



Gregg Mandsager
City Administrator
City Hall, 215 Sycamore St.
Muscatine, IA 52761-3840
(563) 264-1550 Voice/TT
Fax (563) 264-0750

City Administrator Report to Mayor & City Council

March 14, 2014, Edition No. 120

Weekly Update:

1. Cedar Street: Neighborhood meetings for the Cedar Street project will be held on March 25th and 26th, 5:15PM at the High School. Please see attached.
2. IMMI: I will be attending the Iowa Municipal Management Institute next Wednesday through Friday. Either Randy Hill or Steve Boka will be available to attend the March 20th City Council meeting in my place.
3. Riverfront: Please see the Riverfront Open House summary that is attached and was provided following last Saturday's open house.
4. MPW: A few comments regarding the City's use of ash from MPW. While ash is admittedly messy product (my own garage will need a good cleaning come spring), it ash works, it is free, and it does not clog up the city sewers. The use of ash on City streets is a permissible use under IDNR regulations. Per MPW - The testing is completed on the bottom ash/slag from burning coal to produce steam to produce electricity. Bottom ash/slag from our operation is the unburned constituents of the coal similar to how ash from a fireplace is the unburned constituents of the firewood. The test was last completed in 2011; there are no requirements for the testing to be completed on, say, an annual basis. The mines from which we receive our coal have not changed since we last tested the by-product, nor has our operation. The City of Muscatine has been using the bottom ash/slag for over 30 years. It is an economical method for the City to get the roadways clear as well as the other benefits they have experienced and reported to news sources. MP&W also provided bottom ash to Mercer County, Drury Township and Eliza Township (all in Illinois) - the intended use was to place on the roads as well. Environmental Stewardship is one of our (MP&W's) Core Values; we are environmentally responsible and would not allow the bottom ash/slag to be used for a purpose if it was not an acceptable/ permitted use. As has been cited in various news reports, there are many acceptable/permited uses for coal combustion by-products. MP&W has taken a voluntary and proactive approach since the late 1970's to find partners to reuse the by-products instead of landfilling the by-products. Nearly 80% of our by-products are reused for permitted purposes; the remainder is transferred to our coal combustion residue landfill. Finding a permitted reuse for the by-products helps keep our landfill from filling up unnecessarily and keeps expenses lower which benefits all of our electric utility customers. Please see the attached information sheet.
5. ATE: A copy of the Des Moines Register article on ATEs is attached, but the following information is the correct information as it relates to Muscatine: The wording in the Des Moines Register article and table is confusing. In the table the last lines for "Fines collected by local government" appears to actually be the local government's NET revenue after the camera company fees are paid. It also

"I remember Muscatine for its sunsets. I have never seen any on either side of the ocean that equaled them" — Mark Twain

does not reflect collections on unpaid tickets from our collection agency. The City of Muscatine's actual revenue from the ATE cameras for fiscal year 2012/2013 was as follows:

- Gross collections from camera company (GATSO) \$871,254 (for both Speed and Red Light fines)
- Gross collections from City's collection agency \$113,870 (for both fine types)
- Total collections \$985,124 (for both fine types)
- Fees paid to GATSO (323,001) (for both fine types at \$27 per PAID ticket whether the fine is paid to GATSO or to the collection agent)
- Net City revenue \$662,123 (for both fine types, net of fees, and includes collection agency collections)

• The camera company's share of the total collections computes to 33.8% of paid tickets, but is paid on the flat \$27 per paid ticket basis. The camera company supplied the cameras and provided for their installation. They also operate and maintain the cameras, do the notices to the violators (after reviewed and approved by the Police department), and do the initial collections.

6. Property Taxes: Please see the attached property tax articles provided by the Iowa League of Cities. These are part 1 and 2 of their educational series.
7. University of Iowa: Please mark your calendar for Thursday, May 8, 2014 for presentations and celebration with the students from University of Iowa, Iowa Initiative for Sustainable Communities. An invitation will be sent out in the near future, but want to make sure you reserve this date. You will hear 3 presentations from 2:30 to 4:00, including: Riverfront, Redevelopment, Connectivitu, Muscatine Branding. Each group will give a 15 minute presentation and allow 15 minutes for question and answers. These presentations are a requirement for their final grade. At 5:00 pm there will be a celebration event for the community, with displays of all 13 projects. Location is in the process of being finalized.
8. Bi-State: Attached please find a copy of the Commission in Review for February 2014.



1459 Washington St.
Muscatine, IA 52761-5040
(563) 263-8933
Fax (563) 263-2127

Public Works

City Transit
263-8152

CEDAR RECONSTRUCTION PROJECT

Equipment Maintenance
Roadway Maintenance
Collection & Drainage
Building & Grounds
Engineering

You are invited to public information meetings:

WHEN: March 25th and March 26th

WHERE: Muscatine High School - Commons
2705 Cedar Street

TIME: 5:30 PM – 7:00 PM

The meeting on the 25th will focus on project information on the Stonebrook Drive area, Wood Creek Lane area, and Cedar Street from Parham to Logan Street. The information provided will include the construction schedule, plans for access, and general project information.

The meeting on the 26th will focus on project information on the Cedarwood Drive area, Imperial Oaks area, West Bay Drive area, and Cedar Street from Logan Street to Houser Street. The information provided will include the construction schedule, plans for access, and general project information.

You are welcome to join us for either meeting or both.

If you have questions, please contact Bill Haag, Project Manager, at 563-299-0690.

PUBLIC OPEN HOUSE SUMMARY

Saturday March 8, 2014 | 2-5PM

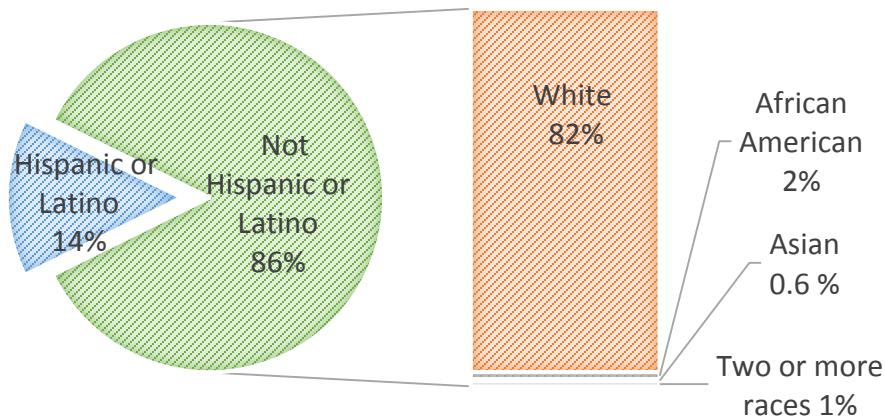
1. Open House Pictures



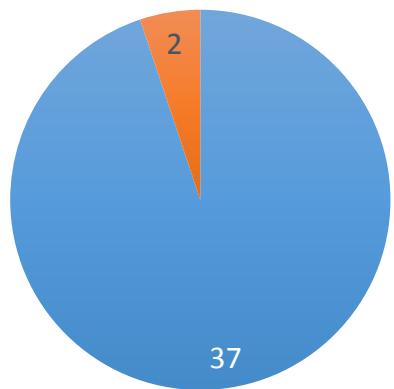
2. Participant Demographics

48 Muscatine residents and 2 non-residents participated in the Riverfront Open House. Overall, the sample population present at the open house was not very representative of Muscatine's population.

Actual Muscatine Demographics

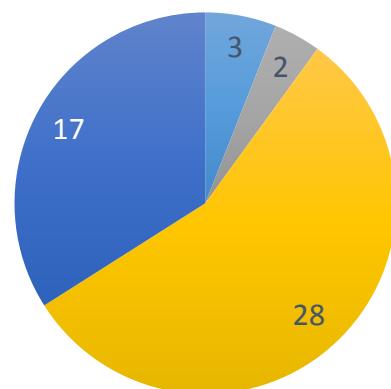


Open House Participant Resident Status



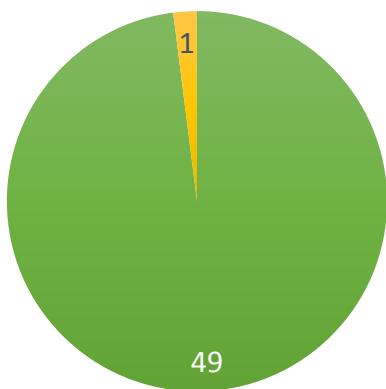
■ Muscatine Resident ■ Non-Resident

Open House Participant Age



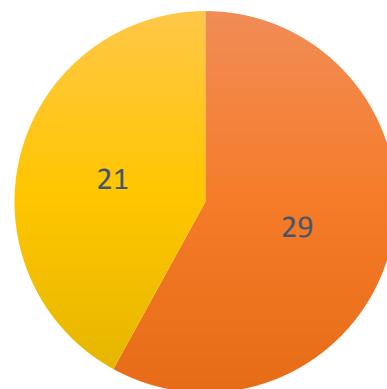
■ 0-12 Child ■ 13-20 Teenager ■ 21-30 Young Adult ■ 31-65 Middle Age ■ 65+ Senior

Open House Participant Race/Ethnicity



■ Caucasian/White ■ African American/Black ■ Hispanic/Latino ■ Asian

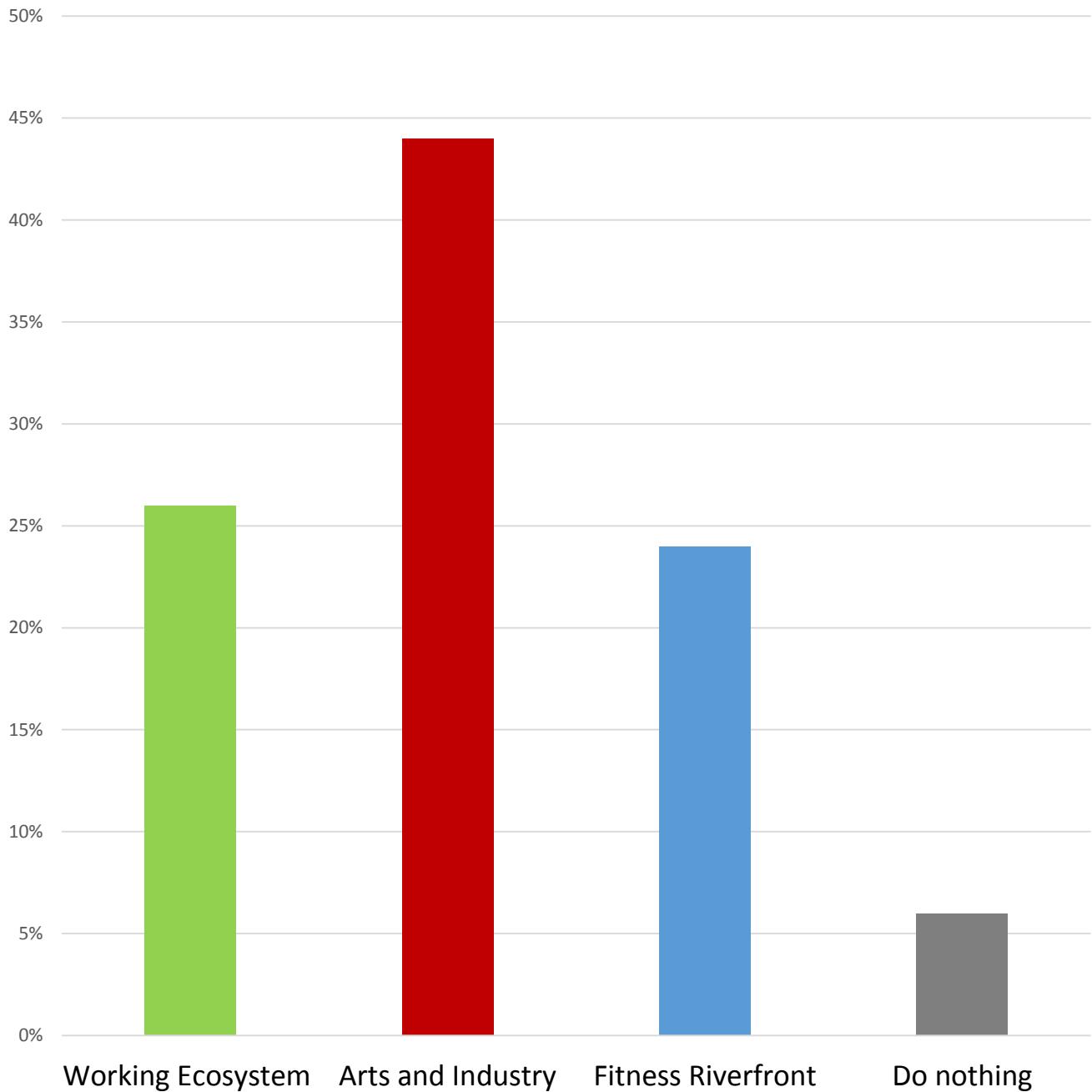
Open House Participant Gender



■ Male ■ Female

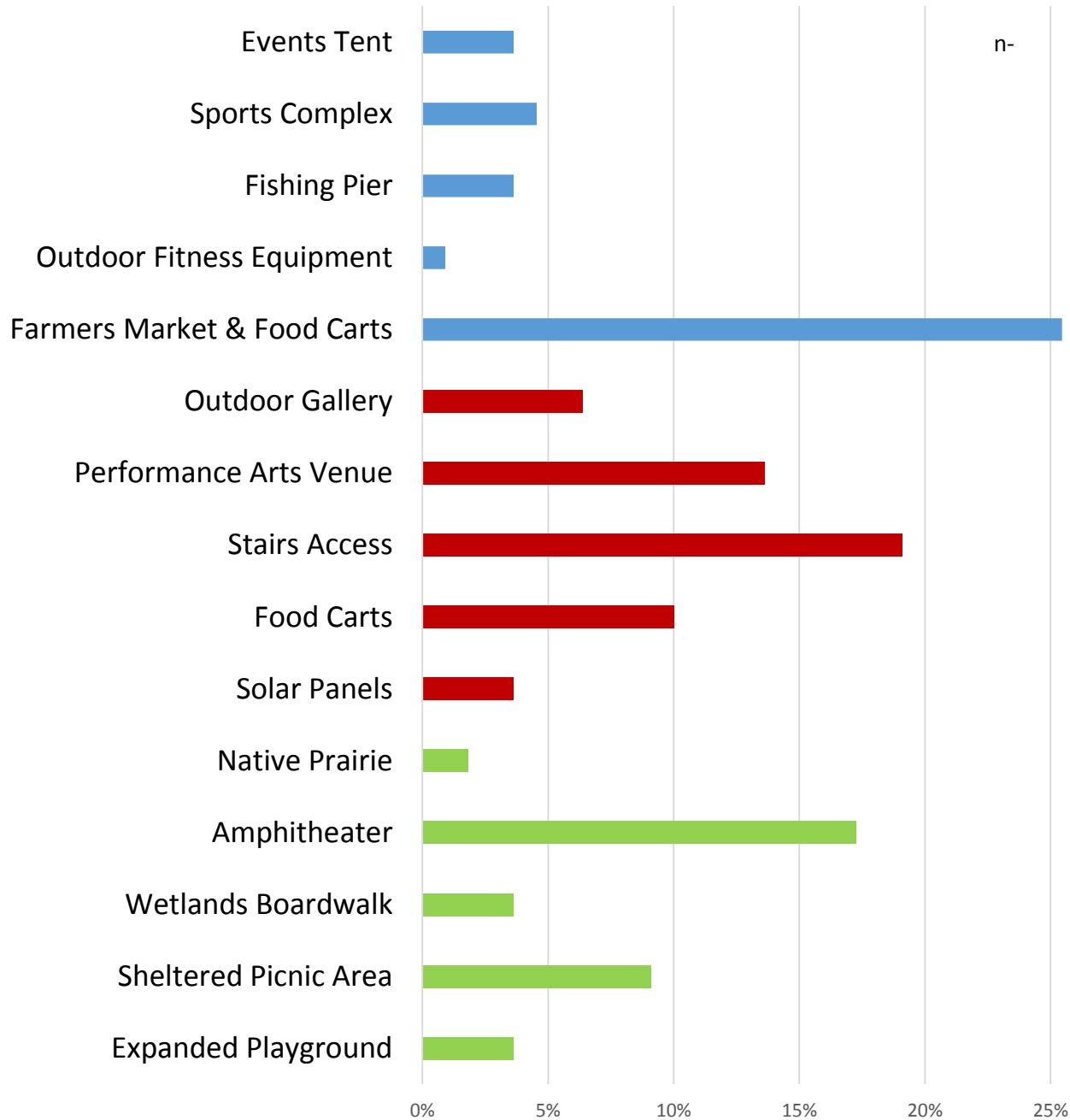
3. Theme Results

The Arts & Industry theme received the most votes (22 out of 50).



4. Features Results

The Farmers Market/Food Carts, Stairs Access to the River, and Amphitheater received the most votes.



5. Comments on Notepads

ALTERNATIVE 1: WORKING ECOSYSTEM

- River flood clean up
- Some people ALLERGIC to prairie grass pollens.
- Love adding all these options to enjoy the riverfront more.
- Don't remove basketball court.
- Do have an amphitheater but NOT where basketball court is.
- Prefer the performance arts center to the amphitheater.

ALTERNATIVE 2: ARTS AND INDUSTRY

- Movable food carts
- Prefer Art and Industry, but amphitheater form Alternative 1
- Pedestrian bridge
- Love the stairs access. Great outdoor seating for the boat show!
- With all the engineers in this town, are seeing solar panels.
- Art gallery is fun – adds to community and possibly add arts that children can climb/play on.

ALTERNATIVE 3: FITNESS

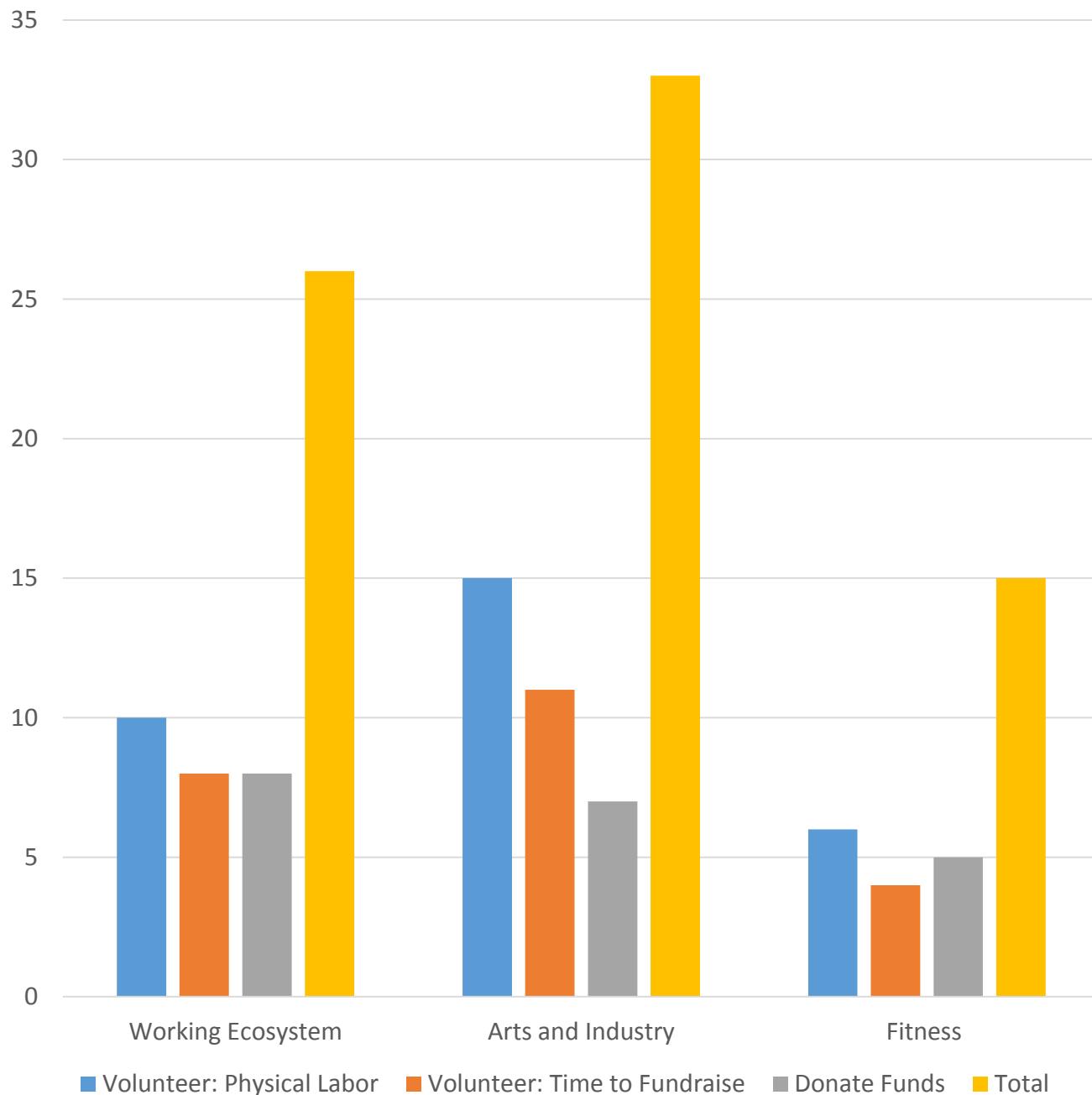
- Need more parking for farmers markets, vendors and elderly.

6. Comments in Comment Box

- Thanks for all the great ideas and hard work. All would be wonderful additions to our community.
- I like elements of all. There need more parking for vehicle access.
- Keep existing Pod – flood control - mud removable is a problem.
- Great job! Would like versions with movable parts so we can blend features (A+B of “Fitness” or C+D+E of “Arts” or B of “Eco”).
- Don't touch the parking
- The bricks the city offered to be bought and then laid was a good idea to raise money. Move safe parking for guests visiting riverfront to new fun things is important. Like gateway form Iowa Ave into park a lot.

7. Willingness to Pay Results

The Arts & Industry Alternative received the highest “willingness to pay” rating; Working Ecosystem came in second.



The electric generating units at the Muscatine Power and Water's (MP&W) Power Plant produce various coal combustion by-products as a result of burning coal and controlling air pollutant emissions.

MP&W voluntarily embraced the philosophy of maximizing by-product reuse since the late 1970's.

- Aligns with our Core Value of Environment Stewardship
- Reuse is less costly than landfilling and saves our customer owners money
- We actively seek means to reuse these products

Summary of Coal Combustion Products and Beneficial Uses

Generating Unit	By-Product	Use
Unit 9	Fly Ash	Cement/Concrete
		Subbase for road construction
	Gypsum	Wallboard
	Bottom Ash	Cement Manufacturing
Units 8/8A	Slag	Blasting Grit/Roofing Granules
		Winter Roadway Traction Improvement
Unit 7	Bottom Ash	Winter Roadway Traction Improvement

MP&W by-products used by the City of Muscatine

- Used for winter roadway traction improvement
- Using coal combustion by-products as a traction agent for surfaces used by vehicles is allowed pursuant to Iowa Code 567, Chapter 108.4(4).
- How long has Muscatine used it? By employee accounts, a long time. ☺ At least since the late 70's, potentially as long as the late 50's when Unit 7 went into service.

Our by-products are also used in cement manufacturing, making of wallboard, and grit blasting and making of asphalt roofing.

MP&W markets about 80% of its CCP's in a given year.

- Allows MP&W to significantly reduce the amount of waste that would otherwise be transported to our landfill
 - MP&W operates a coal combustion residue landfill
 - Developed in 1985 with a projected 20-year life
 - Landfill is not yet exhausted and is projected to have a remaining life of more than 30 years.
 - Life of the landfill was extended by successfully marketing the by-product for beneficial uses.

In conjunction with the administration of our Coal Combustion Products Solid By-Product Management Plan, comprehensive testing is performed on the by-products in accordance with IDNR's Beneficial Reuse Determination Regulations. "Comprehensive 26-point analytical testing is conducted on our by-products to ensure their composition falls under the regulatory limits before allowing any by-product to be reused. We're committed to being a responsible neighbor and wouldn't put anything back into the community that exceeds allowable limits," stated Erika Cox, Director of Employee and Community Relations.

DesMoinesRegister.com

March 10, 2014

Reader's Watchdog: Traffic cameras net \$19.7 million

Nine Iowa cities paid 34% of speeding, red-light revenue to outside vendors

Lee Rood

Tickets from automatic traffic cameras totaled \$19.7 million for nine Iowa cities during the last fiscal year, but more than 34 percent of that money went to out-of-state vendors.

The Des Moines Register Reader's Watchdog requested statistics collected by Iowa's Department of Transportation after several reader inquiries related to the controversial cameras over the past year. The latest questions came from Carol Winterberg of Des Moines, a retired school teacher and vice principal who wanted to know how much cities received from citations and where the money is going.

"With all the corruption in the world today, from our leaders on all levels of government, it concerns me," Winterberg wrote.

There are new reasons for Iowans to pay attention: Redflex Traffic Systems, the Scottsdale, Ariz., vendor that obtained contracts to supply cameras in Clive until this year and in Sioux City until 2016, is mired in an alleged corruption scandal. In January, a fired executive alleged in a lawsuit the company gave bribes and gifts to officials in at least 13 states to obtain or keep contracts. But thus far, he has not named any cities or individuals in Iowa.

The cumulative numbers from Iowa cities suggests 275,400 tickets were issued during the state's last fiscal year for either speeding or red light violations captured on camera in nine municipalities — Cedar Rapids, Clive, Council Bluffs, Davenport, Des Moines, Fort Dodge, Muscatine, Sioux City and Windsor Heights.

That's one ticket for about every eight drivers in the state.

The data, provided to the Register by the Department of Transportation, shows Sioux City reaped far more revenue than any other city with the cameras. Speeding and red light tickets in Sioux City totaled more than \$5 million versus \$1.48 million for Des Moines from July 2012 to June 2013.

Cities use the money in different ways. For example, after vendors are paid, proceeds in Cedar Rapids and Des Moines go toward public safety. In Sioux City, officials say they put the money generated by 11 cameras around town in the city's general fund.

The number of red-light cameras nationally is dropping, according to a study by the Reason Foundation, a libertarian-leaning think tank.

But in Iowa, city officials and police chiefs have been critical of rules issued by the DOT that took effect in February and were aimed at trying to restrict the use of cameras. Those rules require jurisdictions that want to place cameras on Iowa interstates and highways to prove they are targeting high-crash or high-risk locations, and prohibit cameras from being used as long-term solutions for speeding or red-light running. But the DOT has no jurisdiction over city or county roads.

One of the discussions taking place at the Legislature this year has been over the fact that some cities charge far more than others for the civil citations tied to the traffic-control devices.

In Sioux City, a civil camera ticket for speeding 10 miles over the limit costs the vehicle owner \$168 — similar to a criminal citation for speeding. The same infraction in Des Moines and Windsor Heights costs \$65, and in Cedar Rapids, it costs \$75.

A bill passed by Iowa's House Transportation Committee, HF 2202, would permit cities and counties to use cameras, but require law enforcement to review the tickets issued. Lawmakers on both sides of the aisle have also expressed an interest in capping fines at a set amount.

"It's the wild, wild West right now out there in terms of these cameras," said state Rep. Joshua Byrnes, an Osage Republican who chairs the House Transportation Committee.

Iowa is the only state in the country that allows speed cameras to be permanently placed on highways and interstates. The data collected by the DOT shows those cameras are the most lucrative: The two placed in a construction zone on Interstate Highway 29 in Sioux City brought in more than \$4.5 million for the fiscal year ending in June.

But still unclear is whether cameras, most of which come from Gatso USA Inc. or Redflex, actually enhance safety.

The Des Moines Police Department has said its speed cameras in the 4700 block of the eastbound lanes on Interstate 235 have been effective in reducing accidents, from 19 in 2010 to five in 2012. The city also says there's been a 40 percent reduction in accident reports at the five locations where red-light cameras have been installed around the city.

Other Iowa chiefs have championed similar results. In Muscatine, police say there have been fewer crashes at each of five intersections that have cameras. In 2012, there were 26 crashes at those intersections; there were 19 in 2013.

But more comprehensive studies around the country suggest cameras have had mixed results. And in some cities, including Clive, where camera use was suspended last year, crashes at sites with cameras actually increased.

Seven states prohibit use of red-light cameras to issue citations to drivers, according to the National Conference of State Legislatures, and several more, including Ohio and Florida, are considering prohibitions.

DOT Director Paul Trombino has said automated systems should be used as a last resort after other safety measures have been exhausted — not to generate revenue for cities.

And last week, Gov. Terry Branstad said cities should not use proceeds from the camera citations for ongoing expenses.

In Des Moines, city officials anticipate taking in about \$2.9 million in 2015 from camera tickets, with about \$1.2 million of that going to vendor Gatso USA. Most of the remaining money from camera citations will go to fund public safety programs, such as school resource officers, the COPS program and special burglary details, according to Amelia Hamilton Morris, spokeswoman for the city manager's office.

Winterberg, the Des Moines resident, tells me she supports the use of cameras but she thinks cities in Iowa need to be more transparent about where the money goes.

"I don't trust anybody," she said.

Additional Facts

SPEED CAMERA FINES AND FEES

Fines collected by local government and fees paid to out-of-state vendors

SIOUX CITY

\$4,508,560

\$702,700

CEDAR RAPIDS

\$2,538,350

\$1,674,240

DES MOINES

\$1,282,022

\$787,710

DAVENPORT

\$812,733

\$517,679

MUSCATINE

\$570,754

\$296,379

Cities took in \$19.7 million

State data show Iowa jurisdictions took in \$19.7 million from automated tickets for red light violations and speeding between July 1, 2012 and June 30, 2013, but 34 percent of the money went to vendors out of state.

Speed camera numbers by city

	Cedar Rapids	Davenport	Des Moines	Fort Dodge	Muscatine	Sioux City	Windsor Heights*
How many people have received tickets from speed cameras?	86,552	20,937	42,531	1,443	11,564	39,527	2,185
How many people should have been issued a ticket and weren't?**	48,000	851	0	55	1,769	0	2
How many people have paid their fines?	Over 55,000	11,625	31,511	1,310	9,219	34,416	1,635
How many people have not paid their fines?	Over 21,000	8,434	8,458	124	2,345	5,111	550
Fees paid to out of state or vendor	\$1,674,240	\$517,679	\$787,710	\$40,139	\$296,379	\$702,700	\$32,275
Fines collected by local government	\$2,538,350	\$812,733	\$1,282,022	\$59,136	\$570,754	\$4,508,560	\$53,830

Red light numbers by city

	Cedar Rapids	Clive	Council Bluffs	Davenport	Des Moines	Muscatine	Sioux City
How many people have received tickets from speed cameras?	4,402	12,677	18,864	8,653	10,921	2,688	12,256
How many people should have been issued a ticket and weren't?	3,599	7,393	33,208	296	0	322	0
How many people have paid their fines?	2,722	12,571	12,994	5,445	7,807	2,175	10,148
How many people have not paid their fines?	1,164	0	5,870	2,896	3,114	513	2,108
Fees paid to out of state or vendor	\$81,660	\$550,427	\$601,013	\$517,679	\$312,280	\$103,000	\$464,603
Fines collected by local government	\$190,540	\$706,673	\$715,186	\$812,733	\$195,175	\$53,000	\$536,289

*Windsor Heights data is from Feb. 2013 to June 2013

** Reasons include files that have not been computerized, could not be read, tickets not issued following normal business rules and protocol, or addresses that were out of date.

Source: Iowa Department of Transportation

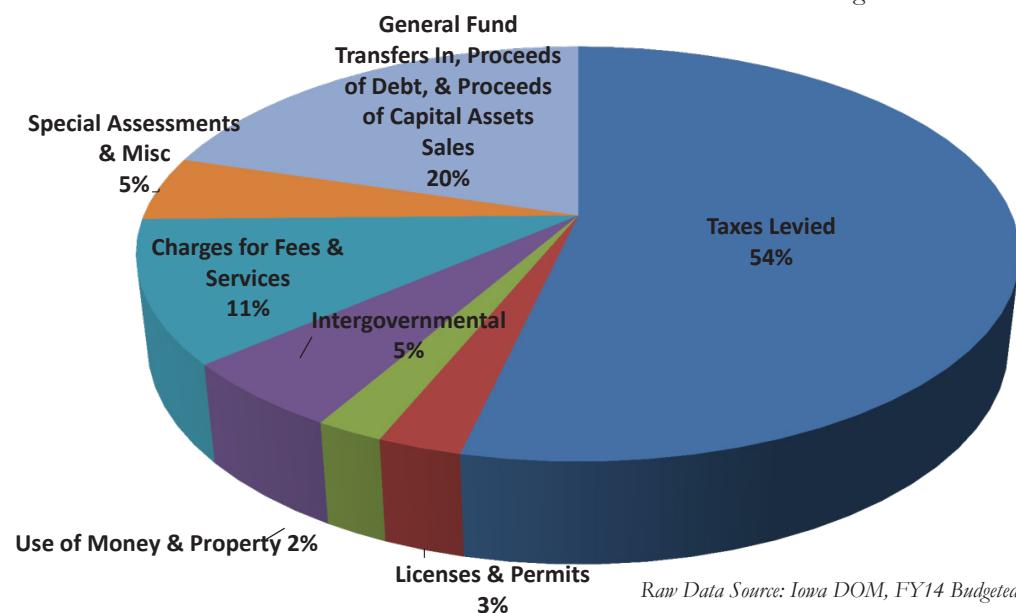
THE REGISTER

Sweeping changes were made to Iowa's property tax system during the 2013 legislative session. Some of those changes have already been implemented while others will take effect over the next couple years. To help explain these changes, the League will run a five-part series of articles in Cityscape magazine that will dive deeper into different aspects of the property tax system that are highlighted in this overview. The League also has information and helpful resources in the Member Resources area of our Web site, www.iowaleague.org.

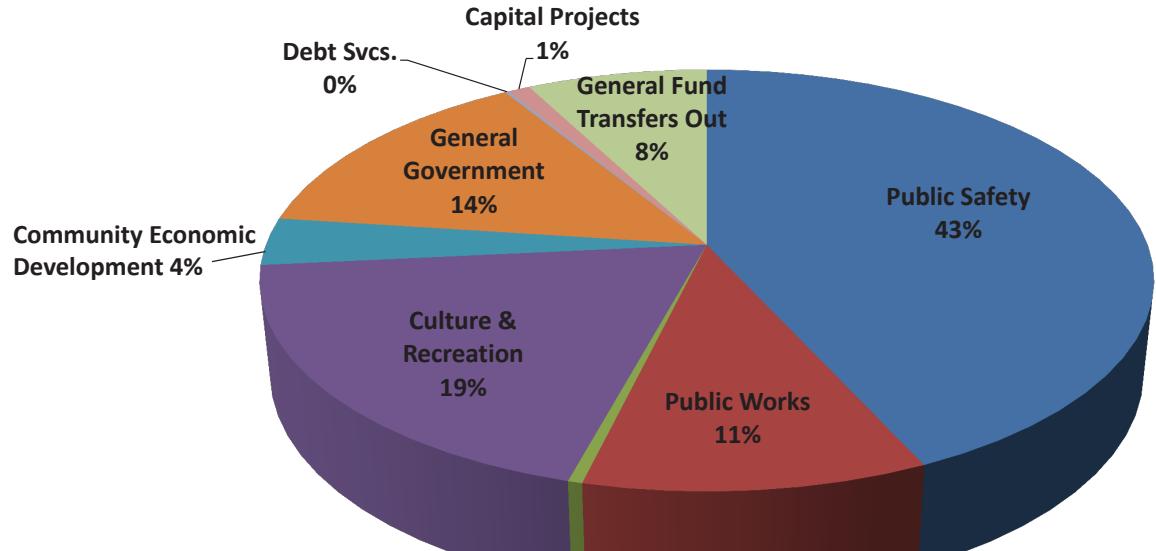
Property Taxes Directly Support City Services

Let's start by looking at how much cities depend on property taxes and where those revenues go. For the average city in Iowa, a large share of their revenue comes from property taxes which are used to provide necessary services to citizens.

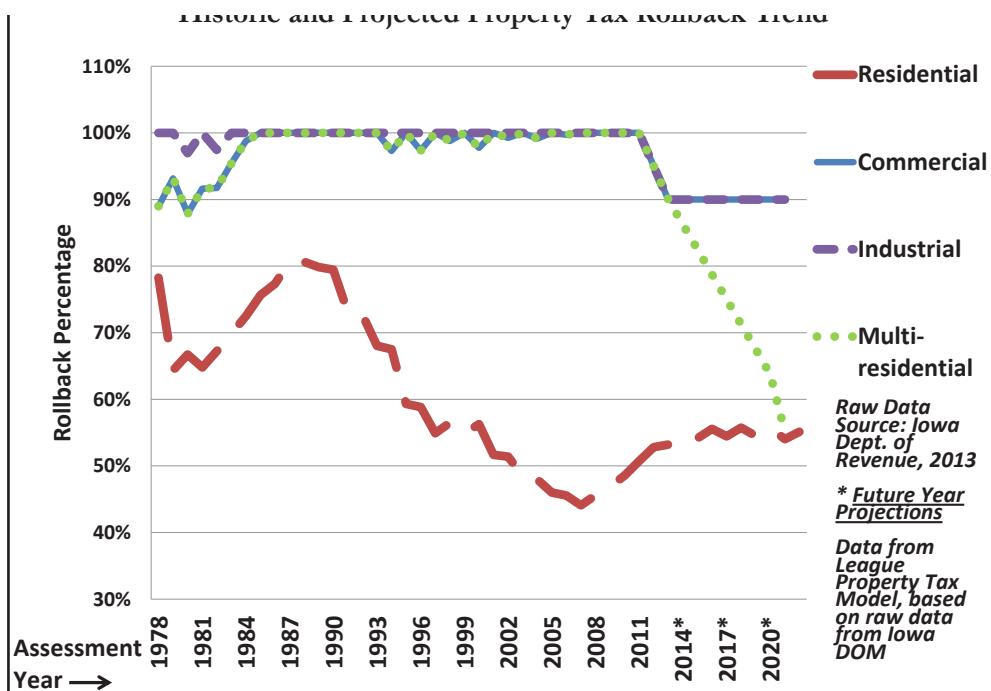
General Fund Revenues by Category, FY14 (Budgeted)
statewide averages



City General Fund Expenditures by Category, FY14 (Budgeted)
statewide averages



Since 1978, Iowa's property tax system has included assessment limitations, commonly referred to as the "rollback". Valuations in the various property classes were not allowed to grow by more than 4 percent statewide. If they did, the taxable value of their property was rolled back to meet the statewide assessment limitation. In addition, residential property was tied to agricultural property so that if one grew by an amount lower than 4 percent, the other had to match that amount. The result over time was a significant decline of residential taxable values.



Doubling Down on the Rollback: Residential and Agricultural Properties

4% → 3%

One of the major changes approved during the 2013 legislative session was furthering the restriction in valuation growth to 3 percent for residential and agricultural property, which will remain tied together. Commercial, industrial and railroad property have now been given a separate rollback, which will be fixed at 90 percent beginning in FY2016 (see the following section).

New Rollback for Commercial, Industrial and Railroad Properties

Another important change is the development of a new rollback for commercial, industrial and railroad property. These properties will be taxed at 95 percent of their 2013 assessed value and 90 percent in 2014 and thereafter. The legislature created a standing appropriation to reimburse or backfill local governments for the revenue reductions resulting from this new rollback. The backfill only applies to commercial and industrial property reductions and is capped at the FY2017 appropriation level.

Learn more about the new commercial, industrial and railroad rollback in the March issue of *Cityscape*.

continues on the next page

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Specific Example of Multi-Residential Property

This example shows a mixed-used building that has both commercial and residential space; there are several other types of multi-residential properties as detailed below

Current Example



Entire Building Classified as Commercial Property

Multi-Residential Property →

Future Example



Commercial Property ←

FY 2017: Building Classified as Multi-Residential & Commercial

New Multi-Residential Property Class Created

The legislature created a new multi-residential property class that will have its own eight year rollback schedule before mirroring the residential rollback. This class will be added in assessment year 2015, first affecting city budgets in FY 2017. The definition of multi-residential property includes mobile home parks, manufactured home communities, land-leased communities, assisted living facilities and property primarily used or intended for human habitation containing three or more separate living quarters as well as portions of non-residential buildings that are used for human habitation. Additionally, the new class of property is created before the commercial backfill cap is applied at the FY2017 appropriation level; this means that multi-residential property will not be eligible for backfill provisions.

Assessment Year	Rollback Percentage
2015	86.25%
2016	82.5%
2017	78.75%
2018	75%
2019	71.25%
2020	67.5%
2021	63.75%
2022 and beyond	Equal to residential

Property Value	Rollback Percentage
\$0-20 million	40%
\$20-55 million	35%
\$55-500 million	25%
Over \$500 million	20%

Property Tax Exemption Given to Telecommunication Property

A new property tax exemption was given to telecommunication property that is based on the property values of eligible companies.

More information in part five.

→ Additional Changes

The legislature also approved a new business property tax credit funded by the state that can be claimed by commercial, industrial and railroad property owners; the creation of the Iowa Taxpayers Trust Fund, which makes individuals who file a tax return eligible for a tax credit; an extension of the Property Assessment Appeal Board to 2018; and an increase of the Earned Income Tax Credit from 7 to 14 percent.

Additional Resources

More information and resources are available in the Member Resources area at www.iowaleague.org. Check out the League's Property Tax Model to forecast how the property tax changes impact your city's budget and watch recorded webinars and videos presented by League staff that further explain the property tax system. You can also follow the League's tracking project that will feature member cities reporting changes to their budgets over time.

Timeline of Property Tax Changes

The following timeline shows the implementation schedule for the various changes made to the property tax system.

July 1, 2014 (FY15)

- 95% Rollback on commercial, industrial, railroad
- Begin 3% Res. Growth Cap (FY15+)
- \$50M Appropriation for Business Tax Credit
- 1st Phase of Telco Exemption Begins

July 1, 2015 (FY16)

- 90% Rollback on commercial, industrial, railroad (*continues each year*)
- \$100M Appropriation for Business Tax Credit

July 1, 2017 (FY18)

- 82.50% Rollback on Multi-residential

Property Tax Changes Timeline

January 1, 2015

- New Multi-residential property class begins

January 1, 2016 (FY17)

- 86.25% Rollback on Multi-residential
- \$125M Appropriation for Business Tax Credit (FY17+)

Mickey Shields is the League's assistant director of membership services and may be reached at (515) 244-7282 or mickeyshields@iowaleague.org.



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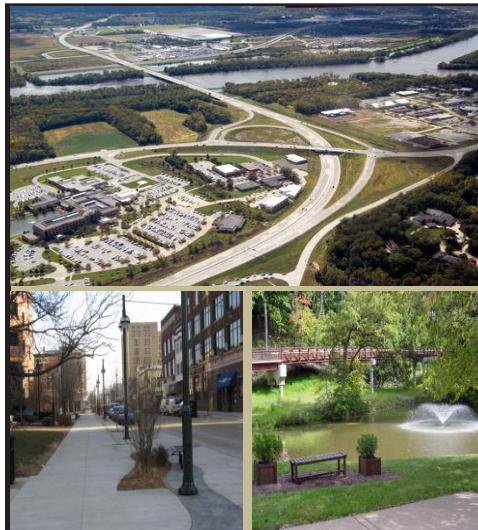
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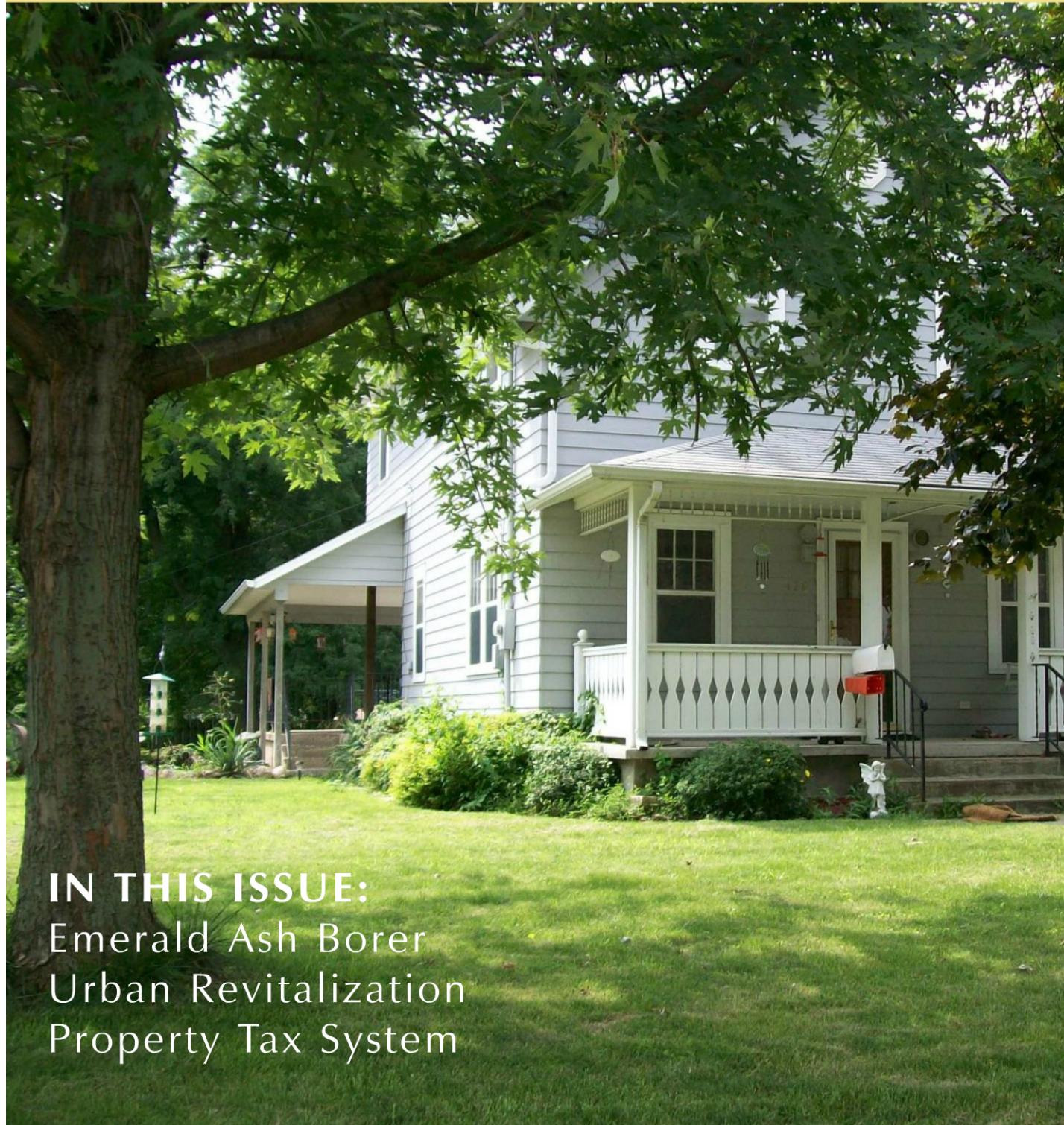
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CITYSCAPE

Iowa League of Cities | www.iowaleague.org | March '14



IN THIS ISSUE:
Emerald Ash Borer
Urban Revitalization
Property Tax System

By Mickey Shields

In last month's *Cityscape* we began a special five-part series of articles on Iowa's property tax system by providing an overview of the system and the major changes adopted during the 2013 legislative session. In Part II of the series we take a closer look at one of those changes: the creation of a new rollback for commercial, industrial and railroad properties. Along with the other changes, this new rollback will impact city budgets and city officials must make any necessary adjustments to budget plans.

Review of the Rollback and 2013 Change for Commercial, Industrial and Railroad Properties

Since 1978, Iowa's property tax system has included assessment limitations, commonly referred to as the "rollback". Valuations in the various property classes were not allowed to grow by more than 4 percent statewide (except for railroad and utility property, which was limited to 8 percent growth). If they did, the taxable value of their property was required to be reduced or rolled back to meet the statewide assessment limitation. In addition, residential property was tied to agricultural property so that if one grew by an amount lower than 4 percent, the other had to match that amount.

For much of the time since the rollback's inception, commercial and industrial taxable values were not rolled back as their valuation growth did not typically exceed 4 percent. Railroad property followed a similar path, only occasionally exceeding its 8 percent cap and forcing a rollback of its taxable value.

However, changes made during the 2013 legislative session included a new rollback for these properties as they will be taxed at 95 percent of their 2013 assessed value (affecting the Fiscal Year 2015 budget) and 90 percent in 2014 and beyond. The rollback percentage for these properties will remain fixed at 90 percent regardless of how fast or slow valuations grow.

In addition, the legislature created a standing appropriation to fund a reimbursement claim, often called a backfill, for the property tax revenue reduction resulting from the new rollback. The backfill provision is only for commercial and industrial property and the legislature capped future appropriations at the FY2017 funding level.

How it Works

Residential, commercial and industrial properties are assessed on 100 percent of their market value. To arrive at the value, assessors generally use three approaches – the market approach, which looks at comparable property sales; the cost approach, which estimates how much it would cost to replace the property; or the income approach, which estimates a property's ability to produce income, such as an office building. Agricultural property is assessed at 100 percent of its productivity and net earning capacity. Railroad and utility property is assessed by the state each year.

Assessors then send valuation reports to the Iowa Department of Revenue, which is required to complete an equalization every two years. Equalization is a process that reviews property assessments and sales assessment ratio studies, which compare property sale prices to assessed values. If assessments in a property class are 5 percent more or less than the sales ratio study, the state increases or decreases assessments to help maintain equitable assessments across property classes. The statewide assessment limitation, or rollback, is then applied to each property class as stipulated by state law to determine taxable values.

Taxing authorities around the state, including city governments, approve their budgets and property tax rates. County auditors and treasurers then work on applying the consolidated tax rates (which includes all taxing authorities a property owner might owe taxes to, such as the city, county, school district, etc.), factor in any tax credits a property owner has applied for and received, before finally sending out property tax bills in March and September each year. The taxing authorities receive their revenues the following months (April and October).

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The new static rollback and backfill for commercial and industrial property has added another element to this process. Each year, the state legislature will determine the appropriation level to backfill local government property tax reductions resulting from the rollback. This appropriation cannot exceed what is approved for FY2017 (appropriated in 2016). With the appropriation set, the state will disburse funds through the county governments who will then deliver the funds to city governments in a similar fashion as property tax revenue. This process will function in a comparable manner as property tax credits such as the Homestead Credit.

The Impact

The impact of the new commercial, industrial and railroad rollback will be felt differently across the city government spectrum. Clearly, the amount of property tax revenue reduction will correspond directly to the amount of such property a city has. Below you will find a table that illustrates the effect the new rollback has on a sample city's total assessed commercial and industrial property values, the taxable valuation, property tax revenues from these properties, and the state backfill.

As the table shows, commercial and industrial properties will have less taxable valuation with the new rollback. The table also details the backfill amount related to the reduction of property tax revenues. However, the backfill appropriation is capped at the FY2017 level. Assuming commercial and industrial property values continue to slowly grow over time, the maximum backfill appropriation does not stay level with the revenue local governments would have received under the previous property tax system. In addition, cities must closely monitor the amount of backfill the legislature appropriates each year – it is possible that a lower amount is appropriated or for the backfill to not be funded at all.

As with all budget matters, it is wise to plan for the coming changes and begin making any necessary adjustments. It will also be helpful to review the city's breakdown of valuations by each property class and to work with the county assessor to identify any recent valuation trends or projections. The League encourages cities to use its Property Tax Model as well, which allows cities to enter in their own property tax valuations and see how the changes to the property tax system are projected to affect their budget.

Fiscal Year	Assessed Property Value*	Taxable Value with Rollback	Tax Revenue to City **	Tax Revenue to City (without rollback)	State Backfill to City***
2015	\$10,000,000	\$9,500,000	\$131,005	\$137,900	\$6,895
2016	\$10,200,000	\$9,180,000	\$126,592	\$140,658	\$14,066
2017	\$10,404,000	\$9,363,600	\$129,124	\$143,471	\$14,347
2018	\$10,612,080	\$9,550,872	\$131,707	\$146,341	\$14,347
2019	\$10,824,322	\$9,741,890	\$134,341	\$149,267	\$14,347
2020	\$11,040,808	\$9,936,728	\$137,027	\$152,253	\$14,347

*Assumes a 2 percent valuation growth rate

**FY2014 statewide average city property tax levy of \$13.79 per \$1,000 of valuation is used (source: Legislative Services Agency); this is not the consolidated tax rate

***State legislature will make appropriations each year; appropriations are capped at FY2017 level

Mickey Shields is the League's assistant director of membership services and may be reached at (515) 244-7282 or mickeyshields@iowaleague.org.

Additional Resources

More information and resources are available in the Member Resources area at www.iowaleague.org. Check out the League's Property Tax Model to forecast how the property tax changes impact your city's budget, and watch recorded webinars and videos presented by League staff that further explain the property tax system. You can also follow the League's tracking project that will feature member cities reporting changes to their budgets over time.



Commission in Review

February 2014

Serving local governments in Muscatine and Scott Counties, Iowa;
Henry, Mercer, and Rock Island Counties, Illinois.

NEXT COMMISSION MEETING:

Wed., Mar. 26, 2014
3:30 p.m.

Scott Co. Admin Bldg.
6th Floor Conf. Room
600 West 4th Street
Davenport, Iowa

APA TRAINING SERIES

" Jane Jacobs Legacy
and New Urbanism "

Wed., May. 14, 2014
3-4:00 p.m.

Third Floor Conf Room
1504 Third Ave., R.I.
Call (309) 793-6302,
Ext. 138 or e-mail
ppearson@bistateonline.org
to register.

CIR VIA E- MAIL

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Mission Statement:

*To serve as a forum
for intergovernmental
cooperation and
delivery of regional
programs and to
assist member local
governments in
planning and project
development.*

Regional Vision for 2030

Jerry Taylor, Dispatch-Argus Publisher, and Tara Barney, Quad Cities Chamber of Commerce President and CEO, provided an overview of a visioning effort involving over 100 businesses and investors in the greater Quad Cities Region. The Regional Opportunities Council has worked to assemble a regional vision for 2030 that identifies and advances opportunities for transformative growth in the greater Quad Cities Region.

The Greater Quad Cities Region is:

- recognized globally for growing and attracting talent and businesses
- energized by a culturally rich community
- inspiring innovation
- embracing lifelong learning

At the heart of the effort is the concept of fostering area talent. This would be accomplished by growing the area's primary industries, assets, and entrepreneurial opportunities through the comprehensive vision, alignment of messages, and investment in the community. Growing primary industries would focus on advanced manufacturing, agriculture, and logistics. Regional assets include a regional growth strategy, the Mississippi Riverfront, working river, infrastructure, and the Rock Island Arsenal.



The council suggests a three phase approach – organize a committee; endorse the effort to back the vision and align strategies to implement the vision; and demonstrate accomplishments. Following the presentation, comments and questions were addressed. Input included acknowledging the Mississippi River in the vision statement, defining the region geographically, and noting a regional freight study that is about to get underway.

Investing in Manufacturing Communities Partnership Grant

Mark D. Hunt, Economic Development/Public Safety Manager, updated the Commissioners on the status of the Investing in Manufacturing Communities Partnership (IMCP) grant, which was jointly received by the Commission and Quad Cities Chamber of Commerce in the fall of 2013. The grant award provides \$162,500 in planning assistance funds from the Department of Commerce, Economic Development Administration to create an implementation plan for a regional Metal and Multi-Materials (M3) Innovation Hub. The grant is matched by \$162,500 in local funds provided by public and private sector entities.

Investing continued on Page 2

Investing continued from Page 1

At this time, the Chamber and Bi-State staff are working with Strategic Development Group (SDG) to write the M3 Innovation Hub Plan. A steering committee and multiple taskforces consisting of local manufacturing executives, government, and academic leaders are helping to guide the planning process. The Hub is intended to serve the innovation needs of the region's manufacturers to help them compete on the global market.

Concurrently, SDG is assisting the region with an application to be one of 12 federally-designated *Manufacturing Communities* as part of the IMCP's second phase, which will position the Innovation Hub for additional recognition and funding opportunities.

Mr. Hunt also spoke about the recent federal grant to University of Illinois Chicago Lab under the President's National Network for Manufacturing Innovation. Though the grant was received by the University of Illinois, it includes partnerships with many Quad Cities Institutions including the Quad City Manufacturing Lab, John Deere, and others. This larger federal award to conduct research related to digital manufacturing will likely help the region with its M3 Innovation Hub plan and *Manufacturing Communities* designation.

Bi-State Drug and Alcohol Consortium Seeks New Contract

The Bi-State Drug and Alcohol Testing Consortium (DATC) was formed to offer drug and alcohol testing services to member employees in the Bi-State Region. Federal Transit Administration (FTA) and Federal Motor Carrier Safety Administration (FMCSA) establish regulations that require commercially-licensed (CDL) drivers to participate in drug and alcohol testing to promote traffic safety in the transportation industry. DATC participants include municipalities, counties, townships, public school districts, public transit systems, and not-for-profit corporations that provide transportation in the geographic area of Muscatine and Scott Counties, Iowa and Henry, Mercer, and Rock Island Counties, Illinois.

DATC coordinates local efforts to fulfill these federal regulations, provide a sampling pool for covered employees, purchase required services jointly, coordinate and share administrative activities, and maximize the available resources in the Iowa-Illinois Bi-State area. Each DATC participant receives initial and pre-employment testing, post-accident testing, random testing, reasonable suspicion testing, return-to-duty testing, and follow-up testing. Bi-State staff monitor the random draws and provide information on the program, training opportunities, and updates in regulations as available.

DATC meets at least once per year to review the contracted testing services, and currently has published a Request for Proposal (RFP) to establish a new contract by October 1, 2014. To view the RFP, visit <http://bistateonline.org/index.php/2012-11-14-00-34-51/drug-alcohol-testing-consortium>.

I-74 Mississippi River Corridor Public Meetings – Mark your calendars!

April 23, 2014 – 4:00-7:00 p.m.

I Wireless Center 1201 River Drive, Moline, IL

April 24, 2014 – 4:00-7:00 p.m.

Waterfront Convention Center, 2021 State Street, Bettendorf, IA

BI-STATE REGIONAL COMMISSION
FY 2013-14 Program Budget Status Report
Through Month of January – 58% of Year

ADOPTED BUDGET:	\$2,155,265.00
EXPENDED THROUGH JANUARY:	\$1,188,822.14 (55.2%)
STAFF LEVEL BUDGETED:	25.25 F.T.E.
STAFF LEVEL STAFF LEVEL MAINTAINED:	23.75 F.T.E.

EXPLANATION:

MEMBER GOVERNMENTS SERVED DIRECTLY AND ACTIVITIES DURING JANUARY

ALEDO – Website Support; RLF Coord.; Transit Mobility/HSTP Plng; Aerial Photo Coord. Asst.; Economic Develop. Strategic Plan Presentation.

ALPHA – HCEDP Participation; Transit Mobility/HSTP Planning.

ANDALUSIA – RICWMA Staffing; Riverfront Council; Website Support.

ANDOVER – HCEDP Participation; Transit Mobility/HSTP Planning.

ATKINSON – HCEDP Participation; Website Support; Transit Mobility/HSTP Planning.

BETTENDORF – Joint Purchasing; Scott Co. Housing Council; IAQC Transit Planner Coord. & Transit Issues; Riverfront Council; Solid Waste Coord.; I-74 Bridge Coord.; Drug/Alcohol Testing Consort.; RLF Loan Admin./Marketing; Trail Coord.; DOJ Interoperability; Air Quality Asst.; NSBP/EDA Apps.; QCICNet; Aerial Photo Coord. Asst.; STP Evaluation Process and Forest Grove Road/Drive Coordination.

BLUE GRASS – Reg. 9 Transportation Coord.; Solid Waste Coord.; Website Support; Aerial Photo Coord. Asst.

BUFFALO – Trail Planning Asst.; Riverfront Council; Solid Waste Coord.; Aerial Photo Coord. Asst.

CAMBRIDGE – HCEDP Participation; Website Support; Transit Mobility/HSTP Planning.

CARBON CLIFF – RICWMA Staffing; Joint Purchasing; Trail Planning; Aerial Photo Coord. Asst.

COAL VALLEY – Joint Purchasing; RICWMA Staffing; Aerial Photo Coord. Asst.; Village Board Strategic Planning.

COLONA – Joint Purchasing; Utilities GIS/Mapping.; Grants Inquiry.

CORDOVA – RICWMA Staffing; Riverfront Council & Riverfront Planning; Website Support.

DAVENPORT – Joint Purchasing; Riverfront Council; RiverVision; Scott Co. Housing Council; Solid Waste Coord.; RLF Loan Admin.; Transit Funding & NTD Asst.; IAQC Transit Planner Coord.; QCICNet Interoperability Project; BRAC/OEA Coord.; Air Quality Asst.; Davenport Schools Hazard Mitigation Plan; Legislative Priorities Asst.; IMCP/EDA Grant with QC Chamber; Aerial Photo Coord. Asst.; STP Evaluation Process and Forest Grove Road/Drive Coordination; STAR Communities Rating Information Asst.; RiverVision Input Mtg.

EAST MOLINE – IL QC Intergov. Comm.; E9-1-1 Coord.; Joint Purch.; RICWMA Staffing; RMS Coord.; Riverfront Cncl; Interoperability Proj.; RLF Admin.; MUNICES; Air Quality Asst.; Trail Plng; Consol. Disp. Study Asst.; QCICNet; Econ. Dev. Strategic Plan; Aerial Photo Coord. Asst.; STP Eval. Process.

ELDRIDGE – Solid Waste Coord.; Drug & Alcohol Consort.; Website Support; Aerial Photo Coord. Asst.; STP Evaluation Process.

GALVA – Broadband Coord.; Transit Mobility/HSTP Planning; Future Land Use Map; HCEDP Participation.

GENESEO – HCEDP Participation; Website Support; Trails Planning; Transit Mobility/HSTP Planning.

HAMPTON – RICWMA Staffing; Riverfront Council; Website Support.

HENRY COUNTY – Joint Purch.; HCEDP Part.; Transit Mobility/HSTP Plan; Trail Coord.; Workforce Dev. Board; Legislative Priorities Asst.; Comprehensive Plan; EDA/USDA Grant; Evacuation Plan; Fact Sheet Update; Aerial Photo Coord. Asst.; Plan for HCEDP Springfield Trip; Floodplain Coord. Efforts.

HILLSDALE – Transit Mobility/HSTP Planning.

KEWANEE – Transit Mobility/HSTP Planning.

LECLAIRE – Joint Purchasing; Riverfront Council; Solid Waste Coord.; Trail Planning; Aerial Photo Coord. Asst.

LONG GROVE – Reg. 9 Trans. Coord.; Solid Waste Coord.; Website Support; Aerial Photo Coord. Asst.

McCAUSLAND – Reg. 9 Trans. Coord., Solid Waste Coord.

MILAN – Joint Purchasing; RICWMA Staffing; IL QC Intergov. Comm.; E9-1-1 Coord.; RMS Coord.; RLF Admin.; Interoperability Project; MUNICES Coord.; Cons. Dispatch Study Asst.; QCICNet ; Aerial Photo Coord. Asst.

MOLINE – MUNICES Coord.; IL QC Intergv. Comm.; E9-1-1 Coord.; Joint Purch.; I-74 Bridge Coord.; RICWMA Staff.; RMS Coord.; Riverfront Cncl; RLF Ln Adm.; Trails Coord.; Interop. Proj.; Rail Coord.; Air Qual. Asst.; Park/Rec Plan; Cons. Disp. Stdy Asst.; QCICNet.; Aerial Photo Coord. Asst.

MUSCATINE CITY – Trail Planning; Reg. 9 Transportation Coord.; Solid Waste Coord.; Joint Purchasing; Air Quality Asst.; RLF Coord.; Aerial Photo Coord. Asst.; Community Development-Housing Assessment.

MUSCATINE COUNTY – Trails Planning; Website Support/Development/Redesign; Reg. 9 Coord.; Solid Waste Coord.; Joint Purch.; Transit Mobility Coord.; Hazard Mitigation Plan; Air Quality Asst.; OEA Grant Coord.; EDA RLF Coord.; Comprehensive Plan; Aerial Photo Coord. Asst.

NEW BOSTON – Website Support; Grants Inquiry.

OAK GROVE – E9-1-1 Coord.; Consolidated Dispatch Study.

ORION – HCEDP Participation; Website Support; Transit Mobility/HSTP Planning; Water System Mapping.

PORT BYRON – RICWMA Staffing; Riverfront Council; Zoning Administration and Map Inquiry.

PRINCETON – Riverfront Council; Solid Waste Coord.; Trail Planning; Aerial Photo Coord. Asst.

RAPIDS CITY – RICWMA Staffing; Riverfront Council.

RIVERDALE – Riverfront Council; Trail Coord.; Solid Waste Coord.; Website Support; Haz Mit Plan.

ROCK ISLAND CITY – IL QC Intrgv. Comm.; E9-1-1 Coord.; Joint Purchasing; Riverfront Council; RiverVision; RICWMA Stfg.; MUNICES Coord.; RMS Coord.; RLF Loan Adm.; Interop. Proj.; Air Quality Asst.; Workforce Dev. Bd.; Consol. Dispatch Study App; QCICNet; Aerial Photo Coord. Asst.; Status of EDP Appl.; STP Eval. Process.

ROCK ISLAND COUNTY – E9-1-1 Coord.; LEPC Committee; IL QC Intergov. Comm.; RICWMA Stfg & Website Support; Joint Purchasing; Trail Coord.; WIB Part.; RMS Coord.; Transit Mobility/HSTP Planning; Passenger Rail; Floodplain Coord. Efforts; Air Quality Asst.; Legislative Priorities Asst.; QCICNet; Evacuation Plan; Hazard Mitigation Plng. Appl.; QC Health Initiative; STP Evaluation Process; Graphics Asst. – Business Cards; Grants Inquiries.

SCOTT COUNTY – Financial Management - Scott Co. KIDS; Scott Co. Hsg. Cncl.; Joint Purchasing; I-74 Bridge Coord.; Trail Plng.; RLF Admin.; Reg. 9 Transportation; Transit Mobility/HSTP Planning; Interop. Project; Goals Booklet; OEA; Passenger Rail; Housing Assessment; Budget Report; Air Quality Coord.; Solid Waste Coord.; Aerial Photo Coord. Asst.; QC Health Initiative.

SHERRARD – Website Support; Transit Mobility/HSTP Planning; Joint Purchasing Council Info.

SILVIS – E9-1-1 Coord.; Joint Purchasing; IL Intergov. Comm. Coord.; RICWMA Stfg.; RMS Coord.; CDAP Grant Admin.; Trail Planning; Consol. Dispatch Study App.; QCICNet; Aerial Photo Coord. Asst.; Mapping Asst.; Utilities GIS/Mapping.

VIOLA – Transit Mobility/HSTP Planning.

WALCOTT – Reg. 9 Transportation; Solid Waste Coord.; Trail Coord.; RLF Marketing; Aerial Photo Coord. Asst.; Floodplain and Zoning Mapping.

WEST LIBERTY – Reg. 9 Transportation; Solid Waste Coord.; Website Support; Muscatine Co. Haz Mit Plan; Air Quality Coord.

WILTON – Reg. 9 Transportation; Solid Waste Coord.; Muscatine Co. Haz Mit Plan; EDA Application; Air Quality Coord.; Zoning Map Inquiry.

WINDSOR – HCEDP Participation; Transit Mobility/HSTP Planning.

WOODHULL – HCEDP Participation; Transit Mobility/HSTP Planning.

Bi-State Report – January

COMMUNITY/ECONOMIC DEVELOPMENT: Attended Henry County Economic Development Partnership (HCEDP) meetings. Continued administration of Economic Development Administration/United States Department of Agriculture Rural Jobs and Innovation Challenge Grant Program on behalf of multiple member governments in Henry, Mercer, and Rock Island Counties. Attended IA RELAT meetings. Attended Iowa Regional Council, Illinois Regional Council, Northwest Municipal Association, Illinois Small Business Development Center Advisory Board, and Quad City Health Initiatives-NPAW Panel meetings. Assisted members with legislative priorities. Printed 2013 Comprehensive Economic Development Strategy Progress Report. Held American Planning Association audio-conference training for planning commissioners/planners/citizen planners. Attended consultant kickoff meetings for the Regional Investing in Manufacturing Communities Partnership Program in partnership with the Quad Cities Chamber of Commerce. Investigated funding as potential scope of work for a Mississippi Riverfront Land Use and Economic Development Analysis.

DATA/GRAFICS/MAPPING/ON-LINE SERVICES:

Data Center: Data Center: Staff responded to approximately 16 data and map requests in January 2014 including 8 from local governments, 5 from businesses, 2 from media, and 1 from non-profits. The data section of the Bi-State website had 51 page views. The data warehouse site (www.greaterqcregion.org) had 268 visits and 515 page views. Staff provided data assistance for the Transit Development Plan (TDP) update and continued work on the 2045 Long Range Transportation Plan.

Graphics/Mapping: 2014 Aerial Photo Flyover Coordination; 2045 Long Range Transportation Plan Coordination; Eastern Iowa Community College District Mapping; Distribution of 2008-09 QC Street Map (Folded & Wall Versions); Iowa Transit Systems – “Roadeo” Logo Development; Surface Transportation (STP) Ranking Assistance; Transit Development Plan Mapping; Travel Model Data and GIS Assistance; Update/Maintain GIS Data for Street Centerlines, Traffic Counts, MPA Boundary, Federal Functional Class Routes, Urban Areas, Corporate Limits, Landmarks, Rail, Trails, and other layers.

www.bistateonline.org. Total pages viewed for January 2014 was 2,164 and top pages viewed included: Home Page (710); Joint Purchasing Council & Bid Tabulations (99); Documents Section (83); Our Staff (70); Contact Us (64); and Who We Are (47); Careers (45); QC Metro Long Range Transportation Plan (39); and All Maps (29).

ENVIRONMENTAL, RECREATION, RIVERFRONT SERVICES: Responded to inquiries & assisted with trail/recreation project funding assistance/grants. Served RICWMA with coordination of meetings, oversight and management of waste disposal and recycling programs, reporting, and overall agency administration. Responded to Rock Island County Waste Management Agency telephone inquiries from general public & media concerning solid waste and recycling issues. Attended River Action meetings. Continued coordination of issues related to Bi-State Region Clean Air Partnership and strategies for emission reduction. Continued “Make Air Quality Visible” strategic plan update process. Continued multi-jurisdictional hazard mitigation planning. Held bi-monthly meeting of Quad City Riverfront Council.

INTERGOVERNMENTAL FORUMS AND REGIONAL SERVICES: Continued assistance to the Joint Purchasing Council (JPC). Worked on the following bids: Turf Chemicals and Seed; Spring Paper; Janitorial; Can Liner; and Food Service Supplies. Staffed Quad Cities Area intergovernmental forums and meetings of area recreation directors, managers and administrators, and chief elected officials. Continued coordination and planning for the awarded Department of Justice interoperability grant. Assisted with Rock Island Arsenal issues.

REVOLVING LOAN FUND (RLF): Administered Bi-State RLF Program: Prepared meeting cancellation notice and financial summary report. Worked on Scott County company draft loan documents. Provided information to potential applicants. Continued receiving job creation information from active companies. Administered Mercer/Muscatine RLF Program (MMRLF): Provided information to potential applicants. Assisted in MMRLF Board recruitment.

TRANSPORTATION PLANNING, PROGRAMMING AND PROJECT DEVELOPMENT: Attended related meetings, presented information, and continued staff coordination of river crossing issues. Monitored progress of household travel survey and continued travel model enhancements project with consultant team. Worked on urban *2045 Long Range Transportation Plan* travel model development. Continued IL Region evacuation planning effort. Coordinated trails analyses, and data requests. Participated in Iowa QC interdisciplinary traffic safety team meeting and set-up Illinois QC meeting with ILDOT. Monitored status of MAP-21 implementation. Prepared monthly reports of federal transportation programs, coordinated related funding/reporting. Continued air quality emission reduction efforts of Air Quality Task Force. Worked on connections of American Discovery Trail (ADT)/Grand Illinois Trail and Mississippi River Trail, and attended related meetings, as well as other trail planning and grant assistance. Organized bi-monthly meeting of the Bi-State Regional Trails Committee. Coordinated Bi-State Drug and Alcohol Testing Consortium, prepared Request for Proposal, and continued random testing program. Monitored urban and Iowa Region 9 FY14 Transportation Planning Work Program and FFY14-17 TIPs, and need for data entry in Iowa TPMS as part of transportation improvement programming. Conducted Metropolitan Planning Organization (MPO) Surface Transportation Program project selection process. Administered IAQC and Illinois Region 2 transit coordinator positions. Facilitated MAP-21 transit funding issues and assisted with NTD data analysis. Prepared Regional Transit Development Plan update. Developed Quad Cities MPO Long Range Transportation Plan public involvement outline. Served inquiries and assisted with transportation funding programs and transportation information for legislative efforts. Participated in Iowa Bicycle Summit, Quad Cities Air Service Committee. Participated in transportation webinars on various topics.