

CAPITAL IMPROVEMENTS PROGRAM AND BUDGET

CITY OF MUSCATINE, IOWA



FISCAL YEARS 2011-2015

JULY 1, 2010 – JUNE 30, 2015

RESOLUTION NO. 91452-1110

**A RESOLUTION ADOPTING THE 2011 THROUGH 2015
FISCAL YEAR CAPITAL IMPROVEMENTS PROGRAM
FOR THE CITY OF MUSCATINE, IOWA**

WHEREAS, a recommended Capital Improvements Program for the period 2010-2011 through 2014-2015 was reviewed and recommended by the Planning and Zoning Commission of Muscatine; and

WHEREAS, this recommended Capital Improvements Program was submitted to the City Council for review; and

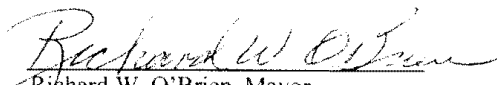
WHEREAS, the City Council reviewed the Capital Improvements Program and finalized its scheduling of projects for fiscal years 2011-2015;

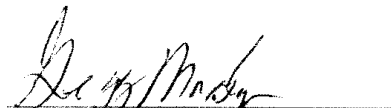
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MUSCATINE, IOWA, that the 2011-2015 Capital Improvements Program set out in the attached exhibit is hereby approved and adopted as the schedule of capital improvements in the years shown, subject to annual review and revisions.

PASSED, APPROVED, AND ADOPTED this 18th day of November, 2010.

**CITY COUNCIL OF THE CITY OF
MUSCATINE, IOWA**




Richard W. O'Brien, Mayor


Gregg Mandsager, City Clerk

ACKNOWLEDGEMENTS

The review process required for the preparation of this document is indebted to all the members of the Planning and Zoning Commission of Muscatine. Their contribution is acknowledged.

MUSCATINE PLANNING AND ZONING COMMISSION – 2010

Dawnese Openshaw, Chairperson

George Fisher
David Colton
Larry Koehrsen

Allen Harvey
Rochelle Conway
John Sayles

The adoption of this Capital Improvements Program and Budget was completed on November 18, 2010 by the following city officials:

MUSCATINE CITY COUNCIL

Osama Shihadeh
Bob Bynum
Philip Fitzgerald

Scott Natvig
Dyann Roby
Mark LeRette

Jerry Lange

MUSCATINE MAYOR

Richard W. O'Brien

The report was coordinated and prepared by Steven Boka, Director of Community Development, with input from all city departments, boards and commissions. Staff members who assisted included Jim Rudisill, Dan Beenen and Connie Mann.

****SEE LAST PAGE FOR LIST OF ACRONYMS & ABBREVIATIONS USED IN THIS REPORT****

****SEE PAGES 46-50 FOR PROJECT SUMMARY SHEETS****

INTRODUCTION

Capital Improvements Programming is the planning, coordination, and scheduling of public physical improvements for a community over a period of years. The scheduling is developed according to priorities based upon need, desire and importance of such improvements to the community within the constraints of the city's ability to finance as well as implement and administer the projects. As such, the Capital Improvements Program is a legislative and management tool to facilitate the scheduling, planning and execution of a series of public improvements over a five-year period. A five-year Capital Improvements Program is required of Iowa cities by state law.

BENEFITS

Among benefits from a systematic capital improvements program are:

Attention is focused on the needs, goals and capabilities of the community. Capital projects can then be directed towards addressing these concerns.

Capital improvements programming can promote the optimal use of taxpayers' dollars by guiding local officials in making sound annual budget decisions.

Coordination of capital improvements programming can reduce scheduling problems, conflicting and overlapping projects, and over-emphasis of government functions, thereby promoting more efficient governmental administration.

Local citizens and officials are presented a comprehensive picture of capital projects for which public monies are to be expended.

A sound and stable financial program can be maintained. By identifying desirable projects and their cost elements, available financial resources and the constraints upon these resources and then developing a realistic financing program, drastic changes in the tax structure and bonded indebtedness can be avoided. By balancing the demands for limited public funds, the basis for determining appropriations tax rates are clearly and objectively established.

Intergovernmental and regional cooperation can be enhanced by providing public officials of all governmental units an opportunity to plan the location, timing and financing of needed improvements in the interests of the community as a whole. Through adequate planning and cooperation, duplication of effort, increased costs and public inconveniences can be minimized.

DEFINITION OF CAPITAL IMPROVEMENTS

For the purpose of this program, a Capital Improvement Project is defined as any major non-recurring expenditure, or any expenditure for physical facilities, in excess of \$25,000.00. Examples of capital improvements include:

Construction, reconstruction, improvement or rehabilitation of public facilities and public works; and site or other improvements such as streets and alleys, sewers, airports, drainage facilities and park and recreation facilities, etc.

Purchase of fixed or wheeled equipment.

Demolition activity.

Relocation assistance.

Publicly financed assistance for housing rehabilitation.

Street, sewer and property improvements.

Neighborhood improvement projects, including efforts in designated urban revitalization areas.

Routine replacement of vehicles or equipment is not considered a capital improvement project in the context of this Capital Improvements Program.

DEFINITION OF FISCAL YEAR

The City of Muscatine operates on a fiscal year basis that begins on July 1 of each year and ends on June 30 of the following year. Fiscal years are identified by the ending year. Therefore the specific fiscal years and periods covered by this report are:

FY 2011 (FY 11): July 1, 2010 - June 30, 2011
FY 2012 (FY 12): July 1, 2011 - June 30, 2012
FY 2013 (FY 13): July 1, 2012 - June 30, 2013
FY 2014 (FY 14): July 1, 2013 – June 30, 2014
FY 2015 (FY 15): July 1, 2014 – June 30, 2015

PLANNING PROCESS AND PARTICIPANTS

Elected officials, citizens and city staff participated in the development of the Capital Improvements Program. The Muscatine Planning and Zoning Commission played an important role in the project identification, evaluation and selection process. Further, citizen involvement opportunities were provided by various public meetings before the adoption of the program and the budget preparation and adoption process necessary to implement the current capital budget.

All city departments, commissions and boards were requested to submit proposals for capital improvement projects for the period from the current fiscal year through the next five-year period.

All proposed projects were described on Project Identification Forms to facilitate fair evaluation. The Project Identification Forms summarized the following information: project description, purpose of project, estimated cost and future financial burdens or savings resulting from the project.

The proposed projects were evaluated by the Department of Community Development and the Planning and Zoning Commission. The review process, involving several months, centered on in-depth discussions with each department submitting proposals. The projects were evaluated in terms of the perceived need, increase or decrease in associated maintenance and staffing and in the final analysis by a vote of the Planning & Zoning Commission. The Capital Improvements Project for FY 2010-11 through FY 2014-2015 was then submitted to the Muscatine City Council for review. The Muscatine City Council adopted the FY 11-15 Capital Improvements Program by resolution on November 18, 2010.

As an individual capital improvement project is implemented, a public meeting, or if necessary a public hearing, is conducted on that specific project and a resolution relating to the financing of that project is also approved by the city council. The Resolution (see sample in the back of this document) requires the city to make a declaration of its official intent to reimburse itself for incurred project expenditures out of the proceeds from a subsequent bond issue for that project.

PROJECT INDEX

A total of 93 capital improvement projects are listed in the Fiscal Years (FY) 11-15 Muscatine Capital Improvement Projects Reports. See Page 4 for a definition of fiscal year and the specific period covered by this report.

(See last page for list of acronyms and abbreviations used in this report)

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Comprehensive Plant Renovation	15	10-12
Water Pollution Control Plant & System		
Bond & Schley Lift Station Renovation	15	11
High Performance Grit Removal	16	13-15
Laboratory Remodel	16	11-12
Maintenance Storage Building	16	12
Metal Analysis Instrumentation	17	11
Slough Lift Station Improvements	17	11
Truss Arm Replacement on Final Clarifiers	17	11
FINANCIAL		
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HOUSING		
Clark House Lobby & Corridor Lighting	18	13
Sunset Park Parking Lot Repavement	18	11
INFORMATION TECHNOLOGY		
Replace Telephone System	19	12
PARKS AND RECREATION		
Golf		
Cart Path Repairs	19	11
Clubhouse Carpet Replacement	19	12
Fairway Irrigation Renovation, Wide Band Radio Replacement	20	11
Parking Lot Repairs	20	13
Kent-Stein Park		
Control Link System	21	12
Kent-Stein Fence Replacement	21	12
Kent-Stein Park Parking Lot Surfacing	21	12
Kent-Stein Multi-Use Area	22	12
Park Maintenance		
Fuller Park Erosion Control Project	22	TBD
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Greenwood Cemetery Barrier Fence Project	23	12
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<i>Hershey Avenue Separation (#4292.4292)</i>	34	09-11
<i>Relief Sanitary Sewer - ALLSTEEL (#TBD)</i>	34	10-11
<i>West Hill Sewer Separation (#4276.4276)</i>	34	11-25
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FISCAL YEAR PROJECT BREAKOUT

The following list breaks out each of the 93 projects listed in this report according to the fiscal year in which that project will be conducted. See Page 4 for a definition of fiscal year and the specific period covered by this report.
(See last page for list of acronyms and abbreviations used in this report)

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PROJECT DESCRIPTIONS

COMMUNITY DEVELOPMENT

Acquisitions – Carver Corner

The acquisition of various properties around the Hershey Avenue/Green Street intersection, commonly called the Carver Corner, is proposed by the Community Development Department. These acquisitions are a key component of future efforts to modernize the U.S. 61-Business transportation route and corridor. Several of the existing properties in this area contain aging industrial or commercial buildings that have not been maintained and continue to deteriorate, causing safety and aesthetic concerns. Acquisition of these properties by the city will promote a long-term transportation and beautification effort through the Mississippi Drive Corridor Project.

Estimated Cost:	\$750,000
Funding Schedule:	FY 12
Funding:	\$600,000 (STIP Funds) \$150,000 (Local Government Revenue)



Carver Corners

Brier's Ditch Improvement Project

This proposal calls for Brier's Ditch to be piped in order to reduce bridge crossings and other drainage work that could restrict the development of land that is generally bounded by Grandview Avenue, Musser Street and Houser Street. The proposed project will reduce maintenance costs for the city by eliminating the need for ditch cleaning and vegetation clearing.

Estimated Cost:	\$1,037,900
Funding Schedule:	To Be Determined
Funding:	South End TIF

Brownfields Areawide Assessment

The Community Development Department is conducting two area-wide assessments for potential or suspected brownfields in former industrial areas along U.S. 61-Business and other community locations. One assessment will look for petroleum contamination, while the second will check for hazardous material. A separate federal grant of \$200,000 was awarded for each assessment. The potential health hazards of former industrial sites have been well documented. It is anticipated there might be several such sites along U.S. Business 61 in Muscatine because of previous industrial activity. Identification of such sites will help the city in managing and eventually removing these sites to prevent continued environmental damage or health-related problems.

Estimated Cost:	\$200,000 (Petroleum) \$200,000 (Hazardous Substances)
Funding Schedule:	FY 11-12
Funding:	Federal Grants

Mississippi Drive Corridor Projects

This proposal includes the reconstruction of 1.6 miles of U.S. 61-Business (pavement & curb/gutter); street lighting, landscaping, gateway features; pedestrian crossings and sidewalk improvements; traf-



fic signals and geometric improvements; and storm drainage improvements and roadway embankment work intended to improve flood protection. The work would focus on four distinct areas adjoining Muscatine's Central Business District. The improvement segments include the HNI Campus Area, Downtown Area, High Sidewalk (Bluff) Area and the Carver Corner Area. The objectives for the proposal include promoting pedestrian circulation through safety and roadway improvements; establishing aesthetics throughout the corridor that are consistent with Muscatine's riverfront improvements; and modernizing U.S. 61-Business through the

reconfiguration and reconstruction of the sub-standard, deteriorated roadway. An environmental study and design development phase is underway and must be completed prior to any construction work starting.

Estimated Cost:	\$8,650,000
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Funding Schedule:	FY 12-15
Funding	Federal Funds – 80% (Congressionally-Directed) Local Funds – 20%

ENVIRONMENTAL QUALITY

Comprehensive Water Pollution Control Plant Renovation

Comprehensive Plant Renovation

A comprehensive plant renovation has been ongoing and is scheduled for completion in September 2011. This proposal will renovate the processes, including structures and equipment, for operation of Muscatine's Water Pollution Control Plant (WPCP). The processes date from 1964 to 1999 and this proposal will provide updates to those systems. There will not be any operating cost increases resulting from this proposal. Approximately \$10,455,700 of the estimated cost was incurred in prior years.



Estimated Cost:	\$19,285,000
Funding Schedule:	FY 10-12
Funding:	Iowa Finance Authority – State Revolving Fund, with repayment through customer sewage rate system

Water Pollution Control Plant

Water Pollution Control Plant & System

Bond & Schley Lift Station Renovation

Both of these buildings are deteriorating badly because of age. Necessary repairs include roof replacement, asbestos removal, insulation and heating system replacement. The buildings are identical and the same age. Pumps and controls are not part of the project. Preliminary plans are now in progress and the entire work is expected to be completed in one year. No increase in operating costs is expected.



Bond Street Lift Station

Estimated Cost:	\$90,000
Funding Schedule:	FY 11
Funding:	Sewer Use Revenue

High Performance Grit Removal

As a result of sand accumulation and pumping, the existing grit removal system needs to be upgraded to a high performance system. This work was not part of the plant renovation. The existing system is unable to handle the large amounts of sand and grit that are produced and pumped to the plant during heavy rain events. It is pumped throughout the plant and plugs critical piping needed for the treatment process. Preliminary planning is in progress, with project completion anticipated in three years. Annual operating costs are expected to drop by \$20,000 because of the grit removal.

Estimated Cost:	\$1,025,000
Funding Schedule:	FY 13-15
Funding:	Sewer Use Revenue

Laboratory Remodel

The proposed Laboratory Remodel Project will require the update of the current laboratory flooring, countertops and fume hoods. The existing space of both the lab and operator center will also need to be expanded. The project will replace cabinetry from 1965 and 1985. The 1965 cabinetry is steel case and lasted over 40 years. The chemical acid usage in the laboratory is taking its toll on the cabinets, which had an estimated life expectancy of about 40 years. The 1985 cabinetry is particle laminate and in poor condition. The doors of these cabinets are falling off and sagging. The fume hood needs to be replaced with a properly vented chemical storage/fume hood unit. Preliminary plans are being developed.



WPCP Laboratory

Estimated Cost:	\$250,000
Funding Schedule:	FY 11-12
Funding:	Sewer Use Revenue

Maintenance Storage Building

A new maintenance/storage building is proposed for construction. A storage area is needed for vehicles and biosolids equipment and also to provide space to perform minimal maintenance or repairs. Detailed plans and specifications were completed in 2008.

Estimated Cost:	\$205,000
Funding Schedule:	FY 12
Funding:	Sewer Use Revenue

Metal Analysis Instrumentation

Replacement of the Thermal Electron Atomic Absorption Instrument (Model M5AA) is proposed. This instrument performs testing for the plant sludge operations, pretreatment/metal finishers and the plant headwork studies. The instrument will need to be replaced for continuing analysis for metals testing in the wastewater. Lab expansion will be needed before

any purchase.

Estimated Cost:	\$65,000
Funding Schedule:	FY 11
Funding:	Sewer Use Revenue

Slough Lift Station Improvements

Renovation of the Slough Lift Station and inlet structure is needed to prevent freezing. Completion of the Hershey Area Sewer Separation Project will send more storm water to the Muscatine Slough area and wintertime operation of the pumps is difficult because of freezing. The lift station was constructed in the 1930s and needs a new roof and insulated siding. A berm is also proposed to be built over the inlet to help with the freezing problem. Preliminary plans are in progress, with construction estimated to take about two months.

Estimated Cost:	\$100,000
Funding Schedule:	FY 11
Funding:	Sewer Use Revenue

Truss Arm Replacement on Final Clarifiers

Replacement of the third and final deteriorating truss arms in the final clarifier is planned. The arms are being replaced with stainless steel because of maintenance needed on existing units. Lewis Brothers, Inc (local business) is able to construct new stainless steel arms cheaper than removing, repairing and repainting the existing arms. Plans have been developed and the project is under construction.

Estimated Cost:	\$38,700
Funding Schedule:	FY 11
Funding:	Sewer Use Revenue

FINANCE & ADMINISTRATION

Replace Finance System Software

The current finance system is running on the IBM AS/400 platform that will eventually be phased out by the vendor. The finance system processes all financial data including general accounting, purchasing, payroll etc. This system must be kept current to maintain accurate processing of financial data. The proposal would replace the existing system with a new microcomputer-based system. This is a requested new project for which nothing has been done to date. It is estimated it would take up to one year to research, evaluate and select a new software system; and up to three months to complete the changeover.

Estimated Cost:	\$80,000
Funding Schedule:	FY 12
Funding:	To Be Determined

HOUSING

Clark House Lobby & Corridor Lighting

The Muscatine Municipal Housing Agency is proposing to replace outdated and inefficient lighting sources in public areas with new energy efficient lighting. This project is part of the agency's continuing effort to equip its buildings with environmentally friendly and cost-effective lighting fixtures. This project should take approximately three months to complete, but there has not been any development to this point.

Estimated Cost:	\$52,000
Funding Schedule:	FY 13
Funding:	HUD Capital Funding Program

Sunset Park Parking Lot Repavement

Time and wear has deteriorated some areas of the Sunset Park parking lot, creating safety issues for this 50-unit housing area. This causes uneven spaces and allows water & ice to pool. This proposal will replace and repair the current parking lot to provide a safe and adequate parking surface for the residents. This project should take approximately three months to complete, but there has not been any development to this point.



**Sunset Apartments
Parking Lot**

Estimated Cost:	\$47,000
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Funding Schedule: FY 11
 Funding: HUD Capital Funding Program

INFORMATION TECHNOLOGY

Replace Telephone System

The proposed replacement of the city's current IP telephone system would affect several facilities, including the art center, city hall, public safety building, and public works. The current system is difficult to maintain and does not have the capabilities of a newer system. The new system will address local and long distance service and will be interconnected to allow for extension dialing and telephone transfers between the different facilities. Annual local and long-distance PBX system charges are expected to be reduced by \$5,000 on a city-wide basis. There has not been anything done to date with this proposal. It is expected the replacement would take approximately three months to complete.

Estimated Cost: \$60,000
 Funding Schedule: FY 12
 Funding: To Be Determined

PARKS AND RECREATION

Golf

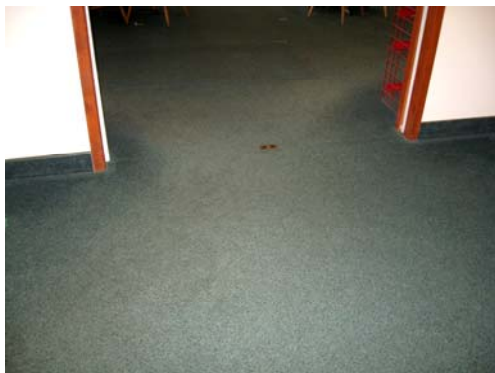
Cart Path Repairs

The cart paths are beginning to fall apart and need to be replaced. Additional paths also need to be constructed. If approved, it is estimated this work would take about two months to complete.

Estimated Cost: \$25,000
 Funding Schedule: FY 11
 Funding: To Be Determined



Golf Cart Path



Clubhouse Carpet

Clubhouse Carpet Replacement

Various areas of worn carpeting in the clubhouse are proposed for replacement. Nothing has been done to date. It is estimated this project would take about one month to complete.

Estimated Cost: \$30,000
 Funding Schedule: FY 12
 Funding: To Be Determined

Fairway Irrigation Renovation, Wide Band Radio Replacement

The current hydraulic irrigation system at the municipal golf course is proposed to be replaced with an electric irrigation system. The current radio/satellite system is failing and needs to be replaced with a new system that must be compliant by 2012. Preliminary plans are in progress. The project is expected to be completed within three months.

Estimated Cost: \$300,000

Funding Schedule: FY 11

Funding: To Be Determined



Fairway Irrigation

Parking Lot Repairs

The golf course parking lot is beginning to crack and has places of broken asphalt. It is proposed this lot be repaired. No work has been done on this project, which if approved, is expected to last about one month.



Golf Course Parking Lot

Estimated Cost:	\$25,000
Funding Schedule:	FY 13
Funding:	To Be Determined

Kent-Stein Park

Control Link System

Twelve ball diamonds at the park would be updated with a computerized lighting system under this proposal. The Control Link field light system would allow the city to have full control over the times the lights are used. Development of detail plans and specifications is progress. It is estimated it would take one year to complete this project.

Estimated Cost:	\$50,000
Funding Schedule:	FY 12
Funding:	To Be Determined



Control Link System



Fence Replacement

Kent-Stein Fence Replacement

Damage to the fences throughout Kent-Stein Park will be repaired. These repairs will improve safety for both players and fans. Development of detail plans and specifications is in progress. It is expected to take one year to complete the work.

Estimated Cost:	\$62,000
Funding Schedule:	FY 12
Funding:	To Be Determined

Kent Stein Park Parking Lot Surfacing

Although within the city limits, an existing parking lot west of diamond #5 at Kent-Stein Park is graveled. This lot is proposed to be hard surfaced. The improvements will provide additional parking and enhance safety. Preliminary planning is underway. Work should take around three months to complete.



Parking Lot Surfacing

Estimated Cost:	\$45,000
Funding Schedule:	FY 12
Funding:	To Be Determined

Kent-Stein Multi-Use Area

A multi-use area is proposed for Kent-Stein Park. This area would be established on city green space located east of diamond #15. It would provide a safe, high quality open green space for multiple uses. Detail plans and specifications are in progress. It is anticipated this development would increase annual budget costs by \$4000 and take 18 months to complete.

Estimated Cost: \$35,000

Funding Schedule: FY 12

Funding: To Be Determined



Multi-use Area

Park Maintenance

Fuller Park Erosion Control Project

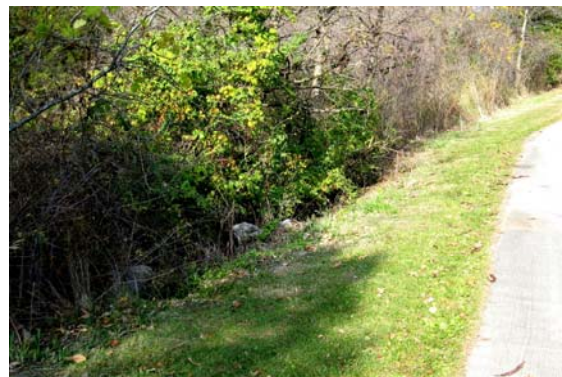
The increase in the volume of water in storms in recent years has resulted in erosion problems along the streams and pedestrian bridges of Fuller Park. The problem would be addressed

through this proposal, which would control the erosion and stabilize stream banks that run through the park.

Estimated Cost: \$300,000

Funding Schedule: To Be Determined

Funding: To Be Determined



Fuller Park Erosion Control

Fuller Park Parking Lot Expansion

Since the addition of the playground and disc golf course, the amount of traffic to this park has significantly increased. The parking at Fuller Park is inadequate and needs to be expanded.

Estimated Cost:	\$30,000
Funding Schedule:	FY 13-14
Funding:	To Be Determined

Greenbelt Trail Resurfacing

The Greenbelt Trail was Muscatine's first constructed trail. A portion of the trail has asphalt that is totally destroyed from heavy truck traffic used to make repairs to the creek bank. Resurfacing of the Greenbelt Trail with asphalt is proposed.

Estimated Cost:	\$100,000
Funding Schedule:	FY 13
Funding:	To Be Determined

Greenbelt Trail Resurfacing



Greenwood Cemetery Barrier Fence Project

Barrier fencing is proposed to be erected at Greenwood Cemetery along Lucas Street from Grand Avenue (cemetery road) to the east property line. This has been identified by the staff in the cemetery's master plan.

Estimated Cost:	\$100,000
Funding Schedule:	FY 12
Funding:	To Be Determined



Greenwood Cemetery

Greenwood Cemetery Erosion Control Project

Erosion at Greenwood Cemetery is encroaching on many mausoleums and graves along the southern edge of the property and needs to be addressed.

Estimated Cost:	\$1,000,000
Funding Schedule:	FY 12-13
Funding:	To Be Determined

Harbor Dredge Pipe Extension

This is a new proposal that will extend the underground dredge pipe along the boat harbor. This extension will reduce the amount of time and labor to conduct dredge operations. It will also free up the sidewalk for pedestrian traffic. It is anticipated this proposal will cut personnel costs by \$1000 annually, because staff will not need to set up temporary piping when dredging operations are conducted.

Estimated Cost	\$75,000
Funding Schedule:	FY 13
Funding:	To be Determined.



Muscatine Boat Harbor

Harbor Houseboat Dock Replacement

The current docks are an aged, custom built system of foam-filled barrels. The barrels have cracked and are leaking; and the supports that hold the barrels to the decking are failing. There are currently enough new docks present to replace seven of the 18 slips. The newer slips will be uniform in size and slip width.

Estimated Cost:	\$76,000
Funding Schedule:	FY 12
Funding:	To Be Determined

Harbor Long Dock Replacement

The 87 long dock slips comprise an aged, custom built system that also uses foam-filled barrels for floatation. These barrels are cracked and leaking and this proposal will replace them. A study to determine the number of actual slips needed is currently underway

Estimated Cost:	\$100,000
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Funding Schedule: FY 12

Funding: To Be Determined

Maintenance Facility



The maintenance facility located at Weed Park is proposed for replacement. A new maintenance facility is needed with modern amenities, such as a locker room for staff uniforms and modern restroom/shower facilities. The design of the current facility makes it susceptible to flooding in heavy rain events. Because added improvements have increased the size of modern equipment, a larger facility is also needed for storage.

Estimated Cost: \$400,000

Funding Schedule: FY 12

Funding: To Be Determined

Maintenance Facility

Mark Twain Overlook Renovation

Several activities have been completed as part of this project, with access to the park from the river-front trail the primary remaining need. Among the completed work has been the demolition of the old restroom facilities; rebuilding of the sidewalk wall; and reseeding of the hillside. Preliminary plans for the trail access have been completed. It is anticipated the project will take five years to complete. This property is owned by the Iowa Department of Transportation, but maintained by the city.

Estimated Cost: \$550,000

Funding Schedule: FY 11

Funding: To Be Determined

Musser Park Seep Water Pump Station



Musser Park

This proposal identifies the need to construct a structure at Musser Park that will remove seep water to keep the park from flooding. This equipment will keep the water off of the ball fields at the park and allow league play to continue during high river levels. Nothing has been done on this project. It is anticipated this project will add approximately \$700 in personnel and supply costs to the operating expenditures. The Musser to Kent Stein Trail would also be affected by this project.

Estimated: \$50,000

Funding Schedule: FY 12

Funding: To Be Determined

Riverfront Dredge Pipe Extension

The proposal is to install an underground, permanent extension from an existing dredge force main under Mad Creek to the Hawkeye Lumber site. The staff currently places a temporary pipe across Mad Creek. This involves staff safety over the water. A staff member has fallen into the water and a backhoe was almost rolled over the levee during installation and removal. This extension should have been part of the original project. Preliminary plans have been completed. It is expected the work would take one year.

Estimated Cost:	\$68,000
Funding Schedule:	FY 12
Funding:	To Be Determined

Weed Park Lagoon Bank Stabilization

Erosion is becoming a major issue with the north edge of the lagoon. This poses a risk to the public who fish from these banks. It also will cause the lagoon to prematurely fill with silt. This proposal will stabilize the water's edge around the lagoon.

Estimated Cost:	\$300,000
Funding Schedule:	FY 12
Funding:	To Be Determined

Weed Park Lagoon Restroom

The increased usage of Weed Park around the lagoon from fishing, installing a new deck, increased traffic from trail usage, proposed trail expansion and sand volley ball leagues supports a proposal to construct a restroom in the lagoon area. Several requests from the public have also called for restroom facilities at the north end of the park. There has not been anything done to date. It is expected the building could be constructed within two years.

Estimated Cost:	\$125,000
Funding Schedule:	FY 12
Funding:	To Be Determined.

Weed Park Lagoon Trail

A trail linking Weed Park to Wild Cat Den State Park is currently in the design phase. This could attract more use to the lagoon area. In addition, a hard surface trail around the lagoon will give pedestrians a convenient walkway to enjoy the area, as well as exercise.

Estimated Cost:	\$100,000
Funding Schedule:	FY 12
Funding:	To Be Determined

Weed Park Restroom

The Rose Garden restroom facility in Weed Park needs to be replaced. The current building has interior and exterior accessibility problems. Bathroom stalls are not handicap-accessible and there is no sidewalk for easy access from the playground or the street. There has been no planning or other work done on this proposal, which is estimated, would take two years to complete.



Estimated Cost: \$125,000
 Funding Schedule: FY 12
 Funding: To Be Determined

Weed Park Rose Garden

Weed Park Shelter Replacement

Five shelters in Weed Park are constructed of wood or have asphalt shingles. Replacement of these shelters with modern low-maintenance steel structures is proposed. There has been nothing done to date with this project. It is estimated it would take five years to complete this project.

Estimated Cost: \$100,000
 Funding Schedule: FY 13-15
 Funding: To Be Determined



Weed Park Shelter

Weed Park Street Light Replacement

The light poles and wiring in Weed Park are proposed to be upgraded. The repair and upkeep of the existing equipment is a constant issue for park and utility personnel. Minor upgrades that included the replacement of underground feed lines with new wire and conduit, have taken place in some areas as the opportunity and funding were available. No additional planning or activity has been done. It is estimated the project will take two years to complete.

Estimated Cost: \$150,000
 Funding Schedule: FY 12
 Funding: To Be Determined

Weed Park Volleyball Parking Lot

Construction of asphalt parking area and roadway on the backside of the lagoon to provide access to

the sand volleyball and shelter/ playground area is proposed. The current roadway is gravel and parking for shelter, playground and volleyball court users is in the grass. This proposal would also include surfacing of a small parking area near the Muscatine Community College storm water structure. The improvement is expected to cut annual expenditures for road rock by \$500. Preliminary plans have been completed.

Estimated Cost: \$50,000

Funding Schedule: FY 13

Funding: To Be Determined



**Weed Park Volleyball
Parking Lot**

Weed Park Water Main

The water main in Weed Park is proposed for replacement. During construction of the Muscatine Aquatic Center, the water main was identified by Muscatine Power & Water as not being a standard water pipe. In addition, several repairs to this line have occurred in the past few years. This main runs from Washington Street through the park to the aquatic center. There has been no planning or other work completed at this time.

Estimated Cost: \$100,000

Funding Schedule: FY 12

Funding: To Be Determined

Soccer

Soccer Phase III

The Phase III proposal includes development of additional soccer facilities at a site yet to be determined. The improvements will include three synthetic fields, parking lots and restrooms. These improvements would provide a safe, high quality practice facility for Muscatine user groups, including and not limited to Muscatine High School, Muscatine Soccer Club and Community Y. Additional parking is needed during busy weekends and large tournaments. It is anticipated this facility will take two years to complete. It is also expected to add around \$20,000 in annual personnel and supply costs. Preliminary planning is in progress.



Estimated Cost: \$3,000,000

Funding Schedule: FY 11-13

Funding: To Be Determined

Soccer Field Complex

PUBLIC SAFETY

Fire

New East Hill Fire Station – Fire Station #3

A new fire station is proposed for the East Hill area of Muscatine. The need for this facility has increased as the city grows and expands to the northeast. As that expansion continues, the ability of the fire department to respond in an efficient manner is significantly compromised. The current response time to those districts is over eight (8) minutes. According to nationally recognized standards, the goal is a four-minute response. Road hazards, such as railroad tracks, drastically increases the response time for the fire department to respond from the Public Safety Building to the community's northeast section. In addition, this area of the community has numerous target hazards. The large concentration of commercial properties, industry and residential sites with the strong potential of having many people present, requires a quick and efficient response to mitigate and control any emergency. Medical emergencies in this area will also be served more efficiently from a new East Hill station. Approximately 25-30% of the emergency calls the department responds to currently come from this northeast section of town. With the potential for increased annexation or building in this area, that percentage is expected to substantially increase. Currently there has not been any planning done on this project, although a design example has been examined and a possible site for a third station has been viewed. It is expected that construction of a new station would take about one year to complete.

Estimated Cost:	\$1,445,000
Funding Schedule:	FY 12-13
Funding:	To Be Determined

Relocation and Construction of a New Fire Station #2

It is necessary to address the inadequacies of the current fire station at 1100 Oregon Street. This station was built in 1949 and is only capable of holding one vehicle, currently a 1992 fire truck with over 106,000 miles. No other fire truck in the city's fleet can fit into the station. This means whenever the 1992 truck is out for repairs or normal maintenance, Station #2 is without any replacement fire truck. A growing number of ambulance calls also is forcing the department to consider moving one or more additional vehicle to this station to spread out the workload and increase productivity and efficiency. The demands for ambulance services required the purchase of a fourth ambulance a few years ago and will likely require the purchase of a fifth vehicle within the next two or three years. However, the current building cannot accommodate any additional vehicles, either from the current or a future fleet. The lack of additional space for more vehicles, coupled with the inability to house a replacement fire truck at the station is beginning to affect operational options regarding staffing and equipment assignments. When the 1992 fire truck is replaced within the next one to three years, it will be difficult to add a modern truck inside the building without compromising the new truck's functionality. This would



Fire Station #2

mean ordering a more expensive custom truck with less water storage; no foam capabilities; and smaller compartment sizes, which would mean less storage for required fire equipment or extrication equipment. In addition, a new station could be relocated outside of the designated flood plain, which would ensure this critical infrastructure of public safety would be available for the community and citizens.

This proposal is for a 10,500 sq. ft. building capable of housing a modern fire truck, the hazardous material response truck and an ambulance. Locating the additional vehicles at this proposed new building would increase operational efficiency. It would also improve the department's response times, which ultimately will save lives and prevent property damage. The proposed site for a new station is 2122 Steward Road. It is estimated a new station could be constructed within one year.

A new fire station has been proposed in the previous CIP. The department has conducted a station location study with staff from the Muscatine Area Geographic Information Consortium (MAGIC); entered into architectural services, including programming, planning and schematic designing, from Invision, Des Moines; established tentative arrangements for land acquisitions, possibly using land swaps or donations; and performed geotechnical services on proposed sites. The city has received a \$200,000 grant for a new station from the Iowa Department of Economic Development. However, this grant must be spent by June 30, 2011.

Estimated Cost:	\$1,336,250 (includes \$20,750 in prior years' costs)
Funding Schedule:	FY 11-12
Funding:	I-JOBS II General Government Revenues

Public Safety: Joint Police/Fire Department

Swipe Key Card Access & Security for Public Safety Building Doors

The installation of a swipe key card system would provide increased security for the staff and the physical assets of the Public Safety Building. The proposed system would cover 28 interior and exterior doors and nine garage doors. Personnel from the fire and police departments have met with vendors and identified these doors as being at risk for intrusion by unauthorized entries. The interior doors equipped with the system would help secure restricted or sensitive areas of the building and also provide an electronic record of entries and exits into these areas. Such records will help the departments gauge traffic and identify who used a door at any given time. This makes it much easier to

answer important security questions such as: "Who was in the building when that incident happened; and who entered a specific room?" Currently the Public Safety Building is not secured at all times and entry can be made through several locations. Such uncontrolled access creates a safety risk. As an example, the fire department's ambulance service is required to prevent unauthorized persons from viewing protected health information. In addition, the department is required to control and secure its medical and pharmaceutical supplies. This system would provide that security. It is expected the system could be installed in six months from

**Public
Safety
Building**



the date of its order. If necessary, the number of doors included in the installation could be scaled back and the overall cost reduced. No additional staffing, supplies, equipment or additional services are being requested to accompany this project.

Estimated Cost:	\$75,000
Funding Schedule:	FY 12-13
Funding:	To Be Determined:

PUBLIC WORKS

Equipment Purchases/Associated Projects

Backhoe – Collection & Drainage

Replace old backhoe.

Estimated Cost:	\$120,000
Funding Schedule:	FY 12-13
Funding:	Collection & Drainage Fund Balance

Jet-Vac Truck Dump Site

A facility to be used for dumping, collecting and disposing of solid waste. This is to comply with federal regulations regarding the collection and treatment of solid waste, a Jet-Vac Truck/Street Sweeper Site is proposed for construction. The Lower Lot Reconstruction Project will affect this project. Estimated completion time is approximately three months.

Estimated Cost:	\$40,000
Funding Schedule	FY 11-12
Funding:	Collection & Drainage Road Use Taxes

Trailer Mounted Sewer Jet – Collection & Drainage

Sewer jet used for flushing storm and sanitary sewers.

Estimated Cost:	\$45,000
Funding Schedule:	FY 11-12
Funding:	Collection & Drainage Fund Balance

Miscellaneous

Boiler Replacements – Building & Grounds

Replace 1950 vintage boilers with energy-efficient units. Current boilers are old and expensive to operate.

Estimated Cost: \$100,000
Funding Schedule: FY 10-11
Funding: Energy Grants



City Hall Boiler

Lower Lot Reorganization

The lower lot for the Public Works Department needs to be reorganized to accommodate material stockpiles, equipment inventory and storage facilities. The reorganization will improve efficiencies; better utilize space needs; create a storm water catch basin; secure the site; and improve waste disposal.

Estimated Cost: \$100,000
Funding Schedule: FY 12-13
Funding: Road Use Tax Funds
Collection & Drainage Funds

Muscatine Slough Development

Muscatine Slough becomes a recreational area. This project encompasses the South End, Kent-Stein Park, Tom Bruner Field, Sunset Park, Sterneman Blvd., Angle Street, Houser Street and the Soccer Complex. Improvements include dredging, bank stabilization and debris clearing. Recreational opportunities include a boat launch area; a causeway bridge span separation; perimeter trail with lighting; a promenade, fishing dock and interpretive area; and ice fishing/winter activity area. No other pro-



Muscatine Slough

jects are impacted. The Hershey Avenue Sewer Separation and the Slough Lift/Pump Station are complementary projects/maintenance. Current estimate for annual operating expenses is \$10,000 for supplies and \$10,000 for services.

Estimated Cost:	\$4,040,000
Funding Schedule:	FY 12-15
Funding:	Insurance Compensation State/Federal Recreational Grants

Relocation of Dredge Spoils Site

To send the dredge spoils up Mad Creek to the lower lot of the Public Works Department between E. 5th and Washington Street. This will allow the riverfront site (Hawkeye) to be used for other purposes.

Estimated Cost:	\$550,000
Funding Schedule:	FY 12-14
Funding:	To Be Determined

Sewers/Environmental/Drainage/Landfill

Ten-Year Local Option Tax Sewer Projects

In 2008, City voters approved the continuation of the one-cent local option sales tax for a period of ten years.



Heinz Plant

ALLSTEEL Plant



Information on each individual project is listed below:

- Heinz Reconstruction Project (# 4279.4279)

Current sewer goes through the Heinz campus. Buildings are on top of the line. Maintenance is extremely difficult.

Estimated Cost: \$3,000,000

Funding Schedule: FY 14-15

Funding: One-cent Local Option Sales Tax
TIF

- Hershey Avenue Separation (# 4292.4292)

Broadway to Clinton; W. 2nd to Hershey/Mississippi Drive

Estimated Cost: \$5,100,000

Funding Schedule: FY 09-11

Funding: One-cent Local Option Sales Tax

- Relief Sanitary Sewer – ALLSTEEL, Inc. (# TBD)

Expand capacity of sanitary sewer from ALLSTEEL and future development. Current capacity is limited and increased capacity is needed because more development is occurring in this area.

Estimated Cost: \$250,000 - \$275,000

Funding Schedule: FY 10-11

Funding: One-cent Local Option Sales Tax
TIF proceeds



West Hill Area—looking east from Broadway Park

- West Hill Sewer Separation (#4276.4276)

From E. 2nd to W. Fulliam Avenue;
and Cedar Street to Kindler

Estimated Cost: \$40-\$50 Million

Funding Schedule: FY 11-25

Funding: One-cent Local Option Sales Tax
Bonds
Revolving Loan
Sewer Rates

Mad Creek Storm Water Management Project

To control erosion and flooding along Mad Creek by completing various storm water management projects to meet requirements of the Clean Water Act. Recreational and economic development activities will also be completed as part of this project.

Estimated Cost:	\$1,000,000
Funding Schedule:	FY 11-13
Funding:	Watershed Development Grant 319 Grant



Mad Creek

Papoose Creek Structure

Papoose Creek Trash Rack

Location is at the entrance to Papoose Creek near Fulliam/Cedar. A trash rack will keep waste and logs from getting inside Papoose Creek and causing problems at the pump station. Detail plans and specifications have been developed and work is in progress.

Estimated Cost:	\$50,615
Funding Schedule:	FY 11
Funding:	FEMA



Sewer Expansion and Roadway Improvement: Lucas Street from Houser to US 61 Bypass

A new sanitary sewer line extension is proposed for installation, along with various road improvement activities. There is currently no sewer available in this area. This proposal will cover project planning/engineering.

Estimated Cost:	\$ 3,500,000
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Lucas Street

Funding Schedule: FY 13-15

Funding: To Be Determined

Streets/Trails/Sidewalks

CBD Streetscape

Improvements to sidewalks, ramps, curbs, alleys and installation of period lights will upgrade the Central Business District. The Central Business District encompasses Mississippi Drive to E. 5th Street and from Pine to Mulberry.



Estimated Cost: \$375,000

Funding Schedule: FY 10-15

Funding: To Be Determined

Downtown Muscatine

Cedar Street Reconstruction (# 4184.4184)

Reconstruction and widening of Cedar Street from Parham to Houser and other improvements is proposed. A trail on the north side of Cedar between Parham and Houser is also proposed. Traffic accidents are unusually high on Cedar Street. Turn lanes will be designed. Traffic volume exceeds 8,000 vehicles per day. Preliminary plans are in progress.

Estimated Cost:	\$3,500,000
Funding Schedule:	FY 11-13
Funding:	\$551,772 STIP Funds Bonds

Colorado Street Reconstruction (# 4185.4185)

Rebuild Colorado Street to accommodate increased traffic volumes. Colorado is currently a rural road. However, two schools, a city park, and multiple businesses and dwelling units (residential) have increased traffic volume considerably. Preliminary plans are in progress.



Colorado Street

Estimated Cost:	\$2,500,000
Funding Schedule:	FY 10-13
Funding:	\$1,200,000 (STIP) Funds Bonds TIF

Dick Drake Way RR Crossing: MP&W Gate #2

Railroad derailment occurred. This project is for the replacement of the track crossing material. Detailed plans and specifications have been completed for this project.

Estimated Cost:	\$300,000
Funding Schedule	FY 11
Funding:	Road Use Tax Funds



**Dick Drake Way
RR Crossing**

Grandview/Houser/Sampson Intersection

The intersection is not efficient or effective. Sampson and Houser do not line up with each other. Temporary traffic signals have existed at this intersection for 20 years.

Estimated Cost:	\$700,000
Funding Schedule:	FY 11-15
Funding:	State Safety funds

Handicap Ramp/Sidewalk Program

Install sidewalk handicap ramps at intersections where street improvements are made. This is to comply with Federal ADA requirements.

Estimated Cost:	\$300,000
Funding Schedule:	FY 10-15
Funding:	Road Use Tax Funds One Cent Local Option Tax Projects

Hershey Avenue Reconstruction (# 4186.4186)

The proposed reconstruction of Hershey Avenue is from Clinton to Houser Street. Hershey Avenue is a narrow arterial street without adequate sidewalks. It is a main thoroughfare to the soccer complex and Kent-Stein Park. It has experienced significant increase in traffic volume. Detail plans and specs are in progress and surveys have been completed.



Hershey Avenue

Estimated Cost:	\$1,400,000
Funding Schedule:	FY 11-12
Funding:	STIP Funds TIF Bonds

Highway 61/University Avenue Intersection Improvements



University Avenue

A 12-foot widening of University Avenue at its intersection with U.S. Highway 61 is proposed. The widening will aid traffic flow in the area to both Menards and Farm & Fleet; as well as the new Casey's Convenience Store to be built north of the Farm & Fleet property. Concept plans and other engineering work have been completed.

Estimated Cost:	\$141,592
Funding Schedule:	To Be Determined
Funding:	To Be Determined

Kent-Stein – Bypass Trail

This trail link will connect the Hershey By-Pass Trail to the Kent-Stein Park Trail. The route will be determined as part of the Hershey Avenue Reconstruction project. This is part of the American Discovery Trail network. This trail section will complete a local trail plan intersecting the American Discovery Trail and Mississippi River Trail. Preliminary plans are in progress.

Estimated Cost:	\$75,000
Funding Schedule:	FY 11-12
Funding:	Iowa Natural Heritage Foundation

Kent-Stein to Weggens Road

The Mississippi River Trail will provide recreational activity for the City of Muscatine, County of Muscatine and City of Fruitland residents. This trail section would extend the Mississippi River Trail through Muscatine County from Wildcat Den State Park to the Muscatine/Louisa County line.

Estimated Cost:	\$1,500,000
Funding Schedule:	FY 11-13
Funding:	\$459,636 – Federal Earmark State/Federal Recreational Trail Funds Private Donations Local Match

Lighting (Poles) Replacement – Art Center’s Stanley Gallery Parking Lot

Replace deteriorating lighting infrastructure in the parking lot (Stanley Gallery) off Cedar Street at the Art Center. Current lighting infrastructure experiences failures because breaks in the underground wiring. Light poles are deteriorating (wood) due to weather exposure and light fixtures are not complimentary of the Art Center/Museum.

Estimated Cost:	\$ 40,000
Funding Schedule:	FY 11-12
Funding:	Local Government Revenue Grants

Lucas Street Reconstruction & Storm Sewer Improvement Project

Lucas Street is proposed to be reconstructed by widening and rebuilding shoulders and realigning with the US 61 intersection. Lucas Street is a narrow arterial street with deep ditches on the south side. It is an arterial street with additional traffic volume because of the new Ag Learning Center.

Estimated Cost:	\$1,000,000
Funding Schedule:	FY 14-15
Funding:	None identified



Lucas Street

Mad Creek Trail – Part I

Construct a trail from the Riverfront parallel to Mad Creek, under the E. 5th Street Bridge to Washington Street. The trail will allow for recreational, leisure and educational opportunities.

Estimated Cost:	\$400,000
Funding Schedule:	FY 12-13
Funding:	State and Federal Recreational Trail Grants



Mad Creek - South of Washington Street



Mad Creek - North of Washington Street

Mad Creek Trail – Part II

A proposed second part of this trail would extend from Lake Park Blvd. to Washington Street. The trail will allow for recreational, leisure, and educational opportunities.

Estimated Cost:	\$800,000
Funding Schedule:	FY 14-15
Funding:	State and Federal Recreational Trail Grant Funds

Musser Park to Kent-Stein Trail

Construction of a trail on the south side of Grandview and the east side of Oregon. This trail would provide a safe route for pedestrians and cyclists who wish to use the facilities available at Musser Park and Kent-Stein Park. Railroad improvements at Oregon/Grandview will affect this project.

Estimated Cost:	\$60,000
Funding Schedule:	FY 11-12
Funding:	Iowa Natural Heritage Funds

Musser Street Roadway Improvements



Rebuild Musser by raising, widening and constructing a sidewalk. The railroad crossing is very dangerous with a blind visual field due to the undesirable 9% approach grade. Preliminary plans have been completed.

Musser Street

Estimated Cost:	\$900,000
Funding Schedule	FY 11-13
Funding:	Iowa DOT Railroad (Safety) Funds Railroad City Bonds

Pavement Management Plan

Ongoing pavement maintenance: asphalt overlay, curb and gutter, full depth patching, joint sealing. This work is necessary to maintain the existing street/roadway infrastructure to a pavement condition index (PCI) of 65.

Estimated Cost:	\$2,500,000
Funding Schedule:	FY 10-15
Funding:	One Cent Local Option Tax

Weed Park to Wild Cat Den Trail

To construct a hiking/biking trail linking two parks – state park (Wild Cat Den) and city park (Weed Park).

Estimated Cost:	\$480,000
Funding Schedule:	FY 11-12
Funding:	Federal Earmark Regional Enhancement Funds Private Donations Local Match



Bandag Drive - Trail Border

38/61 Connector

This proposal will construct a connecting road between two major highways entering/exiting Muscatine. This connector will help with relieving traffic at the intersection of the two highways and will assist in encouraging the economic development in the northeast quadrant of Muscatine.

Estimated Cost:	\$2,750,000
Funding Schedule:	FY 12-15
Funding:	RISE Grant TIF STIP Funds

Future Street Projects

Reconstruction Projects:

- 1 – Mulberry Street Improvement Project
- 2 – U.S. 61 Frontage/Backage Roads Improvement Projects
- 3 – Lucas Street: Houser to US 61 Improvement Project
- 4 – Cedar Street: Houser to US 61 Improvement Project
- 5 – Houser Street: Lucas to Hershey
- 6 – Grandview Ave: Canal Street to US 61
- 7 – Bidwell and Weir to US 61 Overpass

- 8 – Isett Ave.: Bidwell to Woodlawn
- 9 – Washington: Park Ave to University
- 10 – Houser Street: Musser to Mittman Road

Street surfaces are in need of repair/reconstruction. Priorities depend on funding sources.

Estimated Cost:	To Be Determined
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TRANSPORTATION

Airport

Airfield Pavement Maintenance

This proposal will target crack sealing and other maintenance work on the runways and taxiways as part of a three-year maintenance schedule.

Estimated Cost:	\$121,053
Funding Schedule:	FY 12
Funding:	Federal Grant Local Government Revenue

Airport Pavement Maintenance

Continued crack sealing and other maintenance on pavement surfaces throughout the airport grounds under the three-year cycle.



Pavement Maintenance

Estimated Cost:	\$158,000
Funding Schedule:	FY 15
Funding:	Federal Grant Local Government Revenue

Apron Expansion/T-Hangar Site Plan

An expansion of the existing apron area serving the T-hangars is proposed. These improvements would be part of an over-all site plan development for the T-hangars.

Estimated Cost:	\$635,000
Funding Schedule:	FY 11
Funding:	Local Government Revenue

Apron Reconstruction/Drainage Improvements for T-Hangar Area

The current system cannot drain water away from the T-hangar area during excessive rain events. During cold weather, this water can freeze, creating safety and access problems for T-hangar users. This proposal will reconstruct the apron area to improve drainage away from the T-hangars.

Estimated Cost:	\$215,789
Funding Schedule:	FY 14
Funding:	Federal Grant Local Government Revenue



Airport T-Hangars



AWOS Tower

AWOS Replacement

The airport's Automated Weather Operating System (AWOS) is aging and should be updated. This proposal calls for the replacement of this important airport weather system.

Estimated Cost:	\$100,000
Funding Schedule:	FY 13
Funding:	Federal Grant Local Government Revenue

Clear/Grub Fence Line

Brush and other vegetation are encroaching along the airport's perimeter security fence. This proposal calls for removal of this vegetation to maintain security and safety. The cleared area will be used for agricultural purposes.



Estimated Cost: \$22,250

Funding Schedule: FY 12

Funding: State Grant
Local Government Revenue

Airport Fence Line

Fueling Facility with Submersible Pump

This proposal will improve aircraft fueling procedures and safety by establishing a fueling facility with submersible pump.

Estimated Cost: \$50,000

Funding Schedule: FY 15

Funding: State Grant
Local Government Revenue

Obstruction Survey/Obstruction Removal

Vegetation and other potential obstructions are creating continued safety and security issues. This proposal will survey the airport to identify these current or potential problems and remove them.

Estimated Cost: \$55,550

Funding Schedule: FY 12

Funding: Federal Grant
Local Government Revenue

Runway 6/24 Lighting

Animal damage has created problems with the lighting system along the runways and parallel and connecting taxiways. This proposal would upgrade the system from a Medium Intensity Runway Light (MIRL) system to a High Intensity Runway Light (HIRL) system with wiring buried in conduit rather than direct bury.

Estimated Cost: \$375,739

Funding Schedule: FY 11

Funding: Federal Grant
Local Government Revenue



Runway 6/24 Lighting

T-Hangar Renovation/Municipal Hangar Renovation

The existing T-hangars are 30-40 years old and in need of preventative maintenance and renovation. The municipal hangar also needs renovation work. This proposal calls for upgrading of the hangars to improve security, safety and use. The T-hangar reconstruction will continue over a three-year period

Estimated Cost:	\$58,000
Funding Schedule:	FY 11
Funding:	State Grant Local Government Revenue



Airport T-Hangars

T-Hangar Renovation

Renovation of the existing T-hangars is proposed to continue over a three-year period, with the hangar upgrades continuing through FY 2013, when the majority renovation work will be completed.

Estimated Cost:	\$511,000
Funding Schedule:	FY 13
Funding:	State Grant Local Government Revenue

PROJECT SUMMARIES

PAGE	PROJECTS	FISCAL YEAR					COST
		Pre-2011	2011	2012	2013	2014	
Community Development							
3	Acquisitions - Carver Corner						\$750,000
3	Brier's Ditch Improvement Project				TBD		\$1,037,900
4	Brownfields Areawide Assessment						\$400,000
4	Mississippi Drive Corridor Projects						\$8,650,000
Environmental Quality							
Comprehensive Water Pollution Control Plant Renovation							
15	Comprehensive Plant Renovation						\$19,285,000
Water Pollution Control Plant & Services							
15	Bond & Schley Lift Station Renovation						\$90,000
16	High Performance Grit Removal						\$1,025,000
16	Laboratory Remodel						\$250,000
16	Maintenance Storage Building						\$205,000
17	Metal Analysis Instrumentation						\$65,000
17	Slough Lift Station Improvements						\$100,000
17	Truss Arm Replacement on Final Clarifiers						\$38,700
Finance & Administration							
18	Replace Finance System Software						\$80,000
Housing							
18	Clark House Lobby & Corridor Lighting						\$52,000
18	Sunset Park Parking Lot Repavement						\$47,000
Information Technology							
19	Replace Telephone System						\$60,000

PROJECTS		FISCAL YEAR					COST
		Pre-2011	2011	2012	2013	2014	2015
Parks & Recreation							
Golf							
19	Cart Path Repairs						\$25,000
19	Clubhouse Carpet Replacement						\$30,000
20	Fairway Irrigation Renovation,						
20	Parking Lot Repairs						\$25,000
Parks & Recreation (cont.)							
Kent-Stein Park							
21	Kent-Stein Control Link System						\$50,000
21	Kent-Stein Fence Replacement						\$62,000
21	Kent-Stein Park Parking Lot Surfacing						\$45,000
22	Kent-Stein Multi-Use Area						\$35,000
Park Maintenance							
22	Fuller Park Erosion Control Project			TBD			TBD
23	Fuller Park Parking Lot Expansion						\$30,000
23	Greenbelt Trail Resurfacing						\$100,000
23	Greenwood Cemetery Barrier Fence Project						\$100,000
23	Greenwood Cemetery Erosion Control Project						\$1,000,000
23	Harbor Dredge Pipe Extension						\$75,000
24	Harbor Houseboat Dock Replacement						\$76,000
24	Harbor Long Dock Replacement						\$100,000
25	Maintenance Facility						\$400,000
25	Mark Twain Overlook Renovation						\$550,000
25	Musser Park Seep Water Pump Station						\$50,000
26	Riverfront Dredge Pipe Extension						\$68,000
26	Weed Park Lagoon Bank Stabilization						\$300,000

PROJECTS		FISCAL YEAR					COST
		Pre-2011	2011	2012	2013	2014	2015
Park Maintenance (cont)							
26	Weed Park Lagoon Restroom						\$125,000
26	Weed Park Lagoon Trail						\$100,000
26	Weed Park Restroom						\$125,000
27	Weed Park Shelter Replacement						\$100,000
27	Weed Park Street Light Replacement						\$100,000
27	Weed Park Volleyball Parking Lot						\$50,000
28	Weed Park Water Main						\$100,000
Soccer							
28	Soccer Phase III						\$3,000,000
PUBLIC SAFETY							
Fire							
29	New East Hill Fire Station - Fire Station #3						\$1,445,000
29	Relocation and Construction of a New Fire Station #2						\$1,336,250
Joint Police/Fire Department							
30	Swipe Key Card Access & Security for Public Safety Building						\$75,000
PUBLIC WORKS							
Equipment Purchases/Associated Projects							
31	Backhoe - Collection & Drainage						\$120,000
31	Jet-Vac Truck Dump Site						\$40,000
31	Trailer Mounted Sewer Jet - Collection & Drainage						\$45,000
Miscellaneous							
31	Boiler Replacement - Building & Grounds						\$100,000
32	Lower Lot Reorganization						\$100,000
32	Muscatine Slough Development						\$4,040,000
33	Relocation of Dredge Spoils Site						\$550,000

PROJECTS		FISCAL YEAR					COST
		Pre-2011	2011	2012	2013	2014	2015
Sewers/Environmental/Drainage/Landfill							
33	Ten-Year Local Option Tax Sewer Projects						
33	Heinz Reconstruction Project(#4279.4279)						\$3,000,000
34	Hershey Avenue Separation (#4292.4292)						\$5,100,000
34	Relief Sewer - ALLSTEEL (#TBD)						\$275,000
34	West Hill Sewer Separation (#4276.4276)						\$50,000,000
Project is projected to extend from 2011 to 2025							
35	Mad Creek Storm Water Management Project						\$1,000,000
35	Papoose Creek Trash Rack						\$50,615
35	Sewer Expansion: Lucas Street from Houser to US 61 Bypass						\$3,500,000
Streets/Trails/Sidewalks							
36	CBD Streetscape						\$375,000
37	Cedar Street Reconstruction (#4184.4184)						\$3,500,000
37	Colorado Street Reconstruction (#4185.4185)						\$2,500,000
37	Dick Drake Way RR Crossing: MP&W Gate #2						\$300,000
37	Grandview/Houser/Sampson Intersection						\$700,000
38	Handicap Ramp/Sidewalk Program						\$300,000
38	Hershey Avenue Reconstruction (#4186.4186)						\$1,400,000
38	Highway 61/University Avenue Improvements				TBD		TBD
38	Kent-Stein Bypass Trail						\$75,000
39	Kent-Stein to Weggens Road						\$1,500,000
39	Lighting (Poles) Replacement - Art Center Stanley Gallery Lot						\$40,000

PUBLIC WORKS (cont.)

Streets/Trails/Sidewalks (cont.)

39	Lucas Street Reconstruction & Storm Sewer Improvements		\$1,000,000
40	Mad Creek Trail - Part I		\$400,000
40	Mad Creek Trail - Part II		\$800,000
40	Musser Park to Kent-Stein Trail		\$60,000

40	Musser Street Roadway Improvements			\$900,000
41	Pavement Management Plan			\$2,500,000
41	Weed Park to Wildcat Den State Park Trail			\$480,000
42	38/61 Connector			\$2,750,000
42	Future Street Projects (see project description section for list)		TBD	TBD

TRANSPORTATION

Airport

42	Airfield Pavement Maintenance			\$121,053
42	Airport Pavement Maintenance			\$158,000
43	Apron Expansion/T-Hangar Site Plan			\$635,000
43	Apron Reconstruction/Drainage Improvements for T-Hangars			\$215,789
43	AWOS Replacement			\$100,000

43	Clear/Grub Fence Line			\$22,250
44	Fueling Facility with Submersible Pump			\$50,000
44	Obstruction Survey/Obstruction Removal			\$55,500
44	Runway 6/24 Lighting			\$375,739
45	T-Hangar Renovation/Municipal Hangar Renovation			\$58,000
45	T-Hangar Renovation			\$511,000

RESOLUTION NO. _____

RESOLUTION RELATING TO FINANCING OF CERTAIN PROPOSED PROJECTS TO BE UNDERTAKEN BY THE CITY OF MUSCATINE, IOWA; ESTABLISHING COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS UNDER THE INTERNAL REVENUE CODE.

BE IT RESOLVED by the City Council (the “Council”) of the City of Muscatine, Iowa (the “City”), as follows:

1. Recitals

- (a) The Internal Revenue Service has issued Section 1:103-18 of the Income Tax Regulations (the “Regulations”) dealing with the issuance of bonds, all or a portion of the proceeds of which are to be used to reimburse the City for project expenditures made by the City prior to the date of issuance.
- (b) The Regulations generally require the City make a prior declaration of its official intent to reimburse itself for such prior expenditures out of the proceeds of a subsequently issued borrowing, that the borrowing occur and the reimbursement allocation be made from the proceeds of such borrowing within one year of the payment of the expenditure or, if longer, within one year of the date the project is placed in service, and that the expenditure be a capital expenditure.
- (c) The City desires to comply with requirements of the Regulations with respect to certain projects hereinafter identified.

2. Official Intent Declaration

- (a) The City proposes to undertake the projects described on Exhibit A attached herein.
- (b) Other than (i) expenditures to be paid or reimbursed from sources other than a borrowing or (ii) expenditures permitted to be reimbursed pursuant to the transition provision of Section 1.103-18(1)(2) of the Regulations or (iii) expenditures constituting preliminary expenditures as defined in Section 1:103-18(i)(2) of the Regulations, no expenditures for the forgoing projects as identified on Exhibit A have heretofore been made by the City and no expenditures will be made by the City until after the date of this resolution.
- (c) The City reasonably expects to reimburse the expenditures made for costs of the designated projects out of the proceeds of debt (“Bonds”) to be incurred by the City after the date of payment of all or a portion of the costs. All reimbursed expenditures shall be capital expenditures as defined in Section 1.103-18 of the Regulations.
- (d) This declaration is a declaration of official intent adopted pursuant to Section 1:103-18 of the Regulations.

3. Budgetary Matters

As of the date hereof, there are no City funds reserved, allocated on a long-term basis or otherwise set aside (or reasonably expected to be reserved, allocated on a long-term basis or otherwise set aside) to provide permanent financing for the expenditures related to the projects, other than pursuant to the issuance of the Bonds. This resolution, therefore, is determined to be consistent with the City's budgetary and financial circumstances as they exist or are reasonably foreseeable on the date hereof, all within the meaning and content of the Regulations.

4. Filing

This resolution shall be filed within 30 days of its adoption in the publicly available official books and records of the City. This resolutions hall be available for inspections at the office of the City Clerk at the City Hall (which is the main administrative office of the City) during normal business hours of the City on every business day until the date of issuance of the Bonds.

5. Reimbursement Allocations

The City's financial officer shall be responsible for making the "reimbursement allocations" described in the Regulations, being generally the transfer of the appropriate amount of proceeds of the Bonds to reimburse the source of temporary financing used by the City to make payment of the prior costs of the projects. Each allocation shall be evidenced by an entry on the official books and records of the City maintained for the Bonds, shall specifically identify the actual prior expenditures being reimbursed or, in the case of reimbursement of a fund or account in accordance with Section 1.103-18, the fund or account from which the expenditure was paid, and shall be effective to relieve the proceeds of the Bonds from any restriction under the bond resolution or other relevant legal documents for the Bonds, and under any applicable state statute, which would apply to the unspent proceeds of the Bonds.

Adopted this _____ day of _____ 20__

Mayor

Attest:

City Clerk

ACRONYMS AND ABBREVIATIONS USED IN THIS REPORT	
ADA	American Disabilities Act
AWOS	Automated Weather Operating System
CD	Community Development
CDBG	Community Development Block Grant
CIP	Capital Improvements Program
(cont)	Continued
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FBO	Fixed Base Operator (Airport)
FY	Fiscal Year
FEMA	Federal Emergency Management Agency
GO	General Obligation (Bonds)
HUD	Department of Housing and Urban Development
IDED	Iowa Department of Economic Development
IDNR or DNR	Iowa Department of Natural Resources
IDOT or DOT	Iowa Department of Transportation
MP&W	Muscatine Power & Water
P&Z	Planning and Zoning Commission
RISE	Revitalize Iowa's Sound Economy
SRF	State Revolving Fund Loan
STIP	Statewide Transportation Improvement Program
TBD	To Be Determined
TIF	Tax Increment Financing
WPCP	Water Pollution Control Plant