

CityFocus

highlighting issues important to Dubuque residents

// September 2012 //

CAPITAL IMPROVEMENTS

Bridging Present & Future Needs

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DUBUQUE CITY COUNCIL



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3RD WARD



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4TH WARD

The Dubuque City Council meets at 6:30 p.m. on the first and third Monday of the month in the Council Chambers on the second floor of the Historic Federal Building at 350 W. 6th Street.

www.cityofdubuque.org/citycouncil

CITY MANAGER'S MESSAGE

I recently read an article entitled "Where You'll Want to Live in 2032," which summarized a Gallup analysis. It concluded that the best place to live in 20 years will have tackled unemployment, financial worry, healthcare costs, obesity, and education challenges. It will be a place where "most residents are healthy, optimistic, employed in good jobs they love, and enthusiastic about their communities." The study identified the West North Central Region (Iowa, Kansas, Minnesota, Nebraska, North Dakota, and South Dakota) as the region poised for the brightest future. As Dubuque leads the country out of the recession and beyond, Mayor Roy D. Buol and the Dubuque City Council are setting the tone and creating the atmosphere to ensure Dubuque remains a community where you want to live today and in 2032.

As part of a recent economic development trip Mayor Buol and the Greater Dubuque Development Corporation took to New York with Governor Branstad, IBM Vice President Joe Dzaluk agreed to give a testimonial to New York businesses about doing business in Dubuque. His remarks included the comment, "Dubuque is a city that has firmly established itself as a national leader in forward-thinking public policies."

The Iowa Economic Development Authority sponsored their annual SMART Economic Development Conference in May 2012, with over 400 attendees from across Iowa. Keynote speaker Rebecca Ryan, a nationally known expert on workforce development, talked about the cities that are "on the ropes," including Detroit, Michigan and Cleveland, Ohio. She then gave three examples of emerging cities: Charlotte, North Carolina; Chattanooga, Tennessee; and Dubuque, Iowa!

Affirmation of the leadership role the City of Dubuque is taking on internationally includes the invitations Mayor Buol receives to speak around the world. He has spoken at a Brookings Institution conference in Washington, D.C., IBM conferences in Arizona and New York, the Global Smart City Summit in Taiwan, National League of Cities events in Sweden and Germany, and, most recently, the World Cities Summit in Singapore, which had over 18,000 attendees. He was also recently invited to speak in Toronto, Canada, in January 2013. This is at no cost to the City as the event sponsors cover the costs.

Since January 2011, Dubuque has received the following recognition:

- Named a 2012 All-America City by the National Civic League for the second time in five years – July 2012
- Ranked #16 in the Top 100 Overall Cities and #3 in the Top 20 Midwest Cities in the 2012 Leading Locations report – *Area Development* magazine, June 2012
- With our local colleges and over 304,000 college students within 100 miles, it is no surprise that this region was recently selected as the sixth "Brainiest Metro" in the country. – *The Atlantic*, June 2012
- One of 26 metropolitan areas (out of 363) that have completely recovered the jobs lost during the great recession – U.S. Conference of Mayors, January 2012
- Ninth among the 392 Largest U.S. Cities for Employment Growth – *Moody'sEconomy.com*, July 2011
- #1 in Iowa for Private Sector Job Growth in 2011 – Iowa Workforce Development (In 2010 with 3% of the population of the state, Dubuque had 1,200 net new jobs or 11.2% of the State total. In 2011, Dubuque had 1,100 net new jobs, or 12% of the state total, finishing ahead of even Des Moines.)
- Seventh in the nation in Forbes Annual Best Small Places – *Forbes*, August 2011
- #5 for resiliency of 361 cities – Institute of Governmental Studies, 2011

These recognitions are being achieved while the largest investments in Dubuque's history are being made, including many of the projects profiled in this publication. These projects are being accomplished through the strategic use of debt to allow the implementation of significant, long-lasting capital projects. With the historically low interest rates, now is the time to implement these major projects.

CITY MANAGER’S MESSAGE (continued)

The City does not just depend on debt to complete City Council priorities. Since July 1, 2009, the City has received over \$133 million in federal and state grants and continues to pursue grants to keep taxes and fees down. The City has applied for \$1 million in flood mitigation funds from the U.S. Economic Development Administration and might be eligible for tens of millions of dollars from a new state flood program. Both would help to hold down the stormwater fee and improve the performance of the Bee Branch Project.

While there were several questions during the fiscal year 2013 City budget process about increases in City taxes and fees and the amount of City debt, a thorough explanation was provided at the final budget public hearing. (Video and details available online at www.cityofdubuque.org/FY2013budget.) One important thing citizens learned is that, in 2018, Dubuque’s taxing bodies could receive as much as \$1 million per year when the Dubuque Technology Park tax-increment financing (TIF) district expires and as much a \$3 million per year beginning in 2020 when part of the Dubuque Industrial Center West TIF district expires. The City will get about 30 percent of these revenues for the general fund, with the rest split among the Dubuque Community School District, Dubuque County, Northeast Iowa Community College, and others.

How is your money being used? The top ten capital expenditures for the period of 1997–2017 are:

Top 10 Capital Projects (1997–2017)	
Project Description	Cost \$
Streets Projects (Engineering/Public Works)	140,810,994
Southwest Arterial	98,300,000
America’s River Project	70,674,035
Water & Resource Recovery Center	64,885,000
Parking Ramps	59,816,881
Bee Branch Creek Project	57,529,830
Sanitary Sewer Projects	40,180,286
Airport Terminal Project	39,983,438
Industrial Parks	36,096,331
Stormwater Projects	31,584,626
Total	\$639,861,421

In spite of some recent property tax and fee increases, the City of Dubuque is still very competitive as far as costs when compared with the other nine cities in the state of Iowa with a population greater than 50,000.

Dubuque’s Ranking Among Iowa’s 10 Largest Cities	
Issue	Rank
Property Tax Rate per Capita	LOWEST
Water Rate	LOWEST
City Property Tax Rate	2nd LOWEST
Refuse Collection Rate	2nd LOWEST
Sanitary Sewer Rate	6th LOWEST
Stormwater Rate	2nd HIGHEST

I am a fan of the former Stanford Business School professor and author Jim Collins and his books, “Good to Great” and “Built to Last.” He has a new book out, “Great by Choice,” in which he researches successful companies and goes on to explain:

“This research project began with the premise that we live in an environment of chaos and uncertainty. But the environment doesn’t determine why some companies thrive in chaos and why others don’t. People do. . . . Of all the luck we can get, people luck—the luck of finding the right mentor, partner, teammate, leader, friend—is one of the most important.”

“More than any of our prior research, this study shows that whether we prevail or fail, endure or die, depends more upon what we do than on what the world does to us.”

I think these Jim Collins observations fit in well with what I tell people when they ask how Dubuque accomplishes the things it does here. I tell them it is about Planning, Partnerships and People.



As you review the projects profiled in this publication, you will note that each is supportive of the Sustainable Dubuque initiative. Through this lens, we strive to meet the environmental, economic, and social equity needs of today without reducing the ability of future generations to meet their needs. Each project supports at least one, and in most cases several, of the Sustainable Dubuque principles listed on the back cover of this publication.

I want to thank the citizens and businesses of Dubuque for deciding that they prefer the price of progress over the higher price of stagnation and decline. None of the progress this community is experiencing would be possible without the citizens’ determination, the business investment, the leadership of Mayor Roy Buol and the City Council, the tremendously talented City employees, and the robust partnerships with local not-for-profits and different levels of government. This is all our “people luck.”

Michael Van Milligen



// michael c. van milligen //

// North Cascade Rd. bridge under construction //



SOUTHWEST ARTERIAL

The Southwest Arterial will be a 6.1-mile, four-lane divided freeway between Highway 151/61 and Highway 20 which will provide an alternate, direct and efficient route for traffic through southwestern Dubuque. The project is designed to reduce traffic volumes and congestion on the local street system while supporting

future growth to the southwest of Dubuque toward the Dubuque Regional Airport. Unlike the Northwest Arterial, there will be no stoplights or at-grade intersections on the Southwest Arterial. Instead, access to the freeway will only be at the interchange locations.

The Southwest Arterial will also provide a direct connection from John Deere (Highway 52) on the north, through the industrial park (Highway 20) on the west, to the Dubuque Technology Park (Highway 151/61) on the south. This will create a commercial transportation link to support the statewide, national and global distribution of local commerce and the continued growth and sustainability of Dubuque's regional economy.

The project is currently in the final engineering design phase. Property acquisition and archaeological and cultural resource mitigation phases of the project are also underway. As of August 2012, the City has purchased 27 of the 43 impacted properties for a total purchase expenditure of \$5.7 million to-date. The City anticipates having all remaining properties acquired by June 2013.

To maximize available funding, the City is moving forward with a phased approach to construct Southwest Arterial improvements that will provide immediate public benefits and create significant construction efficiencies.

// Highway 20 interchange - artist's rendering //



The **first phase** of construction began in September 2010 with the reconstruction of North Cascade Road. The \$3 million project will provide for the reconstruction (grading, paving and bridge) and realignment of North Cascade Road to allow the Southwest Arterial to travel under the new North Cascade Road Bridge. The North Cascade Road project is anticipated to be completed in the fall of 2012.

The **second construction phase**, the \$5.1 million English Mill Road reconstruction project, is scheduled for bid letting in the winter of 2013 and will involve side road improvements that will allow the highway to travel under the new English Mill Road Bridge.

The **third construction phase**, the \$9 million Military Road reconstruction project, is scheduled for bid letting in the winter of 2013 and will involve side road improvements that will allow the highway to travel under the new Military Road Bridge.

Based on current funding levels, an alternate interim two-lane phase under consideration would provide for the grading of four-lanes between Highway 151/61 to Highway 20 and interchanges at Highway 151/61 and at Highway 20. The preliminary cost projection for this interim two-lane highway is \$98.3 million. The current available funding for the Southwest Arterial is \$66.4 million, which includes \$32.8 million in federal appropriations, \$17.8 million in state programmed funds, and local funding in the amount of \$15.8 million.

At current funding levels, there is a \$32 million funding shortfall for the Southwest Arterial to complete the interim two-lane highway between Highway 20 and Highway 151/61. (The preliminary cost projection for the complete four-lane freeway project is \$125 million.)

The Southwest Arterial project remains the number one surface transportation priority in the Dubuque area and other funding strategies are being evaluated to ensure that this project continues to move forward. Should these funding sources materialize, vehicles will be driving on the Southwest Arterial by 2016. ✚

QUICK FOCUS



Purpose:	To provide an alternative route for traffic through southwestern Dubuque, to improve regional traffic flow, and to reduce travel times and traffic accidents
Construction start date:	September 2010
Est. completion date:	North Cascade Road: Fall 2012 English Mill, Military Road: Fall 2013
Project budget:	\$98.3 million (interim two-lane highway)
Funding sources:	Federal appropriations, state programmed funds, local funding
Project web page:	www.cityofdubuque.org/southwestarterial

// Southwest Arterial alignment //



BEE BRANCH CREEK RESTORATION PROJECT

The Bee Branch Creek Restoration and Gateway Project is a flood-mitigation project designed to reduce the risk of storm water flood damage to 1,155 properties in one of Dubuque's oldest neighborhoods. The project includes the phased construction of an almost one-mile open waterway from the 16th Street Detention Basin to Comiskey Park. This linear greenway is connecting Dubuque's historic riverfront with its urban core and will "daylight" the Bee Branch Creek. In addition to serving as a storm water management component in Dubuque's Drainage Basin Master Plan, the Bee Branch Creek Restoration Project will create a community attraction for residents and visitors, improve the quality of life for neighborhood residents, serve as a catalyst for economic development, and positively impact property values.

The final design of the restored creek includes the removal of almost one mile of buried storm sewer and its replacement with the original meandering 15- to 25-foot wide creek through a 150- to 180-foot wide green corridor. The design includes taller prairie and ornamental grasses with a mixture of wildflowers. In addition to being a stormwater facility, the project features a hike/bike trail, additional landscaping, medium-to-high canopy trees, bushes, planters, light fixtures, water fountains, benches, an amphitheater, scenic overlooks, bridges, rain gardens and wetlands, and other recreational space.

The project is being completed in phases, starting with phase one, the Lower Bee Branch, which was substantially complete by the fall of 2011. Phase one included:

- Dredging of 16th St. Detention Basin
- Excavation of approximately 265,000 cubic yards of soil
- Deconstruction and removal of six residential and 12 non-residential properties
- Construction of 100-foot long Sycamore Street bridge and 110-foot long 16th Street bridge
- Reconstruction of nearly 1,900 feet of 36-inch diameter sanitary sewer
- Upgrade to 16th Street water main from 8-inch to 12-inch main
- Addition of 2,180 feet of new storm sewer ranging from 15 to 84 inches in diameter
- Nearly 500 trees planted

// Walking path connecting Lower and Upper Bee Branch //



Phase two, or the Upper Bee Branch, is underway. Sixty eight of the 71 residential properties have been acquired, deconstructed, and removed and the City is currently reviewing options for a structure under the railroad on Garfield Avenue, which intersects with the Bee Branch path. Construction has been delayed while the City continues to negotiate with the Canadian-Pacific Railroad. The other components of the Upper Bee Branch are projected to be complete by the fall of 2014 and consist of the following:

- Creation of a hiking/biking path along entire waterway
- Landscaping and planting over 500 additional trees
- Implementing a plaza, park benches, drinking fountains, lighting, trash receptacles
- A park along Kniest Street
- Amphitheater near Audubon Elementary School
- Pedestrian bridge
- A compelling connection to Comiskey Park

The overall cost of the Bee Branch Reconstruction Project is estimated to exceed \$57 million with a projected completion date of 2014. The project is currently being funded through a combination of general obligation bonds; state revolving loan funds (SRF); grants from the State of Iowa, Iowa Department of Transportation, U.S. Department of Transportation, U.S. Environmental Protection Agency, and Vision Iowa; generous contributions from local businesses, organizations, and citizens; and City of Dubuque stormwater utility fee revenue. Since the adoption of the fiscal year 2013 budget, many grant opportunities have become available for the Bee Branch Creek Restoration Project. While in pursuit of additional grants, the City Council decided that the stormwater utility rate remain at the FY 2012 rate of \$5.60 per single family unit per month. ☒

// Upper Bee Branch overlook - artist's rendering //



QUICK FOCUS

Purpose: To reduce the risk of storm water flood damage to North End properties, improve water quality and to create a an amenity for Dubuque residents

Construction start date: September 2010

Est. completion date: Lower Bee Branch completed in 2011
Overall project: Fall 2014

Project budget: Estimated to exceed \$57 million

Funding sources: General obligation bonds, local contributions, grants, and state revolving loan funds repaid with stormwater utility fee revenue

Project web page: www.cityofdubuque.org/beebranch

DUBUQUE AWARDED \$9.4 MILLION FOR WATERSHED PROJECT

The State Revolving Fund (SRF), a joint program of the Iowa Department of Natural Resources (DNR) and the Iowa Finance Authority (IFA), recently awarded the City of Dubuque \$9.4 million to convert 40 alleys and two parking lots to pervious pavement to improve water quality and augment the city's stormwater management system and the Bee Branch Creek Restoration Project.

The funds are part of SRF's new Water Resource Restoration effort, in which watershed protection projects are supported through interest rate reductions on Clean Water SRF wastewater loans.

In Dubuque's case, interest payments on the City's SRF wastewater loan to complete the \$64 million Water and Resource Recovery Center project are, in effect, returned to Dubuque to fund a local watershed

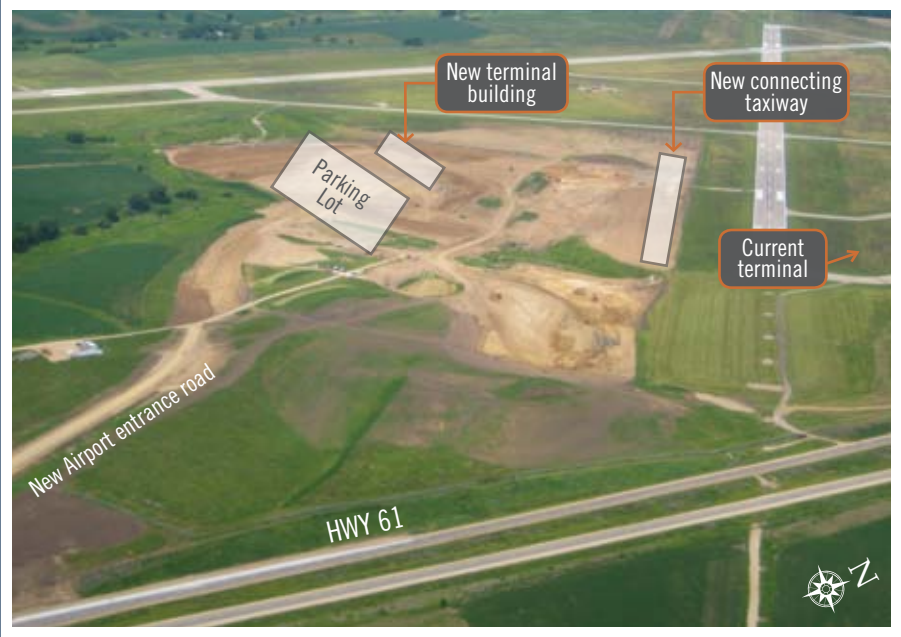
project. The arrangement is the first under the Water Resource Restoration program and is a "pilot" that DNR and IFA will use to determine how to best utilize with other communities in the future.

The funds will allow the City to install permeable interlocking concrete pavement in 40 alleys and two parking lots located in the Bee Branch Watershed, roughly 6.5 square miles from approximately 9th Street north to 32nd Street and from the Mississippi River west to Asbury Road. In addition to beautifying the alleys, the pervious pavement will allow water to go back into the ground, removing pollutants from runoff because they go back into the ground rather than detention basins that require regular maintenance to remove pollutants. For more information, visit www.cityofdubuque.org/stormwater. ☒

DUBUQUE REGIONAL AIRPORT TERMINAL COMPLEX PROJECT

The Dubuque Regional Airport is in the process of constructing a new passenger terminal complex to provide an enhanced gateway to the community and the region. Approximately 80,000 – 100,000 people travel through the airport on an annual basis. The nearly \$40 million project is funded by the Federal Aviation Administration (\$33,740,777), the State of Iowa (\$1,049,298), and the Dubuque Regional Airport/City of Dubuque (\$5,183,378).

Over the past 10 years, the airport has completed the required planning, programming, and public coordination to implement this important initiative of replacing the current 65-year-old terminal. This terminal complex is a result of detailed analysis regarding current and future capacity to accommodate current and projected demand levels, ever-evolving security requirements, and an adequate level of service to the traveling public. Since 2004, a benefit/cost analysis was initiated and approved by the FAA, an environmental study was conducted, the airport master plan was initiated and accepted by the FAA, and land acquisition was completed. The terminal building design is now in its final stages, and site preparation work is currently underway.



QUICK FOCUS

Purpose:	To replace the current 65-year-old terminal to accommodate current and projected demand levels, evolving security requirements, and an adequate level of service to the traveling public
Est. completion date:	December 2016
Project budget:	\$40 million
Funding sources:	\$33.6 million from the FAA \$5.2 million from airport fees \$1 million from the State of Iowa
Project web page:	www.flydbq.com

The scope of the new terminal complex includes multiple phases over the next four years:

- Improved U.S. 61 & Merlin Lane intersection (2012)
- Utility improvements (2012-2014)
- New terminal aircraft parking apron and access taxiways (2013-2015)
- New parallel taxiway to runway 13-31 (2013-2015)
- New airport perimeter road (2015)
- New passenger terminal building (2013-2014)
- New vehicle parking (2015-2016)
- New entrance road and circulation road (2015-2016)

The FAA will provide funding for eligible items through the Airport Improvement Program (AIP) trust fund, which is generated through taxes on airline tickets and aviation fuel. The Iowa Department of Transportation

(Iowa DOT) has allocated funds for the new facility which are generated through a number of resources (aircraft fuel tax, aircraft registration fees, etc.). It is anticipated that the airport and the City will be responsible for approximately \$5.2 million of non-federal resources to match the federal grants and development elements not eligible for federal funding. This local share will come from Passenger Facility Charges (PFC) funds, Customer Facility Charges (CFC) funds, general City funds, and water and sewer utility funds. Both PFC and CFC funds are generated through utilization of the airport by passengers. The estimated completion date for the project is the end of 2016. ➦



WATER & RESOURCE RECOVERY CENTER construction update

Dubuque's wastewater treatment facility, located at 795 Julien Dubuque Drive, was designed and built over 40 years ago and last updated in 1994. The need to replace plant components and the desire to reduce plant operating costs prompted the City to prepare a facility plan and identify better alternatives for sludge handling, biological wastewater treatment, alternative disinfection methods, and to review other plant needs. The City is also under a U.S. Environmental Protection Agency consent order to make these improvements.

The existing facility incinerated sludge and the remaining ash was landfilled. The new plant will use anaerobic digestion to break down the sludge. Water & Resource Recovery Center (WRRC) Manager Jonathan Brown describes anaerobic digestion as “the process using bacteria, without oxygen, to break down the solids from the waste water treatment.” From there, the unprocessed sludge moves into the digesters and the methane generated from that process will be used in cogeneration, providing heat for the digesters and electricity for plant use. The digested biosolids will be applied to farm fields as a soil conditioner.

Once the WRRC is completed, the cogeneration process is expected to defray two-thirds of the costs for electrical power used within the plant (historically about \$400,000 per year). The plant has the potential of becoming self-sufficient, in a few years, in terms of electrical usage. Upfront costs for anaerobic digestion are more expensive, but yearly operating and maintenance costs are lower as a result of the plant generating its own electricity and much of its own heat.

Construction of the new WRRC began in August of 2010 and involves four major components:

- Construction of four new anaerobic digesters and a solids processing building, adjacent to Julien Dubuque Drive on the west side of the existing plant site (each digester is approximately 70 feet in diameter and 30 feet tall)
- Conversion from chlorine gas to ultraviolet (UV) light for disinfection
- Reuse of existing structures for flow equalization
- Overall plant upgrades, remodeling, and repairs



// A crane prepares to lower a lid onto one of the anaerobic digesters //

Since 2010, the WRRC has seen substantial progress in its upgrade to a more environmentally aware, reliable, and cost-efficient wastewater treatment plant. UV disinfection began operation in March 2011. The laboratory portion of the new administrative building began operation in early June 2012. Work on remodeling the existing administrative building began in July 2012. Two of the four anaerobic digesters began the start up process in August 2012 and should be fully operational by the middle of September. A structure will also be constructed to temporarily store biosolids, and disposal will be by contract hauling to an off-site storage facility and, ultimately, to agricultural land application.

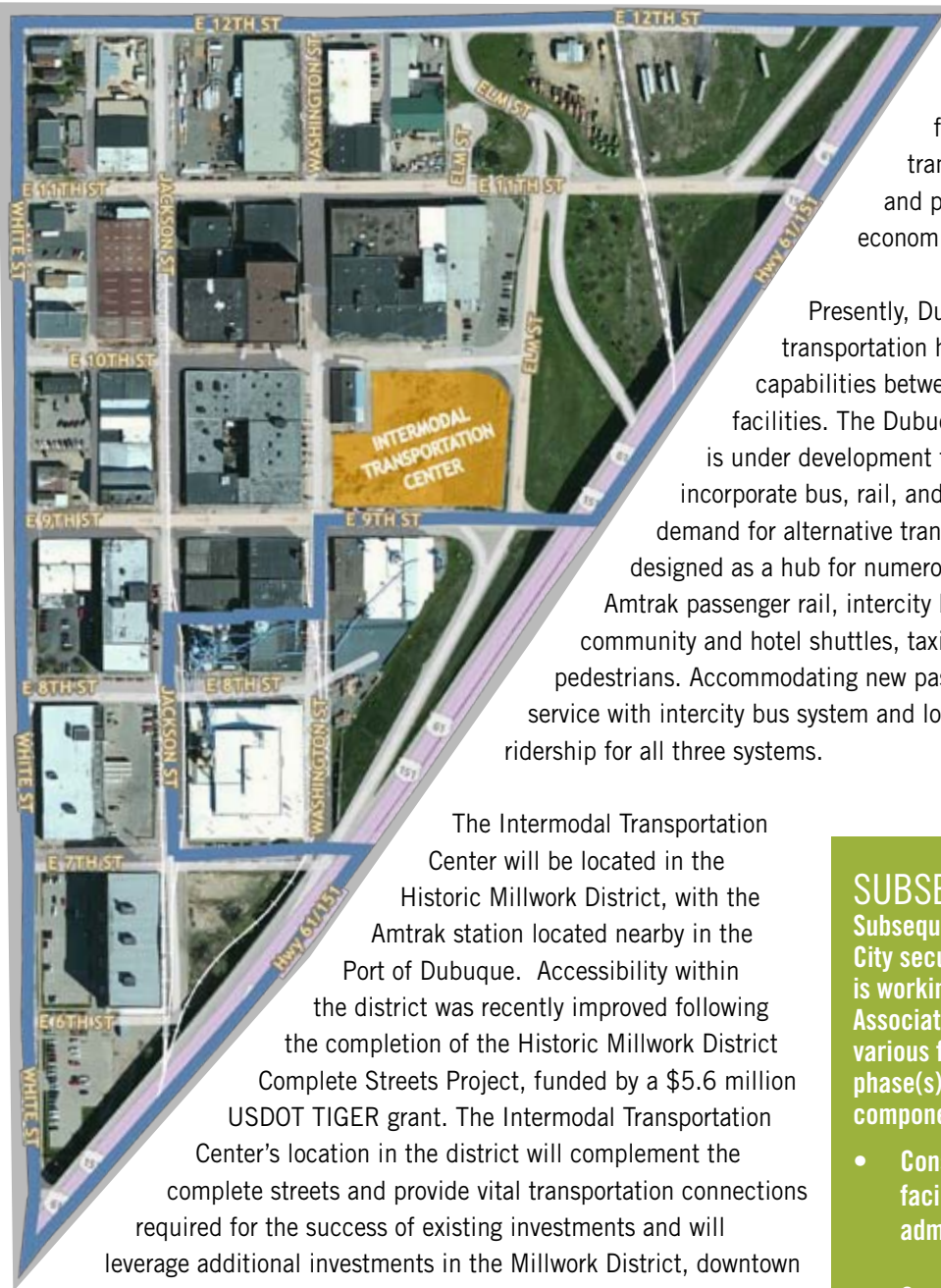
Two separate storms (one wind and one stormwater flooding) in July 2011 and an earlier mercury spill by a contractor caused a significant delay to the startup date of the digesters, pushing the date from March 2012 to August 2012. Substantial and final completion stages have also been postponed to fall 2013/spring 2014.

The project's estimated cost of \$64 million is being funded by state revolving loan funds repaid with sanitary sewer user fees. ➦

QUICK FOCUS

Purpose:	To replace aging plant components and to reduce plant operating costs
Construction start date:	Fall 2010
Est. completion date:	Late 2013/early 2014
Project budget:	\$64 million
Funding sources:	State revolving loan funds repaid with sanitary sewer user fees
Project web page:	www.cityofdubuque.org/WRRC

DUBUQUE INTERMODAL TRANSPORTATION CENTER



Nearly three million people live within 100 miles of Dubuque, which serves as the metropolitan service area for seven surrounding counties. Accessible transportation to increase the mobility of goods and people throughout the area is crucial to the economic prosperity of Dubuque and the region.

Presently, Dubuque does not have a centralized transportation hub and lacks many interconnectivity capabilities between air, rail, bus, automobiles and pedestrian facilities. The Dubuque Intermodal Transportation Center is under development to address these issues and effectively incorporate bus, rail, and vehicular transportation while increasing demand for alternative transportation modes. The center is being designed as a hub for numerous modes of transportation including Amtrak passenger rail, intercity bus, local and regional transit, automobiles, community and hotel shuttles, taxis, trolleys, as well as bicycles and pedestrians. Accommodating new passenger rail services and coordinating the service with intercity bus system and local transit system is expected to increase ridership for all three systems.

The Intermodal Transportation Center will be located in the Historic Millwork District, with the Amtrak station located nearby in the Port of Dubuque. Accessibility within the district was recently improved following the completion of the Historic Millwork District Complete Streets Project, funded by a \$5.6 million USDOT TIGER grant. The Intermodal Transportation Center's location in the district will complement the complete streets and provide vital transportation connections required for the success of existing investments and will leverage additional investments in the Millwork District, downtown area, and Port of Dubuque.

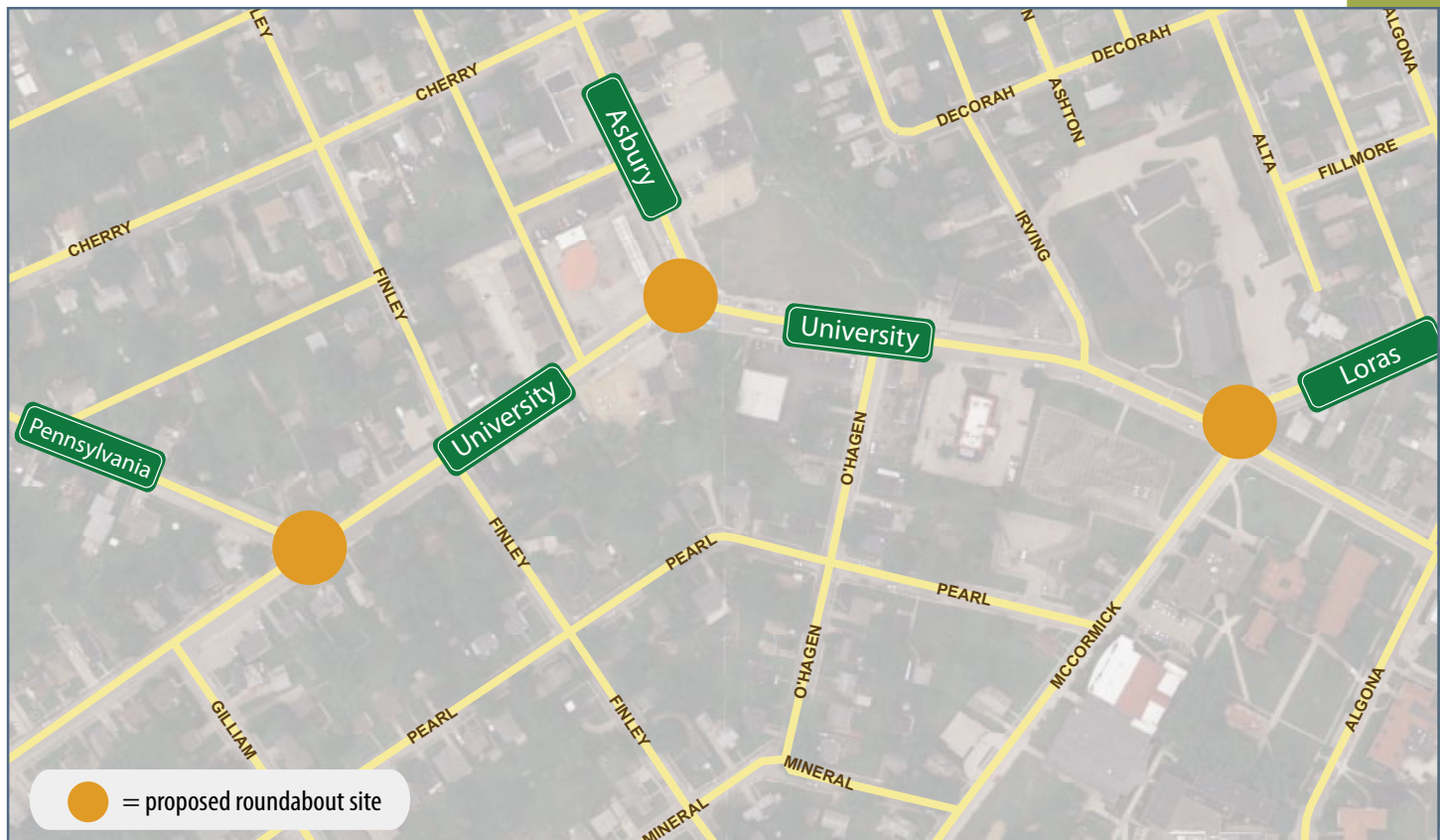
Significant funding has already been secured to construct phase one of the Intermodal Transportation Center. Dubuque received an \$8 million State of Good Repair award from the Federal Transit Authority (FTA) which, when combined with \$3.5 million in local matching funds, will partially fund construction of phase one of the project, which includes the terminal station and a portion of the required parking. The terminal will provide accommodations for passengers waiting to board or who are deboarding buses or passenger rail services. The City is currently negotiating a contract for final design and construction management of the project. ➦

SUBSEQUENT PHASES

Subsequent phases of the center are dependent on the City securing additional funds for the project. The City is working with the East Central Intergovernmental Association to prepare and submit grant applications for various funding sources needed to complete the next phase(s) of the Intermodal Center, which includes these components:

- Construction of a new bus storage and maintenance facility, with transit maintenance equipment and administrative headquarters for The Jule;
- Construction of the platform in the Port of Dubuque for planned Amtrak passenger rail;
- Construction of street improvements on 7th, 9th, 11th, and Elm Streets to improve safety and access to the Center; and
- Further development and implementation of an Intelligent Transportation System (ITS) for The Jule, which will utilize optimization software developed by IBM to redesign bus routes and schedules based on travel demand in order to maximize the overall use and efficiency of the transit system, and reduce traffic congestion and vehicle emissions.

REPORT RECOMMENDS ROUNDABOUTS



In 2009, the City of Dubuque Engineering Department worked with consultants to complete a comprehensive East/West Corridor Connectivity Study analyzing alternate east-west corridors that need to be improved to provide connectivity between the western growth areas and the downtown. The final report identified a number of improvements and modifications to improve traffic flow, including the construction of roundabout intersections. Currently, funding for this project is not available in the City's five-year Capital Improvement Program. The complete report and additional information are available online at www.cityofdubuque.org/eastwestcorridor. ➦

NEW TRUCKS FOR PUBLIC WORKS DEPARTMENT

The City's Public Works Department recently replaced five of its oldest heavy trucks with three new side-load refuse collection trucks and two new dump trucks. The previous side-load refuse collection trucks were between 11 and 14 years old. The dump trucks, used for street maintenance and snow and ice control, are routinely replaced every eight years.



At a cost of \$177,994 each, the new refuse trucks have a larger capacity for collected materials, more horsepower, and are interchangeable with recycling collection trucks. All the new trucks use clean diesel technology.

Through replacements over the last seven years, the City has been able to reduce the average age of the vehicles in its truck fleet from six years to four and the average age of its heavy equipment from 15 years to eight years. ➦

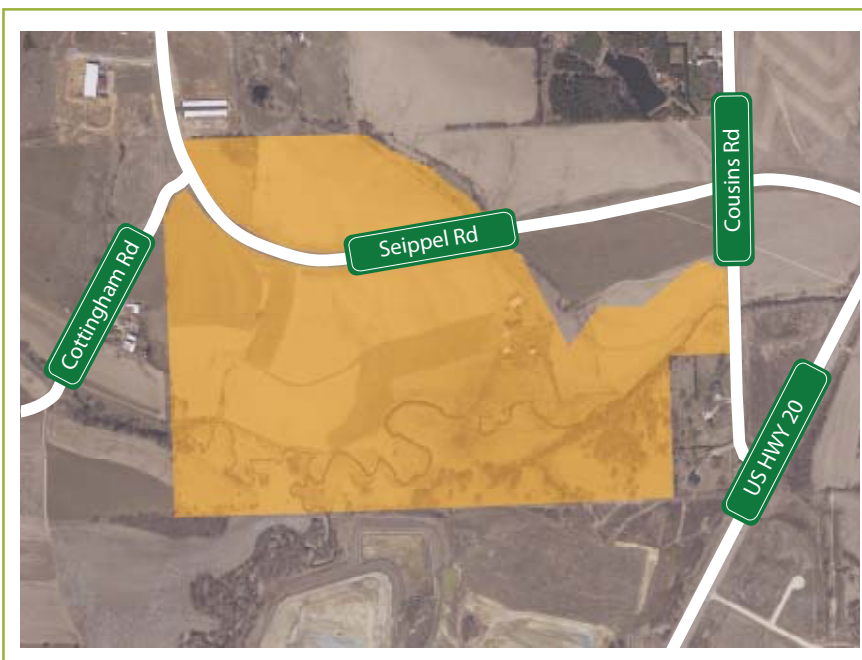
DID YOU KNOW? The Public Works Department continues to repave more than 10 miles of streets each year through the City's annual street maintenance asphalt overlay program.

DUBUQUE INDUSTRIAL CENTER SOUTH

In 1997, the City acquired five farms (approximately 900 acres) of which approximately 550 acres became Dubuque Industrial Center West (DICW), west of the Northwest Arterial on Chavenelle Drive. In 2009-2010, the North Siegert farm was developed into an expansion of the DICW. To date, over 233 acres have been sold and 24 businesses have located in the DICW, including 21 local business expansions and three new businesses. The City has seen unprecedented growth in this industrial park, selling over 125 acres in less than three years. Since February 2011, 64 new jobs were added and 568 jobs were retained by businesses in the DICW.

The City Council has identified the need for additional industrial land as a high priority for the City's future commercial/industrial growth. In March 2011, the City Council approved the inclusion of the South Siegert Farm within the Urban Renewal District, enabling the creation of the approximately 100-acre Dubuque Industrial Center South. The construction of this new industrial park area will be completed in phases, based on budget and developmental needs. This project includes grading, road construction, utility extensions, and the development of a recreational area.

An important part of the industrial park is a trail connecting this area to the DICW and its recreational trail and three ponds, all part of the John G. Bergfeld Recreational Area. At the time of his death, Bergfeld was the longest surviving heart transplant patient in the state of Iowa. His wife, Shirley, and their family sold their family farm to the City of Dubuque to create a place for businesses to create jobs.



The first phase of the Dubuque Industrial Center South involves approximately one million cubic yards of grading and excavating as well as the construction of 2,788 lineal feet of sanitary sewer and 600 lineal feet of storm sewer, deconstruction and demolition of existing structures, and erosion control measures. This first phase of construction began in early August 2012. 📍

LEISURE SERVICES PROJECTS

MINI PARK PLANNING

The Leisure Services Department is working on developing three new mini parks to add to the City's parks system. Eagle Valley, Westbrook, and Creek Wood Parks are being planned with the input of the neighborhood in each area. Construction would begin in late fall 2012 or spring 2013. Eagle Valley is located in the subdivision off Roosevelt Street, Westbrook is located in the subdivision off Seippel Road, and Creek Wood is located in the subdivision off Old Mill Road. The budget for each project is \$100,000, which includes planning, construction, and amenities.

COMISKEY PARK IMPROVEMENTS

Comiskey Park, located at 255 E 24th Street, will receive \$475,000 worth of improvements including a new playground, park entry sign, lighting, landscaping, gathering spaces and other amenities, and repairs to the Comiskey Building. Significant enhancements will also occur as Comiskey Park is connected at the southeast corner to the Bee Branch Creek Restoration Project. Planning for this project will begin in the fall of 2012 with construction scheduled for 2013.

NORTH END NEIGHBORHOOD TRAIL LIGHTING PROJECT

The City Council recently approved plans and specifications for a pedestrian lighting project for the off-street portion of the North End Neighborhood Trail, which runs from the Comiskey Park area at 24th and Jackson Streets to 32nd Street and connects to the Heritage Trail behind Flexsteel Industries. When the Bee Branch Creek Restoration Project is completed, the North End Neighborhood Trail will connect to that project, providing an off-road route between the Heritage Trail (which begins in Dyersville, Iowa) all the way to the Mississippi River in Dubuque. The project is budgeted at \$167,000. The lights are expected to be installed in the fall of 2012.

PET PARK

Planning is underway for a pet park proposed for the southeast corner of the Locust Street and Dodge Street/ Highway 20 intersection. Leisure Services staff are currently working on a lease agreement for the property, which is owned by the Iowa Department of Transportation. The project budget is \$101,000 and construction is estimated to begin sometime in 2013. Other pet park options are also being explored. ☎

PUBLIC SAFETY DEPARTMENTS UPGRADE TO NEW SOFTWARE

The Dubuque Police Department, Dubuque Fire Department, Dubuque County Sheriff's Office, and 911 Emergency Communications Center utilize public safety software in Computer-Aided Dispatch (CAD), joint City/County records, and related components within emergency services. The City of Dubuque and Dubuque County have partnered to share costs for new software to better meet current and anticipated needs. The cost for new software is estimated at approximately \$1.3 million. Dubuque County is contributing \$500,000 and the City of Dubuque will fund the remaining approximate \$810,000.

The new public safety software will provide the following features and capabilities:

- Latest database technology and programming languages
- More powerful and faster searching and reporting capabilities
- Information entered once is accessible across all applications
- Real-time and greater access to in-house information
- Integrated map and GIS data for the city and county
- Automatic vehicle location (AVL) tracking to locate officers/ deputies/fire fighters closest to an event
- Mug shots available to the vehicle mobiles instantly
- Ability to generate and wirelessly submit electronic reports from the field to the records management module that become instantly accessible for searches. ☎

LANDFILL EXPANSION PROJECT UNDER WAY

The Dubuque Metropolitan Area Solid Waste Agency's (DMASWA) Cell #9 Phase One Project broke ground on July 9, 2012, at the agency's landfill facility just off U.S. Highway 20 on Dubuque's west side. This \$3 million project, funded through the agency's user fees, is scheduled to be completed by the end of October 2012.

The project entails the extension of the agency's leachate-collection sanitary sewer to the new cell in concert with the construction of the 10.1 acre phase one section of the new cell. The cell liner will be multi-layered, incorporating high-density, compacted clay along with geo-textile fabric and welded, heavy gauge plastic sheeting. Below the liner will be a groundwater collection system and above it will be leachate and methane collection systems. Over the next 10 years, Cell #9's phases two through four will be constructed - extending the DMASWA Landfill's operational life through 2050.

The DMASWA Board includes two Dubuque City Council members and one Dubuque County Supervisor. For more information, visit www.dmaswa.org. ☎

IOWA D.O.T. PROJECT TARGETS CATFISH CREEK BRIDGE & 151/61

The Iowa Department of Transportation (Iowa DOT) will conduct a traffic improvement project in Dubuque over the next two years that will significantly impact traffic in the southern part of the city.

Specifically, the project area stretches from the US 52 intersection with US 151/61 north to the Grandview overpass. The project includes reconstruction of US 151/61 from the Grandview interchange to the US 52 intersection, the replacement of the existing bridges spanning Catfish Creek, installation of a median barrier, and improvements to the east approaches at the US 52 intersection with US 151/61.

The project will be conducted in phases, with a tentative start date of spring 2013. Motorists are encouraged to use alternate routes when possible. To minimize the impact of the project, the Iowa DOT plans the following:

- Phase I (2013 construction season): The southbound lanes will be closed first, and traffic will be limited to one lane in each direction (head-to-head) on the opposite side. During this phase, the on-ramp from Grandview Avenue for southbound traffic will be closed.
- Phase II (2014 construction season): The northbound lanes will be closed while head-to-head traffic is moved to the southbound lanes that were constructed the previous year. During this phase the off-ramp for northbound traffic exiting to Grandview will be closed.

The Iowa DOT hopes to complete pavement construction in 2014, but some items (lighting, erosion control, etc.) may carry over into the following year. ⚡

HISTORIC ENGINE HOUSE #1 RESTORATION



The City has partnered with Dubuque Bank & Trust Community Development Corporation (CDC) to revitalize Dubuque's historic "Engine House #1," located at 1801 Central Avenue. After serving as Fire Engine House #1, this building previously housed the Housing and Community Development Department until 2008 when those offices moved to the Historic Federal Building.

It was determined that leaving the building vacant would be detrimental to the neighborhood so plans to renovate the building were developed. Dubuque Bank & Trust CDC has taken on

the project, purchased the building from the City, and agreed to rehabilitate the building to its historic condition, much like it appeared when it was originally a fire station.

Upon completion of the renovation, Crescent Community Health Center (CCHC) and Operation New View: Community Action Agency will each open expansion offices within the facility and offer services. CCHC will provide nutrition education and exercise classes, stress management and obesity reduction classes and programs, general illness prevention services, and group health education of all types. Operation New View will offer educational, health, nutritional, social, and other services to children and families; enhance the social and cognitive development of children; and help parents achieve their own educational, literacy, and employment goals while engaging in their children's learning and academic development through Head Start.

The services that will be provided by both the Crescent Community Health Center and Operation New View Head Start will enhance the quality of life in the neighborhood and the substantial rehabilitation of this building will provide additional benefits. The \$2.2 million project is being funded through \$874,000 in Dubuque Racing Association distribution funds, over \$900,000 in federal and state historic tax credits with a bridge loan of \$607,473 (general obligation borrowing) until tax credits are received, \$169,765.72 in American Recovery Reinvestment Act of 2009 (federal stimulus) funds, and \$207,000 in City land sale proceeds. The project is expected to be completed in the fall of 2012. ⚡



CITY PROJECTS SPUR PRIVATE INVESTMENT & JOBS

As the City of Dubuque completes the projects featured in this publication and other projects, these community investments and partnerships with the City are spurring private investments throughout the community. The following is a sampling of private-sector projects over the last two years that are creating jobs in Dubuque.

CARADCO BUILDING PROJECT:

- **Project:** \$30 million conversion of former CARADCO millwork factory at 900 Jackson Street into 72 apartments and 35,000 square foot of retail/office space
- **City Involvement:** \$8.9 million Community Development Block Grant (CDBG) Housing Disaster Recovery Fund Contract between the Iowa Economic Development Authority and the City of Dubuque on behalf of the CARADCO Landlord, LLC, \$4.5 million Iowa Finance Authority (IFA) loan between the City of Dubuque and IFA on behalf of the CARADCO Landlord, LLC, plus \$720,000 in incentives through the Downtown Housing Incentive Program (\$10,000 per new housing unit)
- **Jobs Created:** The project created more than 200 jobs directly and supported 450 indirectly.

FLEXSTEEL INDUSTRIES HEADQUARTERS:

- **Project:** \$9 million construction of a 40,000 square foot, multi-story corporate office building in the Port of Dubuque
- **City Involvement:** The City provided a 10-year property tax rebate on the building to Flexsteel to assist in their expansion and an acquisition grant in the amount of \$165,831
- **Jobs Created:** This expansion will retain 101 positions and is expected to create 10 new positions in Dubuque.



// Flexsteel Industries Headquarters //

GREEN INDUSTRIAL SUPPLY, INC.:

- **Project:** \$8.5 million expansion plan for construction of a 140,000 square foot office/distribution and light manufacturing facility on 24.506 acres on Innovation Drive
- **City Involvement:** A 10-year property tax rebate on the building is being provided to Green Industrial by the City to assist in their expansion as well as an acquisition grant in the amount of \$1,316,940.
- **Jobs Created:** This expansion will retain 41 positions and is expected to create 17 new positions in Dubuque.

THE ROSE OF DUBUQUE, L.P.:

- **Project:** \$9.3 million, 70-unit affordable assisted living facility on Lake Ridge Drive
- **City Involvement:** A development agreement requiring the rent for the units at an amount not to exceed the HUD Fair Market Rent for 10 years, with the City providing 10-year property tax increment financing not to exceed the amount of taxes allowed to be distributed through TIF or \$19,355 per year, whichever is less
- **Jobs Created:** The construction of this project is estimated to have created 25 jobs. Management/operation of the facility is expected to create 13 jobs.

A.Y. MCDONALD MFG. CO.:

- **Project:** \$2,613,872 expansion and reinvestment as a result of changes to product requirements within the industry
- **City Involvement:** A five-year TIF rebate estimated at \$92,898
- **Jobs Created:** This expansion will retain 306 positions and is expected to create 17 new positions in Dubuque.

THEISEN SUPPLY, INC. EXPANSION:

- **Project:** \$2 million, 80,000 square foot warehouse expansion at the Dubuque Industrial Center West
- **City Involvement:** A 5-year property tax rebate on the building was provided to Theisen Supply by the City to assist in their expansion.
- **Jobs Created:** As part of the agreement, Theisen Supply Inc. will retain 77 FTE positions and create 10 new jobs within three years. ➦

PORT MARINA NEARLY COMPLETE

The Port of Dubuque Marina facility is nearly completed and is expected to be fully operational for the 2013 boating season. It is located along the northerly shoreline of the Ice Harbor in the Port of Dubuque at 450 E. 3rd St., adjacent to the National Mississippi River Museum and Aquarium.



The facility features a total of 70 transient slips, consisting of forty-six 30-foot slips, twenty 40-foot slips,

and four 50-foot slips. Full amenities, available in 2013, include water and electrical connections, a fuel dock, and sanitary pump-out facilities. The facility also features two shore entry/exit locations, each with an 80-foot, ADA-compliant access gangway. The landside amenities building will provide services and accommodations such as dockside shower suites, restrooms, a laundry facility, a marina store, and marina management facilities. The marina store will provide services to boaters such as marine-related supplies and accessories, convenience store goods, an informational kiosk, and tourism destination information.

For additional information and to register for updates, please visit www.cityofdubuque.org/portmarina or call the Leisure Services Department at 563-589-4263. ☎



Economic Prosperity



Regional Economy



Smart Energy Use



Smart Resource Use



Community Design

Environmental Integrity



Healthy Air



Clean Water



Native Plants & Animals

Social/Cultural Vibrancy



Green Buildings



Healthy Local Food



Community Knowledge



Reasonable Mobility

www.sustainabledubuque.org

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FEEDBACK

The City of Dubuque welcomes your comments and suggestions. Inquiries must include name, address, and telephone number, or an e-mail address so a response can be provided.

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