



City Administrator & Staff Update

2024.05.10

- **STBG/Mt. Pleasant:** I am following up with SEIRPC on the additional funding sources.
 - The board has yet to meet, and they could move our project ahead of the other project based on a few key issues - ED and IAAP. They could also choose to go with the scoring as is. It wouldn't make sense to take the \$200,000 at this point which would prevent us from applying next year (see below). We are still looking to apply for DOD funding in coordination with IAAP. The board meets the third week in May.
 - SEIRPC:
 - This message is to inform you that the SEIRPC Technical Advisory Committee has finished reviewing and scoring the STBG and TAP applications for FY2028. Unfortunately, the results indicate that for each of the two programs, the application for West Burlington ranked at #2 out of 3 applications. This ranking remains the same as what was presented to the committee last month before the final member's scores were submitted. Please see attached for a listing of the final scores. For STBG, the top ranked applicant's request was about \$200,000 less than our projected funding target for City STBG projects in FY2028. In situations like that, it is our formal policy to go down the list and offer the leftover funds to each subsequent applicant, until someone accepts. If none of them accept, we then offer them to the top ranked applicant, if there are additional eligible costs beyond what they had requested. If there isn't, then the money gets carried over into the next year's funding round. With that in mind, please confirm for me whether the City would like to accept the approx. \$200,000 in leftover funds for the Mount Pleasant Street project. Keep in mind that if you accept, you will be required to complete the full scope of the project that you applied for in FY2028 and could not request additional STBG funds in a future round. You could attempt to secure other outside funding sources – just not STBG. Also keep in mind that if you reject the leftover funds, you are eligible to apply for STBG again next year. And considering how close your project's score was behind the top-ranked applicant, your prospects for next year seem pretty good. I will note that your final score of 491 was higher than what you received last year (451) and the year before (415), when it just covered the section from Sunset to the interchange.

- **Budget Amendment:** We are looking to do a second budget amendment for a few items in police, fire, IT, and general fund to ensure that we do not exceed budgets. We still believe that we should be under overall but want to ensure that we meet state code and audit requirements. See below.
- **Article/Housing:** Attainable housing model for cities nationwide:
<https://www.cnu.org/publicsquare/2024/04/22/attainable-housing-model-cities-nationwide>
- **DC:** Delegates packet attached.

Police/Fire (Logan)

- Congratulations! The Governor's Traffic Safety Bureau is pleased to announce that your application for a federal highway safety grant has been selected to receive funding for FFY 2025. A contract between our bureau and your agency will be effective October 1, 2024, through September 30, 2025. Pending the National Highway Traffic Safety Administration's approval of GTSB's Highway Safety Plan, your agency will receive funding as follows:

Total Contract Amount	\$ 20,100
Overtime for General Enforcement	\$ 7,050
Overtime for Impaired Enforcement	\$ 7,050
Speed Trailer	\$ 6,000

- Was contacted by Burlington Fire Chief reference to us getting a 2000 Freightliner Alexis Pumper Tanker. They are receiving a 3,000-gallon Tender and will not have a need for this vehicle. Working on some details in reference to this vehicle and other details but this should be a discussion/action Item for the Agenda.
- The pump for Rescue 1 went out to raise the cab. The quote was \$2,525 to repair it.

Public Safety: \$13,000

- Police Department
 - \$10,000 Repairs and Maintenance Vehicle – Replace Unit 1 transmission.
- Fire Department
 - \$3,000 Repairs and Maintenance Vehicle – Replace Rescue 1 cab lift pump assembly.

General Government: \$17,000

- Clerk/Treasurer/Finance
 - \$2,000 Sales Tax
- City Hall
 - \$5,000 Building Maintenance & Materials – Electrical Work and A/C repairs
- IT
 - \$10,000 Computer Operations (Not Minor Equipment) – Unbudgeted overages

Business Type/Enterprises: \$20,000

- Sewer
 - \$20,000 Equipment Maintenance (Valve Box by Old Water Tower)

Revenue: \$7,500

- \$7,500 Gear Avenue Trail – Reimbursement for Traffic Loops

Finance (Moore)

- I have been working on several different things this week. The auditors have started requesting information for the internal testing, so I have been submitting the information and have been working on a better spreadsheet that I feel is more accurate for tracking the TIF internal loans.
- Due to some unexpected expenses that have occurred, I will be making a second budget amendment. We likely will not need to be spend all of this and still hope to come in under, but I want to make sure that everything is covered per state code and ensure we do not exceed functions.

Public Works (Brissey)

- Water lab-
- Sewer lab
- Lift station rounds.
- Parks and Broadway trash and recycling
- Locates.
- Service trucks and Squad cars.
- OSHA training
- Sign maintenance.
- Backhoe training.
- Building maintenance and clean up.
- Street sweeping
- Strom manhole repair
- Working on water valve replacement
- Dirt work
- Still working with IAAP on storm sewer problem in ditch on highway 406
- Working with SCC on INI around fairgrounds. All drains and gutters in and around the fairgrounds tied into sanitary sewer
- Reassemble pool and bath house
- Bridge deck has been poured back and trail portion from off ramp to mall ring road.
- Denco Highway Construction has completed crack sealing.
- Still waiting on the east lift pump
- Contractor moving in to start on new Caseys
- Replaced 60 feet of storm sewer on North Gear buy railroad tracks

- Removed dead tree on Vernon St and summer St.
- Meeting with a company that can line old sewer mains 5-8-24 to get pricing

Trail Photos:



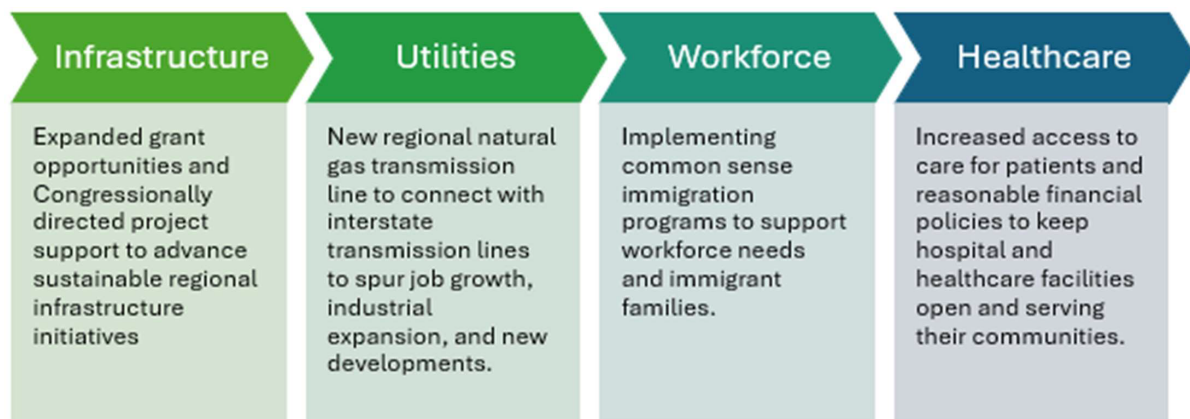


Regional Priorities

The Southeast Iowa leadership is committed to enhancing our region and to having a positive impact on the quality of life for generations to come. As a delegation of leaders from the public, private, educational, and nonprofit sectors, we are grateful for the past and current federal investments; we hope to expand our partnerships to benefit our region going forward.

The loss of population and an aging demographic continues to be at the forefront of conversations surrounding Southeast Iowa's future. We will turn this around through job growth and developing a 21st century workforce. Critical infrastructure projects—coupled with expansions in manufacturing, healthcare, and industry—constitute the pathway to ensuring our communities thrive.

Partnership Opportunities





Washington, D.C. Schedule

Tuesday, April 30th

8:00 am – 9:00 am Light Breakfast with Group

Location: Rayburn House Office Building, Room 2044-499 Washington Ave SW

Directions: Enter Rayburn on the Independence Avenue side of the building. Please consider time for security. The meeting room will be on the ground floor.

9:00 am – U.S. Chamber of Commerce Meetings

Location: Rayburn House Office Building, Room 2044-499 Washington Ave SW

9:00 am – 9:30 am Transportation & Infrastructure

Sterling Wiggins, Senior Director of Transportation, Infrastructure, & Supply Chain Policy

9:30 am – 10:00 am Immigration Policy

Jon Baseline, Vice President of Immigration Policy

10:00 am – 12:30 pm Open

Attendees are encouraged to schedule private meetings, enjoy free time, and have lunch.

12:30 pm – 2:00 pm Tour of the U.S. Capitol - *Meet at Senator Ernst's Office*

Location: Russell Senate Office Building, Room 260

Directions: The closest entrance is the corner of C Street NE and Delaware Avenue. Please allow for 10 – 15 minutes to get through security. After security, take the elevator to the second floor and take a right. The office will be on the right, two doors down from the women's restroom.

Select One of the Two Meetings Below

2:30 pm – 3:30 pm Congresswoman Mary Miller of Illinois, District 15

Location: 117th-118th 1740 Longworth House Office Building

Topic: Highway 34 Discussion

OR

3:30 pm – 4:15 pm Cristina Killingsworth EDA's Deputy Assistant Secretary for Policy and External Affairs IEDC Offices

Location: 1275 K St NW Suite 300, Washington, DC 20005

Topic: EDA Grants and Programs

4:15 pm – 5:30 pm Free time

6:00 pm – 7:30 pm Hors d'Oeuvres and Drinks – *Family Members Welcome*

Location: Peacock Alley, Waldorf Astoria, 1100 Pennsylvania Avenue NW, Washington, DC 20004

7:30 pm – Conclusion of Scheduled Events

7:45pm – Optional Dinner – Reservations Required

Location: Smoke and Mirrors, 867 New Jersey Ave, Washington, DC 20003



Wednesday, May 1st

9:30 am – White House Tour

Location: The White House Tour entrance is in Sherman Park at 15th Street NW and Alexander Hamilton Place NW. If arriving by rideshare, use the White House Visitor Center (WHVC) as the drop-off address. The WHVC is located at 1450 Pennsylvania Avenue NW, Washington, D.C. 20230, one block from the White House.

Meetings with Iowa Elected Officials to Discuss Regional Priorities

12:00 pm – 12:45 pm Senator Chuck Grassley

Location: Russell Senate Office Building – Dirksen 226

Directions: Enter any door open to the public. Dirksen 211 is in the middle of the 2nd Floor

2:15 pm – 3:00 pm Senator Joni Ernst

Location: Russell Senate Office Building - Russell Room 118

Directions: Russell 118 is on the ground floor

3:00 pm – 3:45 pm Congresswoman Mariannette Miller-Meeks

Location: Senate Office Building - Russell Room 118

Directions: Russell 118 is on the ground floor

4:00 pm – Conclusion of Scheduled Events

Contact:

Dennis Fraise
(319)7530690

Thank you to our sponsors for your support of Southeast Iowa!

Greater Burlington Partnership

Lee County Economic Development Group

Fort Madison Economic Development Corporation

Keokuk Economic Development Corporation

Great River Entertainment

Southeast Iowa Delegates

Bob Huffman – President, Huffman Welding and Machine, Huffman Farm & Home
Brian Carroll – Public Works Director, City of Keokuk
Bryan Bross – Vice President/Regional Manager /Senior Engineer, Klingner & Assoc.
Chad Bird – City Manager, Burlington
Dayne Walling – Senior Policy Advisor, Insight Keokuk Area Hospital
Dennis Fraise – President and CEO, Lee County Economic Development Group
Dwight Mulch – Vice-Chairman, Southeast Iowa Regional Airport Authority
Emily Benjamin – Vice President, Lee County Economic Development Group
Erin Slater – Superintendent, Fort Madison School District
Gary Hoyer – President and CEO, Great River Entertainment
Gregg Mandsager – Administrator, City of West Burlington
Jason Hutcheson – Executive Director, Great River Health Foundation
Jeremy Hess – Director of Economic Development, Greater Burlington Partnership
Jill Mohrfeld – Marketing & Sales, Green Oak Development
Jim Bozikis – Head of Communications and Public Affairs, Roquette in the Americas
Kathy Dinger – Superintendent, Keokuk School District
Kathy Mahoney – Mayor, City of Keokuk
Kerry Klepfer – President, Keokuk Economic Development Group
Leah Carroll – Owner, Keokuk Broadcasting, Inc & Keokuk Area Tourism Bureau
Michael Mohrfeld – President, Mohrfeld Electric and Green Oak Development
Mike Norris – Executive Director, Southeast Iowa Regional Planning Commission
Nathan Harrison – Principal, Keokuk High School
Nick MacGregor – Assistant City Manager, City of Burlington Public Works
Rachel Lindeen – Executive Vice President, Mount Pleasant Chamber
Sara Sandburg – Director, Southeast Iowa Regional Airport Authority
Steven Brody – Executive Director, Burlington/West Burlington Area Chamber of Commerce
Tim Gobble – Executive Director, Fort Madison Partners

Infrastructure

BRIEF:

- Critical infrastructure needs in Southeast Iowa include streets, bridges, sewer and water infrastructure, wastewater treatment, airport improvements, and flood protection.
- Total critical infrastructure needs shown come from current five-year Capital Improvement Plans from the five largest communities.
- Federal mandates with EPA Consent Orders for sewer separation drive the sewer and water treatment needs.
- Cities have seen diminishing returns on water quality from progressively stricter water quality regulations.

PRIORITIES:

- Additional federal support is needed for infrastructure, particularly sewer/water treatment costs due to the regulatory burden.
- Grants are needed beyond what is currently available through Community Development Block Grants and State Revolving Funds.
- Grants should increase statewide by 20x to accommodate the needs.

BACKGROUND:

Southeast Iowa is in a cycle of population loss in most of the region. Many areas also deal with low property values through aging homes. The combination of demographic trends and low average property value make infrastructure investment a large and long-term challenge.

The needs for critical infrastructure total \$278 million. Sewer and water treatment needs make up over 55% of the total, or \$155 million. Roads and bridges make up another 32 percent, or \$89 million.

Most funding for the sewer/wastewater investments come from revenue bonds which are paid for through monthly user fees. Much of the burden for federal compliance falls to residents of the communities.

SOUTHEAST IOWA CRITICAL INFRASTRUCTURE NEEDS					
Streets and Bridges	Sewer/water treatment	Water	Airport	Flood Protection	Total
\$ 89,015,810	\$165,235,200	\$ 4,800,000	\$ 6,200,000	\$13,575,000	\$278,826,010

Regional projects are presented in two categories:

1. Projects with pending requests to federal departments that may require elected officials' support.
2. Critical projects to Southeast Iowa presented for federal officials' awareness.

Utilities

BRIEF:

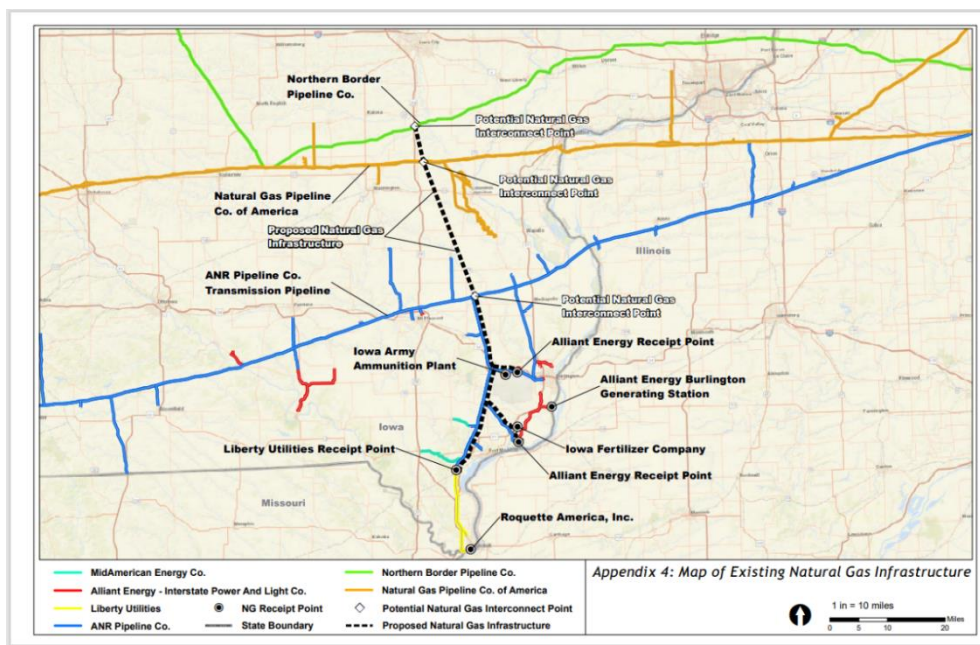
- Southeast Iowa lacks natural gas capacity to help industry locate and expand.
- A new regional transmission line is needed to connect with interstate transmission lines with capacity.
- IAAAP expansion could help develop new gas infrastructure.

PRIORITIES:

- New regional gas transmission lines connecting to interstate transmission line with capacity
- IAAAP to evaluate connecting with an interstate gas transmission line with capacity (will open up capacity for other regional users)
- 75,000 dekatherms/day in new gas capacity (cost estimate, mid \$200 million)

BACKGROUND:

Southeast Iowa lacks natural gas capacity to accommodate industrial expansions or new developments. The capacity shortage limits economic expansion abilities because no large, high-pressure gas user can expand or locate in the region. Manufacturing and industry account for 25% of all employment in the region. Supply chains, workforce training, specialized knowledge, and industrial services have all developed to serve this large employment sector, and the region is poised to accommodate additional industry. Due to natural gas capacity, the region has declined interest from at least two high-pressure, high-volume gas users for projects totaling over \$1.5 billion and 400 jobs. The Iowa Army Ammunition Plant expansion also requires additional natural gas in its three-phase expansion project. Total regional gas demand is about 134,000 dekatherms/day, with another 75,000 dekatherms/day needed for existing users and future projects. Current regional transmission is owned by the ANR Pipeline Company, and the existing lines cannot handle additional high pressure natural gas. The estimated cost to develop parallel regional transmission infrastructure to carry another 75,000 dekatherms/day is in the \$250 – \$400 million range.



Workforce

BRIEF:

- Southeast Iowa has lost 14% of its population since the 1970's.
- Manufacturing and Healthcare are the two largest employment sectors.
- 68% of Iowa's manufacturers cite finding and retaining skilled workers as their primary business challenge.

BACKGROUND:

Southeast Iowa is a tale of two economies. We have a robust manufacturing sector and a large regional medical center. The Southeast Iowa counties of Des Moines, Henry, Lee, and Lousia have experienced a population loss of 16,768 residents since the 1970s. This population loss has disadvantaged the Southeast Iowa Region in providing a workforce with the skills and quality of life that future residents desire. Policies refining immigration and skills gap policies could reverse these negative trends.

Common Sense Immigration Programs:

In Southeast Iowa, there are stories of success and challenges for our immigrant population. We need to create positive pathways to success through a variety of programs to help grow our population. One way to do this is through legal immigration.

Successful Legal Immigration Programs:

Beck's Hybrid Seeds: the H-2A Temporary Agricultural Workers' program has been a great success. In Mount Pleasant, they use a seasonal workforce twice a year: detasseling and harvest season. At the max, they have approximately 40 seasonal workers.

FRATCO: A legal immigrant started as a temporary worker. This employee is bilingual and has proved himself a hard worker. He was moved from a line worker to the backup supervisor position. His strong work ethic and positive attitude led them to promote him to a supervisor.

An employee began in May of 2021; she has her permanent resident card and has been a great addition to the team. She is working diligently with her lawyers to move forward with her citizenship. The business accommodates her appointments with him and any other time off she needs to make this dream come true, as she is a vital team member.

Fort Madison School District (FMCS D): The city of Fort Madison has several local families that have sponsored Ukrainian families into our community. The FMCS D has several Ukrainian students at the elementary and middle schools. In addition, four mothers of these Ukrainian families have been hired as associates in the FMCS D. They have let the school know that, without a visa, they will not be allowed to remain or work past July 2025 due to their UHP status. Obtaining a visa requires an expensive process, and federal law actually prohibits employers from paying the filing fee or attorney fees associated with a visa.

Challenges for New Immigrants:

Banking

For citizens who have recently migrated to the U.S., one struggle is the process of opening a bank account. In rural areas, banking options are already limited, but opening a bank account for someone who recently received their documents can be incredibly challenging. An employee was unsuccessful in opening an account for his direct deposit each week. He provided all necessary documentation. He has also had his employer write him a letter proving his employment, but he has been declined several times. Each bank stated he was a flight risk.

Family Members

Long-term employees want to bring family members to the United States legally. Local companies are often asked to sponsor these applications. The investment can exceed \$20,000, making the process impractical for the employee and the sponsoring business.

Closing the Skills Gap:

68% of Iowa's manufacturers cite finding and retaining skilled workers as their primary business challenge.

Southeast Iowa has:

- Above average number of residents over 65
- Poverty rates above the state average
- Below-average educational attainment after high school

Perkins V

Iowa receives \$13.9 million annually for Perkins V, distributed to the school districts for CTE programs. Below is what Perkins funding looks like at the district level.

Fort Madison Community School District

- Enrollment – 1,692 students
- Perkins V dollars received – \$36,492

Perkins V Challenges

- There are not enough funds to operate robust CTE programs.
- Additional pathways are needed for hiring and training CTE staff.
- The Perkins V application and reporting process is incredibly arduous.
- The time required to facilitate the grant does not match the output gained.

Healthcare

BRIEF:

- The region's future depends on hospitals and healthcare providers being able to respond to identified community health needs, to increase access, and to improve the health outcomes for people of all ages.
- Local economies depend heavily on the healthcare industry, as 1 in 8 jobs are directly tied to healthcare in Southeast Iowa.
- People living in rural areas are at greater risk of poor health conditions due to health care worker shortages, transportation limitations, and being affected by social determinants of health and inequalities that prevent proper healthcare access.

PRIORITIES:

- Continued Congressional support for the 340B Drug Pricing program for hospitals, clinics, and pharmacies operating in low-income areas
- Allowing nurses and physicians on temporary work visas to obtain permanent status by recapturing unused employment-based visas
- Enhanced Rural Emergency Hospital (REH) designation with 340B eligibility and behavioral healthcare
- Balancing Medicare Advantage (MA) plans costs to providers by making supplemental payments and processing claims in a timely manner

BACKGROUND:

Healthcare Careers & Workforce

Southeast Iowa has health professional shortage and medically underserved areas. Creating pathways to serve in Iowa for licensed immigrant medical professionals would benefit the southeast Iowa region. For example, S.3211/H.R.6205 Healthcare Workforce Resilience Act would recapture authorized green cards unused in previous years, which includes 25,000 visas for nurses and 15,000 visas for physicians.

Loan repayment and scholarships for providers has been a powerful tool for provider recruitment in rural areas. The National Health Service Corps loan forgiveness program and the Rural Public Health Workforce Training Network help prevent medical deserts. Guarding against urban expansion of the Health Professional Shortage Area designation and broadening eligible sites to include REHs could be beneficial to the region.

Access

Reopening the Keokuk Area Hospital as a Rural Emergency Hospital is a critical component to the region's healthcare infrastructure. Having an additional access point for emergency services is better for the communities served as well as for ambulance and public safety services. In addition, the model would be improved by applying a 5% add-on payment to services paid under other fee schedules such as Clinical Laboratory and Physician Fee Schedules, allowing

REHs to be eligible for the 340B Drug Pricing program, and including REHs as eligible facilities to receive support under the Small Rural Hospital Improvement Program.

With the shortage of behavioral health care, REHs should be allowed to have inpatient psychiatric distinct part units to allow existing inpatient psychiatric units. S.1736/H.R.6379 Farmers First Act reauthorizes the Farm & Ranch Stress Assistance Network to provide increased funding for farmer behavioral health resources and allows grant recipients to establish referral relationships with key rural behavioral health providers including RHCs and CAHs.

Financial Sustainability

Financial sustainability ensures the delivery of high-quality healthcare close to home and enables necessary investments in medical professionals, enhanced access points, and improvement in quality metrics.

The growing utilization of Medicare Advantage plans is one area of concern and greater oversight is needed. For instance, the following actions, if adopted, could positively impact rural health care provision within the MA framework: ensure that rural providers are reimbursed equally between MA and traditional Medicare beneficiaries; match the MA reimbursement rate to the Medicare payments for REHs; and, require MA plans to reimburse rural hospitals within 14 business days of receiving a clean claim.

Given the increasing demands on hospitals, H.R. 833 Save America's Rural Hospitals Act would reverse this dangerous trend by eliminating Medicare sequestration for rural hospitals, making Medicare telehealth service enhancements permanent for Federally Qualified Health Centers (FQHCs) and Rural Health Clinics (RHCs), and permanently extending increased Medicare payments for rural ground ambulance services currently set to expire December 31, 2024.

Healthcare in Southeast Iowa

Great River Health is an integrated health care system serving multiple communities in Southeast Iowa. In July 2021, Great River Medical Center and Fort Madison Community Hospital restructured and became the nonprofit Southeast Iowa Regional Medical Center with campuses in West Burlington and Fort Madison. The system also includes the Henry County Health Center which is a Critical Access Hospital in Mount Pleasant. Great River Health also operates rural health clinics in six communities within the region.

In March 2023, Insight acquired the closed Blessing Keokuk Hospital and plans to reopen by the end of 2024 as a nonprofit Rural Emergency Hospital. The Insight Keokuk Area Hospital will serve Southeast Iowa and the tri-state area with a 24/7 emergency department with radiology, imaging, and pharmacy services. In future years, outpatient clinics will be added to meet community needs around behavioral health, cancer care, and substance use disorders.

The region is also served by the FQHC Community Health Centers of Southeast Iowa (CHC-SEIA) in Columbus City, Keokuk, and West Burlington as well as independent physicians and providers.



Economic Development Administration (EDA) Reauthorization

REPRESENTATIVES: Mike Norris, Executive Director, Southeast Iowa Regional Planning Commission (SEIRPC)

BRIEF:

- EDA programs have not been re-authorized since 2004.
- EDA programs are important to rural areas like Southeast Iowa (Partnership Planning, Public Works, Disaster Recovery, etc.).

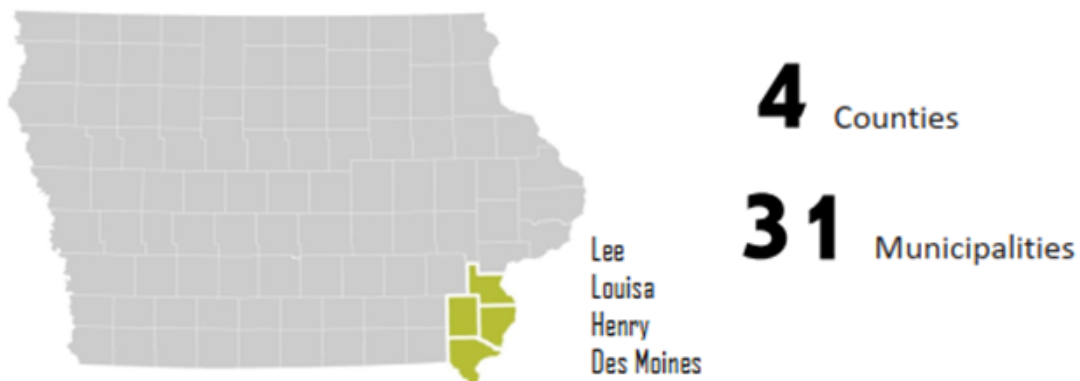
PRIORITIES:

- Increase nationwide Partnership Planning funds to \$100 million annually or 15% of EDA annualized funding (currently \$36 million)
- Decrease Partnership Planning funds local match from 50% to 10%
- Re-authorize EDA through pending or other legislation

BACKGROUND:

EDA has been a key partner for regional development since 1978, when Economic Development District (EDD) status was conveyed to Southeast Iowa. EDD status conveys the ability to receive a Partnership Planning grant. The grant allows SEIRPC to deliver important services to Southeast Iowa: grant writing, planning, technical assistance, economic development services, and consultation on important projects. SEIRPC has brought over \$300 million to Southeast Iowa over the past 50 years, with the work anchored by Partnership Planning grants.

Partnership Planning funds account for \$70,000 since 2018, which SEIRPC matches 1:1 with regional member dues. Demand for services is very high, and federal funding has been flat for six years. The situation puts much strain on a regional entity like SEIRPC, which works with every city, county, economic development entity, chamber of commerce, and many businesses in the four-county region to solve today's issues and plan for future success.





SOUTHEAST IOWA INFRASTRUCTURE NEEDS

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Total critical infrastructure needs shown come from current five-year Capital Improvement Plans from the five largest communities.

Federal mandates implemented through EPA Consent Orders for sewer separation drive the sewer and water treatment needs. Cities have seen diminishing returns on water quality from progressively stricter water quality regulations. The majority of funding for the sewer/wastewater investments come from revenue bonds which are paid for through monthly user fees. The financial burden for federal compliance falls to residents of the communities.

Regional projects are presented in two categories:

- Projects with pending requests to federal departments that may require elected officials' support.
- Critical projects to Southeast Iowa presented for federal officials' awareness

Southeast Iowa is in a cycle of population loss in most of the region. Many areas also deal with low property values through aging homes. The combination of demographic trends and low average property value make infrastructure investment a large and long-term challenge. Investing in municipal infrastructure yields tangible benefits for taxpayers:

Economic Growth: Upgraded infrastructure attracts businesses, encourages job creation, and enhances property values, thereby expanding the local tax base.

Public Safety: Well-maintained roads, bridges, and utilities contribute to safer communities, reducing accidents and emergency response times.

Cost Savings: Proactive maintenance and modernization of infrastructure prevent costly emergency repairs and service disruptions in the long run.

Federal Investment in regional projects can take the tax burden off of local constituents for projects that may have a regional or national significance.

SOUTHEAST IOWA REQUESTS AND PRIORITY PROJECTS, 2024

Project	Location	Type	Community Funded Project Request	Federal Agency Request	Request Amount	Regional Project with No Specific Federal Request
1 Burlington Airport	Burlington	Airport				
2 Cascade Bridge	Burlington	Bridge	x		\$ 8,000,000	
3 Mississippi Rail Bridge Rehab Preparation	Keokuk	Bridge		CRISSI, May 2024	\$ 1,600,000	
4 Landfill Cap	Keokuk	Environmental	x		\$ 1,500,000	
5 Burlington Fire Station	Burlington	Facility		Defense Communities Grant, June	\$ 7,000,000	
6 Mississippi River Flood Protection	Burlington	Hazard Mitigation				x
7 Plan and Implementation Mount Pleasant Street	West Burlington	Hazard Mitigation	x	Defense Communities Grant, June	\$ 5,200,000	
8 Reconstruction	West Burlington	Road			\$ 1,800,000	
9 US 34 Four-lane, Illinois	Gulfport to Monmouth	Road				x
10 US 61 Business Reconstruction	Fort Madison	Road		RAISE, February 2024	\$ 8,243,000	
11 Main Street Rehab Wastewater	Mediapolis	Road	x		\$ 3,000,000	
12 Treatment Facility	Danville	Wastewater	x		\$ 3,000,000	
13 Wastewater Force Main	West Burlington	Wastewater	x		\$ 5,200,000	
14 Keokuk Water Tower Refurbishment	Keokuk	Water	x		\$ 3,609,000	
15 Water Main Improvements	West Point	Water	x		\$ 531,800	
16 Lee County Career Center	Montrose	Workforce	x		\$ 2,201,943	
TOTALS					\$ 50,885,743	

Thank you for your support of Southeast Iowa through the approved Community Funded Projects, and past federally-funded list below -

- 10th Street Combined Sewer Separation in Fort Madison
- Sewer lagoon in Mediapolis
- Wastewater Treatment Project in Morning Sun
- Wastewater Treatment Plant in Winfield
- Health Department Building and EMS in Lee County
- Reconstruction of Airport Entrance Road at Southeast Iowa Regional Airport Authority
- Hawkeye Sewer Improvements
- Burlington Downtown TIGER Grant



invest in safety

Burlington Fire Station No. 3 & Training Facility
VOTE NOVEMBER 7, 2023



Design Concept

Why do we need a new fire station?

To better serve and protect the citizens of Burlington, the city has identified the need for a third fire station on the city's northwest side at 2100 North Roosevelt Avenue. The station, which will house up to 5 fire fighters, a single fire truck and an ambulance, will allow both fire fighters and EMS to meet the national standard for response times throughout the city.

A four-minute response time for an emergency dramatically improves outcomes for both fire suppression and cardiac resuscitation. The new station will provide service to an area of the city currently outside of the four-minute response coverage. It will also allow other units to stay in their districts, which will improve our overall ability to respond to emergencies throughout the city. An on-site burn tower will also allow us to train fire fighters in safe and controlled conditions.

to meet the
national standard

4
minute
response time
throughout the city

How will we pay for it?

Cost estimates for the new station are around \$7,000,000. The city plans to use general obligation bonds as the primary funding source to pay for the cost of the station. Because a bond is repaid using property tax levy funds, 60% of voters would need to approve the question on the ballot on November 7 in order for the city to be able to take on the debt to build the new station.

How will this project affect my taxes?

Property taxes may increase up to \$0.63 per \$1,000 of taxable valuation. The final debt service tax increase will depend on alternative funding such as grants, donations, and other city dollars allocated for the project. The final taxable value of your property is a percentage of its assessed value after credits. Below are examples of how property taxes will be affected.

Assessed Value	Rollback Percentage	Taxable Value	Homestead Credit	Net Taxable Value	Tax Rate Increase	Annual Additional Tax	Monthly Additional Tax
\$100,000	48.9500%	\$48,950	\$4,850	\$44,100	\$0.63	\$27.78	\$2.32
\$200,000	48.9500%	\$97,900	\$4,850	\$93,050	\$0.63	\$58.62	\$4.89
\$300,000	48.9500%	\$146,850	\$4,850	\$142,000	\$0.63	\$89.46	\$7.46
\$400,000	48.9500%	\$195,800	\$4,850	\$190,950	\$0.63	\$120.30	\$10.02



invest in safety

VOTE NOVEMBER 7, 2023

Burlington Fire Station No. 3 & Training Facility Floor Plan



- | | |
|----------------|---------------------|
| 1 Office | 11 Storage |
| 2 Classroom | 12 Kitchen |
| 3 Utilities | 13 Dining |
| 4 Restroom | 14 Lounge |
| 5 Storage | 15 Decontamination |
| 6 Dormitory | 16 Apparatus Bay |
| 7 Shower | 17 Workshop |
| 8 Gear Storage | 18 Medical |
| 9 Fitness | 19 Air Room |
| 10 Laundry | 20 Exterior Storage |

What will the ballot say?

On November 7, 2023, a date predetermined by state law, residents of Burlington will go to the polls to vote on the following question. Sixty-percent of voters must approve for the question to pass.

"Shall the City of Burlington, in Des Moines County, State of Iowa, enter into a loan agreement and issue general obligation bonds in an amount not exceeding \$7,000,000 for the purpose of paying the cost, to that extent, of constructing, furnishing and equipping a municipal fire station/emergency services building?"

How do I vote?

EARLY: Vote early in person at the Des Moines County auditor during business hours Monday through Friday from **October 18 through November 6**.

ABSENTEE: Request an absentee ballot from the Des Moines County auditor. Print an absentee ballot request form online: <https://sos.iowa.gov/elections/pdf/absenteeballotapp.pdf>



Absentee ballot requests must be received by the auditor by **October 23**. Once a request form has been submitted the auditor will mail you a ballot. Completed ballots must be received by the auditor by 8 p.m. on election day. Ballots can also be surrendered at your polling location on election day.

ELECTION DAY: November 7, 2023



On election day from 7 a.m. to 8 p.m., eligible voters may vote at their assigned polling place. For more information regarding polling locations, please contact your county auditor's office or scan the QR code.

Find out more!

Community Open House

Join us at the Central Fire Station located at 418 Valley Street, Burlington from 5 to 7 p.m. on one of the following dates:

- Tuesday, September 26
- Tuesday, October 10
- Tuesday, October 24

Coffee with a Firefighter

Saturday, October 21
9 a.m. to noon

Dunn Brothers Coffee
1105 Lawrence Dr
Burlington, Iowa

Contact Us

For more information:
Matt Trexel, Fire Chief
(319) 753-8396

Scan the QR code or visit

burlingtoniowa.org/2649/FIRE-STATION-NO-3



Cascade Bridge Replacement



Project Scope: This project will replace 128-year-old Cascade Bridge with new bridge construction.

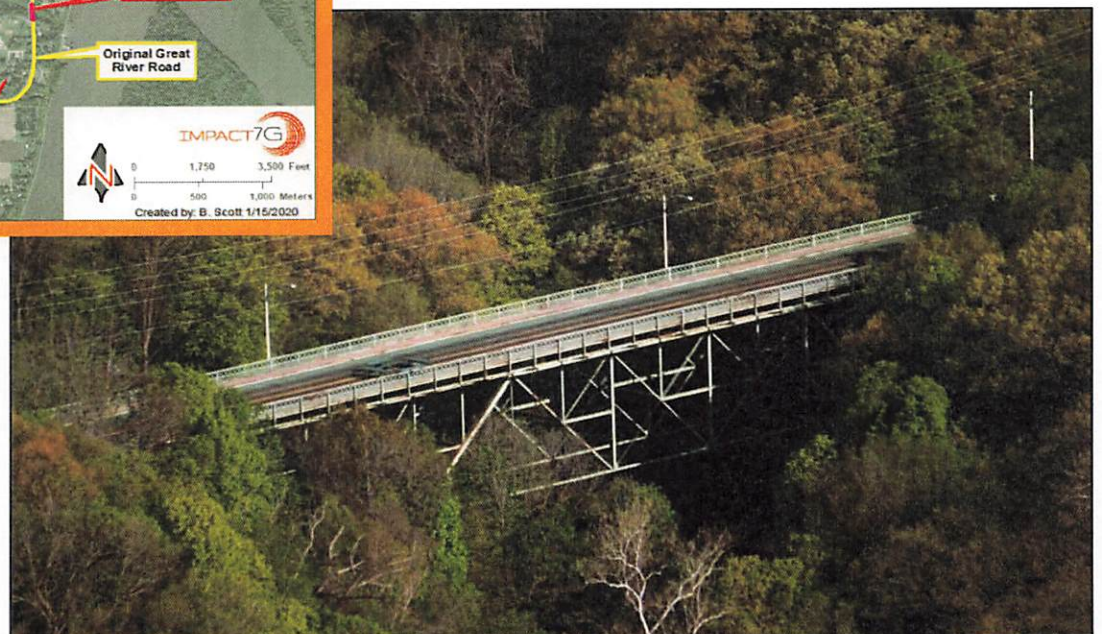
2024 Community Project Funding Request: \$8 Million

Background: The Cascade Bridge is a steel deck truss type structure built in 1896 and is on the National Register of Historic Places. An Iowa DOT bridge inspection in 2008 indicates the bridge contains too many features in a critical state of degradation to allow continued traffic use. In this type of steel construction, the loss or failure of a single member can lead to catastrophic failure of the entire structure. The bridge was closed in September 2008 and traffic re-routed 2.1 miles to Harrison Avenue, Madison Avenue, and Dankwardt Park Drive.



Benefit: The replacement of this bridge will re-open the South Main Street corridor for residents and access to the City's parks, recreation, and historical exhibits. The bridge will also reconnect the Great River Road, a part of the National Scenic Byways. Pedestrians will also have access to Burlington's World Class park system with the trail network connecting downtown and other residential neighborhoods.

Cost: City FY26 Budgetary Estimate \$11 Million

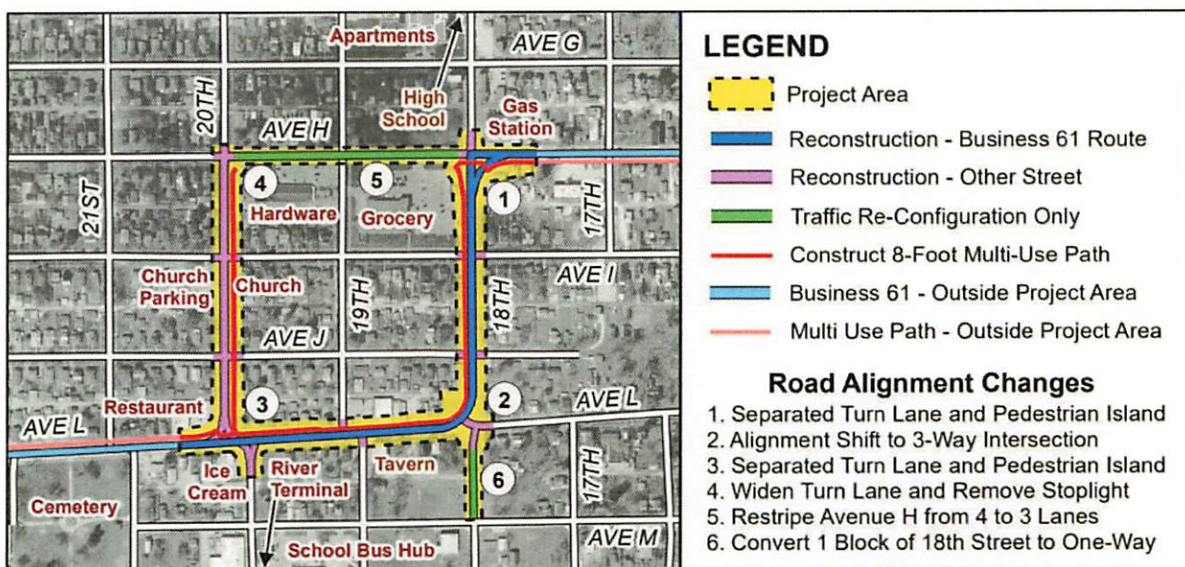
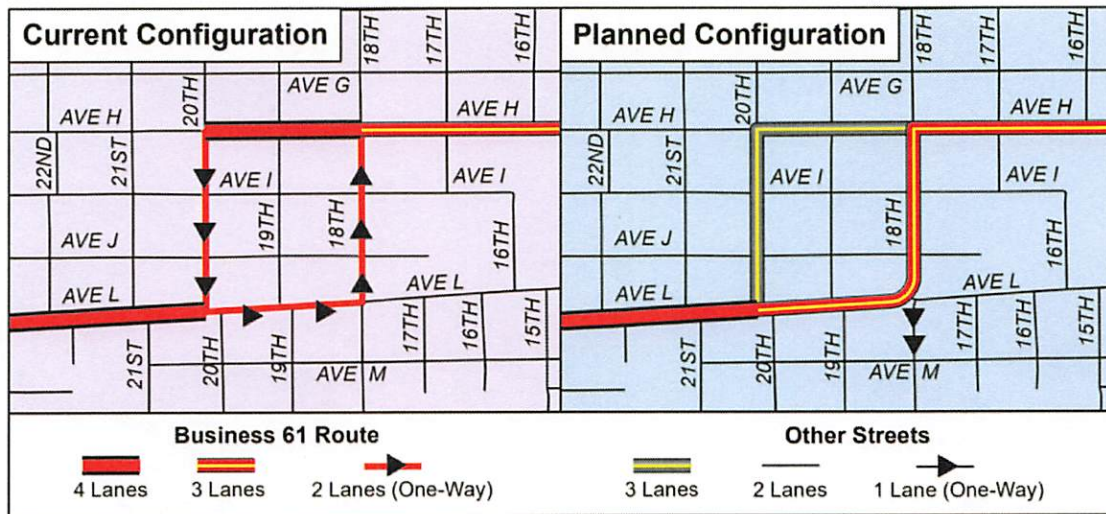


FORT MADISON US 61 BUSINESS RECONSTRUCTION

REQUEST: \$8.2 million in RAISE funds for US 61 Business reconstruction and re-alignment. Application submitted February, 2024.

This project involves 10 blocks of roadway in Fort Madison, Iowa – 8 of which will be fully reconstructed. It includes portions of Avenue H, Avenue L, 18th Street, and 20th Street, all of which served as the Business route (and former mainline) of US Highway 61, in the form of two sets of 'one-way pairs'.

This project will include the reconfiguration of 3 problematic intersections, construction of a 10-foot wide multi-use trail beside the roadway, and the conversion of existing one-way streets to two-way traffic, along with lighting and drainage system upgrades.



KEOKUK MISSISSIPPI RIVER RAIL BRIDGE REHABILITATION

REQUEST: \$1.6 million in CRISI funds for Pre-Rehabilitation Activities (Environmental and geotechnical work, preliminary engineering. Application to be submitted in May, 2024.

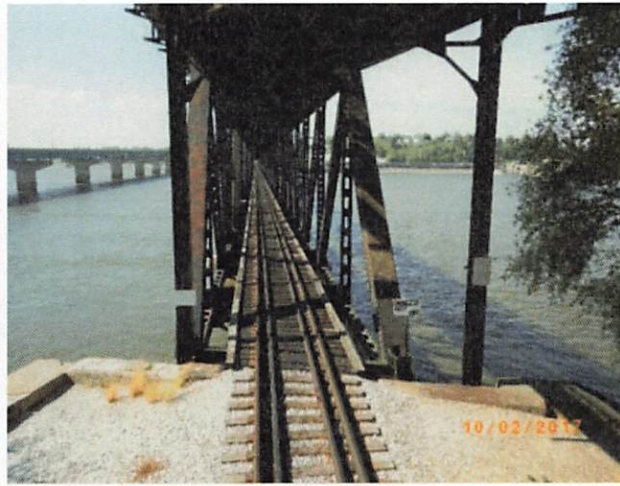
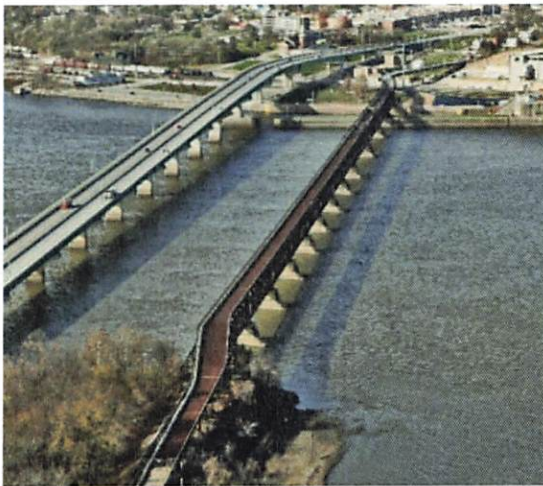
TOTAL NEED: Approximately \$18 million for rust mitigation, painting, drive machinery, and pier rehabilitation.

This project involves preconstruction activities for the planned rehabilitation of the Keokuk Rail Bridge across the Mississippi River, connecting Keokuk, Iowa with Hamilton, Illinois. Dating to 1916, this single-track freight railroad bridge is owned by the City of Keokuk, with trackage utilized by Keokuk Junction Railway, a short line from Keokuk to Peoria, Illinois.

The planned rehab project will involve repainting the bridge span, reconstruction of pier encasements and cofferdams, and the replacement of electrical equipment and mechanical components for the swing span over Lock 19. A planning grant would fund environmental work, a geotechnical investigation, and preliminary engineering.

Basic Information and History of the Bridge

The Keokuk Rail Bridge is a 107-year old rail bridge across the Mississippi River between Keokuk, Iowa, and Hamilton, Illinois. It is one of seven remaining Mississippi bridges that were designed by engineer Ralph Modjeski between 1896 and 1935. With the recent replacement of the I-74 Bridge at Bettendorf, the Keokuk bridge is one of only two remaining Modjeski bridges in Iowa.



The current bridge structure dates to 1916, built to upon the piers from the original 1871 bridge three years after Lock and Dam No. 19 was completed just upstream. The bridge has a total length of 2,181 feet, with a 377-foot swing span that opens for barge traffic. Since the river lock is immediately adjacent (having been expanded southward in 1951), the swing span remains in the open position when not in use by a train. The swing span is moved by a rotating drum girder that is supported by a pivot pier, situated within the east guide wall of the lock. The bridge served as a combined single-track rail and highway bridge from 1916 to 1985, when a new four-lane highway bridge (the Keokuk-Hamilton Bridge) was opened just to the south.



KEOKUK MUNICIPAL WATERWORKS

Water Tower Refurbishment

Keokuk Municipal Waterworks has 3 elevated water towers that are in need of refurbishment as follows (2023 cost estimates):

- East Tower (built 1938) – Repairs and coating - \$1,556,000
- West Tower (built 1958) – Repairs and coating - \$1,392,000
- Lincoln Tower (built 2011) – Updates and overcoat - \$661,000



The Waterworks will need to bond for this project, and will in turn need to raise our customer water rates to support debt service on this and other necessary infrastructure projects.

Keokuk is designated as a disadvantaged community, with 61.9% low to moderate income households and a declining population.

The City of Keokuk is raising sewer rates to offset the loss of a large industrial customer and to support mandated sewer separation, adding to the financial burden on our rate payers.

Keokuk Municipal Waterworks is committed to providing reliable, high-quality and affordable drinking water to our residential, commercial and industrial users. Infrastructure maintenance is necessary to ensure that our water supply is reliable and of high-quality. Financial support for this project in the form of Community Project Funding will help to offset the project costs and reduce the financial burden on our community.

David Bogner
General Manager
319-524-5285
dbogner@keowater.org



SANITARY FORCE MAIN

EXISTING CONDITIONS

West Burlington's \$6.5 million project will replace its aging underground sewage conveyance infrastructure. The 2.1-mile force main is 40 years old, and the 24-inch diameter ductile iron pipe is at the end-of-life. This project will replace the pipeline that connects the City's recent investment in wastewater improvements - over \$12 million in just the last 5 years.

END-OF-LIFE INFRASTRUCTURE

West Burlington's 3,200 residents rely on the current infrastructure to handle over 60% of their wastewater flows to the wastewater treatment plant. The sanitary force main has lived a hard life with inflow and infiltration along with a wide range of flows. With a life expectancy of 25 to 50 years, the 40-year-old system is experiencing end-of-life stresses.

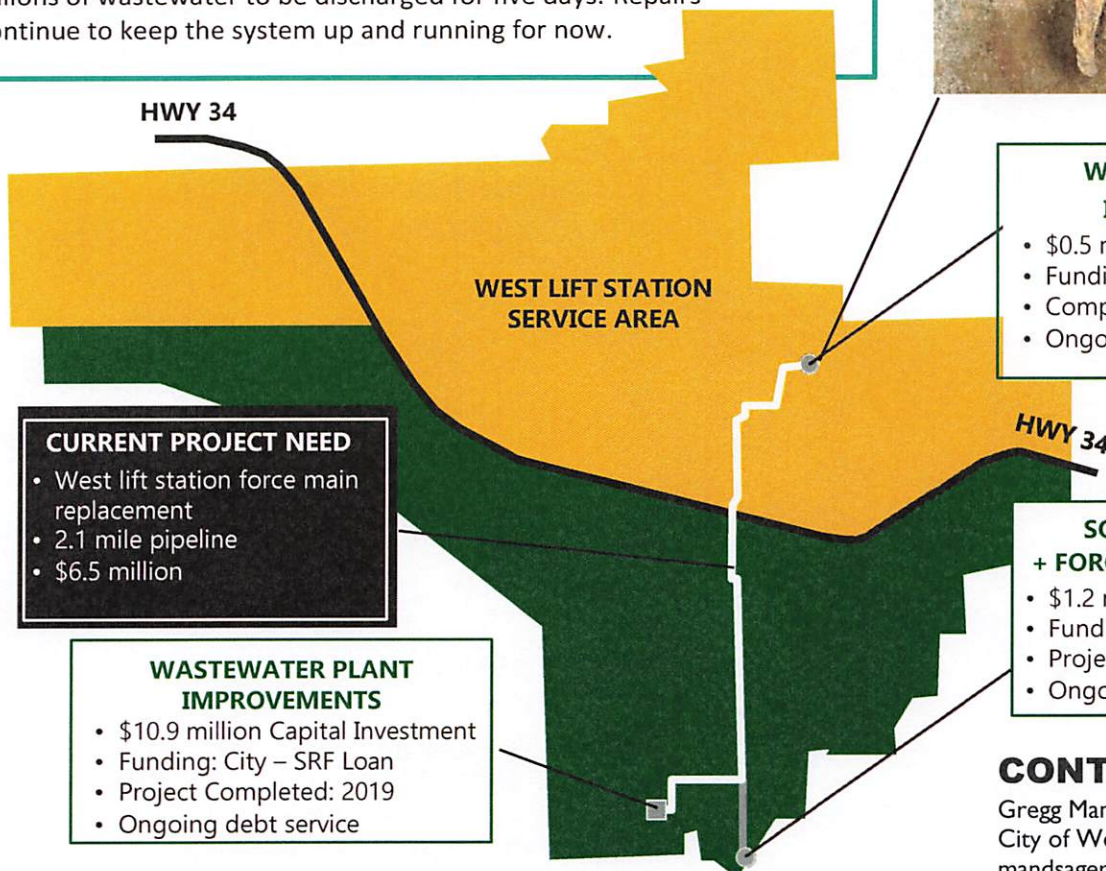
ENVIRONMENTAL URGENCY

West Burlington does not have a redundant or backup system. If the system fails, contamination of the surrounding environment may occur along with health risks to residents. If the force main breaks, raw wastewater flows into Spring Creek and eventually the Mississippi River. Raw sewage can also back up into basements during a system collapse.

On May 22, 2017, a force main break caused two million gallons of wastewater to be discharged for five days. Repairs continue to keep the system up and running for now.

FAST FACTS

- 23% of the pipeline is HIGH RISK
- End-of-life for 40-year-old pipeline
- Air release valve replacements needed
- Estimated cost: \$200/ft for 24" force main



WEST LIFT STATION IMPROVEMENTS

- \$0.5 million Capital Investment
- Funding: City
- Completed: 2012
- Ongoing debt service

SOUTH LIFT STATION + FORCE MAIN REPLACEMENT

- \$1.2 million Capital Investment
- Funding: City - SRF Loan
- Project Completed: 2021
- Ongoing debt service

CURRENT PROJECT NEED

- West lift station force main replacement
- 2.1 mile pipeline
- \$6.5 million

WASTEWATER PLANT IMPROVEMENTS

- \$10.9 million Capital Investment
- Funding: City - SRF Loan
- Project Completed: 2019
- Ongoing debt service

CONTACT

Gregg Mandsager, City Administrator
City of West Burlington
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319.752.5451

STORMWATER IMPROVEMENTS

EXISTING CONDITIONS

During significant and more commonly during most rain events (amount of water or timeframe) the City is experiencing numerous stormwater issues throughout town. The City has begun to identify areas that could begin to help address these issues and potential partners that would need to be involved in the efforts. The City has hired an engineering firm to conduct a city-wide stormwater master plan and has been working with the Iowa Department of Natural Resources (IDNR) to submit for additional engineering and planning services (project scoping) that would take proposed solutions to 60% design completion allowing us to apply for FEMA and any other sources of funding that are identified.



IMMEDIATE CHALLENGES

West Burlington faces a critical issue near Area #2 where stormwater heads into Luers Park and then backs up during rain events. Today, there is a 10'x10' culvert that heads under Mt. Pleasant Street then makes its way to a roughly 7'x7' culvert under the railroad that is made of two different materials. This culvert is underwater due to silt, an improperly constructed dam, and the lake upstream from the park. If this culvert fails, it could cause a significant back up to a third, or more, depending on the storm event.

This issue is complicated by several factors:

- The stormwater is constricted as it goes under the railroad (BNSF) causing water back-up.
- Culvert inspections have been impaired due to flooding during the last 12-13 attempts. A recent inspection found minor issues with the culvert that will need to be corrected, but nothing major.
- If the culvert is not enlarged, the water flow may remain constricted, causing additional stormwater backup to the South and Southeast.
- The culvert outlets are underwater on the north side of the tracks.
- Built-up silt to the north and into a dammed pond. The dam may need to be removed, the spillway corrected or opened up at least temporarily (if not permanently) to allow the pond to be dredged, the silt removed and the culvert exposed.

FUNDING SUPPORT

Enlarging or adding a second railroad culvert alone is estimated at around \$900,000, according to the railroad. However, the lake, silt, and dam appear to be the primary issues.

There are multiple participants or stakeholders in this project – the City of West Burlington, private property owners, BNSF Railroad, Des Moines County Conservation and potentially the City of Burlington.

Please support IDNR's and the City's NOI request for BRIC funding.

CONTACT

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MT. PLEASANT STREET REHABILITATION

PROJECT OVERVIEW

The Mount Pleasant Street Rehabilitation project aims to address deteriorated road conditions and enhance infrastructure along a vital corridor connecting West Burlington to Highways 34 and 61. The project involves surface milling, patching, and the addition of bike lanes, signs, and pavement markings to improve safety and efficiency for all road users. The Mt. Pleasant Street Rehabilitation project aligns with West Burlington's long-term development plans, as outlined in the Capital Improvement Plan (CIP), aiming to enhance connectivity, safety, and economic prosperity for the entire community and region.

STRATEGIC LOCATION

The project's strategic location near the Iowa Army Ammunition Plant (IAAAP), its forthcoming projects, and other industrial sites in the area underscores its relevance in supporting economic activities in the region.



COMMUNITY IMPACT

The rehabilitation project holds significant importance for West Burlington's economic vitality and overall community well-being, promising safer transportation and bolstering local businesses.



STAKEHOLDER SUPPORT

Key stakeholders, including residents, city council members, and businesses have expressed strong support for the project, recognizing its potential to improve infrastructure and foster economic growth.

PROJECT INVESTMENT

BUDGET:

Construction Engineering	\$262,000.00
Preliminary Engineering	\$263,000.00
Construction	\$2,183,757.78
Total Cost of Project	\$2,708,757.78

FUNDING:

Requested Region 16 Federal STBG Funds	\$1,819,757.78
Local or Other Match	\$1,208,757.78
Total Project Funding	\$2,708,757.78

CONTACT

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