City of Cedar Rapids
Flood Control System Committee
Council Chambers– City Hall
Thursday January 19, 2017
11:00am – 12:00 p.m.

Purpose of Flood Control System Committee:
To enable the City Council to discuss and evaluate in greater detail these specific issues that directly impacts the flood control system for the City of Cedar Rapids.

City Council Committee Members:
Council member, Ralph Russell
Council member, Justin Shields
Council member, Kris Gulick
• Mayor Ron Corbett is an ex-officio member of all Council Committees per City Charter Section 2.06.

Agenda:

1. **Informational Items:**
   1. Financial Report (5 Mins)  
   2. Grant Report (5 Mins)  
   Rob Davis, Public Works

2. **Presentations:**
   1. FCS Alternatives Analysis Upstream of Quaker Oats (15 Mins)  
   2. 8th Avenue Bridge Replacement Preliminary Design (15 Mins)  
   Rob Davis, Public Works

3. **Recommendation Items:**
   1. 8th Avenue Bridge Replacement – Amendment to Shoemaker & Haaland Contract to add Substance Architecture and HDR, Inc as subconsultants (5 Mins)  
   Rob Davis, Public Works

4. **Public Comment**

Any discussion, feedback, or recommendation by Committee member(s) should not be construed or understood to be an action or decision by or for the Cedar Rapids City Council. Further, any recommendation(s) the Committee may make to the City Council is based on information possessed by the Committee at that point in time.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the City Manager’s Office at (319) 286-5080 or email a.wing@cedar-rapids.org as soon as possible but no later than 48 hours before the event.
Flood Control System

Below is a summary of projected vs actual GRI revenue received thru December 2016.

Note - the estimated payments from the State have been updated to match actual payments for increment relating to 2014 and 2015. Total estimated growth reinvestment revenue from the State is $267M.

Since April of 2014, $32.5M has been spent on flood control. The majority of the recent expenses relate to design, acquisition, and the CRST floodwall.

<table>
<thead>
<tr>
<th>Year</th>
<th>Estimated Increment from Payments from State</th>
<th>Actual Payments Received from State</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1st Qtr</td>
<td>2nd Qtr</td>
</tr>
<tr>
<td>2014</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$2,577,927</td>
<td>N/A</td>
</tr>
<tr>
<td>2015</td>
<td>$8,144,890</td>
<td>$1,662,283</td>
</tr>
<tr>
<td>2016</td>
<td>$7,689,027</td>
<td>$1,752,565</td>
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<tr>
<td>2017</td>
<td>$10,381,241</td>
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</tr>
<tr>
<td>2018</td>
<td>$13,140,760</td>
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</tr>
<tr>
<td>2019 - 2033 per year</td>
<td>$15,000,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$266,933,845</td>
<td></td>
</tr>
</tbody>
</table>

Note - the estimated payments from the State have been updated to match actual payments for increment relating to 2014 and 2015. Total estimated growth reinvestment revenue from the State is $267M.
<table>
<thead>
<tr>
<th>SUBMISSION DATE</th>
<th>AGENCY</th>
<th>GRANT</th>
<th>LOCATION</th>
<th>AMOUNT</th>
<th>RESULT</th>
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</thead>
<tbody>
<tr>
<td>6/4/2015</td>
<td>Iowa Economic Development Authority</td>
<td>CDBG Amendment</td>
<td>North Industrial (Quaker)</td>
<td>$911,562.00</td>
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<tr>
<td>6/30/2015</td>
<td>Iowa Homeland Security</td>
<td>GRI</td>
<td>System Wide</td>
<td>Gross-$5,637,523</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Net-$3,082,413</td>
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<tr>
<td>9/16/2015</td>
<td>Federal Transit Administration (FTA)</td>
<td>Property Rights Donation/Grant Forgiveness</td>
<td>Lot 44 NewBo</td>
<td>$170,616.60</td>
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<tr>
<td>9/29/2015</td>
<td>Iowa Department of Transportation</td>
<td>City Bridge Program</td>
<td>NewBo/Czech Village (8th Ave Bridge)</td>
<td>$1,000,000.00</td>
<td>Pending</td>
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<tr>
<td>10/1/2015</td>
<td>Iowa Department of Transportation</td>
<td>Federal Recreation Trails Grant</td>
<td>NewBo/Sinclair</td>
<td>$235,603.00</td>
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<tr>
<td>1/15/2016</td>
<td>Vision Iowa</td>
<td>Community Attraction &amp; Tourism (CAT) Program</td>
<td>Tree of 5 Seasons Park and Trail</td>
<td>$384,500.00</td>
<td>Not Approved</td>
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<tr>
<td>7/1/2016</td>
<td>Iowa Economic Development Authority</td>
<td>CDBG Amendment No. 7</td>
<td>Sinclair</td>
<td>$1,305,212.00</td>
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<td>9/1/2016</td>
<td>Iowa Economic Development Authority</td>
<td>CDBG Amendment No. 8</td>
<td>Sinclair</td>
<td>$197,454.00</td>
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<tr>
<td>11/9/2016</td>
<td>Iowa DNR</td>
<td>Iowa Brownfield Redevelopment Program</td>
<td>2204 A Street SW</td>
<td>$24,999</td>
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<tr>
<td>12/9/2016</td>
<td>U.S. Economic Development Administration</td>
<td>Disaster Relief Fund</td>
<td>Quaker</td>
<td>$1,500,000.00</td>
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</tr>
</tbody>
</table>
Flood Control System
North Industrial Study

City Council Flood Control Committee

January 19, 2017
Why Now?

- Alignment around Cargill/Quaker has challenges
- Different alignment can protect more property & reduce flowage easements
- FCS Master Plan included option to extend upstream
North Industrial Evaluation

- **Objective**
  - Define alternative alignments

- **Process**
  - Identify evaluation criteria & technical issues
  - Develop alternatives & estimated costs
  - Develop comparative cost-weighted scores
North Industrial Timeline

- Workshop to Identify Alternatives
- Draft Report & Cost Estimates
- Updated Council FCS Committee
- Update FCS Master Plan
- Final Report & Presentation To Council FCS Committee

2017 Study Activities:
- Stakeholder Meetings & Utility Coordination
- Hydraulic Modeling
- Subsurface Evaluation
- Environmental in Cedar Lake
North Industrial Assumptions

- Property impacts
- Railroad impacts
- Environmental
- Cedar Lake
North Industrial Scoring Criteria

- **High Priority:**
  - Community projects/goals
  - Benefit Cost Ratio
  - Number of properties protected
  - Corridor availability (including railroad)

- **Medium Priority (5)**

- **Low Priority (3)**

*Criteria categorized by FCS Steering Committee*
* Note – Only Alternative 2 will be advanced in next phase of North Industrial Study.
North Industrial Study – Next Steps

• Advance Concept Design for Alternative 2
• Environmental Evaluation in Cedar Lake
• Public & Stakeholder Input
• Regulatory Agency Coordination
• Utility Coordination
• Schedule Coordination
Flood Control System

8th Avenue Bridge

January 19, 2017
Project Timeline

- June 2016: Concurrence by Flood Mitigation Board
- August 2016: City Council Approval
- **Now – Mid 2017: Select Bridge Type**
- 2020-2022: Bridge Construction
Importance of Public Input

- Provide direction for design options
- Eliminate undesirable designs
- Weigh design options already vetted and financially feasible
- Focus on aesthetics only
- Opportunity for future input
Design Options

- Arch above travelway
- Arch below travelway
- Short tower with cables
- Concrete
- Steel arch
8th Avenue Bridge Survey

The City of Cedar Rapids is seeking public feedback on features for the proposed 8th Avenue Bridge replacement over the Cedar River as part of permanent flood measures. The following bridge features are being considered. Public preference will provide direction during the design phase on the look and type of the new bridge.

Please rank the options in order from 1 - 5, with 1 being most preferred and 5 being least preferred.

<table>
<thead>
<tr>
<th>Option</th>
<th>1 - Most Preferred</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5 - Least Preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option A: Arch Above Travelway</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>0</td>
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<tr>
<td>Option B: Arch Below Travelway</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>0</td>
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<tr>
<td>Option C: Concrete</td>
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<td>0</td>
<td>3</td>
<td>4</td>
<td>0</td>
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<tr>
<td>Option D: Short Tower with Cables</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Option E: Steel Arch</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>0</td>
</tr>
</tbody>
</table>

Submit
Promotion

Multiple Channels

- Press Release and Media
- Social Media
- Text Alert
- City e-Newsletter
- Partners such as Downtown Economic Alliance
Results

Most preferred to least preferred: 1,221 total votes

1. Short tower with cables
   - 437 1st place votes
   - 3,208 points

2. Arch above travelway
   - 285 1st place votes
   - 2,721 points

3. Arch below travelway
   - 242 1st place votes
   - 1,796 points

4. Steel arch
   - 139 1st place votes
   - 1,629 points

5. Concrete
   - 106 1st place votes
   - 1,238 points

Point Methodology:
Five points given for a 1st place vote, three points for 2nd place, one point for 3rd place
Traffic Study:

- Traffic counts during peak hours
- West and East side
- Evaluate detour route

Left photo: Traffic counter
Intersection Study
Development Ideas

Combination restaurant plus pump station

Trail access and bike connectivity
East side tunnel connection
Next Steps

- **Now – Mid 2017: Select Bridge Type**
  - Architecture
  - Engineering
- **Narrow bridge options from 2 to 1**
  - Cost opinions
  - Substance Architecture – architecture options for development at Festival Grounds
  - HDR – engineering and design feasibility for bridge type
  - Additional public comment
- **Timeline:** Recommendation by this summer

**Committee Action**

- Recommend adding sub-consultants Substance Architecture and HDR to Shoemaker & Haaland contract.
- $65k contract amendment.