

CITY OF MUSCATINE
IN-DEPTH CITY COUNCIL MINUTES
Council Chambers – 7:00 p.m. – June 8, 2017

Mayor Pro Tem Bob Bynum called the City Council meeting for Thursday, June 8, 2017, to order at 7:00 p.m. Councilmembers present were Rehwaldt, Fitzgerald, Natvig, Saucedo, Bynum, and Spread.

The first item on the agenda was discussion on a “no parking” issue on Sunset Drive/Sunrise Circle.

Public Works Director Brian Stineman stated this issue was brought forward for City Council’s recommendation last October. He stated there are residents in that area who would like to see the “no parking” removed from both sides of the street on Sunset Drive. He stated the Traffic Committee has met and feels the “no parking” should be removed. He stated City Council could take action tonight or wait.

Jeff Schmidt, 500 Sunrise Circle, explained why he feels the “no parking” should be removed in this area. He stated his primary concern is a safety issue for children leaving Grant School.

Kathy Metcalf, 507 Sunrise Circle, stated she feels the “no parking” should be removed for safety issues.

John Frieden, 508 Sunset Drive, also stated he would like to see the “no parking” removed for safety issues as well.

Kelcey Bracket, 2817 Mulberry Avenue, explained why he feels the “no parking” should be removed. He agreed with the others who had just spoken.

There were questions and comments from City Council that were addressed by Mr. Stineman and City Administrator Gregg Mandsager.

It was the consensus of City Council to bring this matter back for future action.

The next item on the agenda was an update on the city’s 2017 Sidewalk Program.

City Planner Andrew Fangman stated his presentation tonight is staff’s recommendation for this year’s program. He presented a map showing the area being recommended for sidewalk improvements. He stated the program will build off work completed as part of the 2016 Sidewalk Program with approximately 1,400 linear feet of sidewalk immediately to the west of Madison School. He stated the installation of sidewalks in this area will make a safer connection to the school and will also provide access to the Greenbelt.

Mr. Fangman stated that if the sidewalk bids come in with a favorable unit price, staff will be recommending the installation of sidewalks on the short section along the north side of Tanglefoot Lane estimated at \$26,000.

There was discussion concerning the installation of sidewalks on Lake Park Boulevard and extensive discussion concerning the proposed sidewalks on Tanglefoot Lane.

There were questions and comments that were addressed by Mr. Fangman, City Engineer Jim Edgmond, and City Administrator Gregg Mandsager.

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

The next item on the agenda was a MAGIC update.

Mark Warren, GIS Manager for MAGIC, stated that MAGIC is an acronym for Muscatine Area Geographic Information Consortium. He stated the three principles are the city, Muscatine Power & Water, and MUSCOM. He then talked about MAGIC's mission.

Mr. Warren stated that in early April, Steve Dalbey had contacted him about the possibility of putting information on the city's website concerning road closures being caused by construction in the community. He stated that a link was developed that leads to an interactive map showing the road closures that can be edited by Public Works employees Connie Mann and Tammy King. He stated this link is a simple way for the citizens of Muscatine to see the location of street closures.

Mr. Warren then talked about a Google app entitled "WAZE" for which the city has been registered. He stated that the Iowa Department of Transportation was the first partner and the City of Muscatine was the second. He stated that residents who are traveling to Muscatine will have a quick way to see where the detours are located.

City Administrator Mandsager stated that WAZE is a great new tool.

Mr. Warren thanked City Council for the opportunity to provide an update on MAGIC activities to date.

The next item on the agenda was a presentation on the Water Pollution Control Plant's proposed CNG bus grant application.

Transit Supervisor Kristy Korpi stated the city has the exciting opportunity to apply for a Low-No Emissions Program Grant from the Federal Transit Authority. She stated the grant would allow for the purchase of six CNG buses. She stated the Transit Department's new buses should be arriving soon. She stated the cost for the buses was \$89,000 per bus. She then stated that the CNG buses will be approximately \$20,000 more.

Ms. Korpi stated advantages of the CNG buses include cleaner fuel, lower fuel costs, and extended lifespan of the buses. She stated the mileage wouldn't change; however, there might be a slight increase in staff because the buses will be left at the WPCP to fuel overnight.

WPCP Director Jon Koch stated the important part of the grant application is the partnership between the WPCP and the Transit Department. He stated the opportunity to be the first fully functioning CNG transit community will help move Muscatine in the right direction of becoming a sustainable community with our own waste fueling local vehicles. He stated there are few cities in the nation and around the world that can make that claim, and this opportunity could establish our presence on the international stage.

Mr. Koch stated a Letter of Support is being put together that will be included as part of the grant application.

City Administrator Mandsager stated there is a quick turnaround on this grant and City Council will be seeing the Letter of Support at the next City Council meeting.

Mr. Koch stated a Resolution of Support will be needed which will also be brought forward at next week's City Council meeting.

There were questions and comments from City Council that were addressed by Ms. Korpi and WPCP Director Koch.

The final item on the agenda was a presentation on the Port Feasibility Study.

Community Development Director Dave Gobin stated that the local taxpayer's money was not used to fund this study. He stated that staff has been working extensively with HDR who developed the study. He then introduced Kevin Keller who is President of HDR.

Mr. Keller began his presentation by stating that this study has gained a lot of statewide attention. He then gave an overview of the following topics:

Purpose and Need:

- Challenges with local freight transportation options
 - Shortage of truck drivers
 - No intermodal container facilities north of St. Louis
 - Making greater use of the US inland waterways
- Need for a regional port that can combine the sending, receiving, and transshipping of intermodal container freights and smaller bulk items from river, to road, to rail
- Need to create a single facility from which local shippers would be able to access global markets via multiple modes of transportation
- Enhance the economic health of the eastern Iowa region by ensuring efficient, diverse, and cost-effective freight transportation options for area businesses.

Mr. Keller touched on the Linking Iowa's Freight Transportation System (LIFTS) grant. He stated the City of Muscatine was one of only a few cities selected for this grant. He stated there is a private public partnership between the City and the Kent Corporation and that the LIFTS grant request of \$80,000 was matched by \$20,000 for a total project cost of \$100,000.

Project Benefits:

- Improves local, state, regional, and national economy
- Improves freight connectivity
- Improves capacity of freight transportation network
- Improves reliability of freight transportation
- Preserves and creates jobs
- Provides cost savings for Muscatine, shippers, customers
- Reduces highway congestion and pavement wear
- Offers environmental benefits

Project Scope

- What are the primary characteristics required?
- Is the identified site a viable location?
- What is the potential cost of the development?

Project Elements

- Project initiation
- Market analysis
- Terminal characteristics, site development
- Prepare conceptual cost estimate
- Funding alternatives

Additional Project Benefits

- Lower or stabilize regional transportation costs of getting goods to market
- Provide access to world markets, especially with the recent Panama Canal expansion
- Enable regional industries to invest in their current production capacities if the infrastructure is in place
- Will leverage past and future investments in the Mississippi River
- Ability to move more cargo per shipment makes barge transport both fuel efficient and more environmentally advantageous than by rail and highway alone
- The ultimate construction of the proposed multi-modal port facility will leverage past and future investments in the Mississippi River

Mr. Keller then talked about the study results. He stated that the Kent Corporation is 100% on board with the proposed port. He stated the site location has 100 acres, is privately owned, is in Muscatine County, has road and rail access and seasonal river access, and will be supporting local businesses. He stated the site features include flat upland, a levee on the riverfront, deep water, and road and rail access/proximity.

Mr. Keller stated the roadway to industrial area and rail/river access is becoming more important as the trucking industry becomes more expensive.

Mr. Keller then gave an overview of the suggested site plan. He also talked about site improvements, operations, and needed equipment.

Mr. Keller then talked about the need for and the importance of establishing a Port Zone (P-3). He stated it will allow the city to apply for grants and will have other advantages.

Mr. Keller then talked about revenue generation and what other terminals charge and then gave an overview of the market and commodity analysis charges. He stated this project is feasible and will be designed and built to allow a return on your investment. He stated that one thing that is needed is a refrigerated area because there are none on the river.

Mr. Keller then talked about the importance and advantages of establishing a Municipal Port Commission.

Mr. Keller then gave an overview of the probable development costs and financial feasibility. He stated the estimated cost range for the project is \$22 million to \$40 million and the build out would likely be phased depending on funding availability. He stated the port could have a break-even revenue of \$1.25 million with 25,000 container picks per year, 700 barge dockings per year, and 90 container picks per day.

Recommendations:

- Private entity development of pro forma analysis

- Develop a structure for a public association that incorporates appropriate public-private partnerships
- Develop strategic goals and master planning objectives for the proposed Muscatine port development
- Quantify potential funding opportunities
- Adjust municipal zoning to create a specific and inclusive “port zone”
- Agree on acceptable site plan for the proposed port site
- Develop site engineering with phased timeline and specified costing
- Undertake the required federal and state permitting processes including USACE processes
- Develop a business development process including shipper, consignee, broker, and carrier database
- Develop an initial construction plan to meet basic requirements of a new marine facility, taking into account plausible short-term opportunities
- Once permits are approved, initiate construction
- Develop a terminal tariff, regulations, and pricing schedule for terminal users

Mr. Keller stated the next steps are pro forma development, preliminary site design, site permitting, service plan development, marketing and business development plan, meeting with the IDOT, follow-up meeting with Canadian Pacific, meeting with MARAD/FRA/Build America Bureau, and grant application development.

There were numerous questions and comments from City Council that were addressed by Mr. Keller.

Community Development Director Gobin, speaking in reference to concerns about repair issues to the lock, stated that the Kent Corporation takes care of the lock repairs. He stated our partnership with Canadian Pacific would allow us to get around issues with the lock. He stated he has been assured there will not be a shortage of barges. He stated the issue still being worked on is getting empty containers to our proposed port.

There were additional questions and comments from City Council that were addressed by Mr. Keller and Mr. Gobin.

Under comments, Councilmember Saucedo stated he had received a complaint about the construction in the downtown area. He stated the construction taking place is an investment in the city and there will be challenges and that he appreciates everyone’s patience.

Councilmember Bynum stated the Kent Stein Park to Deep Lakes Park Trail Project will get underway on June 12, 2017 and should be completed by the end of October.

City Administrator Mandsager stated numerous complaints were received concerning the Dish One folks who were in town. He stated their license has been suspended at this time.

Councilmember Rehwaldt moved the meeting be adjourned at 8:50 p.m.

Gregg Mandsager, City Administrator