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## City Administrator Report to Mayor & City Council

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### Report:

1. Blue Zones: March 7<sup>th</sup> (10:30 @ Bridgestone Bandag Learning Center) Blue Zones Community Visit information - These are the individuals who have gotten invitations to attend: All city council members, Pam Collins, Andrew Fangman, DeWayne Hopkins, Richard Klimes, Jim Rudisill and myself. (Required participants for this session include: city administrator, at least two city council members, a chamber representative. Encouraged are: Mayor, remaining city council members, public health official, parks and recreation leader, and planner). Greg Jenkins will likely be the chamber representative although Pam Collins is also on the Chamber Board.
2. Lean: 10-12 City Staff will be attending the March 7<sup>th</sup> HNI Lean Training sessions. Subsequently, Karen Oldergood and additional staff will be providing an in-house 1½ day training session.
3. Fridley: We have been trading information with Fridley related to TIF and plan to bring those details forward next week. We are looking at an ED TIF over 15 years, but with a declining scale – more upfront for the developer and most down the road when we may need those funds to improve Mulberry. The developer would like to capture the basic TIF program for the outlots that would develop as well (10 years, 50%). The City would have job requirements, public infrastructure requirements, and an agreement that no further TIF would be allowed within the development. These have been some of the discussion points, but details will be forthcoming next week.
4. Bridge Lighting: Per Brett Nelson - We have basically finalized installation details for week of March 26th! The only thing left at this time is to secure proper work signage. Our person, David Gile will be contacting someone with the City to make this arrangement. The different equipment required to do the work has been scheduled and secured as best we can. The only risks which I see for a potential schedule delay would be in the weather conditions or if someone gets the Bridge Inspection trailer ahead of our schedule. I believe it comes out of Chicago area and is primarily handled on a first come first serve basis. We have our name on it, but if someone comes along to rent it for an extended time, prior to our pickup, we lose out. It looks like we are getting there. We have all the fixtures at our facility ready to go and programmed. We have a plan for installation to replace all the fixtures which require the inspection trailer or an aerial lift with new fixtures, so we can minimize access requirements in the future in the event other original fixtures need to be replaced. Also, we have met with Tim Reed at MPW who is their lead person on this project to coordinate and discuss plans.
5. Meetings: MCC guest speaker, U of I Lean event through Iowa Lean

**"I remember Muscatine for its sunsets. I have never seen any on either side of the ocean that equaled them" — Mark Twain**

Consortium (ILC), Fridley TIF discussions, MCC Bruner field discussion (City maintenance)

6. ATE: The received a payment of \$24,230 for ATE fines collected during the last half of February. The fee totaled \$8,289 leaving net City revenues of \$15,941. Attached is an updated spreadsheet. Form the vendor: Just a quick update. The statements should be ready for mailing by tomorrow and I will send you and Gatso the ticket count. Your check will be \$10,182.02 for February. In total, \$345,312.85 has been submitted and \$72,831.47 returned to the City. This is 21.1% recovery rate so far. As for who we are pursuing, only 24% actually live in Muscatine. This is pretty consistent with the first few batches you sent. The next highest concentration of people who owe the City are in Davenport with 16%. I will be watching for Davenport to express interest in collections, as we have found that when we collect for two cities with common tickets, both end up with a better recovery rate. One thing that is odd about Muscatine's results compared to others is that while the percentage of local residents has stayed consistent; only a couple of people have multiple tickets. We typically see about 60% of new submissions come from people already in our system. In Muscatine's case, hardly any are serial offenders. That should be encouraging news, as your violators are clearly getting the message and not making the same mistake twice.