efforts.

#23199. Councilmember Shihadeh moved the meeting be adjourned at 9:17 p.m. Seconded by Councilmember Fitzgerald. All ayes; motion carried.

Gregg, Mandsager, City Administrator

CITY OF MUSCATINE
REGULAR CITY COUNCIL MINUTES
Council Chambers – 7:00 p.m. – December 3, 2015

Mayor Hopkins called the City Council meeting for Thursday, December 3, 2015, to order at 7:00 p.m. Councilmembers present were Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread.

The meeting began with the Pledge of Allegiance.

#23216. Councilmember Fitzgerald, seconded by Councilmember Bynum, moved the Consent Agenda be approved as follows:

- Approval of Regular City Council Minutes for November 19, 2015 and Special City Council Minutes for November 19, 2015
- Appointment of Angie Haller to the Recreation Advisory Commission
- Filing of Communications 12A-G
- Approval of Bills for Approval totaling $2,988,134.38

Vote – All ayes; motion carried.

PUBLIC HEARING

Mayor Hopkins stated this public hearing concerns the proposed declaration of real estate (former Colorado Street right-of-ways) as surplus property and offering said real estate for sale.

There were no oral or written petitions for or against the proposed action.

#23217. Councilmember Natvig moved the public hearing be closed. Seconded by Councilmember Bynum. All ayes; motion carried.

#23218. Councilmember Fitzgerald moved the resolution be adopted declaring Parcel JJ (former Colorado Street right-of-way) as surplus and authorizing said real estate for sale. Seconded by Councilmember Shihadeh. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23219. Councilmember Spread moved the resolution be adopted approving the executed deed between the City of Muscatine and Steven Phillips for Parcel JJ of the Colorado Street right-of-way. Seconded by Councilmember Fitzgerald. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23220. Councilmember Natvig moved the resolution be adopted declaring Parcel KK (former Colorado Street right-of-way) as surplus and authorizing said real estate for sale. Seconded by Councilmember Bynum. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23221. Councilmember Shihadeh moved the resolution be adopted approving the executed deed between the City of Muscatine and Muscatine Plaza Properties LLC for Parcel KK of the Colorado Street right-of-way. Seconded by Councilmember Fitzgerald. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23222. Councilmember Bynum moved the resolution be adopted declaring Parcel LL (former Colorado Street right-of-way) as surplus and authorizing said real estate for sale. Seconded by Councilmember Natvig. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23223. Councilmember Spread moved the resolution be adopted approving the executed deed between the City of Muscatine and GTM Properties LLC for Parcel LL of the Colorado Street right-of-way. Seconded by Councilmember Fitzgerald. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23224. Councilmember Fitzgerald moved the resolution be adopted supporting the submission of an application of Miller-Valentine to the Iowa Finance Authority for tax credit funding for the proposed Harrison Street Lofts Project and committing tax increment financing equal to 7% ($707,000). Seconded by Councilmember Spread.

Peter Schwiegeraht of the Miller-Valentine Group located in Cincinnati, Ohio, stated that at the November In-Depth meeting he had presented the concept for the proposed project to City Council. He stated the approval of the Project-Based Vouchers will be a big help in the application process; however, it has been learned that if the vouchers are used, 30 points are lost in other categories of the application. He stated he feels the local commitment is very much needed for the project. He stated Miller-Valentine anticipates a successful application needing to score between 232-238 points. He stated this would be a very good score; however, many other cities are scoring in the same area. He stated that a 6% commitment would keep the application competitive but that 7% would be much better.

Councilmember Spread asked what a 6% commitment would equal.

Mr. Schwiegeraht answered $575,000. He stated that to achieve the 7% bar, the city would need to commit $707,000 in local incentive which would equate to an 80% rebate for 10 years or a 55% rebate for 15 years.

Housing Administrator Jodi Royal-Goodwin stated that because the voucher program is linked to 25% of the overall project, Miller-Valentine is actually reducing its number of units so the project will be smaller.

Councilmember Shihadeh asked if this would devaluate the rest of the units, and Mr. Schwiegeraht stated it would actually improve the value.

Councilmember Rehwaldt asked if the marketplace would devaluate, and Mr. Schwiegeraht answered no.

Councilmember Rehwaldt then asked if there asked if there would be a psychological socio-economic impact.

Mr. Schwiegeraht answered no and then explained why.

City Administrator Gregg Mandsager stated he feels it is more of a perception issue. He stated that the Section 8 Voucher Program actually allows the city to have more control because we have the vouchers. He stated the city has the ability to pull the vouchers if tenants are not in compliance. He stated the city does not have that ability under low rent units not part of the voucher program.

Councilmember Shihadeh asked about the projected start date for construction of the project.

Mr. Schwiegeraht stated the date is October 11, 2016.

Councilmember Natvig stated he read the report done by Bowen National Research and there is no doubt there is a need for affordable housing in Muscatine, and Mr. Schwiegeraht agreed.

There was discussion concerning the Bowen report.

Mr. Schwiegeraht stated this report is prepared by a third party that is literally licensed to perform this type of study.

Councilmember Fitzgerald stated one of the goals of the City of Muscatine is to get people to live and work in our community. He said it is something that needs to be done.

Mr. Schwiegeraht stated there is a strong need in Muscatine for housing development.

Councilmember Natvig asked if the original motion could be amended to $675,000.

Councilmembers Fitzgerald and Bynum agreed to a friendly amendment to change the original $707,000 to $675,000.

Vote on original motion as amended – All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23225. Councilmember Fitzgerald moved to approve the request to approve the allocation of Project-Based Vouchers for two applications received in November. Seconded by Councilmember Rehwaldt.

Housing Administrator Jodi Royal-Goodwin stated the Department of Housing and Urban Development allows housing authorities administering a tenant-based voucher program to use up to 20% of the agency's program budget authority (approximately 75 units) to assist specific projects if consistent with the agency's Annual and Administrative Plans. She stated the Muscatine Municipal Housing Agency (MMHA), at the direction of City Council, issued a Request for Proposals for Project-Based Vouchers. She stated both developers are at tonight's meeting. She stated that Miller-Valentine's proposal is for a 52 unit project and that Chris Ales is proposing the development of 48 units for the elderly. She stated the MMHA is proposing the award of 13 Project-Based Vouchers to Miller-Valentine and 12 to Chris Ales.

Councilmember Fitzgerald asked where the proposed site for the elderly units is located.

Ms. Royal-Goodwin stated the proposed location is at the end of Fulliam Avenue on the west side of Houser Street.

Chris Ales stated he was representing DN Development LLC. He stated the proposed site would be located behind Crossroads off of Fulliam Avenue. He stated the RFPs motivated DN Developers to put an application together for 48 senior apartments. He stated the proposed project will be following the same rules as Miller-Valentine. He stated construction would begin in 2016 and would take approximately one year to complete. He stated the proposed project would consist of 24 duplexes with attached garages and would be managed by a third party company out of Des Moines, Iowa, called National Management.

Mr. Ales then addressed the scoring of the project through the Iowa Finance Authority. He stated the application will be put together without any request for tax increment financing. He stated the IFA sets aside separate funds for senior housing.

Mr. Ales stated the City of Muscatine currently has two Section 42 housing complexes and they are the Welch Apartments and Cottage Grove. He stated the IFA will provide the study.

Councilmember Natvig asked if the funds come from a different funding pool, and Mr. Ales answered yes.

Vote – All ayes; motion carried.

#23226. Councilmember Fitzgerald moved the resolution be adopted supporting the Housing Tax Credit Project and allocation of Project-Based Vouchers to project developers. Seconded by Councilmember Spread. All ayes: Councilmembers Rehwaldt, Fitzgerald, Natvig, Shihadeh, Bynum, Phillips, and Spread. Motion carried.

#23227. Councilmember Natvig moved to approve the Comprehensive Annual Financial Report and Audit for the year ended June 30, 2015. Seconded by Councilmember Spread. All ayes; motion carried.

#23228. Councilmember Phillips moved to approve the curbside recycling contract with Republic Services (formerly Allied Waste) for an additional five years. Seconded by Councilmember Bynum.

Councilmember Rehwaldt asked about the negotiated rate.

City Administrator Mandsager stated there will be no increase for the first year of the five-year contract and then increases will average about 2.4% over the remaining four years of the contract.

Vote – All ayes; motion carried.

#23229. Councilmember Spread moved to approve the preliminary assessment of Master Plan Development for the Muscatine County Landfill. Seconded by Councilmember Bynum.

Councilmember Rehwaldt asked what financial assurance payment meant.

City Administrator Mandsager stated that as City Council may recall, there are two funds associated with the landfill and they are the closure and post closure reserve funds. He stated that currently the city pays approximately $150,000 into those funds. He stated this report will allow the city to continue to pay that amount; however, the amount could increase if this report is not provided to the Iowa Department of Natural Resources now. He stated the compliance schedule is due January 15, 2016 and the financial assurance annual report on April 1st.

Councilmember Shihadeh stated he had questions concerning our compliance with the IDNR and the room needed for construction of the new cells. He asked if this matter could be discussed at a future In-Depth meeting.

City Administrator Mandsager stated he would place the landfill issue on a future In-Depth meeting for further discussion.

#23230. Councilmember Bynum moved to approve the goals for Fiscal Year 2016/2017. Seconded by Councilmember Rehwaldt.

#23231. Councilmember Fitzgerald moved the reference to targeted population be removed from the fifth bullet under the long-term goals. Seconded by Councilmember Rehwaldt. All ayes; motion carried.

Vote on original motion as amended – All ayes; motion carried.

Under comments, Councilmember Rehwaldt stated he is glad the landfill issue will be discussed at an upcoming In-Depth meeting.

City Administrator Mandsager thanked everyone who responded to the fire at the Huttig home. He stated the firefighters did an excellent job of keeping the fire under control and not spreading to adjacent property owners.

Mayor Hopkins stated that Joni Axel sent him a note thanking City Council and staff for helping make the second healthy living activity a great success.

#23232. Councilmember Shihadeh moved the meeting be adjourned at 7:45 p.m. Seconded by Councilmember Fitzgerald. All ayes; motion carried.

_____

DeWayne Hopkins, Mayor

ATTEST:

_____

Gregg Mandsager, City Administrator

DRAFT

Muscatine - Mississippi Drive
Corridor Improvements
Alternative 1 - "Roundabout"
ENGINEER'S OPINION OF APPROXIMATE COST

April 18, 2016

CAPITAL COSTS FOR CONCEPTUAL ROADWAY IMPROVEMENTS

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Mississippi Drive Improvements					
EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	6,750	$20.00	$135,000	- Assumes 5' of fill at center of roundabout and grades
PAVEMENT REMOVAL	SY	5,232	$7.00	$36,624	are tied back in at limits shown on exhibit
PCC PAVEMENT	SY	4,193	$75.00	$314,475	
SIDEWALK, PCC	SY	1,242	$50.00	$62,100	
MEDIAN, PCC	SY	1,502	$100.00	$150,200	
SUBTOTAL				**$698,399**	
Contingencies					
TRAFFIC CONTROL (10%)	LS	1	$69,839.90	$69,840	
MISCELLANEOUS CONTINGENCIES (30%)	LS	1	$209,519.70	$209,520	
CONTINGENCY SUBTOTAL				**$279,360**	
ROW/EASEMENTS	AC	0.54	$30,000.00	$16,200	
PROJECT SUBTOTAL TOTAL				**$993,959**	
PROJECT TOTAL (ROUNDED)				**$1,000,000**	

DRAFT

Muscatine - Mississippi Drive
Corridor Improvements
Alternative 3
ENGINEER'S OPINION OF APPROXIMATE COST

April 18, 2016

CAPITAL COSTS FOR CONCEPTUAL ROADWAY IMPROVEMENTS

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Mississippi Drive Improvements					
EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	3,150	$20.00	$63,000	
PAVEMENT REMOVAL	SY	5,442	$7.00	$38,094	
PCC PAVEMENT	SY	5,495	$75.00	$412,125	
SIDEWALK, PCC	SY	1,832	$50.00	$91,600	
MEDIAN, PCC	SY	1,421	$100.00	$142,100	
SUBTOTAL				**$746,919**	
Contingencies					
TRAFFIC CONTROL (10%)	LS	1	$74,691.90	$74,692	
MISCELLANEOUS CONTINGENCIES (30%)	LS	1	$224,075.70	$224,076	
CONTINGENCY SUBTOTAL				**$298,768**	
ROW/EASEMENTS	AC	0.84	$30,000.00	$25,200	
PROJECT SUBTOTAL TOTAL				**$1,070,887**	
PROJECT TOTAL (ROUNDED)				**$1,100,000**	

DRAFT

Muscatine - Mississippi Drive
Corridor Improvements
Alternative 4 - "Traditional Intersection - Realigned"
ENGINEER'S OPINION OF APPROXIMATE COST

April 18, 2016

CAPITAL COSTS FOR CONCEPTUAL ROADWAY IMPROVEMENTS

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Mississippi Drive Improvements					
EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	1,250	$20.00	$25,000	
PAVEMENT REMOVAL	SY	10,286	$7.00	$72,002	
PCC PAVEMENT	SY	7,777	$75.00	$583,275	
SIDEWALK, PCC	SY	2,574	$50.00	$128,700	
MEDIAN, PCC	SY	1,029	$100.00	$102,900	
TRAFFIC SIGNAL	LS	1	$250,000.00	$250,000	
SUBTOTAL				**$1,161,877**	
Contingencies					
TRAFFIC CONTROL (10%)	LS	1	$116,187.70	$116,188	
MISCELLANEOUS CONTINGENCIES (30%)	LS	1	$348,563.10	$348,563	
CONTINGENCY SUBTOTAL				**$464,751**	
ROW/EASEMENTS	AC	1.06	$30,000.00	$31,800	
PROJECT SUBTOTAL TOTAL				**$1,658,428**	
PROJECT TOTAL (ROUNDED)				**$1,700,000**	

DRAFT

Muscatine - Mississippi Drive
Corridor Improvements
Alternative 5 - "Sweep"
ENGINEER'S OPINION OF APPROXIMATE COST

July 25, 2016

CAPITAL COSTS FOR CONCEPTUAL ROADWAY IMPROVEMENTS

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Mississippi Drive Improvements					
EMBANKMENT-IN-PLACE, CONTRACTOR FURNISHED	CY	1,000	$20.00	$20,000	
PAVEMENT REMOVAL	SY	5,221	$7.00	$36,547	
PCC PAVEMENT	SY	3,654	$75.00	$274,050	
SIDEWALK, PCC	SY	1,171	$50.00	$58,550	
MEDIAN, PCC	SY	451	$100.00	$45,100	
TRAFFIC SIGNAL	LS	1	$250,000.00	$250,000	
SUBTOTAL				**$684,247**	
Contingencies					
TRAFFIC CONTROL (10%)	LS	1	$68,424.70	$68,425	
MISCELLANEOUS CONTINGENCIES (30%)	LS	1	$205,274.10	$205,274	
CONTINGENCY SUBTOTAL				**$273,699**	
ROW/EASEMENTS	AC	0.53	$30,000.00	$15,900	
PROJECT SUBTOTAL TOTAL				**$973,846**	
PROJECT TOTAL (ROUNDED)				**$1,000,000**	

DRAFT

Muscatine - Mississippi Drive
Corridor Improvements
COST MATRIX
ENGINEER'S OPINION OF APPROXIMATE COST

April 18, 2016

CAPITAL COSTS FOR PROPOSED IMPROVEMENTS

PROJECT SCENARIO	TOTAL COST	COST DIFFERENCE AS COMPARED TO ALT 1	NOTES
ALTERNATIVE 1	$ 1,000,000	-	Impacts historical buildings outside of the EA document
ALTERNATIVE 2	$ -	-	
ALTERNATIVE 3	$ 1,100,000	10.0%	
ALTERNATIVE 4	$ 1,700,000	70.0%	
ALTERNATIVE 5	$ 1,000,000	0.0%	Includes full traffic signal

*Utilites not taken into account for any alternative
*Cost estimate limits are based on the shaded areas shown in the exhibits
*Unit prices are estimated from the April 1, 2016 Iowa DOT cost estimating database

PUBLIC DOCUMENT
INDEX No.
#93292
CITY CLERK'S OFFICE
MUSCATINE, IOWA

Petition:

The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

	Name	Address	Phone
1	Karen Beach	2221 Fareway	263-7588
2	Jan Beach	2221 Fareway Dr	263-7588
* 3	Ken Mable	1568 100th. W. A.	319-627-4712
4	Jo Mable		
5	Esther Kleaver	319 Myrtle Lane	
6	[illegible]	3962 Telfton Rd	563-299-1380
7	[illegible]	1778 N. 15th Ave	(319) 461-5655
* 8	Sarah Downey	103 Summer Pl Fruitland	563-299-3350
* 9	Anne Graber	1450 Marcott Drive Atalissa	563-272-8073
10	Alex Cass	111 E Jackson St	563-349-2110
11	JOE KELLY	1548 WASHINGTON ST.	263-1777
12	Lori Munoz	1903 Park Ave Muscatine	563-570-5566
13	Lawrene Murray	108 Pond St	563-260-5864
14	Tony Steckman	1604 Fast 2nd St	563-554-0780
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* not residents of muscatine

Petition:

The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

	Name	Address	Phone
1	Martha J. Clanton	1119 E Mississippi	263-
2	Jim Clanton	" " "	1431
3	[illegible]	1548 Washington St.	263-1777
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Petition:

The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

	Name	Address	Phone
1	CHUCK BECKMAN	2135 5th Avenue	563-299-8655
2	DENNY BECKMAN	2201 IMPERIAL OAKS	563-263-5011
3	BOB WEATHERMAN	408 CHESTNUT ST	563 506 3390
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Petition:
The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

	Name	Address	Phone
1	Mike Schmelzer	3210 Bidwell Rd	563-571-4505
2	[illegible]	100 Easton Pk	563-571-0178
3	[illegible] McKillip	~~814 [illegible]~~ 805 E [illegible]	5710866
4	Rod Koenig	870 Newell Ave.	506-5958
5	Ron Munday	700 W. 3rd.	264-0079
6	[illegible]	1103 Cedar St	354-9138
7	[illegible]	FLEtcheR AV.	571-0282
8	Larry Schmelzer	1607 A ave Ripley's	262-5079
9	[illegible]	311 Clinton St.	260-5311
10	Angela Potter	2119 Hershey Ave	299-5548
11	Bill Romine	1412 New Hampshire St	571-4344
12	Gary Lowe	813 E 10th	299-9078
13	TRoy Koch	1519 Cedarview	299 8175
14	[illegible]	1300 Washington	263-2242
15	Joyce Schmelzer	3210 Bidwell	563-571-0324
16	CASEY WEIKERT	319 GRANDVIEW AVE	263-5736
17	Rhonda Lowe	813 E 10th	299-1525
18	Jim Sell	1102 Kansas	607-2582
19	Dave Garcia	1700 C ave Ripley's	563-554-0120
20	Erin Schmelzer	1700 C ave Ripley's	563-554-4766
21	[illegible]	1498 Washington St.	563-264-5009
22	Todd Schmelzer	2119 Hershey ave	563-554-9024
23	Todd Gann	710 West 4th St	563-299-5156
24	Lauren Schmelzer	3210 Bidwell Rd.	563-506-2295
25	Jeff Martin	1539 Cedarview	563-299-0806

* In West Liberty School District

Petition:

The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

		Name	Address	Phone
	1	[illegible]	Muscatine	263-5277
	2	Brandon Strause	1416 Howard Ave	563-506-4131
	3	Busch	4311 Brandview Ave	263-4354
	4	Zane Zimmerman	1322 E 2ND St	263-5277
	5	Randy Kent	1606 Meadow Ln	506-0442
*	6	Jason Carter	101 Emerald Lane	299-4734
	7	Brian Schmelzer	609 Walnut	417 733 3018
	8	Jeff Williams	2412 57st South	563-506-0295
*	9	Matt Miller	~~[illegible]~~ 2160 Topping	563-299-0364
	10	[illegible]	900 Sycamore	563 260 2327
	11	Boyd Howard	1425 Howard AVE	563-571-0594
	12	Tiffany Doughty	410 W. 5th Street	563-316-9841
	13	Gary Daniels	716 Woodlawn	563-316-9965
	14	Jake Schubick	809 Whistler St	563 260 9270
*	15	Jonathan Sawyer	13894 175st	319-212-0561
	16	Linda Brugman	1105 Kansas St.	563-263-0780
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* Fruitland

* Lives in the County

Petition:
The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

	Name	Address	Phone
1	Cindy Vest	408 Fletcher, Musc, IA	554-0759
2	Carol Giovanazzi	106 E 6TH St Apt 301 Musc IA	299-1848
3	Carol Ann Miller	106 E 6th St apt 412	299-4706
4	June Bryant	106 E 6th St. apt 106	264-2115
5	Belle Rose Sough	106 E 6th St apt 305	608-726-1456
6	Willie Danay	106 E 6th Apt 302	263-0470
7	Nona Jarrett	803 Sycamore	263-2002
8			
9	Bette M. Logel	106 E 6th Apt 609	299-9488
10	Betsy Noble	211 "	
11	Sharon Sterner	106 E 6th St #212	
12	Becky Jorgensen	106 E. 6th St # 607	
13	Dorothy Cross	106 E. 6th St #210	
14	Pat Yetter	106 E 6th St. # 409	299-1509
15	Vi Lichtenwald	106 E 6th St	
16	Sarah Machholz	106 E 6th St 103	
17	Virginia Wilson	106 E 6th St apt 504	
18	Mildred J Moore	106 E 6th St apt. 410	
19	Estefana Perales	601 E. 6th	
20	N. Iverson	(563) 554-0693	
21	Kathy Schomer	106 E. 6th) -113	
22	Jack Schomer	106 E. 6th	
23	Linda Maas	106 E 6th Apt 613	
24	Greg Maasby APO	106 E. 6th Apt 613	
25	* [illegible]	1981 Bayfield	

* Lives in County

Petition:

The undersigned respectfully request the City of Muscatine to remove all **Round-a-bouts** from any current and all future design plans.

	Name	Address	Phone
1	Sherry Leonard	Grover - musc	
* 2	Dwight Reed	Conesville Ia.	
3	Stephanie Balagna	Muscatine, IA	
* 4	Amy Gosnell	Nichols, IA	
* 5	Rachel Terry	Muscatine, IA County	
6	Robert Potter	Muscatine	
7	[illegible]	.	
8	Stacy Gerling	Muscatine	
9	Sondra Phelps	Muscatine	
10	[illegible]	Muscatine	
11	Carol Ann Miller	Muscatine	299-4706
12	Annabelle Brown	Muscatine Iowa	727-431-2341
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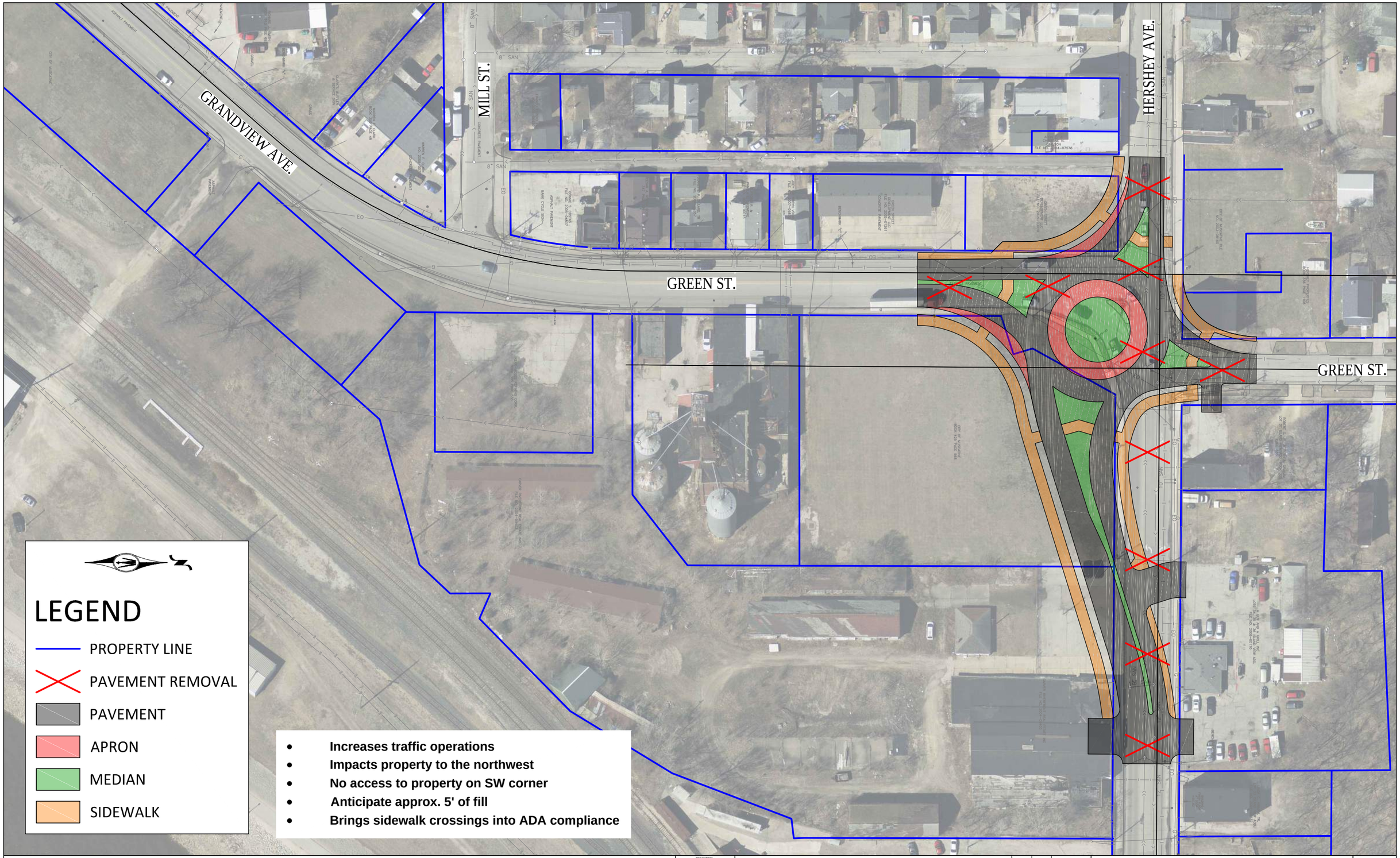
* Do not reside in the city limits



HORZ. SCALE 0 40 80 FEET

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MUSCATINE

HDR

DESIGNED	BTH
DRAWN	TJB
CHECKED	KDM

BOLTON & MENK, INC.
Consulting Engineers & Surveyors
2730 FORD ST, P.O. BOX 668
AMES, IOWA 50010
(515)-233-1600

REV.	BY	DATE

MUSCATINE, IOWA
MISSISSIPPI DRIVE CORRIDOR RECONSTRUCTION
INTERSECTION - OPTION 1

SHEET 1

GRANDVIEW AVE.

MILL ST.

HERSHEY AVE.

GREEN ST.

GREEN ST.

LEGEND

- PROPERTY LINE
- PAVEMENT REMOVAL
- PAVEMENT
- APRON
- MEDIAN
- SIDEWALK

- **High property impacts to all legs except NW**
- **Right turn movements to and from the north Green Street leg very difficult**
- **Increase Traffic Operations**

HORZ. 0 40 80
SCALE FEET

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(515)-233-1600

REV.	BY	DATE

MUSCATINE, IOWA
MISSISSIPPI DRIVE CORRIDOR RECONSTRUCTION
INTERSECTION - OPTION 2

SHEET 2

GRANDVIEW AVE.

MILL ST.

HERSHEY AVE.

GREEN ST.

GREEN ST.

LEGEND

- PROPERTY LINE
- PAVEMENT REMOVAL
- PAVEMENT
- APRON
- MEDIAN
- SIDEWALK

- **Allows for pedestrian crossing to be brought into ADA compliance**
- **Would use existing Hershey Avenue for frontage road and would have less pavement quantity than 4 legged round about**
- **No Impacts to NW or NE Lots**

HORZ. SCALE 0 40 80 FEET

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(515)-233-1600

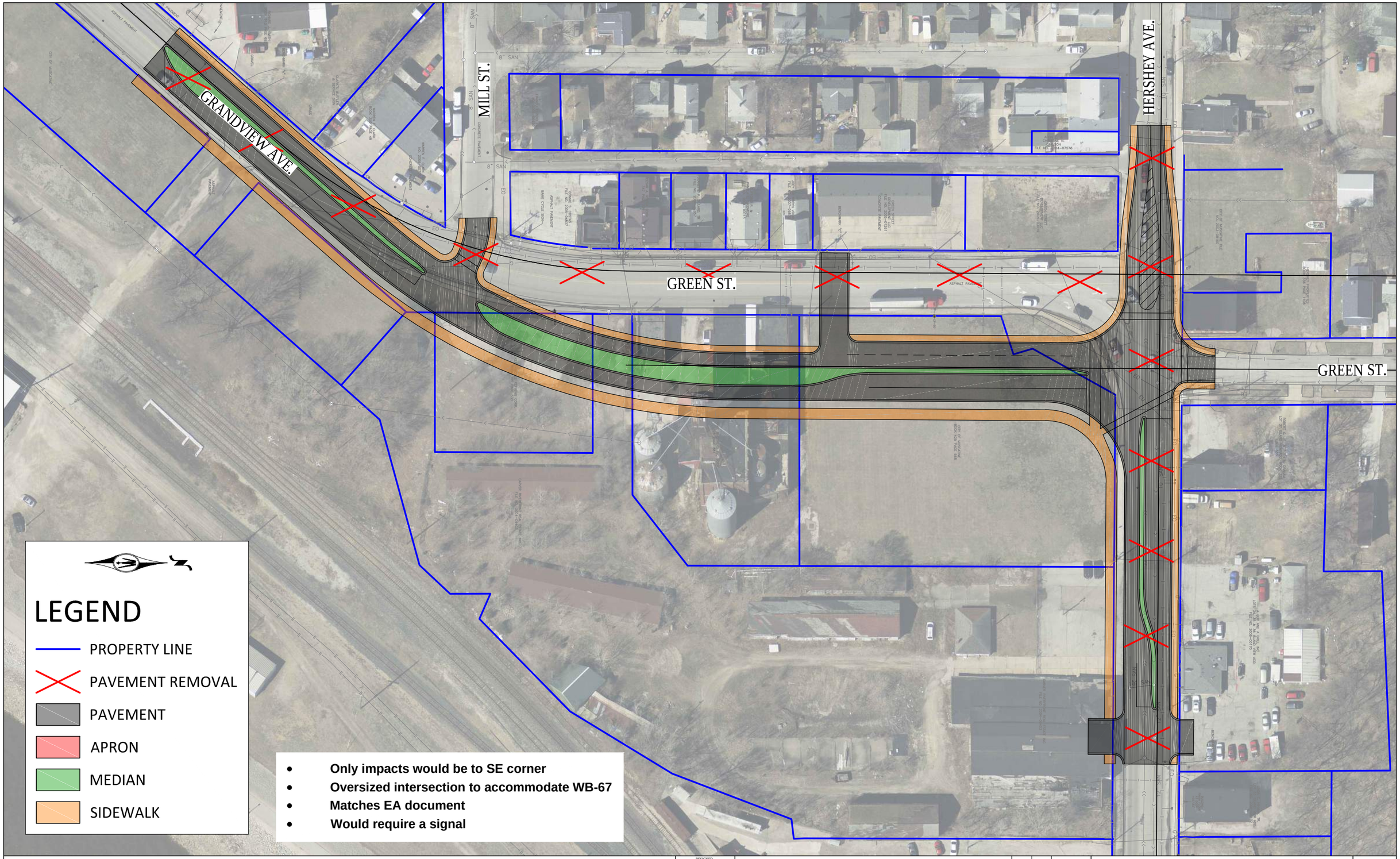
REV.	BY	DATE

MUSCATINE, IOWA

MISSISSIPPI DRIVE CORRIDOR RECONSTRUCTION

INTERSECTION - OPTION 3

SHEET 3



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MUSCATINE

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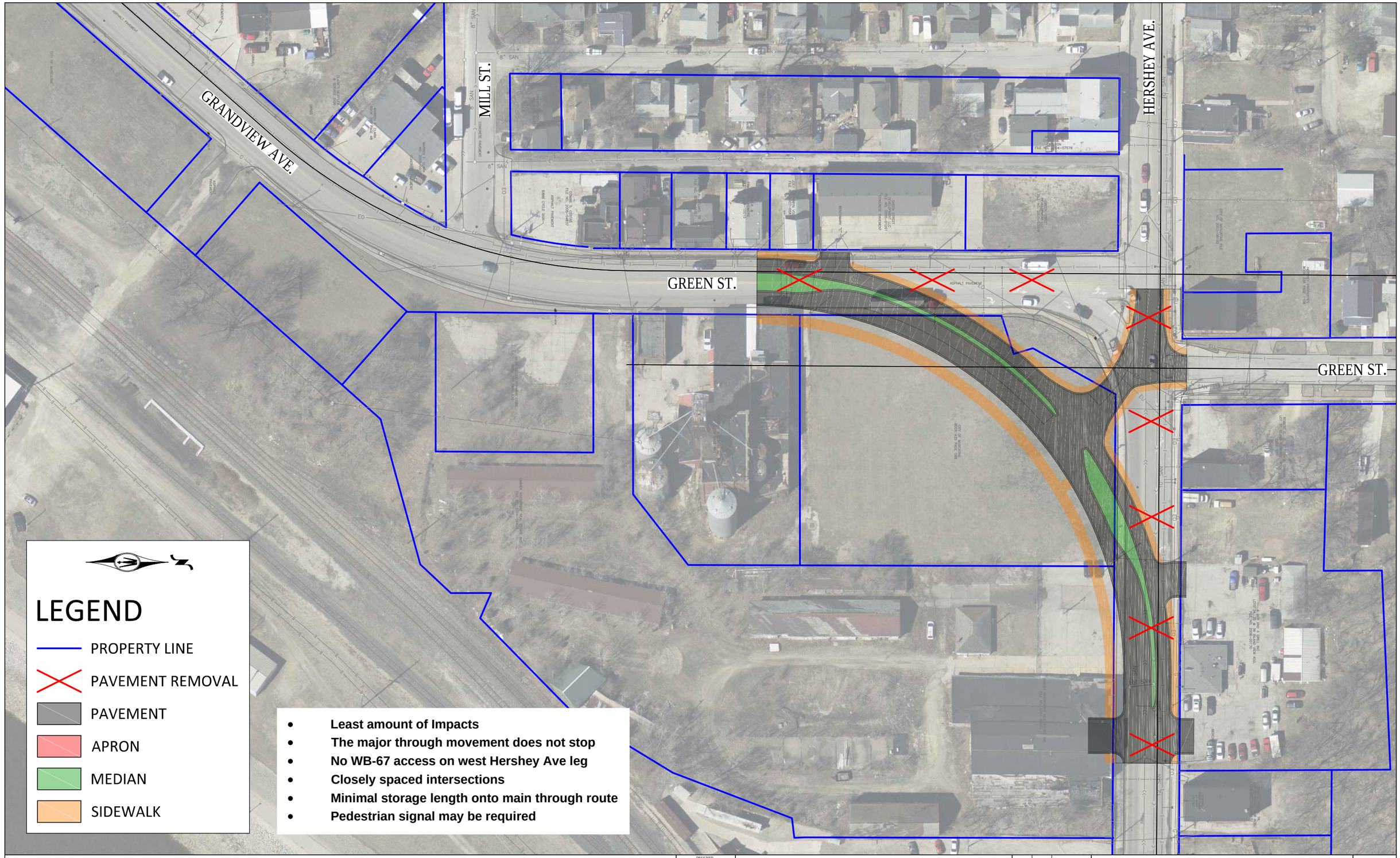
(515)-233-1600

REV.	BY	DATE

MUSCATINE, IOWA
MISSISSIPPI DRIVE CORRIDOR RECONSTRUCTION
INTERSECTION - OPTION 4

SHEET 4



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MUSCATINE

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(515)-233-1600

REV.	BY	DATE

MUSCATINE, IOWA
MISSISSIPPI DRIVE CORRIDOR RECONSTRUCTION
INTERSECTION - OPTION 5

SHEET 5