

**CITY OF STORM LAKE
REGULAR COUNCIL MEETING, CITY HALL
COUNCIL CHAMBERS
NOVEMBER 17, 2014
5:00 PM**



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

AGENDA

1. Hear the Public
2. Consent Agenda
 - A. **Approve Consent Agenda**
 - B. **Buy Local Information**
 - C. **Consent Agenda Item - Easement Approvals**
 - D. **Consent Agenda - FY 2014 Annual Urban Renewal Report**
3. **Study Session Concerning Railroad Crossing Proposal**
4. **Public Hearing On The Vacation & Closing Of The Alley In Block 41 Of The City Of Storm Lake**
5. **Ordinance No. 05-O-2014-2015 Approving The Vacation & Closing Of The Alley In Block 41 Of The City Of Storm Lake**
6. **Resolution No. 56-R-2014-2015 Authorizing Street Closures, Noise Variance & Parade Permit For The 2014 Miracle On Lake Avenue**
7. **Set Public Hearing For East 10th Street Reconstruction From Seneca Street To Russell Street**
8. **Resolution No. 57-R-2014-2015 Adopting Storm Lake Airport's ACIP Submittal**
9. **Motion Authorizing Submitting Grant Application To Buena Vista County Community Foundation**
10. Adjourn

Meeting Protocol

If you wish to speak today, please:

1. To speak on an agenda item please approach the podium when that agenda item is called and upon recognition by the Mayor identify yourself by stating your name and address.
2. If your issue is not a topic on the agenda please approach the podium under the "Hear the Public" agenda item and upon recognition by the Mayor identify yourself by stating your name and address.
3. Please keep your remarks to three (3) minutes or less.
4. If you require accommodation for this meeting including but not limited to translation services, hearing assistance, or accessibility please contact the City Clerk at least four (4) hours prior to the start of the meeting.

**If you have concerns about any of the items on the consent agenda, they may be separated from the consent agenda and voted on individually.*

***Ordinances may be read at three consecutive meetings or readings may be waived and ordinances may be passed at only one or two meetings.*



Find us on Facebook <https://www.facebook.com/cityofstormlake>



Follow us on Twitter @Storm_Lake



Find us on the Web at <http://www.stormlake.org>

Staff Summary

11/17/2014
Agenda Item # A.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Sue Vossberg, Deputy Clerk

SUBJECT: **Approve Consent Agenda**

BACKGROUND: The Consent Agenda Includes:

- List of bills for approval
- King's Pointe disbursements for approval
- Sunrise Pointe disbursements for approval
- Approve November 3, 2014 City Council Minutes
- Approve liquor license renewal for Lake Avenue Lounge, Amvets, and Fareway
- Approve One Stop Shop changing beer permit to include the sale of liquor
- Approve taxi license for Storm Lake Cab
- Approve Hy-Vee Easement for North Lake Avenue Trail (see attached staff summary)
- Approve Annual Urban Renewal Report (see attached staff summary)

FISCAL IMPACT: The City will pay the following expenditures:

- List of Bills - \$789,123.99
- King's Pointe Bills - \$147,068.75
- Sunrise Pointe Golf Course Bills - \$1,384.68
- Hy-Vee Easement - \$1.00

The City will receive the following revenues:

- Liquor license renewal - \$2,090.00
- Taxi License renewal - \$130.00

RECOMMENDATION: Approve Consent Agenda

ATTACHMENTS:

Description	Type
☐ List of Bills	List of Bills
☐ List of Bills - King's Pointe & Sunrise Pointe	List of Bills

- 📄 Minutes - November 3, 2014
- 📄 Liquor Report - Lake Avenue Lounge
- 📄 Liquor Report - Fareway
- 📄 Storm Lake Cab Taxi License Application
- 📄 Liquor Report - Amvets

Minutes
Backup Material
Backup Material
Application
Backup Material

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

UNAVAILABLE

AFLAC	PR Batch 00551.11.2014 Aflac Pretax	50.17
AFLAC	PR Batch 00551.11.2014 Aflac After tax	54.06
AFLAC	PR Batch 00552.11.2014 Aflac Pretax	489.44
AFLAC	PR Batch 00552.11.2014 Aflac After tax	182.16
CHANG YEE	Refund Check	145.77
City of Storm Lake	PR Batch 00552.11.2014 Dental employee/child	5.64
City of Storm Lake	PR Batch 00552.11.2014 Dental insurance employee c	19.60
City of Storm Lake	PR Batch 00552.11.2014 Dental employee/spouse	20.00
City of Storm Lake	PR Batch 00552.11.2014 Dental insurance family	80.75
City of Storm Lake	PR Batch 00552.11.2014 125 Flexible Benefits	653.98
City of Storm Lake	PR Batch 00552.11.2014 Health Insurance Family	1,844.84
City of Storm Lake	PR Batch 00552.11.2014 Health Insurance Single	402.04
City of Storm Lake	PR Batch 00551.11.2014 Dental insurance employee c	2.12
City of Storm Lake	PR Batch 00551.11.2014 Dental employee/spouse	10.85
City of Storm Lake	PR Batch 00551.11.2014 Dental insurance family	27.66
City of Storm Lake	PR Batch 00551.11.2014 125 Flexible Benefits	209.57
City of Storm Lake	PR Batch 00551.11.2014 Flex- Child Care	20.83
City of Storm Lake	PR Batch 00551.11.2014 Health Insurance Family	587.80
City of Storm Lake	PR Batch 00551.11.2014 Health Insurance Single	45.84
Collection Services Center	PR Batch 00551.11.2014 Child Support Payments to I	325.00
Collection Services Center	PR Batch 00552.11.2014 Child Support Payments to I	222.00
Conseco Health Insurance Co	PR Batch 00552.11.2014 Cancer Pre Tax Insurance	58.30
DIAZ QUINTANA HECTOR	Refund Check	24.25
DIAZ QUINTANA HECTOR	Refund Check	40.57
DIAZ QUINTANA HECTOR	Refund Check	13.08
DIAZ QUINTANA HECTOR	Refund Check	1.70
DIAZ QUINTANA HECTOR	Refund Check	6.16
EFTPS	PR Batch 00551.11.2014 Federal Income Tax	4,536.33
EFTPS	PR Batch 00551.11.2014 FICA Employee Portion	1,899.24
EFTPS	PR Batch 00551.11.2014 FICA Employer Portion	1,899.24
EFTPS	PR Batch 00551.11.2014 Medicare Employee Portion	548.65
EFTPS	PR Batch 00551.11.2014 Medicare Employer Portion	548.65
EFTPS	PR Batch 00552.11.2014 Federal Income Tax	10,368.64
EFTPS	PR Batch 00552.11.2014 FICA Employee Portion	3,953.54
EFTPS	PR Batch 00552.11.2014 FICA Employer Portion	3,953.54
EFTPS	PR Batch 00552.11.2014 Medicare Employee Portion	1,461.65
EFTPS	PR Batch 00552.11.2014 Medicare Employer Portion	1,461.65
ICMA Retirement Trust 457	PR Batch 00552.11.2014 ICMA	885.00
ICMA Retirement Trust 457	PR Batch 00551.11.2014 ICMA	1,100.00
ICMA Retirement Trust 457	PR Batch 00551.11.2014 ICMA City Paid	529.18
ICMA Retirement Trust 457	PR Batch 00551.11.2014 ICMA City paid for Police	432.81
Iowa Public Employees	PR Batch 00551.11.2014 IPERS	1,554.52
Iowa Public Employees	PR Batch 00551.11.2014 IPERS City Share	2,333.08
Iowa Public Employees	PR Batch 00552.11.2014 IPERS	3,930.45
Iowa Public Employees	PR Batch 00552.11.2014 IPERS City Share	5,898.84
ITT Hartford AMS RPVA	PR Batch 00552.11.2014 457 Hartford	225.00
ITT Hartford AMS RPVA	PR Batch 00551.11.2014 457 Hartford	100.00
KELLEY CODY	Refund Check	11.73
KELLEY CODY	Refund Check	21.34
KELLEY CODY	Refund Check	7.74
KELLEY CODY	Refund Check	0.82
KELLEY CODY	Refund Check	3.64
MCCARDELL JOSEPH	Refund Check	27.50
MCCARDELL JOSEPH	Refund Check	50.34
MCCARDELL JOSEPH	Refund Check	20.58
MCCARDELL JOSEPH	Refund Check	1.92
MCCARDELL JOSEPH	Refund Check	9.68

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Muni Fire/Police Retire	PR Batch 00551.11.2014 Muni Police/Fire Pension	534.26
Muni Fire/Police Retire	PR Batch 00551.11.2014 Muni Police/Fire Pension Ci	1,728.39
Muni Fire/Police Retire	PR Batch 00552.11.2014 Muni Police/Fire Pension	3,192.76
Muni Fire/Police Retire	PR Batch 00552.11.2014 Muni Police/Fire Pension Ci	10,328.86
NUNEZ ESMERALDA OR CARLOS	Refund Check	10.02
NUNEZ ESMERALDA OR CARLOS	Refund Check	16.88
NUNEZ ESMERALDA OR CARLOS	Refund Check	7.50
NUNEZ ESMERALDA OR CARLOS	Refund Check	0.70
NUNEZ ESMERALDA OR CARLOS	Refund Check	3.52
PHATHAEM JULIA	Refund Check	18.64
PHATHAEM JULIA	Refund Check	28.83
PHATHAEM JULIA	Refund Check	9.02
PHATHAEM JULIA	Refund Check	1.30
PHATHAEM JULIA	Refund Check	4.24
PYA MAY	Refund Check	9.23
PYA MAY	Refund Check	13.34
PYA MAY	Refund Check	3.71
PYA MAY	Refund Check	0.64
PYA MAY	Refund Check	1.75
Teamsters Local Union 554	PR Batch 00552.11.2014 Union Dues	305.50
Treasurer State Of Iowa	PR Batch 00552.11.2014 State Income Tax	3,914.29
Treasurer State Of Iowa	PR Batch 00551.11.2014 State Income Tax	1,916.94
VANG CRYSTAL	Refund Check	23.81
VANG CRYSTAL	Refund Check	39.06
VANG CRYSTAL	Refund Check	17.81
VANG CRYSTAL	Refund Check	1.67
VANG CRYSTAL	Refund Check	8.38
VANNAHME ALAN	Refund Check	18.65
VANNAHME ALAN	Refund Check	31.00
VANNAHME ALAN	Refund Check	13.96
VANNAHME ALAN	Refund Check	1.31
VANNAHME ALAN	Refund Check	6.56

UNAVAILABLE

Department Total = 75,532.01

Police Department

Alliant Energy	Gas Service Sept/Oct 2014	289.18
Alta Body Shop	October 2014 Towing	1,800.00
Buena Vista Stationery & Print Inc	Labels	3.29
Buena Vista Stationery & Print Inc	Office Supplies	27.31
Buena Vista Stationery & Print Inc	Complaint Forms	119.11
Buena Vista Stationery & Print Inc	Interrogation & Admin Forms	119.84
Buena Vista Stationery & Print Inc	Incident Reports	230.60
Decatur Electronics Inc	Scout Radars (2)	1,830.00
Erskine Todd	IACP 2014 Training- Orlando- Erskine	2,268.28
Evertex Inc	Cell Phone Service Nov 2014	233.37
Fitzpatrick Auto Center	Services Less Extended Warranty	800.56
Fitzpatrick Auto Center	Key Insert for P-14	77.54
Genesis Development	October 2014 Janitorial Services	600.00
Herrig Bill	Roof Repairs	617.00
Iowa Lakes Electric Cooperative	Electric Service- October 2014	55.76
Jack's Uniforms & Equipment	Uniform- Hartwell	116.89
Jack's Uniforms & Equipment	Uniform- Doebl	116.89
Jack's Uniforms & Equipment	Uniform- Cole	150.84
Jack's Uniforms & Equipment	Uniform- Schuchhardt	186.89
Jack's Uniforms & Equipment	Uniform- Lundberg	112.89
Jack's Uniforms & Equipment	Uniform- Bauer	116.89
Jack's Uniforms & Equipment	Uniform- Weffen	134.39

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Lundberg Jeffery	IACP 2014 Conference- Orlando- Lundberg	139.00
MidAmerican Energy Company	Electric Service Sept/Oct 2014	840.17
MS Door Service Ltd	September 2014 Pest Management	24.00
NW Ia Youth Emergency Services	Transportation	66.00
NW Ia Youth Emergency Services	Transportation	45.00
NW Ia Youth Emergency Services	Transportation	1.50
O'Reilly Auto Parts	Car Wash Fluid	3.99
O'Reilly Auto Parts	Light	8.97
Rasmussen's	Services to P-13	168.06
Rebnord Technologies Inc	DVD Drive	399.00
Recycle Center Harold Rowley	Waste from Alley Disposal	30.00
Star Energy, LLC	Fuel October 2014	4,239.15
Storm City Auto Parts	Headlight P-10	11.98
Storm City Auto Parts	Battery P-16	99.04
Ultramax Ammunition	Ammo	215.00
Wide Open West	Phone Service November 2014	312.90

Police Department

Department Total = 16,611.28

Fire Department

Alliant Energy	Gas Service Sept/Oct 2014	44.76
Evertex Inc	Cell Phone Service Nov 2014	51.52
MS Door Service Ltd	September 2014 Pest Management	18.00
North Lake Truck Repair	Engine 75 Exhaust Repairs	485.72
Stanton Electric, Inc	Fluor Lamps	26.32
Star Energy, LLC	Fuel October 2014	112.33
Storm Lake Hydraulics Co Inc	Hose End for Hotsy	8.78
Wide Open West	Phone Service November 2014	54.83

Fire Department

Department Total = 802.26

Building Official

Evertex Inc	Cell Phone Service Nov 2014	27.68
Graphic Edge Inc The	Uniform- Building Officials	183.84
Havens & Havens	Legal Services October 2014	426.25
Havens & Havens	Legal Services October 2014	1,031.25
IAPMO	Fiscal Year 2015 Membership- Olesen- Member #913	150.00
Star Energy, LLC	Fuel October 2014	132.83
Wide Open West	Phone Service November 2014	82.24

Building Official

Department Total = 2,034.09

Animal Care

A. A. Stepan	Bd & Disp of Cats & Dogs	770.00
--------------	--------------------------	--------

Animal Care

Department Total = 770.00

Roadway Maintenance

Alliant Energy	Gas Service Sept/Oct 2014	178.65
Arnold Motor Supply, LLP	Cable Tie	7.59
Buena Vista Co Recorder	Mickelson Plat	7.00
Evertex Inc	Cell Phone Service Nov 2014	13.84
Fastenal Company	Supplies	6.26
Fastenal Company	Supplies	3.54
Graphic Edge Inc The	Uniform- Public Works	862.09

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Havens & Havens	Legal Services October 2014	962.50
Havens & Havens	Legal Services October 2014	55.00
MidAmerican Energy Company	Electric Service Sept/Oct 2014	424.14
Occupational Medicine at Riverside UnityPoint Clinic	CDL Testing JG	37.00
Star Energy, LLC	Fuel October 2014	3,751.58
Wide Open West	Phone Service November 2014	55.29
Zee Medical Inc	First Aid Supplies	96.85
Zee Medical Inc	First Aid Supplies	39.00

Roadway Maintenance **Department Total =** 6,500.33

Street Lighting

MidAmerican Energy Company	Electric Service Sept/Oct 2014	11,002.60
----------------------------	--------------------------------	-----------

Street Lighting **Department Total =** 11,002.60

Snow Removal

City of Storm Lake	Changed Fuel Fiter #5	9.12
City of Storm Lake	Replace R/R Brake Airchamber #5	113.80

Snow Removal **Department Total =** 122.92

Airport

MidAmerican Energy Company	Electric Service Sept/Oct 2014	470.78
MS Door Service Ltd	September 2014 Pest Management	45.00
Pilot Tribune	Mower/Snow Removal Advertising	419.70
Schoon Construction Inc	Building Demo Per Bid	33,850.00
Seiler Plumbing & Heating Inc	Installation of Water Heater	1,012.37
Seiler Plumbing & Heating Inc	Sewer Gas Repairs in Mens Restroom	98.57
Storm Lake Times The	October 2014 Job Advertising	34.75
Storm Lake Times The	October 2014 Job Advertising	34.75
Storm Lake Times The	October 2014 Job Advertising	69.50
Storm Lake Times The	October 2014 Job Advertising	34.75

Airport **Department Total =** 36,070.17

Upper Des Moines

Upper Des Moines Opportunity	FY 2015 City Funding	5,000.00
------------------------------	----------------------	----------

Upper Des Moines **Department Total =** 5,000.00

Transit

Regional Transit Authority	1st Quarter FY 2015	181.00
----------------------------	---------------------	--------

Transit **Department Total =** 181.00

Library

Alliant Energy	Gas Service Sept/Oct 2014	73.39
Genesis Development	October 2014 Janitorial Services	600.00
Graphic Edge Inc The	Uniform- Library	117.75
MidAmerican Energy Company	Electric Service Sept/Oct 2014	624.34
Wide Open West	Phone Service November 2014	70.88

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Library

Department Total = 1,486.36

Parks Department

Ace Sign Displays Inc	Memorial Plaque	19.00
Alliant Energy	Gas Service Sept/Oct 2014	31.89
Arnold Motor Supply, LLP	Electronic Supplies #136	15.99
City of Storm Lake	Replaced Ball Joints #85	790.91
Crescent Electric Supply Co	Light	7.52
Evertex Inc	Cell Phone Service Nov 2014	13.84
Graham Tire	Service Charge for Late Payment	1.00
Graham Tire	Service Charge for Late Payment	3.06
MidAmerican Energy Company	Electric Service Sept/Oct 2014	335.29
ProBuild	Gazebo- Supplies	65.38
Rent-All	Scaffolding Rental	286.00
Star Energy, LLC	Fuel October 2014	2,801.08
Wide Open West	Phone Service November 2014	40.15

Parks Department

Department Total = 4,411.11

Golf Course

Arnold Motor Supply, LLP	Oil	7.77
Arnold Motor Supply, LLP	Filter	8.99
Arnold Motor Supply, LLP	Pickup Blade	15.49
Arnold Motor Supply, LLP	Mower Roller Bearings & Oil Seal	45.50
Arnold Motor Supply, LLP	Mower Oil Filter	12.12
City of Storm Lake	Replace Rotor & Distribution Cap #1	154.74
MidAmerican Energy Company	Electric Service Sept/Oct 2014	263.86
Star Energy, LLC	Fuel October 2014	65.82

Golf Course

Department Total = 574.29

Campgrounds

Arnold Motor Supply, LLP	Polaris Campground Supplies	22.98
MidAmerican Energy Company	Electric Service Sept/Oct 2014	95.55

Campgrounds

Department Total = 118.53

UNAVAILABLE

King's Pointe Resort	October 2014- Housekeeping	1,170.00
King's Pointe Resort	October 2014- Maintenance	42.75
King's Pointe Resort	October 2014- Landscaping	640.00
King's Pointe Resort	October 2014- Extermination	70.00
King's Pointe Resort	October 2014- Supplies	390.00
King's Pointe Resort	October 2014- Bed Frame	59.00
King's Pointe Resort	October 2014- Sofa Sleeper	1,363.00
Kineth Hospitality Corporation	September 2014 Management Fee	341.11
MidAmerican Energy Company	Electric Service Sept/Oct 2014	541.44

UNAVAILABLE

Department Total = 4,617.30

UNAVAILABLE

Bolton & Menk, Inc	Engineering Services Through 10/20/2014	495.00
--------------------	---	--------

UNAVAILABLE

Department Total = 495.00

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Shelter House

Alliant Energy	Gas Service Sept/Oct 2014	45.16
MidAmerican Energy Company	Electric Service Sept/Oct 2014	137.03

Shelter House

Department Total = 182.19

UNAVAILABLE

Storm Lake Times The	October 2014 Publications	25.20
Storm Lake Times The	October 2014 Publications	27.60

UNAVAILABLE

Department Total = 52.80

Economic Develop

Evertex Inc	Cell Phone Service Nov 2014	23.84
Havens & Havens	Legal Services October 2014	261.25
Wide Open West	Phone Service November 2014	27.41

Economic Develop

Department Total = 312.50

The Reserves - TIF

Bierschbach Equipment & Supply Company, Inc	Rain Gardens- Fabric	385.00
L & G Products, Inc	Rain Gardens- Supplies	246.50

The Reserves - TIF

Department Total = 631.50

Legal Services

Havens & Havens	Legal Services October 2014	660.00
Havens & Havens	Legal Services October 2014	165.00
Havens & Havens	Legal Services October 2014	137.50

Legal Services

Department Total = 962.50

City Hall Building

Alliant Energy	Gas Service Sept/Oct 2014	47.25
Evertex Inc	Cell Phone Service Nov 2014	15.88
Genesis Development	October 2014 Janitorial Services	200.00
Julius Dennis R.	Entrance Mats	28.40
Julius Dennis R.	Entrance Mats	28.40
MidAmerican Energy Company	Electric Service Sept/Oct 2014	365.04
MS Door Service Ltd	September 2014 Pest Management	23.00
ProElect/Professional Electronics	New Panic Alarm	165.00
Schumacher Elevator Company	Elevator Maintenance	182.55
Wide Open West	Phone Service November 2014	94.93

City Hall Building

Department Total = 1,150.45

Tort Liability

Stille Pierce & Pertzborn	Add Well #20	337.00
---------------------------	--------------	--------

Tort Liability

Department Total = 337.00

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Other Policy & Administration

Buena Vista Co Recorder	Methodist Manor Easement	17.00
Buena Vista Stationery & Print Inc	Office Supplies	14.38
Buena Vista Stationery & Print Inc	Name Plates	27.50
Buntrock-Salie Studio Inc	Huff & Jacobsen Photos	150.00
Central Bank	Des Moines Register	11.99
Central Bank	PIE Class Supplies	20.50
Central Bank	Iowa League of Cities Conf- Room- Movall	58.99
Central Bank	Iowa League of Cities Conf- Room- Kruse	58.99
Central Bank	Iowa League of Cities Conf- Room- Huddleston	58.99
Central Bank	Iowa League of Cities Conf- Room- Yarosevich	58.99
Central Bank	Iowa League of Cities Conf- Room- Patrick	58.99
Central Bank	Williamsburg, VA Conference- Room- Patrick	66.90
Genesis Development	October 2014 Shredding Services	19.50
Gov't Finance Officers Assoc	GAAFR 2015 Renewal- Movall	50.00
Graphic Edge Inc The	Uniform- City Administration	214.40
IAPELRA	IAPELRA Winter Meeting Registration- Yarosevich	16.67
ICMA	2015 Membership- Yarosevich	200.57
ICMA	2015 Membership- Patrick	316.57
Iowa Office Supply Inc	Toner	12.60
Iowa Office Supply Inc	Toner	29.36
King's Pointe Resort	Leadership Academy Meal	197.82
NPELRA	2015 Annual Membership Dues- Movall	53.75
Qualified Presort Service, LLC	City Tidbits	200.15
Storm Lake Times The	October 2014 Publications	71.60
Storm Lake Times The	October 2014 Publications	49.56
Storm Lake Times The	October 2014 Publications	55.60
Storm Lake Times The	October 2014 Publications	60.00
Storm Lake Times The	October 2014 Publications	45.82
Storm Lake Times The	October 2014 Publications	12.80

Other Policy & Administration

Department Total = 2,209.99

Water Administration

Buena Vista Stationery & Print Inc	Stamps	2.25
Buena Vista Stationery & Print Inc	Stamps	19.54
Buena Vista Stationery & Print Inc	Office Supplies	14.38
Central Bank	Iowa League of Cities Conf- Room- Patrick	58.99
Central Bank	Iowa League of Cities Conf- Room- Huddleston	58.99
Central Bank	Iowa League of Cities Conf- Room- Movall	58.99
Central Bank	Iowa League of Cities Conf- Room- Kruse	58.99
Central Bank	PIE Class Supplies	20.50
Central Bank	Iowa League of Cities Conf- Room- Yarosevich	58.99
Central Bank	Williamsburg, VA Conference- Room- Patrick	66.90
Evertex Inc	Cell Phone Service Nov 2014	15.65
Genesis Development	October 2014 Janitorial Services	200.00
Graphic Edge Inc The	Uniform- City Administration	214.39
Havens & Havens	Legal Services October 2014	63.25
IAPELRA	IAPELRA Winter Meeting Registration- Yarosevich	16.67
ICMA	2015 Membership- Yarosevich	200.57
ICMA	2015 Membership- Patrick	316.57
Iowa Office Supply Inc	Toner	12.59
Iowa Office Supply Inc	Toner	29.36
NPELRA	2015 Annual Membership Dues- Movall	53.75
Qualified Presort Service, LLC	ACH Final Bills	2.81
Qualified Presort Service, LLC	ACH Statements	91.88
Qualified Presort Service, LLC	Final Bills	3.98

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Qualified Presort Service, LLC	Past Due Notices	87.88
Qualified Presort Service, LLC	Monthly Statements	393.13
Springbrook Software, Inc	October 2014 IVR Subscription	11.00
Treasurer State of Iowa	Unclaimed Property Reported 2014	412.24
Wide Open West	Phone Service November 2014	80.85

Water Administration

Department Total = 2,625.09

Water Plant

Alliant Energy	Gas Service Sept/Oct 2014	701.26
Bolton & Menk, Inc	Engineering Services through 10/10/2014	13,868.30
Buena Vista Stationery & Print Inc	Paper & Supplies	20.32
Certified Testing Services, Inc	Soil/Concrete Testing	1,731.00
City of Storm Lake	Replaced RF Swaybar Link #84	18.99
Evertex Inc	Cell Phone Service Nov 2014	119.20
Foundation Analytical Laboratory Inc	October 2014 Testing- Coliforms	120.00
Foundation Analytical Laboratory Inc	October 2014 Testing- Metals	60.00
Foundation Analytical Laboratory Inc	October 2014 Testing- Nitrite	15.00
Foundation Analytical Laboratory Inc	October 2014 Testing- Fluoride	15.00
Foundation Analytical Laboratory Inc	October 2014 Testing- Chlorite	192.00
Foundation Analytical Laboratory Inc	October 2014 Testing- Ammonia	36.00
Graphic Edge Inc The	Uniform- WTP	120.61
Graphic Edge Inc The	Uniform- WTP	511.79
Havens & Havens	Legal Services October 2014	330.00
Hickman, Williams & Company	Lime	4,530.10
Hickman, Williams & Company	Lime Freight	174.97
HomePlus Products Inc	Water Filters	527.40
Iowa Workforce Development	Freight Elevator Inspection	175.00
Iowa Workforce Development	Passenger Elevator Inspection	175.00
MidAmerican Energy Company	Electric Service Sept/Oct 2014	10,655.88
Mike's Electronics Inc	Basin 1 Repairs	335.00
Nepple Electric Inc	Well #15 Grounding	413.24
PraxAir inc	Carbon Dioxide	719.44
Recycle Center Harold Rowley	Waste Disposal Fee	25.85
Sargent Drilling	Pay Estimate #2 of Well #20 through 10/30/2014	69,373.56
Sargent Drilling	Well #4 Inspection	7,273.00
Sargent Drilling	Well #4 Pump Repair, Column Pipe	67,215.88
Star Energy, LLC	Fuel October 2014	115.76
Veenstra & Kimm, Inc	Construction Services through 10/18/2014	9,394.32
Wede's Lock Service Joe	Locks & Keys	70.00
Wide Open West	Phone Service November 2014	167.20

Water Plant

Department Total = 189,201.07

Water Distribution

Alliant Energy	Gas Service Sept/Oct 2014	8.71
Arnold Motor Supply, LLP	Oil Filter & Silicone	10.17
Bolton & Menk, Inc	Design Services Through 10/20/2014	930.00
City of Storm Lake	Changed Oil & Filters #137	60.74
Crescent Electric Supply Co	Electrical Parts	37.55
Crescent Electric Supply Co	Electrical Expansion Joints	247.19
Crescent Electric Supply Co	Electrical Parts	147.04
Crescent Electric Supply Co	Electrical Parts	931.71
Evertex Inc	Cell Phone Service Nov 2014	47.68
Fastenal Company	Supplies- Expansion Blvd Fire Hydrant	84.22
Graphic Edge Inc The	Uniform- Water Distribution	299.27
Larson Oil & Distributing Co, Inc	Kerosene- Less Tax	27.25

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

MidAmerican Energy Company	Electric Service Sept/Oct 2014	66.75
Mike's Electronics Inc	Electrical	200.00
Occupational Medicine at Riverside UnityPoint Clinic	CDL Testing KM	37.00
Star Energy, LLC	Fuel October 2014	586.14
Wide Open West	Phone Service November 2014	76.64

Water Distribution

Department Total = 3,798.06

Water Meters

Evertex Inc	Cell Phone Service Nov 2014	23.84
Graphic Edge Inc The	Uniform- Jensen	149.68
Municipal Supply, Inc.	Handheld Upgrade	1,400.00
Municipal Supply, Inc.	SmartPoints (27)	3,285.56
Municipal Supply, Inc.	SmartPoints (32)	3,712.00
Star Energy, LLC	Fuel October 2014	214.00

Water Meters

Department Total = 8,785.08

Wastewater Administration

Alliant Energy	Gas Service Sept/Oct 2014	8.71
Buena Vista Stationery & Print Inc	Stamps	19.54
Buena Vista Stationery & Print Inc	Office Supplies	14.39
Buena Vista Stationery & Print Inc	Stamps	2.24
Central Bank	PIE Class Supplies	20.50
Central Bank	Iowa League of Cities Conf- Room- Movall	58.98
Central Bank	Iowa League of Cities Conf- Room- Kruse	58.98
Central Bank	Iowa League of Cities Conf- Room- Huddleston	58.98
Central Bank	Iowa League of Cities Conf- Room- Yarosevich	58.98
Central Bank	Iowa League of Cities Conf- Room- Patrick	58.98
Central Bank	Williamsburg, VA Conference- Room- Patrick	66.89
Evertex Inc	Cell Phone Service Nov 2014	15.64
Genesis Development	October 2014 Janitorial Services	200.00
Graphic Edge Inc The	Uniform- City Administration	214.40
IAPELRA	IAPELRA Winter Meeting Registration- Yarosevich	16.66
ICMA	2015 Membership- Yarosevich	200.56
ICMA	2015 Membership- Patrick	316.58
Iowa Office Supply Inc	Toner	12.59
Iowa Office Supply Inc	Toner	29.36
NPELRA	2015 Annual Membership Dues- Movall	53.75
Qualified Presort Service, LLC	Final Bills	3.98
Qualified Presort Service, LLC	Monthly Statements	393.12
Qualified Presort Service, LLC	ACH Statements	91.88
Qualified Presort Service, LLC	Past Due Notices	87.88
Treasurer State of Iowa	Unclaimed Property Reported 2014	412.23
Wide Open West	Phone Service November 2014	94.56

Wastewater Administration

Department Total = 2,570.36

Wastewater Treatment Plant

Alliant Energy	Gas Service Sept/Oct 2014	34.97
Bolton & Menk, Inc	WWTP- Environmental Community Meeting	780.00
Buena Vista Stationery & Print Inc	Stamps	78.17
Crescent Electric Supply Co	Fuses	105.60
Electric Pump Inc	Blade & Cord Repairs	1,715.60
Evertex Inc	Cell Phone Service Nov 2014	119.20
Foundation Analytical Laboratory Inc	Testing	1,265.00

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Foundation Analytical Laboratory Inc	Testing	146.00
Grainger Inc W.W.	Supplies	32.55
Grainger Inc W.W.	Hip Boots	114.65
Grainger Inc W.W.	Electric Chain Hoist	2,092.00
Graphic Edge Inc The	Uniform- WWTP	132.91
Hach Chemical Company	November 2014 WIMs	532.00
Iowa Office Supply Inc	Copier Maintenance	10.57
Iowa Prison Industries	Signs	198.00
Larson Oil & Distributing Co, Inc	Fuel	1,453.50
Larson Oil & Distributing Co, Inc	Oil	369.50
Larson Oil & Distributing Co, Inc	Oil	184.75
Lou's Gloves, Inc	Gloves	86.00
MidAmerican Energy Company	Electric Service Sept/Oct 2014	5,661.18
NCL of Wisconsin Inc	Testing	198.06
Star Energy, LLC	Fuel October 2014	464.62
Veenstra & Kimm, Inc	Engineering Services through 10/18/2014	1,772.00

Wastewater Treatment Plant

Department Total = 17,546.83

Wastewater Collection

Eriksen Construction Co, Inc	Pay Estimate #13 of Contract #4 through 11/1/2014	118,721.11
Eriksen Construction Co, Inc	Pay Estimate #13 of Contract #4 through 11/1/2014	15,829.48
Eriksen Construction Co, Inc	Pay Estimate #13 of Contract #4 through 11/1/2014	23,744.22
Gridor Construction, Inc	Pay Estimate #19 of Contract #5 through 10/31/2014	26,081.06
Gridor Construction, Inc	Pay Estimate #19 of Contract #5 through 10/31/2014	3,477.48
Gridor Construction, Inc	Pay Estimate #19 of Contract #5 through 10/31/2014	5,216.21
Havens & Havens	Legal Services October 2014	137.50
J & K Contracting, LLC	Pay Estimate #12 of Contract #2 through 11/7/2014	7,500.00
J & K Contracting, LLC	Pay Estimate #12 of Contract #2 through 11/7/2014	1,000.00
J & K Contracting, LLC	Pay Estimate #12 of Contract #2 through 11/7/2014	1,500.00
Magney Construction Inc	Pay Estimate #9 of Contract #6 through 10/31/2014	73,753.25
Star Energy, LLC	Fuel October 2014	301.95
Veenstra & Kimm, Inc	Construction Admin through 10/18/2014	2,442.98
Veenstra & Kimm, Inc	Construction Admin through 10/18/2014	325.73
Veenstra & Kimm, Inc	Construction Admin through 10/18/2014	488.60

Wastewater Collection

Department Total = 280,519.57

Landfill

Qualified Presort Service, LLC	Final Bills	3.98
Qualified Presort Service, LLC	Past Due Notices	87.87
Qualified Presort Service, LLC	Monthly Statements	393.12
Qualified Presort Service, LLC	ACH Statements	91.89

Landfill

Department Total = 576.86

Storm Water Administration

Genesis Development	October 2014 Janitorial Services	200.00
NPELRA	2015 Annual Membership Dues- Movall	53.75
Qualified Presort Service, LLC	ACH Statements	91.88
Qualified Presort Service, LLC	Monthly Statements	393.12
Qualified Presort Service, LLC	Past Due Notices	87.87
Qualified Presort Service, LLC	Final Bills	3.98

Storm Water Administration

Department Total = 830.60

City of Storm Lake
620 Erie Street PO Box 1086
Storm Lake IA, 505881086

Checks for Approval Report

From: 11/04/14 To 11/17/14
User: tyler.gibbins

Storm Water Collection

Buena Vista Co Recorder	North Central Storm Water Easement	39.00
Havens & Havens	Legal Services October 2014	1,526.25
Havens & Havens	Legal Services October 2014	96.25
Storm Lake Times The	October 2014 Bid Advertising	32.60

Storm Water Collection

Department Total = 1,694.10

Street Cleaning

Star Energy, LLC	Fuel October 2014	1,178.27
------------------	-------------------	----------

Street Cleaning

Department Total = 1,178.27

Insurance

Auxiant - Claims Account	11/5/2014 Claims	100,000.00
Havens & Havens	Legal Services October 2014	110.00

Insurance

Department Total = 100,110.00

UNAVAILABLE

Johnson Kelly	Reissue Check #47317 for September Training Session	455.22
Johnson Kelly	Stop Payment Fee	-20.00
Salus LLC	October 2014 Membership Dues	200.00

UNAVAILABLE

Department Total = 635.22

Vehicle Maintenance

A & A Automotive	Ball Joint Repairs #85	790.91
Arnold Motor Supply, LLP	Solenoid	13.63
Arnold Motor Supply, LLP	Brake Rotor/ Disc Pad	184.35
Arnold Motor Supply, LLP	Fuel Filters	141.84
Arnold Motor Supply, LLP	Weld & Wheels	96.96
Fastenal Company	Supplies	165.25
IState Truck, Inc	Hose & Elbows	135.30
Napa Auto Parts	Supplies	49.50
Reinert Michael P	Steel Materials, Parts & Supplies	525.90

Vehicle Maintenance

Department Total = 2,103.64

Technology

Central Bank	GIS Manuals	101.11
Rebnord Technologies Inc	2 Factor Auth	375.00
Rebnord Technologies Inc	My AntiSpam	75.00
Rebnord Technologies Inc	IT Service Agreement	3,200.00
Rebnord Technologies Inc	IT Service Agreement- Water Quality Computers	150.00
Rebnord Technologies Inc	IT Service Agreement- Water Quality Network	200.00
Rebnord Technologies Inc	Shipping Fee	10.00
Wide Open West	Internet Service November 2014	669.95

Technology

Department Total = 4,781.06

Grand Total = 789,123.99

King's Pointe Resort
Disbursements 10/29/2014 through 11/12/2014

Vendor Name	Description	Amount
ACCO	supplies	497.00
Ace Hardware Inc. (2)	supplies	127.44
Ameripride Services (2)	supplies	1,416.71
Booking.com	commission	154.65
Bunkers Feed & Supply Inc.	supplies	363.32
Capital Sanitary Supply Co.	supplies	556.05
Cedar Valley Bank & Trust	payment	1,056.86
City of Storm Lake	water	10,094.66
Contract Sales of Iowa	supplies	1,363.00
Copyworks - Coralville	supplies	55.00
Daniels Filter Service	supplies	764.52
Elissa Doebel	reimbursement	463.25
Ed M. Feld Equipment Co. Inc.	maintenance expense	90.00
Expedia Inc.	commission	636.93
Fairway Outdoor Funding, LLC	billboard advertising	810.00
First National Bank	credit card payments	180.64
Ganz USA	supplies	463.98
Garbage Hauling Service	garbage service	416.02
Grainger	supplies	133.78
Graphic Edge Inc.	supplies	287.90
Hy-Vee Food Stores (2)	food	437.10
Iowa Division of Labor	inspection	300.00
Iowa Office Supply Inc.	supplies	1,309.65
Julius Cleaners (2)	supplies	43.10
Kineth Hotel Corporation (3)	payroll, wk comp	90,194.10
Lake Electric Supply (2)	supplies	502.70
Maintenance USA	supplies	77.71
Brian Oakleaf	reimbursement	416.00
Pepsi-Cola Bottling Co (2)	beverages	1,467.93
Probuild Company	supplies	21.05
Rent-All Inc. (2)	rental fees	770.50
Jayme Riedell	reimbursement	198.21
Shoes for Crews	supplies	123.92
Sysco Guest Supply LLC (2)	supplies	2,698.97
Treasurer State of Iowa	sales tax	14,600.00
UPS (2)	shipping	105.06
US Foods (2)	food	13,086.63
Western Iowa Tourism Region	advertising	30.00
Al's Liquor	beverages	193.78
Doll Distributing LLC	beverages	158.75
Johnson Brothers/Iowa Wine & Bev	beverages	401.88
	Total	147,068.75

Sunrise Pointe Golf Course
Disbursements 10/29/2014 through 11/12/2014

Julius Cleaners	mat cleaning	15.20
Kineth Hotel Corporation	payroll, mgt fee	1,299.48
La Rue Distributing	beverages	70.00
	Totals	1,384.68

**REGULAR COUNCIL MEETING, CITY OF STORM LAKE, IOWA, CITY HALL,
NOVEMBER 3, 2014, 5:00 P.M.**

Present: Mayor Jon Kruse, Council Members Dan Anderson, Sara Huddleston, Mike Porsch, and Bruce Engelmann. Absent: David Walker. Staff present: City Attorney Phil Havens, Public Safety Director Mark Prosser, Building Official Scott Olesen, Project Manager/Community Development Director Mike Wilson, Library Director Elizabeth Huff, Water Plant Superintendent Todd Allen, Finance Department Manager Jennifer Movall, and Justin Yarosevich City Clerk.

Mayor Kruse called the meeting to order at 5:00pm.

Hear the Public – None

Consent Agenda – Moved by Council Member Porsch to approve the consent agenda which included checks #47380 through #47521, minutes from the September 20, 2014 council meeting, and Native Wine permit for The Elements. Seconded by Council Member Huddleston. Vote: All ayes with Council Member Walker absent. Motion carried.

Lease to CN Railroad – Mayor Kruse opened the public on the proposed lease to the CN Railroad of the Memorial property. Mayor Kruse outlined the process for each of the steps in the approval process including what a Public Hearing is, what a Study Session is, and what types of votes would be for this topic and/or the railroad crossing closures.

Those to be heard included the following:

Don Parkhurst – Wondered if Council is serving the people or the railroad.

Tom McClinton – Spoke against the bundled project. Proposes that the City put up gates and lights at a rate of one per year.

Maria Mendoza – Spanish community doesn't agree with this and they worry about this.

Cindy Cone – Does not believe leasing to the RR for \$1.00 per year is a wise use of the City's money. The railroad should be willing to spend money on the crossings. City should stand up to the railroad and say no to the lease of land. Wondered if the school has been contacted about bus routes. She stated with the new school auditorium she hoped visitors would have a clear route to it.

Darwin Monson – representing Silk Screen Ink – Thinks a different agreement has been reached with the railroad with other terms.

John Keenan – Convinced that regardless of where the building is located the railroad is going to do what they want where they want.

After hearing comments the Mayor then closed the public hearing.

Water Treatment Plant Improvements – Moved by Council Member Anderson to adopt Resolution No. 51-R-2014-2015 approving change order #1 to the contract for the Water Treatment Plant Improvement Project an increase of \$50,487.95 to the contract. Total contract cost after change order \$832,487.95. Seconded by Council Member Engelmann. Vote: All ayes with Council Member Walker absent. Motion carried.

RESOLUTION NO. 51-R-2014-2015

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STORM LAKE, IOWA:

To approve Change Order No. 1 to the contract with Grundman Hicks, LLC for the Water Treatment Facility Improvements Project, an increase of \$50,487.95 to the contract. Change order is for the following items:

1. Install a storm water intake and 20' of ductile iron pipe in a PVC sleeve through the foundation walls under the lime conveyer transition room – add \$15,970.45
2. Reroute 18" raw water main around the NW corner of the lime storage building – add \$34,517.50
3. Delete 6" of gravel for base of spread footings caused by soil compaction due to reroute of water main – deduct \$2,000. Add to contract allowance \$2,000. Net Change \$0
4. Add a walk-in door to west side of new lime storage building – add \$833.70 less contract allowance \$833.70. Net change - \$0
5. Pour a concrete stoop for walk-in door – add \$2,285 less contract allowance \$2,285. Net change - \$0
6. Cap 6-inch drain line – add \$727.78 less contract allowance \$727.78. Net change - \$0
7. Place a signal cable in conduit for sodium chlorite feed system – add \$3,072.31 less contract allowance \$3,072.31. Net change - \$0
8. Increase attic insulation R-value – add \$2,310 less contract allowance \$2,310. Net change - \$0
9. Revise substantial completion date of sodium chlorite portion from November 15th to November 26th

Total cost of Change Order #1 is an increase of \$50,487.95 to the contract. Total contract cost after change order #1 is \$832,487.95.

PASSED AND APPROVED this 3rd day of November 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

Well #20 – Moved by Council Member Engelman to adopt Resolution No. 52-R-2014-2015 approving change order #1 to the contract for the Water Supply Well No. 20 Project an increase of \$10,377.45 to the contract. Seconded by Council Member Porsch. Vote: All ayes with Council Member Walker absent. Motion carried.

RESOLUTION NO. 52-R-2014-2015

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STORM LAKE, IOWA:

To approve Change Order No. 1 to the contract with Sargent Drilling Company for Water Supply Well No. 20 Project, an increase of \$10,377.45 to the contract. Change order is for the following items:

1. Relocate the standby generator – Add \$16,505.61
2. Relocate well 25' south and replace existing field tile with C900 PVC pipe 75' radius from the well – Add - \$8,465.80
3. Delete the proposed single electric meter socket and provide a multi-head meter box – Add \$532.04
4. Delete the new 150 HP motor proposed and reuse an existing motor – Deduct \$15,126.00.

Total cost of Change Order #1 is an increase of \$10,377.45 to the contract. Total contract cost after change order #1 is \$934,337.40.

PASSED AND APPROVED this 3rd day of November 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

IDNR Consent Order – Moved by Council Member Huddleston to authorize the Mayor to sign the Iowa Department of Natural Resources Administrative Consent Order for illicit discharge by J & K Contracting for the FEMA Contract #2 project. Seconded by Council Member Porsch. Vote: All ayes with Council Member Walker absent. Motion carried.

MCDC Initiative – Moved by Council Member Anderson to adopt Resolution No. 53-R-2014-2015 authorizing review of disclosure activities and participation in the Municipalities Continuing Disclosure Cooperative Initiative of the Securities and Exchange Commission.

Seconded by Council Member Engelmann. Vote: All ayes with Council Member Walker absent. Motion carried.

RESOLUTION NO. 53-R-2014-2015

RESOLUTION AUTHORIZING REVIEW OF DISCLOSURE ACTIVITIES AND PARTICIPATION IN THE MUNICIPALITIES CONTINUING DISCLOSURE COOPERATIVE INITIATIVE OF THE SECURITIES AND EXCHANGE COMMISSION

WHEREAS, the City of Storm Lake (the "Issuer") is a political subdivision of the State of Iowa; and

WHEREAS, the Issuer has previously issued one or more series of bonds or notes ("Obligations") in the past five (5) years pursuant to one or more preliminary and final official statements; and

WHEREAS, in connection with the issuance of the Obligations, the Issuer agreed, pursuant to Rule 15c2-12 (the "Rule") of the Securities Exchange Act of 1934, to provide on an annual basis certain information to the former nationally recognized municipal securities information repositories, or to the Municipal Securities Rulemaking Board's Electronic Municipal Market Access system, including, but not limited to, audited financial statements, certain financial information and operating data, and notices of rating changes and other enumerated events; and

WHEREAS, the official statements for the Obligations included certain information with respect to the Issuer's past compliance with its prior continuing disclosure undertakings entered into pursuant to Section (b)(5) of the Rule (the "Prior Undertakings"); and

WHEREAS, the Securities and Exchange Commission (the "SEC") has recently implemented its Municipalities Continuing Disclosure Cooperative Initiative (the "MCDC Initiative"), that encourages issuers and underwriters to self-report possible material misstatements or omissions made in offering documents relating to municipal securities in the past five (5) years; and

WHEREAS, under the MCDC Initiative, the Division will recommend the SEC accept settlements with eligible municipal bond issuers (but not public officials individually) which will include initiation of cease-and-desist proceedings by the SEC resulting in entry of a cease-and-desist order against the issuer, to which the issuer neither admits nor denies the findings, includes no financial penalties for the issuer, and requires certain undertakings by the issuer, as follows:

1. Within 180 days, establishment of appropriate policies and procedures regarding continuing disclosure and implementing training;

2. Compliance with Prior Undertakings, including updating any past delinquent filings within 180 days;
3. Cooperation with any subsequent SEC investigation regarding violations disclosed in the self-report;
4. Disclosure of the settlement terms in any final official statement for subsequent offerings in the five years following initiation of the SEC proceedings;
5. Within one year, providing the SEC with a compliance certificate regarding the undertakings; and

WHEREAS, the Issuer may desire to participate in the MCDC Initiative with respect to certain Obligations; and

WHEREAS, the Finance Director is authorized to consult with counsel to the Issuer, including bond counsel, and Issuer's financial advisor, to determine compliance with its Prior Undertakings and the specific statements related thereto in official statements delivered in connection with the Obligations; and

WHEREAS, the Issuer deadline established by the SEC for reporting under the MCDC Initiative is currently December 1, 2014.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STORM LAKE, STATE OF IOWA:

SECTION 1. After consultation with counsel and advisors to the Issuer, if the Finance Director determines filing is advisable for any of the Obligations, the Council hereby authorizes participation in the MCDC Initiative for the City, and the Finance Director is hereby authorized to complete the Municipalities Continuing Disclosure Initiative Questionnaire (the "Questionnaire"), and the Mayor and City Clerk are authorized to execute and file the Questionnaire with the SEC on behalf of and in the name of the Issuer on or before December 1, 2014. The Questionnaire shall be in the required form, with information to be completed by the Finance Director upon the advice of counsel to the Issuer. The signature of the Mayor upon the Questionnaire, or as may be otherwise required for or necessary, convenient or appropriate to effect the purposes of this resolution, is deemed to be conclusive evidence of the due exercise of the authority vested in such officer hereunder.

SECTION 2. The Mayor and City Clerk are further authorized to execute an agreement on behalf of the Issuer containing such standard settlement terms as may be required by the SEC, and to take any and all other action as may be necessary or desirable in order to carry out the provisions of this resolution.

PASSED AND APPROVED this 3rd day of November, 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

North Lake Avenue Culvert – Moved by Council Member Engelmann to approve the selection of Calhoun & Burns as engineers for the joint project with Buena Vista County for the North Lake Avenue Culvert Reconstruction Project. Seconded by Council Member Anderson. Vote: All ayes with Council Member Walker absent. Motion carried.

Alley Vacation – Moved by Council Member Huddleston to adopt Resolution No. 54-R-2014-2015 setting a public hearing for November 17, 2014 at 5:00PM on proposed vacation of the north-south alley in Block Forty-one (41). Seconded by Council Member Porsch. Vote: All ayes with Council Member Walker absent. Motion carried.

RESOLUTION NO. 54-R-2014-2015

RESOLUTION SCHEDULING PUBLIC HEARING ON PROPOSED VACATION OF NORTH-SOUTH ALLEY IN BLOCK FORTY-ONE (41), CITY OF STORM LAKE, IOWA

WHEREAS, on November 17, 2014, the City of Storm Lake, Iowa will consider an Ordinance on first reading that, if enacted, would officially and permanently close and vacate the North-South Alley in Block Forty-One (41), City of Storm Lake, Iowa;

WHEREAS, Iowa Code Section 306.11 requires that a hearing on such a proposed vacation and closing be held with notice of the hearing to be given as set forth in Iowa Code Section 306.12.

NOW, THEREFORE, be it resolved by the City Council of the City of Storm Lake, Iowa as follows:

1. The City of Storm Lake shall hold a hearing to consider vacating and closing the North-South Alley in Forty-One (41), City of Storm Lake, Iowa. The hearing on the proposed vacation and closing will be held during the meeting of the City Council in the Council Chambers at City Hall, Storm Lake, Iowa commencing at 5:00 p.m. on November 17, 2014, at which hearing the City Council will hear both those who oppose and those who favor the proposal.

2. Pursuant to Iowa Code Section 306.12, the City Clerk shall publish in the Storm Lake Times notice of the hearing as prescribed by Iowa Code Section 306.13 not less than four days nor more than twenty days prior to the date of the hearing. The City Clerk shall

also give such notice by certified mail to those persons or entities who are to receive notice by certified mail pursuant to Iowa Code Section 306.12, if any.

Passed and approved this 3rd day of November, 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

Fee Resolution – Moved by Council Member Porsch to adopt Resolution No. 55-R-2014-2015 updating the fee resolution. Seconded by Council Member Engelmann. Vote: All ayes with Council Member Walker absent. Motion carried.

RESOLUTION NO. 55-R-2014-2015

RESOLUTION SETTING FINES AND FEES

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STORM LAKE, IOWA that the following schedule of fees are approved and effective as of the date of this resolution.

<u>Administration</u>	<u>Fee</u>	<u>Code Section</u>
Administrative Fee	\$30.00	
City Code Subscription (yearly)	\$50.00	
Garbage Truck Permits (per business)	\$100.00	3-1-5
Insufficient Check Fee	\$30.00	
New Friends List	\$10.00	
Peddlers Transient Merchant Permit (1 Day)	\$25.00	4-3-6
Investigation Fee	\$25.00	4-3-4
Peddlers Transient Merchant Permit (1 Week)	\$75.00	4-3-6
Investigation Fee	\$25.00	4-3-4
Transient Merchant Permit (28 days)	\$150.00	
Investigation Fee	\$25.00	
Solicitors Permit (per person)	\$2.00	4-3-6
Solicitors Permit (principal) (1 day)	\$25.00	4-3-6
Investigation Fee (per organization)	\$25.00	4-3-4
Investigation Fee (per Individual soliciting)	\$5.00	
Solicitors Permit (principal) (1 week)	\$75.00	4-3-6
Investigation Fee	\$25.00	4-3-4
Investigation Fee (per Individual soliciting)	\$5.00	
Solicitors Permit (principal) (28 days)	\$150.00	
Investigation fee (per organization)	\$25.00	
Investigation Fee (per Individual soliciting)	\$5.00	
Taxi Permit (Business)	\$100.00	4-5-3
Taxi Permit (per vehicle)	\$10.00	4-5-3

Cancel Permit Fee	\$25.00
Freedom of Information Requests (FOIA Request)	
Single Sided Copy 8.5x11	\$.30/page
Duplex copy 8.5x11	\$.40/page
Single Sided Legal	\$.35/page
Duplex Legal copy	\$.45/page
Single Sided Ledger (11x17)	\$.70/page
Single Sided Ledger with Color Print	\$.90/page
Duplex Ledger (11x17)	\$.80/page
Duplex Ledger with Color Print	\$1.00/page
Large Format Prints (one side only and in color)	\$8.00/page
CD Cost (for requests that ask for the files digitally on a CD)	\$10.00
Research Hourly Rate – per hour/per person	\$25.00
Mailing Costs – 3 pages	\$1.00
Mailing Costs – 50 pages	\$5.00
Mailing Costs – 100 pages	\$10.00
Special City Council Meeting	\$250.00
Downtown Parking Space Rental Fees (specific lots)	
Per quarter (paid quarterly)	\$75.00
Per six months (paid bi-annually)	\$112.50
Annually (paid annually)	\$150.00

Airport Hangar Rent (monthly fees)

Hangar A	\$75.00
12 Month Lease Discount Rate	\$65.00
Hangar B	\$92.00 75.00
12 Month Lease Discount Rate	\$80.00 65.00
Hangar C (VT)	\$110.00 400.00
12 Month Lease Discount Rate	\$95.00
Hangar D	\$156.00 92.00
12 Month Lease Discount Rate	\$135.00 80.00
Hangar E	\$173.00 110.00
12 Month Lease Discount Rate	\$150.00 95.00
Hangar F	\$156.00
12 Month Lease Discount Rate	\$135.00
FBO Stall	\$173.00
12 Month Lease Discount Rate	\$150.00

Daily Inside Storage/per night	\$30.00
--------------------------------	---------

Building Official

Central Business District Bench & Flower Pot Permit	\$25.00
Driveway Cut Inspection & Marking Only	\$30.00
Driveway Cut < 18'	\$80.00
Driveway Cut 24'	\$95.00
Driveway Cut 34'	\$120.00
ROW Temp Closure Permit	\$25.00
Building Moving Permit (Per Bldg)	\$100.00

Demolition Permit	\$50.00	
Pool Inspection	\$20.00	8-8-11
Re-inspection Fee (after 1 per inspection)	\$35.00	
No Show Fee (per event)	\$50.00	
Rental Registration Fee – Yearly (July 1st – June 30th)		
Base Registration Fee (Structure and 1 unit)	\$15.00	5-8-9
Additional unit in excess of 1 (per unit)	\$7.00	5-8-9
Base Registration Fee (Structure and 1 unit) (proof of training)	\$10.00	5-8-9
Additional unit in excess of 1 (per unit) (proof of training)	\$5.00	5-8-9
Late Registration Fee	\$50.00	5-8-9
Property Maintenance Ordinance Appeal	\$150.00	Zoning Ord.
Variance Request	\$150.00	Zoning Ord.
Zoning Request	\$200.00	Zoning Ord.
Conditional Use	\$300.00	Zoning Ord.
Sub-Division Application Fee	\$300.00	
Sidewalk Repair Permit Fee	\$0	

Building & Sign Permit Fees

Building & Sign Permit <\$1,200	\$22.02	5-2-2
Building & Sign Permit \$1,200-2,000		5-2-2
\$22.02 + \$2.88 for each additional \$100.00 over \$1,200		
Building & Sign Permit \$2,001-25,000		5-2-2
\$45.06+ \$9.16 for each additional \$1,000.00 over \$2,000		
Building & Sign Permit \$25,001-50,000		5-2-2
\$255.74 + \$6.22 for each additional \$1,000.00 over \$25,000		
Building & Sign Permit \$50,001-100,000		5-2-2
\$411.24+ \$4.15 for each additional \$1,000.00 over \$50,000		
Building & Sign Permit \$100,001 or more		5-2-2
\$618.74+ \$3.61 for each additional \$1,000.00 over \$100,000		
Temporary Sign Permit (14 days)	\$30.00	Zoning Ord.

Electrical Fees

For New Residences		5-4-9
Single Dwelling	\$38.00	
Duplex Dwelling	\$56.75	
Triplex Dwelling	\$75.50	
4-Plex Dwelling	\$113.00	
Multi Units Between 5 and 12	\$156.75	
Over 12 Units	\$156.75 plus \$38.00each over 12	
For New Commercial or Industrial Buildings		
First \$5,000.00 at \$8.00 per/\$1,000.00 of cost		
Second \$5,000.00 at \$6.75 per /\$1,000.00 of cost		
Third \$5,000.00 at \$5.50 per/\$1,000.00 of cost		
Fourth \$5,000.00 at \$4.25 per/\$1,000.00 of cost		
Fifth \$5,000.00 at \$3.00 per/\$1,000.00 of cost		
All over \$25,000.00 at \$1.50 per/\$1,000.00 of cost		

For Rewiring, Repairs or Alterations on Residence, Commercial and Industrial Buildings
\$100.00 to \$150.00 electric contract \$6.75

\$151.00 to \$200.00 electric contract \$8.00
 \$201.00 to \$250.00 electric contract \$9.25
 \$251.00 to \$300.00 electric contract \$10.50
 \$301.00 to \$350.00 electric contract \$11.75
 \$351.00 to \$400.00 electric contract \$13.00
 \$401.00 to \$450.00 electric contract \$14.25
 \$451.00 to \$500.00 electric contract \$15.50
 \$501.00 to \$1,000.00 electric contract \$23.00
 \$1,001.00 to \$2,000.00 electric contract \$28.00
 All over \$2,001.00 \$28.00 plus \$1.50 per \$100.00

Plumbing Fees

For New Residences		5-3-10
Single Dwelling	\$38.00	
Duplex Dwelling	\$56.75	
Triplex Dwelling	\$75.50	
4-Plex Dwelling	\$113.00	
Multi Units Between 5 and 12	\$156.75	
Over 12 Units	\$156.75 plus \$38.00 each over 12	
For New Commercial or Industrial Buildings		
First \$5,000.00 at \$8.00 per/\$1,000.00 of cost		
Second \$5,000.00 at \$6.75 per/\$1,000.00 of cost		
Third \$5,000.00 at \$5.50 per/\$1,000.00 of cost		
Fourth \$5,000.00 at \$4.25 per/\$1,000.00 of cost		
Fifth \$5,000.00 at \$3.00 per/\$1,000.00 of cost		
All over \$25,000.00 at \$1.75 per/\$1,000.00 of cost		
For Repairs or Alterations on Residence, Commercial and Industrial Buildings		
\$100.00 to \$150.00 plumbing contract	\$6.75	
\$151.00 to \$200.00 plumbing contract	\$8.00	
\$201.00 to \$250.00 plumbing contract	\$9.25	
\$251.00 to \$300.00 plumbing contract	\$10.50	
\$301.00 to \$350.00 plumbing contract	\$11.75	
\$351.00 to \$400.00 plumbing contract	\$13.00	
\$401.00 to \$450.00 plumbing contract	\$14.25	
\$451.00 to \$500.00 plumbing contract	\$15.50	
\$501.00 to \$1,000.00 plumbing contract	\$23.00	
\$1,001.00 to \$2,000.00 plumbing contract	\$28.00	
All over \$2,001.00	\$28.00 plus \$1.50 per \$100.00	

Campground

Class A Site	\$25.00
(Lake View, Patio, Water, Sewer, Electric, Cable TV, Fire Pit)	
Class B Site	
(Patio, Water, Sewer, Electric, Cable TV, Fire Pit)	\$23.00
Class C Site	\$23.00
(Lake View, Patio, Water, Sewer, Electric, Fire Pit)	
Class D Site	\$21.00
(Patio, Water, Sewer, Electric, Fire Pit)	
Class E Site	\$19.00
(Water, Sewer, Electric)	

Class F Site (Electric)	\$16.00
Glass G Site (Tent)	\$11.00
Group Discount's For Groups of 20 or more sites – 10% (non-holidays) For groups of 40 or more sites – 15% (non-holidays)	
Long Term Stay Rate Limited to Long Term Stay slots which include Water, Sewer, Electric Minimum 30 day stay paid in advance – 10% off	
Bundle of Wood	\$5.00
Extra vehicle/trailer above 2 (per day)	\$2.00
Visitor vehicles (per day/per vehicles)	\$2.00
Non-Campers Dump Station (per event)	\$4.50
Non-Camper Shower (per shower)	\$4.00

Fire Department

False Alarm Fee (after 1)	\$150.00	4-7-16
Liquor License Inspection Fee	\$50.00	
Fireworks Display (Mortar sizes from 1-3 inches)	\$150.00	
Fireworks Display (Mortar size larger than 3 inches)	\$250.00	

Golf Course

Family Season Pass	\$450.00
Single Season Pass	\$350.00
College Season Pass	\$105.00
Junior Season Pass	\$105.00
Early Bird Specials (Valid from January 18th to Feb. 27, 2011)	
Family Season Pass	\$375.00
Single Season Pass	\$275.00
Electric Cart Storage	\$230.00
Gas Cart Storage	\$190.00
Locker Rent/yr	\$20.00
Golf Club Rental	\$10.00
Trail Fee (per day)	\$10.00
Pull Cart Rental	\$3.00
Trail Fee (year)	\$100.00
Punch Card \$11 per 9 holes (10 punches)	\$110.00
Punch Card Cart Rental \$8 per punch (10 punches) per 9 holes	\$80.00
Discount Tickets – per 9 holes (sold in advance with minimum quantity of 50)	\$10.00
Weekday 9 Holes	\$15.00
Weekday 18 Holes	\$19.00
Weekend 9 Holes	\$19.00
Weekend 18 Holes	\$25.00
Cart Rental 9 Holes	\$10.00
Cart Rental 18 Holes	\$20.00
Yearly Cart Rental	\$200.00
Hall Rental – Off Season Rate	\$250.00
Hall Rental – Peak Season Rate (Memorial Day to Labor Day)	\$300.00

Bar Set-Up Fee	\$50.00
Hall Rental - Friday Setup Fee	\$100.00
(valid only after 5:00pm Friday with following Sat. rental)	
Hall Rental (weekday 4hrs or less)	\$75.00
Group Golf Rates	As Set by the Following Table

# Rounds Per Event	9 Holes	18 Holes
0-25	Regular Rates	Regular Rates
26-50	\$12.00 / Round	\$15.00 / Round
51-99	\$9.00 / Round	\$10.00 / Round
100+	\$8.00 / Round	\$9.00 / Round

Police

Administrative Fee	\$30.00	
Alarm Business Permit Application	\$75.00	4-7-6
Alarm Business Permit Renewal	\$75.00	4-7-9
False Alarm Equip Malfunction (after 3)	\$75.00	4-7-16
False Alarm	\$75.00	4-7-16
Building Escorts (per car)	\$75.00	5-1-3
Cat License – Not Neutered/Spayed (per year)	\$20.00	8-4-2
Neutered/Spayed (per year)	\$10.00	
Dog License – Not Neutered/Spayed (per year)	\$20.00	8-3-2
Neutered/Spayed (per year)	\$10.00	
Fingerprinting	\$10.00	
Impound/Storage Fee (per day)	\$30.00	8-6-5
Impound Storage Fee – felony related (per day)	\$50.00	
Parking Fine	\$15.00	9-11-4
Police Escort Fee – per hour, per unit	\$75.00	5-1-3

King's Pointe Outdoor Aquatic Center

Family Season Pass	\$265.00
(up to 5 people, includes indoor waterpark during the Outdoor Season)	
Each Additional Family Member	\$45.00
Family Pass Special #1	\$215.00
(Valid December 1st thru February 28th)	
Family Pass Special #2	\$240.00
(Valid March 1 st thru April 30 th)	
Single Season Pass (children and adults)	\$125.00
Adult Resident Daily Pass (Age 12+)	\$8.00
Child Resident Daily Pass (Age 4-11)	\$6.00
Children (Age 4-11) Standard Pricing	\$12.00
Adults (Age 12+) Standard Pricing	\$15.00
Discount Tickets	\$10.00
3 and under	free
Swim Lessons	\$30.00

Roadway Maintenance

Concrete Breaking (per sq ft)	\$2.50
Concrete Sawing (per ft)	\$3.75
Street Cuts (per sq yard of concrete)	\$37.00

Sewer

Sewer Svc Permit & Connection Fee	\$150.00	3-2-4
Private Wastewater System Permit	\$50.00	3-2-3

Shelter House

Rental Fee - Mon. – Thurs., per side	\$55.00
Rental Fee - Fri., Sat., & Sun., per side	\$80.00
Damage Deposit – per side	\$50.00

Water

Door Tag Fee	\$20.00	3-5-3
Meter Testing Fee (within 2%)	\$50.00	3-4-20
Shut Off – 8 AM to 3 PM	\$50.00	3-4-19 & 3-5-3
Shut Off – After 3 PM	\$75.00	3-4-19 & 3-5-3
Water Svc Permit & Connect Fee	\$150.00	3-4-5
Water Tapping Fee (per inch)	\$65.00	3-4-5
Outside City Limits Hook-up Fee	\$1,500.00	3-4-6
Combined Utility Deposit	\$160.00	

PASSED AND APPROVED this 3rd day of November 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

Easements – Moved by Council Member Porsch to approve temporary and permanent easements with Meridian Manufacturing, Inc. for the Expansion Blvd. Storm Water Project at a cost of \$30,000.00. Seconded by Council Member Anderson. Vote: All ayes with Council Member Walker absent. Motion carried.

Closed Session – Moved by Council Member Porsch to go into closed session at 5:50pm in reference to Iowa Code Chapter 21.5(c). Seconded by Council Member Huddleston. Vote: All ayes with Council Member Walker absent. Motion carried.

Attendance in closed session: Phil Havens, Scott Olesen, Jon Kruse, Mike Porsch, Dan Anderson, Sara Huddleston, Bruce Engelmann, and Justin Yarosevich.

Sara Huddleston left at 6:22pm.

Moved by Council Member Engelmann to return to open session at 6:33pm. Seconded by Council Member Porsch. Vote: All ayes with Council Member Walker and Huddleston absent. Motion carried.

Adjournment – Moved by Council Member Engelmann to adjourn the meeting at 6:33pm. Seconded by Council Member Porsch. Vote: All ayes with Council Member Walker and Huddleston absent. Motion carried.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

M E M O R A N D U M

TO: JUSTIN YAROSEVICH

FROM: MARK PROSSER

DATE: OCTOBER 28, 2014

REFERENCE: LIQUOR LICENSE RENEWAL
LAKE AVENUE LOUNGE
617 LAKE AVE

Discussion: Per your request I have accessed the department computer for calls of interest to the aforementioned establishment. The calls are as follows:

	10-31-2012 to 10-28-2013	10-29-2013 to 10-26-2014
INCIDENTS		
Assault	1	0
Bar Check	100	73
Business Security	1	1
Citizen Assist	2	0
City Department Assist	1	0
Intoxicated Pedestrian	0	1
Keys Locked in Car	1	1
Meeting	7	0
Open Door/Window	1	1
PR/Talk/Presentation	2	3
Street Beat	1	5
Interpretation	1	0

ARRESTS

Public Intoxication	0	1
---------------------	---	---

Recommendation: Approval of liquor license

M E M O R A N D U M

TO: JUSTIN YAROSEVICH

FROM: MARK PROSSER

DATE: NOVEMBER 12, 2014

REFERENCE: LIQUOR LICENSE RENEWAL
FAREWAY
731 SENECA ST

Discussion: Per your request I have accessed the department computer for calls of interest to the aforementioned establishment. The calls are as follows:

	10-31-2012 to 10-28-2013	10-29-2013 to 11-10-2014
INCIDENTS		
Accident	4	2
Ambulance Assist	1	0
Animal Call	2	1
Bike Patrol	2	0
Burglar Alarm	1	4
Burglary to Vehicle	0	1
Business Assist	2	2
Business Security	30	63
Case Investigation	1	0
Citizen Assist	1	2
City Code Enforcement	1	0
City/Co Department Assist	1	0
Domestic	0	1
Drug Investigation	0	2
Found Property	0	2
Hit and Run	0	2
Insufficient Funds Checks	6	16
Intoxicated Pedestrian	0	2
Keys Locked In Car	14	14
Lost Child	1	0
Lost Property	0	1
Motorist Assist	1	2
Parking Complaint	0	2
Pedestrian Stop	0	3
Physical Abuse Adult	0	1

PR/Talk/Presentation	2	2
Station Assignment	5	6
Street Beat	3	5
Subpoena Service	0	1
Suspicious Person	2	2
Suspicious Vehicle	2	0
Theft	3	6
Warrant Service	0	1
Welfare Check	0	1
Vehicle Stop	36	37

ARRESTS

Failure to Appear	1	0
Pick-up Order	0	1
Possess Controlled Substance	0	1
Possess Drug Paraphernalia	0	1
Possess Fireworks	0	1
Public Intoxication	0	1
Violation of Probation	1	0

Recommendation: Approval of liquor license.



**CITY OF STORM LAKE
APPLICATION FOR TAXICAB LICENSE**

Applicant's Name Jeff DeWalt Date of Birth 10/2/68

DBA STORM LAKE CAB

Address 611 US⁷⁴

Home Phone 712-749-8612 Business Phone 712-732-4420

Address of Business or Base Operation 1237 Hwy 7

Legal Description of Business or Base Operation:

TAXI

For each taxicab to be used under this permit provide the following:

Make / Model / License # / Owner / Date of last Inspection of Taxi

03 Dodge CARLson 02 Dodge CARLson

03 Dodge CARLson

08 Impala

\$1,000,000 Liability Insurance Certificate on file with City yes

License Fee: First cab = \$100.00, plus \$10.00 for each additional cab. # of cabs 4 Fee \$ 130.00

Drivers Names & Driver's License Number:

<u>Jim Skiplen</u>	<u>Don Perrin</u>	<u>Ren Titton</u>
<u>Bar: TRABANT</u>	<u>TIA Titton</u>	<u>Needra Rippke</u>
<u>Jeff DeWalt</u>	<u>Nora Herr</u>	<u>LeAnn Rippke</u>

I hereby certify that all drivers will meet requirements of City Code 4-5-5 Personal Qualifications (see attached). I understand I am required to notify the City of Storm Lake of any changes to the list of drivers.

[Signature]
Signature of Applicant

11/6/14
Date

Approved by City Council: _____

City Clerk

Date

M E M O R A N D U M

TO: JUSTIN YAROSEVICH

FROM: MARK PROSSER

DATE: NOVEMBER 14, 2014

REFERENCE: LIQUOR LICENSE RENEWAL
AMVETS CLUB
616 MICHIGAN ST

Discussion: Per your request I have accessed the department computer for calls of interest to the aforementioned establishment. The calls are as follows:

	11-12-2012 to 11-11-2013	11-12-2013 to 11-12-2014
INCIDENTS		
Arrest	1	0
Bar Check	4	6
Business Security	19	3
Citizens Assist	1	0
Fight	1	0
Intoxicated Driver	1	0
Parking Complaint	1	0
PR/Talk/Presentation	1	3
Station Assignment	1	0
Street Beat	1	1
Suspicious Activity	0	1
Vehicle Stop	0	2
White Summons	1	0

ARRESTS

Disorderly Contact	1	0
Selling Alcohol to Minor	1	0

Recommendation: Approval of liquor license.

Staff Summary

11/17/2014

Agenda Item # B.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Sue Vossberg, Deputy Clerk

SUBJECT: Buy Local Information

BACKGROUND: Early in 2011 during a Study Session discussion Council asked staff to look at putting together some analysis information regarding the amount of purchases made locally. We have pulled that information together and a provided a summary of purchases identified in the current list of bills to be approved that are purchased locally (within the City of Storm Lake), within Buena Vista County, and outside of Buena Vista County are presented here for Council's review. This information is presented for for both the City and King's Pointe's bills.

As the reader reviews the information they should note the following key notes:

- Costs associated with any major capital project (those bid under the State of Iowa Bid Law) are excluded from the calculation
- Costs associated with travel is excluded from the calculation and %
- Costs associated with payroll is excluded from the calculation and %
- In some cases there is only one vendor or an item is only available from vendors outside of the City limits and/or Buena Vista County – we have not identified these
- Some departments have fairly minor budgets and a major purchase can skew the % and or amount for a given review period (For Example: the Airport may have normally \$4,000 - \$6,000 in expenses until they purchase Jet Fuel or Av Gas which can be \$10,000 + and as a vendor who is not local this can skew the information for that review period)
- Local has been determined to be has an office front in the area and based on where the office front is located for local vs. BV County (For Example: Wal-Mart is considered local since they have a store in Storm Lake even though their headquarters is not located here)

As with all analytical data it is possible to interpret the numbers in a variety of ways and as we move forward we would be happy to provide further detail and or revise the way in which we show the data. Likewise if you have any questions or concerns please don't hesitate to contact city staff.

FISCAL IMPACT:

	Total Expenses	Calculated Expenses	Local	%	BV Co	%	Non Local	%
City	\$789,123.99	\$176,699.52	\$89,662.19	51	\$2,028.00	1	\$85,009.33	48
King's Pointe	\$147,068.75	\$41,197.19	\$14,096.64	34			\$27,100.55	66

Golf Course	\$1,384.68	\$85.20	\$15.20	18			\$70.00	82
--------------------	------------	---------	---------	----	--	--	---------	----

RECOMMENDATION: Review Buy Local Information

Staff Summary

11/17/2014
Agenda Item # C.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Justin Yarosevich, Assistant City Manager / City Clerk

SUBJECT: **Consent Agenda Item - Easement Approvals**

BACKGROUND: The City of Storm Lake is working on the acquisition of easements for several projects for the 2015 construction season. The following easement agreements have been reached with property owners at this time and are ready for Council approval.

The details of each easement are provided below and copies of the easements are attached to this staff summary.

Temporary Easement - This easement is for the North Lake Ave. Trail Project and will provide space for the contractor to work when installing a rain garden as part of the project area. The easement was previously approved by Hy-Vee but due to the delay in the project with the rejection of bids the easement has to be redone. The cost of the easement is \$1.00.

There are additional easements that are needed and that staff would expect to be forthcoming in the next few weeks.

FISCAL IMPACT: The fiscal impact for this staff summary is the cost of the easements as noted above. The total cost of easements listed on this staff summary is \$1.00.

RECOMMENDATION: Approve Consent Agenda & Easements

ATTACHMENTS:

Description	Type
☐ HyVee Easement	Contract

TEMPORARY CONSTRUCTION EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT is entered into this 24th day of October, 2014, by and between HY-VEE, INC., an Iowa corporation ("Grantor"), and CITY OF STORM LAKE, IOWA ("Grantee"), WITNESSETH:

WHEREAS, Grantee desires to obtain a temporary easement from Grantor, for the purpose of the construction of a sidewalk within an existing sidewalk easement, said temporary construction easement being located on Grantor's property and legally described on Exhibit "A" attached hereto and incorporated herein by this reference (the "Easement Area"); and

WHEREAS, Grantor desires to grant a temporary easement over the Easement Area as set forth herein.

NOW, THEREFORE, in consideration of One Dollar (\$1.00), the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. The recitals are incorporated herein by this reference.
2. Grantor hereby grants to Grantee, its agents, representatives, and contractors, a temporary construction easement over the Easement Area for the benefit of the Grantee Tract for the purpose of the construction of a sidewalk within an existing right-of-way easement area on Grantor's property. This easement shall automatically terminate on the earlier to occur of (a) the completion of construction of the sidewalk and the restoration of Grantor's property to its condition prior to the commencement of construction, or (b) October 31, 2015 ("Expiration Date").
3. Until the Expiration Date, Grantor shall not interfere or disturb the sidewalk construction work within the Easement Area without written approval of the Grantee or its authorized Representatives.
4. At all times during construction work within the Easement Area, Grantee shall ensure that there is no obstruction of full ingress and egress to and from Grantor's business premises over the access drive to the public right-of-way.
5. Except as may be caused by the negligent acts or omissions of Grantor, its employees, agents or its representatives, Grantor shall not be liable for any injury or damage to any person or property resulting from Grantee's exercise of the rights herein granted. Grantee agrees to indemnify and hold Grantor, its employees, agents and representatives harmless against any loss, damage, injury or any claim or lawsuit for loss, damage or injury arising out of or resulting from the negligent or intentional acts or omissions of Grantee or its employees, agents or representatives.
6. Following completion of Grantee's work in the Easement Area, Grantee shall restore the Easement Area to its condition prior to the commencement of construction work.

7. This Agreement shall not be recorded by Grantee.

8. Words and phrases shall be construed as in the singular or plural number, and as masculine, feminine or neuter gender according to the definitions and the context.

9. This Agreement shall be binding upon, and inure to the benefit of, the parties hereto and their respective heirs, successors and assigns.

10. This Agreement supersedes the Temporary Construction Easement between the parties dated March 17, 2014.

11. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same agreement. For purposes of executing this Agreement, a facsimile signature shall be as effective as an actual signature.

12. This Agreement shall be construed and enforced in accordance with the laws and public policies of the State of Iowa.

IN WITNESS WHEREOF, Grantor and Grantee have executed this Agreement on the date first above written.

GRANTOR:

HY-VEE, INC., an Iowa corporation

By: _____

Jeffrey Markey, Vice President

By: _____

Nathan Allen, Assistant Secretary

GRANTEE:

CITY OF STORM LAKE, IOWA

By: _____
_____ (print name)

Its: Mayor

By: _____
_____ (print name)

Its: City Clerk

EXHIBIT "A"
Legal Description of Easement Area

THE EAST TEN (10') FEET OF THE SOUTH FORTY (40') FEET OF THE NORTH SEVENTY (70') FEET OF THE FOLLOWING DESCRIBED PARCEL:

A TRACT OF LAND LOCATED IN LOT 1 IN THE AUDITOR'S SUBDIVISION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER (NE $\frac{1}{4}$ SW $\frac{1}{4}$) OF SECTION 34, TOWNSHIP 91 NORTH, RANGE 37 WEST OF THE 5TH P.M., WITHIN THE CORPORATE LIMITS OF THE CITY OF STORM LAKE, BUENA VISTA COUNTY, IOWA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

Beginning at the Northeast (NE) Corner of the Southwest Quarter (SW $\frac{1}{4}$) of said Section 34; Thence on a previously recorded bearing of South 89° 44' 31" West, 53.20 feet to the West line of North Lake Avenue (formerly U.S. Highway No. 71); Thence South 00° 01' 00" East, along said West line, 425.44 feet to the Point of

Beginning. Thence continuing along said West line, South 00° 01' 00" East, 187.00 feet; Thence South 89° 59' 00" West, 106.31 feet; Thence North 00° 01' 00" West, 187.00 feet; Thence North 89° 59' 00" East, 106.31 feet to the Point of Beginning.

Staff Summary

11/17/2014
Agenda Item # D.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Jennifer Movall, Finance Department Manager

SUBJECT: **Consent Agenda - FY 2014 Annual Urban Renewal Report**

BACKGROUND: House File 2460 requires extensive TIF reporting for cities with Urban Renewal Areas in effect during the fiscal year. If the City does not comply with this requirement we will not be able to publish or adopt our yearly budget until the requirement has been fulfilled.

This report includes many pieces of information about each of our Urban Renewal Areas including:

- The Urban Renewal Plans
- Map of the Urban Renewal Areas
- TIF Ordinances
- Taxing District Information
- Projects
- Debt
- Rebates
- Financial Information

This report includes the above information on the Storm Lake Industrial Park Urban Renewal Area and the North #1 Bargloff Renewal Area.

There are no publication requirements for this report but the Urban Renewal Report does require the Council to approve the report prior to the December 1 deadline.

FISCAL IMPACT: There is no fiscal impact to the approval of this report.

RECOMMENDATION: Approve the FY 2013-2014 Annual Urban Renewal Report

ATTACHMENTS:

Description	Type
 FY 2014 Annual Urban Renewal Report	Financial Report

Annual Urban Renewal Report, Fiscal Year 2013 - 2014

Levy Authority Summary

Local Government Name: STORM LAKE
Local Government Number: 11G091

Active Urban Renewal Areas	U.R. #	# of Tif Taxing Districts
STORM LAKE INDUSTRIAL PARK URBAN RENEWAL	11001	3
NORTH #1 BARGLOFF URBAN RENEWAL	11008	3

TIF Debt Outstanding: 33,094,649

TIF Sp. Rev. Fund Cash Balance as of 07-01-2013:	-325,364	0	Amount of 07-01-2013 Cash Balance Restricted for LMI
---	-----------------	----------	---

TIF Revenue:	689,288
TIF Sp. Revenue Fund Interest:	2,404
Asset Sales & Loan Repayments:	99,790
Total Revenue:	791,482

Rebate Expenditures:	46,670
Non-Rebate Expenditures:	581,593
Returned to County Treasurer:	0
Total Expenditures:	628,263

TIF Sp. Rev. Fund Cash Balance as of 06-30-2014:	-162,145	0	Amount of 06-30-2014 Cash Balance Restricted for LMI
---	-----------------	----------	---

**Year-End Outstanding TIF
Obligations, Net of TIF Special
Revenue Fund Balance:** 32,628,531

Urban Renewal Area Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: STORM LAKE INDUSTRIAL PARK URBAN RENEWAL
 UR Area Number: 11001

UR Area Creation Date: 09/1991

UR Area Purpose: The purpose of this urban renewal area is to eliminate blighting influences and to promote revitalization.

Tax Districts within this Urban Renewal Area

	Base No.	Increment No.	Increment Value Used
STORM LAKE CITY/STORM LAKE SCH/S L INDUSTRIAL PARK INCREM	11077	11078	6,535,229
STORM LAKE CITY/STORM LAKE SCH/S L INDUSTRIAL PARK INCREM	11089	11090	10,664,868
STORM LAKE CITY AG/STORM LAKE SCH/S L INDUSTRIAL PARK INCREM	11091	11092	55,090

Urban Renewal Area Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	102,160	2,796,340	15,575,790	10,286,430	0	-9,260	28,751,460	0	28,751,460
Taxable	61,227	1,476,933	15,575,790	10,286,430	0	-9,260	27,391,120	0	27,391,120
Homestead Credits									27

TIF Sp. Rev. Fund Cash Balance as of 07-01-2013: -58,284 0 **Amount of 07-01-2013 Cash Balance Restricted for LMI**

TIF Revenue: 543,944
 TIF Sp. Revenue Fund Interest: 0
 Asset Sales & Loan Repayments: 0
Total Revenue: 543,944

Rebate Expenditures: 0
 Non-Rebate Expenditures: 445,057
 Returned to County Treasurer: 0
Total Expenditures: 445,057

TIF Sp. Rev. Fund Cash Balance as of 06-30-2014: 40,603 0 **Amount of 06-30-2014 Cash Balance Restricted for LMI**

Projects For STORM LAKE INDUSTRIAL PARK URBAN RENEWAL

Indoor Waterpark

Description:	Building of Indoor Waterpark - Part of Project AWAYSIS
Classification:	Recreational facilities (lake development, parks, ball fields, trails)
Physically Complete:	Yes
Payments Complete:	No

Outdoor Waterpark

Description:	Building of an Outdoor Waterpark - Part of Project AWAYSIS
Classification:	Recreational facilities (lake development, parks, ball fields, trails)
Physically Complete:	Yes
Payments Complete:	No

Family Playground

Description:	Building of a Family Playground near the beach and waterparks - Part of Project AWAYSIS
Classification:	Recreational facilities (lake development, parks, ball fields, trails)
Physically Complete:	Yes
Payments Complete:	No

Lighthouse

Description:	Building of a Lighthouse Observatory Tower on Storm Lake - Part of Project AWAYSIS
Classification:	Recreational facilities (lake development, parks, ball fields, trails)
Physically Complete:	Yes
Payments Complete:	No

Golf Course

Description:	Renovation of Existing Golf Course
Classification:	Recreational facilities (lake development, parks, ball fields, trails)
Physically Complete:	Yes
Payments Complete:	No

Campground/Cottages

Description:	Remodeling of Existing Sites and addition of 4 Cottages
Classification:	Recreational facilities (lake development, parks, ball fields, trails)

Physically Complete:	Yes
Payments Complete:	No

Hotel

Description:	Building of a 100 Room Hotel with Full Service Restaurant and indoor/outdoor waterpark
Classification:	Commercial - hotels and conference centers
Physically Complete:	Yes
Payments Complete:	No

McKenna Water Utilities

Description:	Extension of Water Service to McKenna Housing Subdivision - A newly Annexed area
Classification:	Residential property (classified residential)
Physically Complete:	Yes
Payments Complete:	No

McKenna Sewer Utilities

Description:	Extension of Sewer to McKenna Housing Subdivision - A newly Annexed area
Classification:	Residential property (classified residential)
Physically Complete:	Yes
Payments Complete:	No

Schultz Property

Description:	Land for Commercial Development
Classification:	Commercial - warehouses and distribution facilities
Physically Complete:	No
Payments Complete:	No

Radio Road Pump System

Description:	Install Grinder Pump System for new Business
Classification:	Commercial - warehouses and distribution facilities
Physically Complete:	Yes
Payments Complete:	Yes

Debts/Obligations For STORM LAKE INDUSTRIAL PARK URBAN RENEWAL

\$2.5M GO Bond

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	2,265,000
Interest:	1,187,400
Total:	3,452,400
Annual Appropriation?:	No
Date Incurred:	02/01/2010
FY of Last Payment:	2029

\$680,000 Sewer Revenue Note

Debt/Obligation Type:	TIF Revenue Bonds/Notes
Principal:	655,000
Interest:	316,912
Total:	971,912
Annual Appropriation?:	No
Date Incurred:	08/01/2011
FY of Last Payment:	2031

\$5.6M GO Bond Series

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	4,155,000
Interest:	1,198,944
Total:	5,353,944
Annual Appropriation?:	No
Date Incurred:	06/01/2005
FY of Last Payment:	2025

\$6.0M GO Bond

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	5,560,000
Interest:	2,792,012
Total:	8,352,012
Annual Appropriation?:	No
Date Incurred:	01/01/2006
FY of Last Payment:	2025

\$5.4M GO Bond

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	3,960,000
Interest:	1,334,490
Total:	5,294,490
Annual Appropriation?:	Yes

Date Incurred:	09/01/2006
FY of Last Payment:	2026

2.94M GO Bond Series

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	2,940,000
Interest:	1,973,428
Total:	4,913,428
Annual Appropriation?:	No
Date Incurred:	12/01/2007
FY of Last Payment:	2027

\$200,000 Water Revenue Note

Debt/Obligation Type:	TIF Revenue Bonds/Notes
Principal:	195,000
Interest:	100,160
Total:	295,160
Annual Appropriation?:	No
Date Incurred:	08/01/2011
FY of Last Payment:	2031

Hotel - TIFPortion of Taxes

Debt/Obligation Type:	Other Debt
Principal:	189,991
Interest:	0
Total:	189,991
Annual Appropriation?:	No
Date Incurred:	07/01/2008
FY of Last Payment:	2025

Administrative Expenses

Debt/Obligation Type:	Other Debt
Principal:	6,380
Interest:	0
Total:	6,380
Annual Appropriation?:	No
Date Incurred:	06/13/2014
FY of Last Payment:	2014

Radio Road Pump System

Debt/Obligation Type:	Other Debt
Principal:	7,604
Interest:	0
Total:	7,604
Annual Appropriation?:	No
Date Incurred:	12/01/2013
FY of Last Payment:	2014

Non-Rebates For STORM LAKE INDUSTRIAL PARK URBAN RENEWAL

TIF Expenditure Amount:	147,013
Tied To Debt:	\$5.6M GO Bond Series
Tied To Project:	Outdoor Waterpark
TIF Expenditure Amount:	27,274
Tied To Debt:	2.94M GO Bond Series
Tied To Project:	Hotel
TIF Expenditure Amount:	14,081
Tied To Debt:	\$200,000 Water Revenue Note
Tied To Project:	McKenna Water Utilities
TIF Expenditure Amount:	52,714
Tied To Debt:	\$680,000 Sewer Revenue Note
Tied To Project:	McKenna Sewer Utilities
TIF Expenditure Amount:	189,991
Tied To Debt:	Hotel - TIFPortion of Taxes
Tied To Project:	Hotel
TIF Expenditure Amount:	6,380
Tied To Debt:	Administrative Expenses
Tied To Project:	Hotel
TIF Expenditure Amount:	7,604
Tied To Debt:	Radio Road Pump System
Tied To Project:	Radio Road Pump System

All of the debt listed has been certified to the County Auditor as TIF Debt. The \$2.5M and \$6.0M Bond is paid by Hotel Revenue. The \$5.4M Bond is paid by LOST Revenue and the \$5.6 and \$2.94 Bond is pd by TIF, Property Tax, Hotel/Motel Revenue & Hotel Rev

256 Characters Left

Sum of Private Investment Made Within This Urban Renewal Area
during FY 2014

♣ Annual Urban Renewal Report, Fiscal Year 2013 - 2014

TIF Taxing District Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: STORM LAKE INDUSTRIAL PARK URBAN RENEWAL (11001)
 TIF Taxing District Name: STORM LAKE CITY/STORM LAKE SCH/S L INDUSTRIAL PARK INCREM
 TIF Taxing District Inc. Number: 11078
 TIF Taxing District Base Year: 1990
 FY TIF Revenue First Received: 2007
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2025

UR Designation	
Slum	No
Blighted	07/2010
Economic Development	10/1991

TIF Taxing District Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	3,079,700	5,624,240	0	0	8,703,940	0	8,703,940
Taxable	0	0	3,079,700	5,624,240	0	0	8,703,940	0	8,703,940
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2014	2,168,711	6,535,229	6,535,229	0	0

FY 2014 TIF Revenue Received: 214,786

TIF Taxing District Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: STORM LAKE INDUSTRIAL PARK URBAN RENEWAL (11001)
 TIF Taxing District Name: STORM LAKE CITY/STORM LAKE SCH/S L INDUSTRIAL PARK INCREM
 TIF Taxing District Inc. Number: 11090
 TIF Taxing District Base Year: 2003
 FY TIF Revenue First Received: 2006
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2025

UR Designation	
Slum	No
Blighted	07/2010
Economic Development	07/2010

TIF Taxing District Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	2,796,340	12,496,090	4,662,190	0	-9,260	19,945,360	0	19,945,360
Taxable	0	1,476,933	12,496,090	4,662,190	0	-9,260	18,625,953	0	18,625,953
Homestead Credits									27

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2014	9,289,752	10,664,868	10,664,868	0	0

FY 2014 TIF Revenue Received: 327,866

TIF Taxing District Data Collection

Local Government Name:	STORM LAKE (11G091)
Urban Renewal Area:	STORM LAKE INDUSTRIAL PARK URBAN RENEWAL (11001)
TIF Taxing District Name:	STORM LAKE CITY AG/STORM LAKE SCH/S L INDUSTRIAL PARK INCREM
TIF Taxing District Inc. Number:	11092
TIF Taxing District Base Year:	2003
FY TIF Revenue First Received:	2009
Subject to a Statutory end date?	Yes
Fiscal year this TIF Taxing District statutorily ends:	2029

UR Designation	
Slum	No
Blighted	07/2010
Economic Development	07/2010

TIF Taxing District Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	102,160	0	0	0	0	0	102,160	0	102,160
Taxable	61,227	0	0	0	0	0	61,227	0	61,227
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2014	47,070	55,090	55,090	0	0

FY 2014 TIF Revenue Received: 1,292

Urban Renewal Area Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: NORTH #1 BARGLOFF URBAN RENEWAL
 UR Area Number: 11008
 UR Area Creation Date: 08/2010

UR Area Purpose: The purpose of this Urban Renewal Area is to stimulate private investment in new commercial and industrial development.

Tax Districts within this Urban Renewal Area

	Base No.	Increment No.	Increment Value Used
STORM LAKE CITY/STORM LAKE SCH/NORTH #1 BARGLOFF INCREM	11101	11102	4,217,690
STORM LAKE CITY/STORM LAKE SCH/NORTH #1 BARGLOFF INCREM	11104	11105	6,817
STORM LAKE CITY/STORM LAKE SCH/NORTH #1 BARGLOFF INCREM	11108	11109	197,810

Urban Renewal Area Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	25,200	2,114,200	2,419,840	0	0	4,559,240	0	4,559,240
Taxable	0	13,310	2,114,200	2,419,840	0	0	4,547,350	0	4,547,350
Homestead Credits									0

TIF Sp. Rev. Fund Cash Balance as of 07-01-2013: -267,080 0 **Amount of 07-01-2013 Cash Balance Restricted for LMI**

TIF Revenue: 145,344
 TIF Sp. Revenue Fund Interest: 2,404
 Asset Sales & Loan Repayments: 99,790
Total Revenue: 247,538

Rebate Expenditures: 46,670
 Non-Rebate Expenditures: 136,536
 Returned to County Treasurer: 0
Total Expenditures: 183,206

TIF Sp. Rev. Fund Cash Balance as of 06-30-2014: -202,748 0 **Amount of 06-30-2014 Cash Balance Restricted for LMI**

Projects For NORTH #1 BARGLOFF URBAN RENEWAL

Harvest International Development

Description:	Construction of a New Manufacturing and Office Facility
Classification:	Industrial/manufacturing property
Physically Complete:	Yes
Payments Complete:	No

Pizza Ranch

Description:	Water Lines and Legal Fees for TIF and Development Agreement
Classification:	Commercial - retail
Physically Complete:	No
Payments Complete:	No

Debts/Obligations For NORTH #1 BARGLOFF URBAN RENEWAL

\$2.7M GO Bond

Debt/Obligation Type:	Gen. Obligation Bonds/Notes
Principal:	2,700,000
Interest:	1,427,040
Total:	4,127,040
Annual Appropriation?:	Yes
Date Incurred:	07/01/2011
FY of Last Payment:	2031

Harvest International Rebate

Debt/Obligation Type:	Rebates
Principal:	93,340
Interest:	0
Total:	93,340
Annual Appropriation?:	Yes
Date Incurred:	09/20/2010
FY of Last Payment:	2019

Pizza Ranch Development

Debt/Obligation Type:	Other Debt
Principal:	36,948
Interest:	0
Total:	36,948
Annual Appropriation?:	No
Date Incurred:	12/01/2013
FY of Last Payment:	2015

Non-Rebates For NORTH #1 BARGLOFF URBAN RENEWAL

TIF Expenditure Amount:	99,588
Tied To Debt:	\$2.7M GO Bond
Tied To Project:	Harvest International Development

TIF Expenditure Amount:	36,948
Tied To Debt:	Pizza Ranch Development
Tied To Project:	Pizza Ranch

Rebates For NORTH #1 BARGLOFF URBAN RENEWAL

401 W. 20th Street

TIF Expenditure Amount:	46,670
Rebate Paid To:	Harvest International
Tied To Debt:	Harvest International Rebate
Tied To Project:	Harvest International Development
Projected Final FY of Rebate:	2019

Jobs For NORTH #1 BARGLOFF URBAN RENEWAL

Company Name:	Harvest International
Date Agreement Began:	09/20/2010
Date Agreement Ends:	06/30/2019
Number of Jobs Created or Retained:	30
Total Annual Wages of Required Jobs:	0
Total Estimated Private Capital Investment:	3,000,000
Total Estimated Cost of Public Infrastructure:	218,000

Project:	Pizza Ranch
Company Name:	Pizza Ranch
Date Agreement Began:	04/07/2014
Date Agreement Ends:	06/01/2019
Number of Jobs Created or Retained:	10
Total Annual Wages of Required Jobs:	0
Total Estimated Private Capital Investment:	1,700,000
Total Estimated Cost of Public Infrastructure:	46,200

TIF Taxing District Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: NORTH #1 BARGLOFF URBAN RENEWAL (11008)
 TIF Taxing District Name: STORM LAKE CITY/STORM LAKE SCH/NORTH #1 BARGLOFF INCREM
 TIF Taxing District Inc. Number: 11102
 TIF Taxing District Base Year: 2009
 FY TIF Revenue First Received: 2012
 Subject to a Statutory end date? Yes
 Fiscal year this TIF Taxing District statutorily ends: 2032

UR Designation	
Slum	No
Blighted	No
Economic Development	08/2010

TIF Taxing District Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	1,832,570	2,419,840	0	0	4,252,410	0	4,252,410
Taxable	0	0	1,832,570	2,419,840	0	0	4,252,410	0	4,252,410
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2014	34,720	4,217,690	4,217,690	0	0

FY 2014 TIF Revenue Received: 138,619

TIF Taxing District Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: NORTH #1 BARGLOFF URBAN RENEWAL (11008)
 TIF Taxing District Name: STORM LAKE CITY/STORM LAKE SCH/NORTH #1 BARGLOFF INCREM
 TIF Taxing District Inc. Number: 11105
 TIF Taxing District Base Year: 2012
 FY TIF Revenue First Received: 2014
 Subject to a Statutory end date? No

UR Designation	
Slum	No
Blighted	No
Economic Development	No

TIF Taxing District Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	25,200	0	0	0	0	25,200	0	25,200
Taxable	0	13,310	0	0	0	0	13,310	0	13,310
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2014	18,383	6,817	6,817	0	0

FY 2014 TIF Revenue Received: 223

TIF Taxing District Data Collection

Local Government Name: STORM LAKE (11G091)
 Urban Renewal Area: NORTH #1 BARGLOFF URBAN RENEWAL (11008)
 TIF Taxing District Name: STORM LAKE CITY/STORM LAKE SCH/NORTH #1 BARGLOFF INCREM
 TIF Taxing District Inc. Number: 11109

TIF Taxing District Base Year:	2011	UR Designation	
FY TIF Revenue First Received:	2014	Slum	No
Subject to a Statutory end date?	No	Blighted	No
		Economic Development	No

TIF Taxing District Value by Class - 1/1/2012 for FY 2014

	Agricultural	Residential	Commercial	Industrial	Other	Military	Total	Gas/Electric Utility	Total
Assessed	0	0	281,630	0	0	0	281,630	0	281,630
Taxable	0	0	281,630	0	0	0	281,630	0	281,630
Homestead Credits									0

	Frozen Base Value	Max Increment Value	Increment Used	Increment Not Used	Increment Revenue Not Used
Fiscal Year 2014	83,820	197,810	197,810	0	0

FY 2014 TIF Revenue Received: 6,502

Staff Summary

11/17/2014
Agenda Item # 3.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: James H. Patrick, City Manager

SUBJECT: **Study Session Concerning Railroad Crossing Proposal**

BACKGROUND: Staff has been working with the Canadian National Railroad for about three years in an attempt to improve public safety at unmarked rail crossings, clean up the downtown, and get a drainage culvert under the tracks between Highway 7 and Expansion Blvd.

The railroad and Iowa DOT are motivated to improve crossing safety.

The State of Iowa was ranked in the top 10 states in the nation for collision experience for the years 2006 thru 2008. Because of that distinction the State was mandated by Federal Law to develop a plan for improving railroad safety across the state. That plan is outlined in the State of Iowa Highway-Rail Grade Crossing Safety Action Plan for calendar years 2012-2016. Highway-rail crossings, continue to be a major concern for public safety, capital and maintenance costs, and liability for both railroads and cities. Due to increasing highway and rail traffic and increasing train speeds made possible by industry improvements, the road-rail grade crossing safety issues become more important. By Iowa Code, the final decisions concerning crossing protection on roads not owned by the State are made by the local highway jurisdiction or owner. The City is also motivated in trying to protect our Citizens at unmarked crossings. When negotiations were on going with the CN Railroad, Silkscreen, Meridian, and TransAgra were contacted and indicated that there were no issues.

The railroads are governed by the Federal Railroad Commission (FRC) and are not bound by local ordinances. For instance, the railroad can increase speeds without signalized rail crossing devices.

The City made a commitment to the downtown property and business owners during project AWAYSIS that the City would

improve the downtown. The City has been setting money aside for a Downtown Master Plan for the last four years. The City has completed a City Comprehensive Plan that addresses the future look and use of downtown. The City has received \$600,000 in a CDBG grant for façade renovation and is ready to go to bid to restore the facades on 16 buildings which includes 20 storefronts.

The railroad has a need to construct a warehouse or find a warehouse for a local office and storage of maintenance items which would also include a fenced storage yard. The fence will be made of six foot high chain link with outriggers and barbed wire on top. Rail ties and other rail items will be stored in the yard. This activity is not envisioned in the Comprehensive Plan for Downtown. Another location would be much preferred. The acquisition of CN Railroad properties along Railroad Street and south of the rail tracks on Bair Street to clean them up and utilize them for parking and/or green space is envisioned in the Comprehensive Plan.

The City has been trying to fix Drainage District issues for the last five years. The City completed improvements to Drainage District 25 three years ago. The City has been working on plans to improve the Drainage in DD 13 since that time to eliminate flooding in businesses along the north side of Highway 7 as well as improving drainage on the south and north side of Expansion Blvd. One of the requirements was to secure a culvert and associated easement under the Railroad track running between Highway 7 and Expansion Blvd. This project has gone to bid.

With these goals in mind, the City Staff did negotiate with the CN Railroad to create a package that met the needs of the City as well as the Railroad and IDOT. The motivation for the CN and IDOT was the crossing closures since this is mutually beneficial to all parties to improve public safety. The City attempted to gain as much as possible in the package.

Council requested that Staff revisit the package and look at the data again, re-evaluate options, and make a further recommendation back to Council. Staff has done that and present three options for Council to consider:

- 1) Continue with the original proposal of closing four vehicle crossings, and six pedestrian crossings, 90 year lease on the memorial warehouse, receipt of the three railroad parcels in downtown, \$100,000 in cash to help remove concrete at the closed crossings, and the culvert installation in DD 13.

- 2) Close two crossings at Gilbert and Barton Streets and close Grand and Otsego pedestrian crossings, receive \$50,000 for the crossing closures, lease the memorial warehouse to the railroad for 40 years, lease from the railroad the three downtown parcels for 40 years, receive a license for the culvert installation in DD13,

AND receive a license for a new pedestrian crossing at Northwestern.

3) Do nothing and receive a license for the culvert but pay for the installation.

After review by the Traffic Safety Committee (attached), and a review of all other history and pertinent data (attached), Staff would recommend option two.

There have been two train accidents at the Barton Street crossing since 2012. This is an unsafe crossing due to the steep approaches. Traffic counts indicate that there are the same amount of traffic using Barton crossing as there was in 2007, approximately 510. Barton is not used by the Fire Department and its closure will not adversely affect emergency response times. Barton was under consideration for closing in August 2001 but kept open due to West School.

Gilbert Street had an average daily traffic count of 26 in 2011 and in 2014 had a count of 86 vehicles a day. There has not been a train/vehicle accident on Gilbert. However, Gilbert is located close to Highway 7 and there is no stacking room to get trucks off of the highway when a train presents a conflict. This becomes a safety issue on Highway 7 for other vehicles traveling west bound. Council first considered closing Gilbert Street in December 1984 however Gilbert was not recognized as a City street until March 1985. Council again considered closing it in August 2001 but left it open. The closure of Gilbert will cause trucks to service Transagra from Expansion Blvd.

Closing Otsego pedestrian crossing does not adversely affect pedestrian traffic since the 5th Street pedestrian crossing is less than 15 feet away. Closing Grand pedestrian crossing requires pedestrians to go one block to the east or west and is infrequently used in preference to College or Vestal pedestrian crossings.

This option accomplishes the original goals of the negotiations, to enhance public safety, clean up the downtown, and secure the culvert for DD 13. It adds a pedestrian crossing to Northwestern, a used travel path for children walking to school from north of Milwaukee. It maintains access to Silkscreen downtown and to Transagra and Meridian.

FISCAL IMPACT:

This package is not intended to be a revenue generator. It is intended to be revenue neutral.

RECOMMENDATION:

Council hear and consider the Study Session Presentation and supporting documents, ask questions, and provide guidance as deemed necessary. No action is anticipated or requested.

ATTACHMENTS:

Description	Type
📎 Traffic Safety Report	Backup Material
📎 Railroad Crossing Closing History November 2014	Backup Material
📎 Railroad Crossing Map	Backup Material
📎 DOT Highway Rail Grade Action Plan 2012 to 2016	Backup Material
📎 Letter to Council - Wikstrom	Backup Material
📎 Letter to Council - Cone	Backup Material
📎 Letter to Council - Parkhurst	Backup Material
📎 Keenan Letter to DOT & Response	Backup Material
📎 Email to Council - Davidson	Letter

**Traffic Safety Team
Summary Report
Proposed Railroad Crossing Closures
November 2014**

The Traffic Safety Team was asked to complete a review of four proposed railroad crossings and their impact on public safety response and traffic safety issues.

The four crossings proposed to the City of Storm Lake for closure by the railroad are as follows:

Barton Street
Ontario Street
Hudson Street
Gilbert Road

If the city council moves to close all four of the railroad crossings the following crossings would remain open within the city limits of Storm Lake:

Highway 71
Radio Road
Flindt Drive (overpass)
Oneida Street
Cayuga Street
Lake Avenue
Geneseo Street
West 5th Street
Vestal Street
Northwestern Drive
Abner Bell Road (Highway 110)

Warning Lights and Safety Gates

The Traffic Safety Team (TST) in its discussions and research unanimously agreed that no matter what the final decisions are on the part of the city council that all railroad crossings that remain open should be equipped with warning lights and safety gates in a timely fashion.

Public Safety Response

In evaluating the four proposed railroad crossings it is the opinion of the TST and Storm Lake Public Safety command personnel that if the city council chooses to close any or all four crossings no significant interruption in emergency response will occur on the part of the police and fire departments.

As it pertains to Fire Response:

The Storm Lake Fire Department has a fixed base response protocol. The fire chief assures me that the primary routes for the fire department to destinations south of the railroad tracks in the south central part of the city are the following streets:

Flindt Drive (overpass)

Oneida Street

Lake Avenue

Vestal Street

Northwestern Drive

These streets are wider, have some no parking zones and provide a natural access to areas south of the railroad tracks with fire apparatus then moving east and west after crossing the railroad tracks.

The fire department further commented to concerns of fire department access using the Barton Street crossing that due to the very nature of the angle of the crossing they would avoid that crossing whether it is open or closed and respond to the homes on Rockwell Court and on Barton Street from the south off of West 6th Street. In addition, the primary fire hydrant for the homes on Barton Street north of West 6th Street and on Rockwell Court is located on the northeast corner of West 6th Street and Barton Street (south of RR tracks).

In summary, the proposed closure of the four railroad crossings will not interrupt or alter normal fire department response south of the railroad tracks.

See attached map

As it pertains to Police Response:

Unlike the fire department, the police department operates under a roving sector patrol protocol. There is no way to predict when a dispatch call will come in and there is no way to predict where a particular patrol unit or units will be located when a call for service presents itself.

Subsequently, the four proposed railroad crossings may cause a change in the patrol unit's response and it may not. However, police officers are trained and daily make adjustments in their patrols and their responses. The responses are consciously determined by the officers on each call and adjustments, if needed, are to be made several blocks in advance of any obstruction thus cutting down on delay time and insuring the response is as timely as possible.

In the past, previous railroad crossing closures have not deterred the police department from timely and efficient responses. If the city council chooses to close all four of the railroad crossings it will still leave the police department and the community eleven crossings to choose from and utilize.

Other examples of right of way closures approved by the city council and city administration that cause regular adjustments in patrol and response by the police and in fact all public safety responders are as follows:

Street and road construction closures

Water line and similar utility repairs and upgrades
Dredge Operation road closures
Ridiculous Days
Bridal Bliss
SL High School Beach Party
Thanks With Franks
Block Parties
Multiple Parades
Star Spangled Spectacular
Runs / Walks / Triathlons
Street Flooding from torrential rains
Heavy Snows during winter conditions

In each of these cases either authorized by the city council, city administration or natural occurring events your police officers and other first responders adapt to the change and overcome response challenges through planning and early response decision making.

In summary, the proposed closure of the four railroad crossings will not interrupt or significantly alter normal police response to calls for service.

As it pertains to EMS Response:

Attached is a copy of a written request to the Buena Vista Regional Medical Center's EMS Director outlining the proposed railroad crossings and his response to my request for information.

It should be noted that EMS has a fixed base response protocol.

See Attached

School Districts Impact:

The TST reached out to the Storm Lake Community School District and the St. Mary's Parochial School System outlining the proposed railroad crossing closures and their impact on school related safety concerns and student safety.

Attached to this report is a copy of written request to both school systems and their responses.

See Attached

Railroad Crossing Accident Summary

Attached to this report is a summary of reported railroad crossing accidents by location going back to 1977 as acquired from the Railroad Police for the city's existing crossings.

The report reflects that the two most recent railroad incidents were reported in 2012 and 2014 both at the Barton Street crossing.

See Attached

As it pertains to Traffic Safety:

The TST reviewed traffic safety issues specific to the four proposed railroad crossings and two issues presented themselves for the consideration by the council and administration.

Hudson Street

If the city council chooses to close the Hudson Street railroad crossing then no pedestrian crossing will exist east of Oneida Street all the way to Flindt Drive. The TST believes this is creating a hazard for pedestrian and bicycle traffic and if the council chooses to close the crossing that the City should pursue an application to the railroad for an established pedestrian crossing at Hudson Street.

Ontario Street

If the city council chooses to close the Ontario Street railroad crossing thus causing large delivery trucks to access the loading ramp at Silk Screen Ink which is off Ontario Street, from the south then the crossing will cause an increase in truck traffic in a residential area. In addition, it may cause delivery trucks depending on their size to back northbound on Ontario Street from 4th Street an entire block through a residential area. In addition, the truck traffic coming from the south may cause the City to create additional No Parking Zones on Ontario Street causing additional hardships to the residential area south of the railroad tracks.

The TST believes that the shift of delivery trucks caused by the proposed railroad crossing in fact causes more of a safety risk than the railroad crossing itself.

The TST recommends that the Ontario Street crossing not be closed for the aforementioned reason.

Gilbert Road

The TST notes in its report that if the city council chooses to close Gilbert Road there is still access from Expansion Blvd in the industrial area which provides access from the west off of Radio Road and access from the east off of Highway 71.

Barton Street

The TST notes and recommends that if the council chooses to close the Barton Street railroad crossing that it be delayed until the completion of the Highway 7 (West Milwaukee Avenue) three lane highway construction project in order to allow for adequate access to the highway fronted businesses at the Highway 7 / Barton Street intersection.

Traffic Safety Team Summary Recommendations:

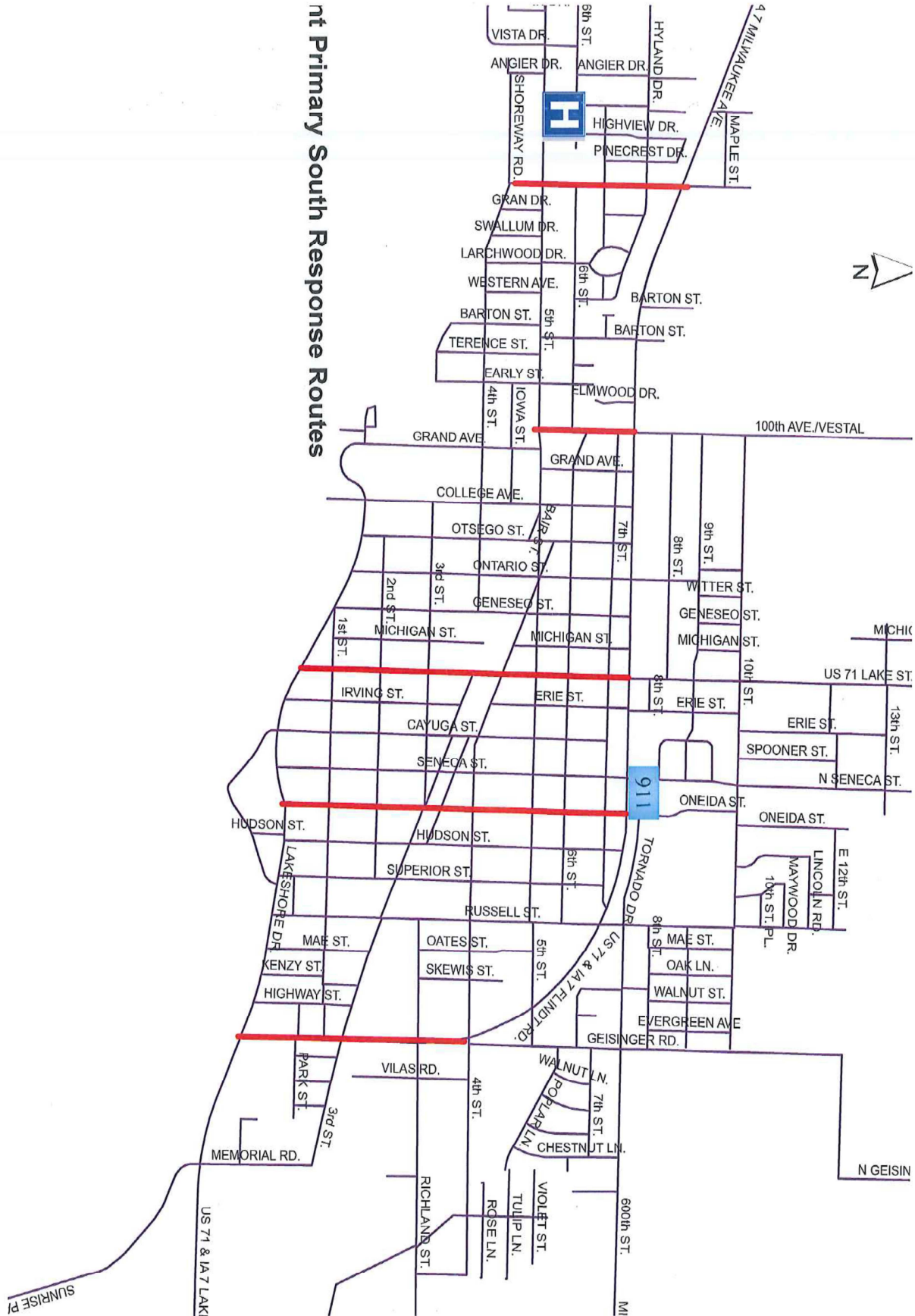
As the city council and city administration deliberates over the closure of railroad crossings within the City the following specific recommendations are made by the TST.

1. Place lights and gates at all open railroad crossings
2. If the Hudson Street crossing is closed pursue a pedestrian crossing at that location.
3. Do not close the Ontario Street crossing.
4. If Barton Street is closed delay the closure until after the Highway 7 project is complete.

Submitted By: Mark Prosser
Chairperson
Traffic Safety Team

The map displays the street network of Grand Rapids, Michigan. Key features include:

- Primary South Response Routes:** Indicated by thick red lines running horizontally across the map.
- Major Roads:** US 71 & I-94 are shown as prominent thoroughfares.
- Street Grid:** A dense network of streets is labeled, including Grand Ave., College Ave., Otsego St., Ontario St., Genesee St., Michigan St., Irving St., Cayuga St., Seneca St., Hudson St., Superior St., Russell St., Oates St., Skewis St., Vilas Rd., Richland St., Memorial Rd., Highway St., Kenzy St., Mar St., Lakeshore Dr., 1st St., 2nd St., 3rd St., 4th St., 5th St., 6th St., 7th St., 8th St., 9th St., 10th St., 11th St., 12th St., 13th St., 14th St., 15th St., 16th St., 17th St., 18th St., 19th St., 20th St., 21st St., 22nd St., 23rd St., 24th St., 25th St., 26th St., 27th St., 28th St., 29th St., 30th St., 31st St., 32nd St., 33rd St., 34th St., 35th St., 36th St., 37th St., 38th St., 39th St., 40th St., 41st St., 42nd St., 43rd St., 44th St., 45th St., 46th St., 47th St., 48th St., 49th St., 50th St.
- Icons:** A blue 'H' icon is located near the top center, and a blue '911' icon is near the bottom center.
- North Arrow:** Located in the top right corner, pointing towards the top of the map.



Mark Prosser

From: Dave Schmidt <schmidt.david@bvrmc.org>
Sent: Thursday, November 06, 2014 8:59 PM
To: Mark Prosser
Subject: RE: Railroad Crossing Proposed Closings

Chief Prosser,

We have discussed the proposed closing you have mentioned. Of course any closing that could disrupt EMS care is of concern to our squad. The only closing that we would question is Ontario. It seems we use that street a fair amount, but we would adapt if this crossing was closed.

Thank you for involving BVRMC Ambulance Service. Any questions, please get back to me.

Thanks, Dave

Dave Schmidt

Ambulance

712.213.8654

-----Original Message-----

From: Mark Prosser [mailto:Prosser@stormlake.org]

Sent: Tuesday, November 04, 2014 5:52 AM

To: Dave Schmidt

Cc: Tim Speers

Subject: FW: Railroad Crossing Proposed Closings

Importance: High

Dave and Tim

As I suspect you may be aware the city council is studying the possibility of closing four railroad crossings to vehicular and pedestrian traffic. They are as follows:

Barton Street

Ontario Street

Hudson Street

Gilbert Road

If the closings occur that will leave the following crossings open:

Highway 71

Radio Road

Flindt Drive overpass

Oneida Street

Cayuga Street

Lake Avenue

Geneseo Street

West 5th Street

Vestal Street

Northwestern Drive

Abner Bell Road (Highway 110)

I am collecting information for the council to consider in their decision making process. I was wondering if you would share with me your opinion on the proposed closures and their direct impact on your EMS responses. In addition and equally important if the closures do impact your EMS responses do the existing crossings provide for viable alternatives and effective response options.

Currently the police and fire department don't believe the closures will have any major impacts on their responses and patrols.

If it is possible to get a response by this Friday (11/7) it would be quite helpful in preparing my report.

Feel free to contact me with questions.

Many thanks.

MP

Sent from my iPad

Mark Prosser

From: Carl Turner <cturner@slcsd.org>
Sent: Friday, November 07, 2014 6:21 AM
To: Mark Prosser
Subject: Re: Railroad Crossing Proposed Closings
Attachments: Railroad Crossings Concerns from Storm Lake ELeментарy(1).doc

Good Morning Mark,

Attached please find a list of concerns about the potential closing of railroad crossings that were shared with me by the Elementary staff. This list does an excellent job of summarizing what I heard from my entire staff on this issue.

Thanks for the opportunity to allow the school district to provide input.

Carl

Carl Turner
Superintendent
Storm Lake Community School District
419 Lake Ave
Storm Lake, Iowa 50588
712-732-8060

On Mon, Nov 3, 2014 at 7:04 PM, Mark Prosser <Prosser@stormlake.org> wrote:
Gentlemen

As I suspect you may be aware the city council is studying the possibility of closing four railroad crossings to vehicular and pedestrian traffic. They are as follows:

Barton Street
Ontario Street
Hudson Street
Gilbert Road

If the closings occur that will leave the following crossings open:

Highway 71
Radio Road
Flindt Drive overpass
Oneida Street
Cayuga Street
Lake Avenue
Geneseo Street
West 5th Street
Vestal Street

Northwestern Drive
Abner Bell Road (Highway 110)

I am collecting information for the council to consider in their decision making process. I was wondering if you would share with me your opinion on the proposed closures and their direct impact on your bus routes and student pedestrian paths. In addition if the closures do impact your buses and/or pedestrian students do the existing crossings provide for viable alternatives.

If it is possible to get a response by this Friday it would be quite helpful in preparing my report.

Feel free to contact me with questions.

Many thanks.

MP

Sent from my iPad

Concerns Regarding Closing of Railroad Crossings

From Storm Lake Elementary Staff Members

*Slows the response time from the Fire, Rescue, Ambulance, and Police services in the city when they have to travel farther to find open crossings in the city. If the city were to be sued because of this practice, they would be liable and responsible, according to Attorney Dan Connell.

*Students already are crossing on "closed" tracks to get to school. This is very dangerous. With additional closing of crossings, this practice will increase. This puts our patrons and their children in dangerous situations.

*The city has acted too quickly with regard to this proposal. Research needs to be completed, data compiled and shared with constituents before any decisions or agreements are made with the railroad company.

*Bus routes are already complicated and congested, running on a very tight schedule. The proposed closing of crossings makes it much worse and bus routes will increase by at least 15 minutes in the AM and PM each day.

*Closing streets to homes and neighborhoods creates blighted areas of our town.

*Railroads want to travel at higher rates of speed when they pass through Storm Lake and this increases the danger. They should pay for the crossing arms and leave streets opened.

*Why should SL forgo safety and convenience at the railroad's behest?

*There are too many closed crossings now.

*Divides town in half.

*It is a detriment to area businesses.

*If you close more streets by closing the crossings, there will be increased traffic flow on the few remaining crossings which will cause traffic jams and congestion. Traffic congestion at certain times of the day is already a huge problem.

*Service delivery traffic already take alternative routes to avoid increased traffic at certain times of the day, now these alternative routes may be taken away due to the closing of streets.

*Many students currently cross at the Barton Street Crossing. If that were closed the kids would cross open tracks and not via the street like they currently do. With homes so close to the tracks, this dangerous situation only becomes worse.

Mark Prosser

Subject: FW: Railroad Crossing Proposed Closings

From: Carl Turner [mailto:cturner@slcsd.org]
Sent: Friday, November 07, 2014 6:45 AM
To: Mark Prosser
Subject: Fwd: Railroad Crossing Proposed Closings

A comment from Mr. Slight to consider that may not have been included in the Elementary summary.
Carl Turner
Superintendent
Storm Lake Community School District
419 Lake Ave
Storm Lake, Iowa 50588
712-732-8060

----- Forwarded message -----
From: J.B. Slight <jslight@slcsd.org>
Date: Thu, Nov 6, 2014 at 7:34 AM
Subject: Re: Railroad Crossing Proposed Closings
To: Carl Turner <cturner@slcsd.org>
Cc: Jaymie Bral <jbral@slcsd.org>

I would have major concerns about the increased traffic congestion during school arrival and dismissal times at Northwestern Drive at both the North and South end of it. In addition to the increased traffic congestion, the increased traffic brought to the area during those times increases the chances of a student getting hit by a car while crossing streets.

Jay

On Thu, Nov 6, 2014 at 5:06 AM, Carl Turner <cturner@slcsd.org> wrote:

If you have feedback about the possible closing of railroad crossings for Mr. Prosser please send it to me today.

Carl Turner
Superintendent
Storm Lake Community School District
419 Lake Ave
Storm Lake, Iowa 50588
712-732-8060

Mark Prosser

From: Tim Wagner <twagner@stormlakecatholic.com>
Sent: Friday, November 07, 2014 9:33 AM
To: Mark Prosser
Subject: re: Railroad Crossing Proposed Closings
Attachments: Attachment 1

Mark,

As far as the bus routes, I think that is more of the public school's area as I don't see any issues with it for us.

I did have a parent talk to me about this briefly and their concern over the closing of additional crossings from what has already occurred. Their main issue was if more traffic would be directed closer to the school and if there would be pedestrian crossings still in place.

Other than that, I don't see any issues. Thanks for checking in with us.

Tim Wagner

PK-5 Principal
Saint Mary's Catholic School
312 Seneca Street
Storm Lake, IA 50588
Phone: (712) 732-4166
Fax: (712) 732-4590

School Website: <http://www.stmarys-storm.pvt.k12.ia.us/>

Twitter: <https://twitter.com/SLSMElemPrin>

*"St. Mary's Catholic School seeks to be a Christ-centered family
devoted to the development of the spirit, the mind and the body."*

From: "Mark Prosser" <Prosser@stormlake.org>
Sent: Monday, November 03, 2014 7:05 PM
To: "cturner@slcsd.org" <cturner@slcsd.org>, "Tim Wagner" <twagner@stormlakecatholic.com>, "Steven Lueck" <slueck@stormlakecatholic.com>
Subject: Railroad Crossing Proposed Closings

Gentlemen

As I suspect you may be aware the city council is studying the possibility of closing four railroad crossings to vehicular and pedestrian traffic. They are as follows:

Barton Street
Ontario Street
Hudson Street
Gilbert Road

If the closings occur that will leave the following crossings open:

Highway 71
Radio Road
Flindt Drive overpass
Oneida Street
Cayuga Street
Lake Avenue
Geneseo Street
West 5th Street
Vestal Street
Northwestern Drive
Abner Bell Road (Highway 110)

I am collecting information for the council to consider in their decision making process. I was wondering if you would share with me your opinion on the proposed closures and their direct impact on your bus routes and student pedestrian paths. In addition if the closures do impact your buses and/or pedestrian students do the existing crossings provide for viable alternatives.

If it is possible to get a response by this Friday it would be quite helpful in preparing my report.

Feel free to contact me with questions.

Many thanks.

MP

Sent from my iPad

Mark Prosser

From: Amanda Kollasch
Sent: Friday, October 10, 2014 2:25 PM
To: Mark Prosser
Subject: Train

Ontario:

2-18-02
3-24-96
11-6-89
11-1-88
2-22-79
12-29-79

Geneseo:

5-5-01
2-6-95
4-21-90
11-16-89
4-27-79

Vestal:

5-24-98
1-9-97
12-2-95
1-21-95
11-9-91
6-18-82
3-8-79
1-30-78

W. 5th:

6-8-94

College:

10-1-90
8-20-79

Grand:

7-28-77

Barton:

8-1-12
8-23-14

Railroad Crossing Closing History/Data

November 17, 2014

The City Council has requested additional data on the four vehicular crossings that are proposed for consideration of closing in 2015 for a Study Session conversation with City Staff on November 17, 2015. The following information was obtained from a variety of sources and provided here for the Council's review and deliberation. The information is provided by proposed crossing.

Ontario Street Crossing

Daily Traffic Counts for Ontario Street Crossing

- 2011 the Average Daily Traffic (ADT) was 830. The traffic counter was placed between 4th and 5th streets(# Provided by the IDOT)
- 2014 the Average Daily Traffic (ADT) was ERROR. City of Storm Lake staff utilizing a traffic counter obtained these counts between November 3rd and November 14th. The results were not able to be read.

Accident History for Ontario Street Crossing – Data for this section was pulled from Storm Lake Public Safety records as well as the records of the Railroad Police

- Since 1979 there have been six individual accidents at this crossing on the following dates:

February 2, 2002	March 24, 1996	November 6, 1989
November 1, 1989	December 29, 1979	February 22, 1979

Other History on this crossing –

- This crossing is serviced by lights and gates which were approved by Council in May 2009
- The lights and gates were installed as of April 12, 2011 and a final inspection was completed by IDOT on July 11th, 2011.
- Total cost of the installation of lights and gates in 2011 for this intersection was \$203,076.88 of which the City was responsible for 10% (\$20,307.68).
- The City last reviewed this crossing in August 2001 and the staff recommendation at that time was to improve the crossing at Ontario.

Hudson Street Crossing

Daily Traffic Counts for Hudson Street Crossing

- 2003 the Average Daily Traffic count was 1940. The traffic counter was placed between 4th and 5th streets (# Provided by the IDOT)

- 2014 the Average Daily Traffic count was ERROR. City of Storm Lake staff utilizing a traffic counter obtained these counts between November 3rd and November 14th. The results were not able to be read.

Accident History for Hudson Street Crossing – Data for this section was pulled from Storm Lake Public Safety records as well as the records of the Railroad Police

- Since 1979 there have been NO accidents at this crossing

Other History on this crossing –

- Council considered closing of Hudson Street crossing in March 1986.
- Hudson was under consideration again in August 2001
- Hudson Street has a “Benefit to Cost Ratio” of 0.5
- The City applied for assistance in funding lights and gates in 2001 for this crossing

Gilbert Street Crossing

Daily Traffic Counts for Gilbert Street Crossing

- 2011 the Average Daily Traffic count was 26. (# Provided by the IDOT)
- 2014 the Average Daily Traffic count was 86. City of Storm Lake staff utilizing a traffic counter obtained these counts between November 3rd and November 14th.

Accident History for Gilbert Street Crossing – Data for this section was pulled from Storm Lake Public Safety records as well as the records of the Railroad Police

- Since 1979 there have been NO accidents at this crossing

Other History on this crossing –

- Council first considered closing Gilbert Street Crossing in December 1984
- In March 1985 the Council passed a resolution recognizing that the Gilbert Street Crossing was a public crossing and was essential
- Gilbert was under consideration for closing again in August 2001
- The Gilbert Street crossing has a “Benefit to Cost Ratio” of 0.6

Barton Street Crossing

Daily Traffic Counts for Barton Street Crossing

- 2007 the Average Daily Traffic count was 510. The traffic counter was placed between 6th Street and HWY 7 (# Provided by the IDOT)

- 2014 the Average Daily Traffic count was 509. City of Storm Lake staff utilizing a traffic counter obtained these counts between November 3rd and November 14th.

Accident History for Barton Street Crossing – Data for this section was pulled from Storm Lake Public Safety records as well as the records of the Railroad Police

- Since 1979 there have been two individual accidents at this crossing as shown below:

August 23, 2014	August 1, 2012
-----------------	----------------

Other History on this crossing –

- Barton was under consideration for closing in August 2001
- Barton Street has a “Benefit Cost Ratio” of 0.7
- The City applied for funding for lights and gates for this intersection in 2001

Other Railroad Crossing Information

The following information is other information gathered during the research process that may be relevant to the discussion.

- The number provided by the Iowa Department of Transportation for a complete Lights and Gates upgrade is \$250,000 for Oneida, Hudson, Barton, and Gilbert
- Radio Road (AKA 120th Ave) Crossing
 - Currently has lights but does NOT have gates
 - If gates were to be added it would require that the existing lights be removed and an entire new set of lights and gates be installed
 - An estimated cost of \$250,000 for both lights and gates
 - Radio Road has a “Benefit to Cost Ratio” of 0.5
- Abner Bell Road (AKA HWY 110) Crossing
 - Is a State of Iowa jurisdiction crossing and thus it would be the State of Iowa that would have to apply for gates and arms at that crossing
 - It has not been submitted for funding
 - HWY 110 has a “Benefit to Cost Ratio” of 0.6
- Oneida Street Crossing
 - As noted in the Public Safety report this is the main north south road for Fire Access on the east side of town
 - The current “Benefit to Cost Ratio” is 0.7 for this road
 - The City applied for funding on this road in 2001
- State of Iowa has a Grant Program for funding Crossing Upgrades
 - Once a crossing is applied for it remains on the list until it is requested to be removed by the application agency or is funded
 - The grant program funds the crossings at 90% with the other 10% coming from either the Railroad or the local agency
 - Applications are due by July 1st annually

- Notification of award is typically October or November annually
- Annually they get about 20-50 NEW requests throughout the state
- Annually they fund about 20-25 crossings
- Last year they funded crossings with “Benefit to Cost Ratios” of .9 to .8
- If funded the Railroad is charged with the actual installation of the signals and they have 18 months from the funding to complete the project
- A crossing signal (lights and gates) is federally mandated for annual service which cost about \$4,000-\$5,000 annually. This cost is picked up by the Railroad.
- Facts from Iowa Department of Transportation staff
 - IDOT staff indicated that flashing lights and gates are considered 80% effective
 - IDOT staff also provided that on a “national basis half of the accidents that occur, occur at crossings that have lights and gates”
 - IDOT staff indicates that Iowa is one of the ten states in the country with the highest number of railroad crossing collisions
 - IDOT was mandated by the Federal Government to develop a Highway-Rail Grade Crossing Safety Action Plan which was completed in 2012 (Copy provided separately)
- The IDOT will provide funding up to \$7,500 per crossing closed based on a match of what the railroad will provide
- Currently there are 15 roadway and/or pedestrian crossings in a 1.1 mile stretch through Storm Lake
- In 2012 the City with assistance from BV County Public Health and IADPH conducted surveys with parents and school children regarding walking and biking to school. The following results were from that survey process:
 - On September 25, 2012 (survey was taken on specific date) 15.8% of students surveyed walked or biked to school. The remaining students were bused (11.8%) or driven to school (72.2%). That same day 20.3% walked home while 79.5% used the bus (19.9%) or were given rides (59.6%).
 - This same process was duplicated on April 23, 2013. On this date 13.6% walked or biked to school while 86.5% were delivered by bus (13.9%) or driven by a parent (72.6%). For the process of getting home 20.8% walked or biked home while 79.1% were bused (20.6%) or given a ride in a vehicle (58.50%).
 - Additionally, the I-Walk Program did a parent survey during conferences in which a series of questions about walking and biking to school were asked. The following notes come from that survey:
 - Of 177 responses to the question which asked respondents asked at what grade they would let their kids bike or walk to school. 25.4% of those answering said they would “Never” let kids walk or bike to school
 - The survey asked what concerns parents had about letting their kids walk or bike to school. The following results were part of that response:
 - Crossing train/railroad tracks 26.5% said “not a concern” while 48.7% said “concerns me greatly”
 - Amount of traffic near school: 19.3% said “not a concern” while 63.0% said “concerns me greatly”

- *Clearly there were other issues that parents reported as contributing toward why their kids don't walk or bike to school and while this provides some insight it should not be used to determine a sole reason for why kids don't walk or bike to school.*

The remainder of the report provides pictures taken at each of the crossings that are proposed for closing.

Gilbert Street Crossing

View Looking North on Gilbert Street



View looking west



View Looking East



View Looking South



Hudson Street Crossing

View Looking North



View Looking West



View Looking East



View Looking South



Barton Street Crossing

View Looking North



View Looking West



View Looking East



View Looking South



Ontario Street Crossing

View Looking North



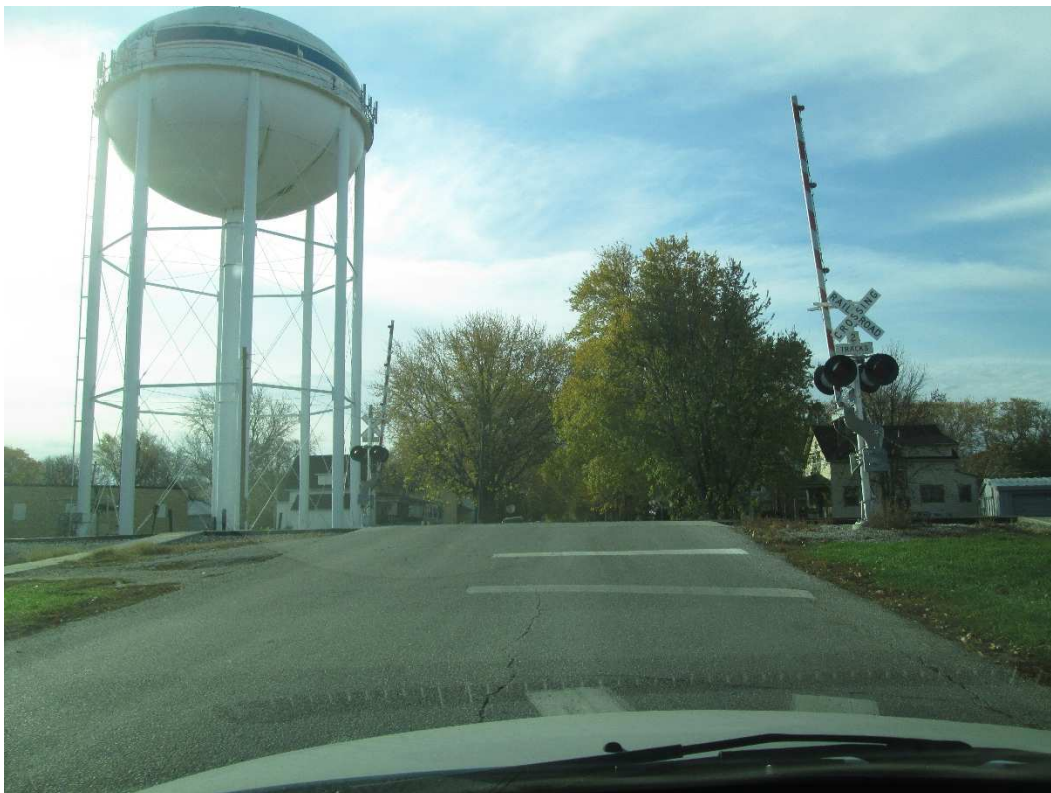
View Looking West



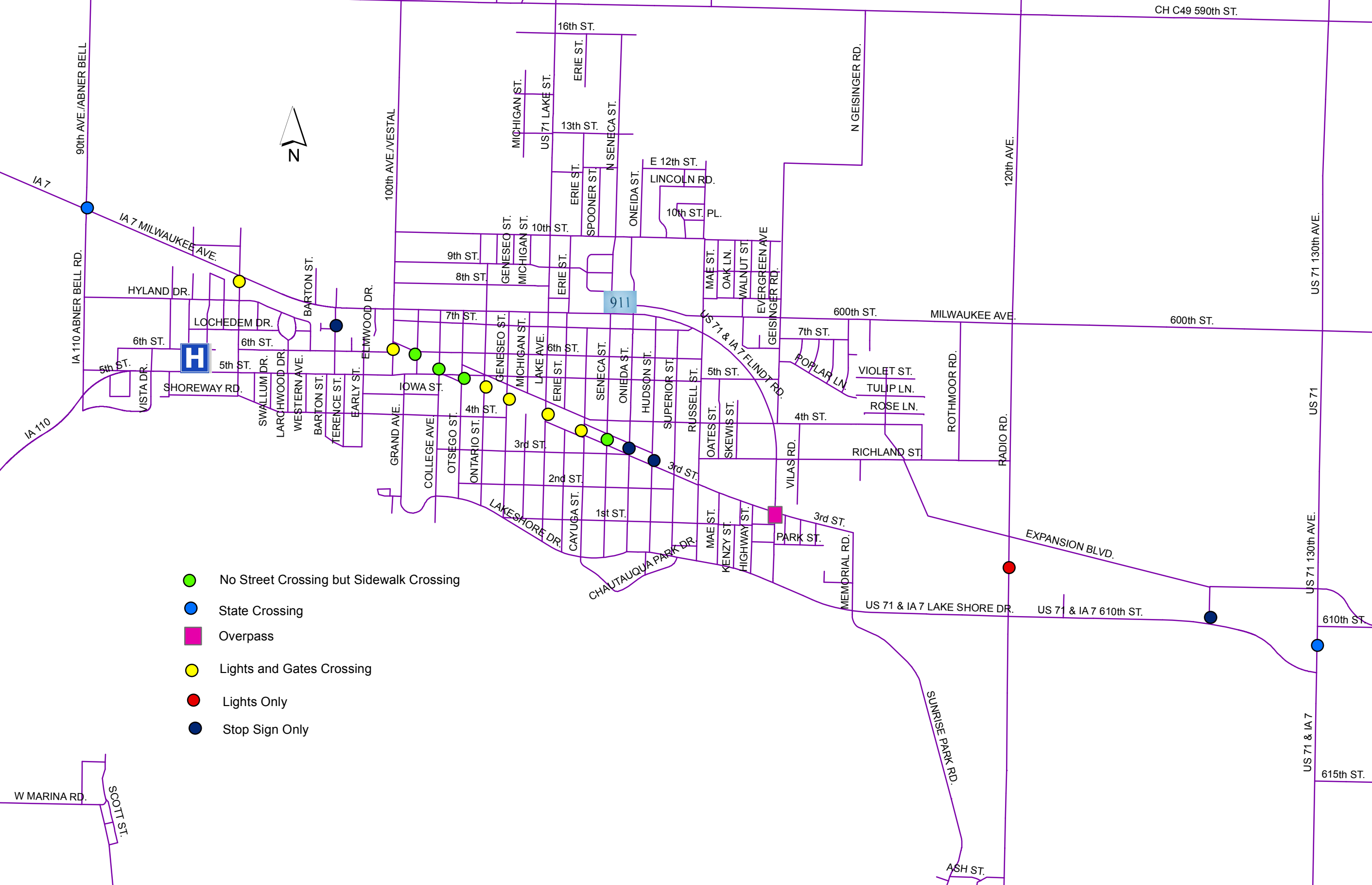
View Looking East



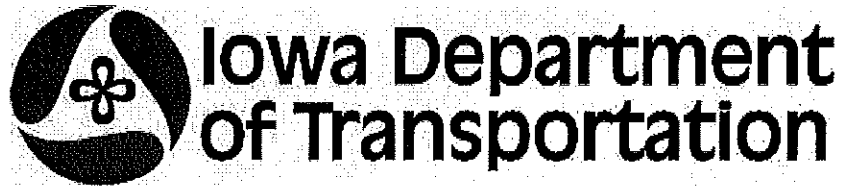
View Looking South



This concludes the report. The total report is 13 pages in length.



- No Street Crossing but Sidewalk Crossing
- State Crossing
- Overpass
- Lights and Gates Crossing
- Lights Only
- Stop Sign Only



State of Iowa Highway-Rail Grade Crossing Safety Action Plan

**Program for Implementation in Calendar Years
2012 -2016**

IOWA DEPARTMENT OF TRANSPORTATION;OFFICE OF RAIL TRANSPORTATION

Revised 8/31/2012

It is the purpose of this action plan through analysis, discussion, and partnership, to lay a framework for continued reductions in collisions at Iowa's highway-rail grade crossings.

State of Iowa
Highway-Rail Grade Crossing Safety
Action Plan

Executive Summary

Because Iowa's collision experience ranked in the top ten states for the years 2006 through 2008, the state was mandated by 49 CFR Part 234, "State Highway-Rail Grade Crossing Action Plans," to submit an action plan to the Federal Railroad Administration promoting safety at highway-rail grade crossings. The task was undertaken by the Iowa Department of Transportation's Office of Rail Transportation in cooperation with the Office of Traffic and Safety, the Office of Local Systems, the Research Bureau, Iowa Operation Lifesaver, and the railroads operating within the state. It is planned for implementation in the calendar years 2012 through 2016.

This document describes the current practices of programs relating to crossing safety. Most of these programs determine priority, in whole or in part, based on Iowa's "Benefit-Cost" ratio, which is a state specific adaptation of the GradeDec calculations. A synopsis is presented for Iowa's programmed use of 23 U.S.C § 130 funds for the Iowa Highway Grade Crossing Safety Fund as well as Iowa Code § 312.2 allocations for the Highway Railroad Crossing Surface Repair Fund. Also presented are state allocations for the Iowa Highway Grade Crossing Safety Fund to be used for signal maintenance, State Highway funds used for surface repairs at crossings on state-owned roads, and a background on Iowa Operation Lifesaver.

An analysis was conducted for highway-rail grade crossing collisions for the calendar years 2005 through 2009. Although many analytical queries and cross tabulations were performed, this report only illustrates those that either represent areas with significant findings or those that have been assumed to be significant but have little variation from what would be expected when compared to other data. The analytical graphs are organized into *demographic, temporal, modal, and location* groups.

It was found that the primary target for safety considerations was males under the age of 25, but males in general constitute 78% of all drivers in collisions. When compared with the percentage of traffic on the road, the time period between 10 p.m. and 3 a.m. is over-represented. The type of vehicle being driven was proportionate to the vehicles in the traffic stream. However, crossings on local municipal streets and secondary roads experienced 95% of all collisions. Many of these had vehicle speeds below 25 mph and train speeds below 15 mph.

A study of the number of collisions from 1980 through 2009 is displayed with a best-fit exponential curve and upper and lower control limits. This 30 year history demonstrates a trend line annual reduction of 4.2% with a 71.2% reduction, overall. However, it has also been noted that the utility of the current programs appears to have leveled off over the past decade.

The scale of the remaining number of annual collisions, with the speculation that results of the actions introduced may not show measureable effects within the five-year implementation period, lead to a short-term goal of maintaining the current downward trend. At the end of the period a new trendline will be calculated to quantify measureable effects.

The specific action items are:

Education

- ACTION A: College and High School Education Campaign
- ACTION B: Family Education Partnerships

Enforcement

- ACTION C: Enforcement/Judicial Awareness Campaign

Engineering

- ACTION D: Rumble strips on paved secondary roads
- ACTION E: Verify Engineering for pre-emption signal timing
- ACTION F: Crossing Signal Light LED Conversion Study
- ACTION G: Develop Closure rating criteria

Funding Programs

- ACTION H: Closure as part of the Grade Crossing Surface Repair Program
- ACTION I: Closure incentives for Section 130 program
- ACTION J: Decrease reallocation of Section 130 funds
- ACTION K: Passenger Rail
- ACTION L: Advocate continuation of 23 U.S.C §130 and increased railroad safety funding

Preliminary roles and responsibilities of partners have been presented to guide implementation. Although no formal agreements are in place, representatives from coordinating partners have had opportunity to review this document and provide input and comments.

Finally, types of measurements for individual actions have been defined, as well as methodology for an overall evaluation of the combined actions and the action plan itself.

As directed by the 49 CFR Part 234, "State Highway-Rail Grade Crossing Action Plans," these actions and current practices address:

- (i) "specific solutions for improving safety" through new or expanded educational, enforcement, and engineering programs (Action Items A – F, J, and L), as well as new incentives for crossing closures (Action Items G, H, I, and K). At present, federal and state funds cannot sustain any type of standardized highway-rail grade separation program.
- (ii) a "focus on crossings that have experienced multiple accidents" through our current and continuing approach of aggressively confronting locations with multiple accidents.
- (iii) a plan that will cover "a five-year time period."

Table of Contents

SCOPE	1
INTRODUCTION.....	1
BACKGROUND	2
CURRENT PRACTICE	2
<i>Iowa Benefit-Cost calculation.....</i>	<i>3</i>
<i>23 U.S.C. § 130 Funds - Highway Grade Crossing Safety Fund.....</i>	<i>3</i>
<i>Iowa Highway Grade Crossing Safety Fund for Maintenance.....</i>	<i>4</i>
<i>Iowa Highway Railroad Grade Crossing Surface Repair Fund.....</i>	<i>5</i>
<i>Iowa Operation Lifesaver</i>	<i>6</i>
RESEARCH	7
COLLISION STATISTICS.....	7
<i>Examination</i>	<i>7</i>
<i>Significant Findings</i>	<i>16</i>
COLLABORATION.....	16
<i>Office of Traffic and Safety.....</i>	<i>17</i>
<i>Iowa Operation Lifesaver</i>	<i>17</i>
<i>Railroads</i>	<i>17</i>
STRATEGIES	19
GOALS	19
POSSIBLE SOLUTIONS.....	20
SELECTED ACTIONS.....	21
EDUCATION-ACTION A: College and High School Education Campaign	21
EDUCATION-ACTION B: Family Education Partnerships	22
ENFORCEMENT-ACTION C: Enforcement/Judicial Awareness Campaign	22
ENGINEERING-ACTION D: Rumble strips on paved secondary roads.....	22
ENGINEERING-ACTION E: Verify engineering for pre-emption signal timing.....	23
ENGINEERING-ACTION F: Crossing Signal Light LED Conversion Study	23
ENGINEERING-ACTION G: Develop closure rating criteria	24
FUNDING PROGRAMS-ACTION H: Closure as part of the Grade Crossing Surface Repair Program	25
FUNDING PROGRAMS-ACTION I: Closure incentives for Section 130 program	25
FUNDING PROGRAMS-ACTION J: Decrease reallocation of Section 130 funds.....	25
FUNDING PROGRAMS-ACTION K: Passenger Rail.....	26
FUNDING PROGRAMS-ACTION L: Advocate continuation of 23 U.S.C §130 or other railroad safety funding.....	26
RESPONSIBILITIES	27
IOWA DEPARTMENT OF TRANSPORTATION.....	27
Office of Rail Transportation.....	27
Office of Traffic and Safety.....	28
Office of Local Systems.....	28
Research Bureau	28
IOWA OPERATION LIFESAVER	28

RAILROADS	29
PROGRAM EVALUATION	30
MEASUREMENTS	30
RE-EVALUATION	31
CONCLUSIONS	32

Table of Figures

Figure 1: Drivers' Age	7
Figure 2: Drivers' Gender	8
Figure 3: Hour of Day	9
Figure 4: Day of Week	9
Figure 5: Month of Year	10
Figure 6: Vehicle Speed	11
Figure 7: Train Speed	11
Figure 8: Vehicle Type	12
Figure 9: Intersection Proximity	13
Figure 10: Public vs. Private	13
Figure 11: Railroad Ownership	14
Figure 12: Protection	15
Figure 13: Highway System	15
Figure 14: Railroad Priorities	18
Figure 15: Historical Trend & Forecast	19

SCOPE

Introduction

The State of Iowa has shown a longstanding commitment to improving safety for all modes of transportation. Despite increases in train and vehicle traffic, this has been demonstrated at Iowa's public railroad crossings by an annual 4.2% trendline decrease in collisions from 1980 through 2009. It is the purpose of this action plan through analysis, discussion, and partnership, to lay a framework for continued reductions in collisions at Iowa's highway-rail grade crossings.

Although the impetus for this action plan may be the 49 CFR Part 234, "State Highway-Rail Grade Crossing Action Plans," the State of Iowa accepts this not only as a mandate, but as an opportunity. By direction of this final rule, we will instigate discussions with old and new partners to build safer interaction between Iowa's highway and railroad networks.

Through new action steps or by explanation of current programs, as stated in the §234.11(c)(2) of the CFR this action plan will:

- (i) Identify specific solutions for improving safety at crossings, including highway-rail grade crossing closures or grade separations
- (ii) Focus on crossing that have experienced multiple accidents or are at high risk for such accidents, and
- (iii) Cover a five-year time period

The focus of this action plan is a system-wide approach to reduce *ALL* collisions. The number of fatalities per year at highway-rail grade crossings has become low enough that it may be considered merely an anomaly of collisions in general. Therefore, the aim is to reduce fatal, injury, and property-only collisions by analyzing trends system-wide and instituting or modifying programs and practices to more precisely target state and private resources throughout Iowa's rail network.

This action plan will provide a synopsis of the Iowa Department of Transportation's current programs and activities, an historical analysis of collisions, and an overview of the input provided by other offices within the Iowa DOT and entities outside the department. From these, a set of specific goals and responsibilities will be defined, as well as metrics to measure achievements.

Background

Highway-Rail grade crossings continue to be a major national issue concerning public safety, capital and maintenance costs, and liability for both railroads and public jurisdictions. Due to increasing highway and rail traffic, and increasing vehicle speeds made possible by industry improvements, the highway-rail grade crossing safety issue will continue to be a focal point for the department.

By Iowa code, final decisions concerning crossing protection on roads not owned by the state are made by the local highway jurisdiction or owner. The Iowa Department of Transportation has no authority to “require” installation of any active protection on these roads. Also, the agricultural nature of the state necessitates many private crossings for field accesses and the movement of livestock and produce.

Many programs have been initiated to encourage and help finance crossing closures and improved protection at public crossings. The track record of these programs can be seen in the facts listed below.

- There are 3,947 miles of track in Iowa, serving 90 of Iowa’s 99 counties
- There are 4411 public and 2844 private highway-rail grade crossings in Iowa
- The Vehicle Miles of Travel (VMT) has risen from 18.3 billion in 1980 to almost 31.3 billion in 2009
- Railroads in Iowa moved approximately 125 million tons of freight by rail in 1985 compared to over 350 million tons in 2008
- In 2009, an average of nearly 5.4 million vehicles traversed a highway-rail grade crossing every day in Iowa
- In Iowa, there were 52 vehicle train collisions in 2009, which calculates to one collision for every 37,616,421 vehicles using an at-grade crossing.
- From 1980 through 2009, the exponential trendline demonstrates a 71.2% reduction in collisions at highway-rail grade crossings.

Current Practice

Iowa’s current practices are based on a four-point strategy summarized as:

- **Education:** The state maintains a working relationship with Iowa Operation Lifesaver. This organization exists to increase public awareness of grade crossing traffic laws and hazards.
- **Enforcement:** Laws pertaining to highway-railroad grade crossings and trespassing are a key component of discouraging unsafe behavior. Educational programs for the public,

as well as enforcement officers and the courts, regarding the possible consequences of breaking these laws help reduce the number of violators.

- **Engineering:** Maintenance and physical improvements to the crossings and highways are vital to the safety of the traveling public.
- **Funding Programs:** Programs in place to provide the grants to implement physical and system improvements along the rail network. The state identifies and prioritizes most highway crossing safety grant applications based on portions of the Iowa Benefit-Cost ratio.

Iowa Benefit-Cost calculation

To maintain a level of fiscal responsibility for taxpayer dollars it is understood that it isn't cost-effective to install lights and gates at every crossing. Statistics support that full active protection will not prevent every collision. To optimize resources the Iowa Department of Transportation has developed the *Use of a Benefit-Cost Ratio to Prioritize Projects for Funding* (January 2006).

This "Benefit-Cost (B-C) ratio", based primarily on the Federal Railroad Administration's (FRA) GradeDec, goes through a seven-step process to index exposure, predict the number of collisions, breakdown the number of predicted collisions by expected severity, estimate the societal cost of those collisions, extract the benefit in dollars for the proposed protection upgrades, total the cost of that upgrade, and divide the extracted benefit by the total cost. By doing this, the state can identify which projects provide the most protection in relation to the cost.

These calculations take into account the number of daily highway vehicles and trains that use the crossing broken down by time of day. They also incorporate whether the crossing is rural or urban, the number of highway lanes, pavement type, the number of tracks, train speed, the number of switching movements, and the number of collisions over the previous five years. The sensitivity of the formula to historical collisions is great enough to increase the adjusted predicted accidents result by a set amount approximately equal to the value assigned to a crossing if it had zero collisions (IE: 0 historical collisions = .4 predicted collisions, 1 historical collisions ≈ .8 predicted collisions, 2 historical collisions ≈ 1.2 predicted collisions, etc.). This automatically puts emphasis on locations where collisions have occurred in the recent past.

23 U.S.C. § 130 Funds - Highway Grade Crossing Safety Fund

Current Transportation Authorization through SAFETEA-LU includes funding for highway-rail grade crossing safety and is subject to future federal appropriations. Through this

appropriation the Iowa DOT receives approximately \$4.5M each year that are intended to be used for eliminating hazards at highway-rail grade crossing. From this, one million dollars is directed each year to the Grade Crossing Surface Repair Program (as explained in a following section). The remaining funds are distributed by an application process for the specific purpose of upgrading crossing protection.

To award the grants, the Iowa DOT constantly maintains a list of the B-C ratio for every public crossing in the state. Once per year, all cities, counties and railroads are informed of the ratios for each crossing within their jurisdiction. They are advised to make note of any crossing with a B-C ratio greater than 1.0 and to consider submitting an application for upgrade.

The applications, which can be submitted by the railroad or the highway authority, are sorted according to the most current B-C ratio. Beginning from the highest ranking, projects are selected for examination until all funds are expended. The grants provide 90% of the project cost with 10% being paid by the applicant as negotiated between the highway authority and the railroad.

The examination may determine the protection upgrade, but the possibility of closure, as well as monetary compensation for that option, are a standard part of that discussion. By this U.S. Code, the program can match up to \$7500 of any amount the railroad will pay for such compensation. However, the railroad is not limited to this amount.

If the examination determines the upgrade is not warranted, or if the highway authority and railroad cannot pay the 10% grant match for the project, those funds are returned to the grant pool. In an iterative process, selections and examinations continue until the funds are fully disbursed.

Iowa Highway Grade Crossing Safety Fund for Maintenance

In addition to the Section 130 funds, *Iowa Code §312.2* allocates \$700,000 from the Road Use Tax Fund each year for the Highway Grade Crossing Safety Fund. The purpose of this program is to reimburse railroads for a portion of the annual maintenance costs associated with “active warning devices”. Examples of annual maintenance are costs incurred by a railroad for the repair or replacement of obsolete, worn out, damaged, vandalized, or missing component parts of an approved active warning device.

This money is allocated to all railroads operating in Iowa weighted by the number of crossings where protection upgrades have been funded by the state and the type of maintenance required. The total eligible maintenance costs in 2010 exceeded \$2.2 million. The \$700,000 reimburses approximately 32% of these costs.

Iowa Highway Railroad Grade Crossing Surface Repair Fund

Although it's the railroads' obligation to keep the crossings in adequate condition, finances prevent them from maintaining all of them to this level. By 1980 the crossing conditions had fallen into a state of disrepair. As a matter of public interest, a state program was initiated to ensure adequate surface conditions at public crossings. Currently, \$900,000 is allocated each year by *Iowa Code §312.2* to aid in the rebuild costs for crossings on county and municipal roads.

On a continuing basis, public road jurisdictions or railroads can apply for these grants to rebuild deteriorating crossing surfaces, which includes the approaches. By Iowa Code, these grants are awarded with 60% of the total project cost being paid by the state's grant funds, 20% by the railroad, and 20% by the public road jurisdiction.

These state funds are then awarded according to state code on a "first come, first served" basis. As each grant comes to the top of the list an evaluation of the needs, known as an "Exhibit A," is conducted to outline the best approach to rebuild the crossing and define responsibilities for the award agreement.

Despite this program, by the year 2000 there was a 10-year backlog of grant applications remaining. It was determined that poor crossing surfaces could play a role in the safety of a crossing. Therefore since 2002, one million dollars in Section 130 funds have been directed on an annual basis to help support this program.

However, Iowa Code requires these funds to be awarded based on priority of needs. To achieve this, after the current state funds are expended, the exposure index from step 1 of the benefit-cost calculations is applied to the revised list of applications. The list is then sorted by highest exposure and the federal funds are awarded starting with the greatest result and continuing down the list until the one million dollars in section 130 funds are committed.

The State of Iowa is the responsible highway authority for primary road crossings. 174 public grade crossings on primary roads are not eligible for the surface program grants. It has been the current practice of the Iowa Department of Transportation's Highway Division to allocate \$500,000 each year to maintain these crossing surfaces and approaches. The Iowa D.O.T. works cooperatively with the railroads to build primary road crossings. For a complete rebuild, this contracts with the railroad to pay for railroad ties, surface, etc., at a rate of \$400 per lineal foot measuring along the tracks and including the traveled-way, as well as shoulders, sidewalks, and recreational trails where applicable.

Iowa Operation Lifesaver

Iowa Operation Lifesaver is a nonprofit education and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossings and on railroad rights-of-way. It began in Iowa under the auspices of the National Safety Council in 1978 with program management conducted by the Iowa DOT.

Since 2001, it has operated as a non-profit organization separate from the Department. The railroads operating in Iowa, state and local law enforcement organizations, Federal Railroad Administration, and the department provide volunteer staffing for the Iowa committee focusing on education concerning railroad safety, engineering improvements of crossings, and enforcement of current laws.

Although the program is funded in part by a national organization as well as the Iowa Association of Railroad Passengers, most of the financial support comes from the railroads. Each year, a request is made of all partnering entities with railways that cross any public road in the amount of \$7 per crossing. The Department also provides in-kind funding through specific services. This combination of funding provided operating capital of approximately \$30,000 in 2010.

Because the presentation and training staff are certified volunteers, the operating capital is spent mainly on administration, advertising, and educational materials. This has positioned Iowa Operation Lifesaver as the "public face" for railroad crossing safety and an integral part of the efforts in Iowa.

RESEARCH

Collision Statistics

The collision data used for these analyses were downloaded from the FRA for the years 2005 through 2009. The comparisons with existing traffic and crossing conditions are from the Iowa DOT Geographic Information Management System (GIMS) downloads for 2009. Both are freely available on the Internet.

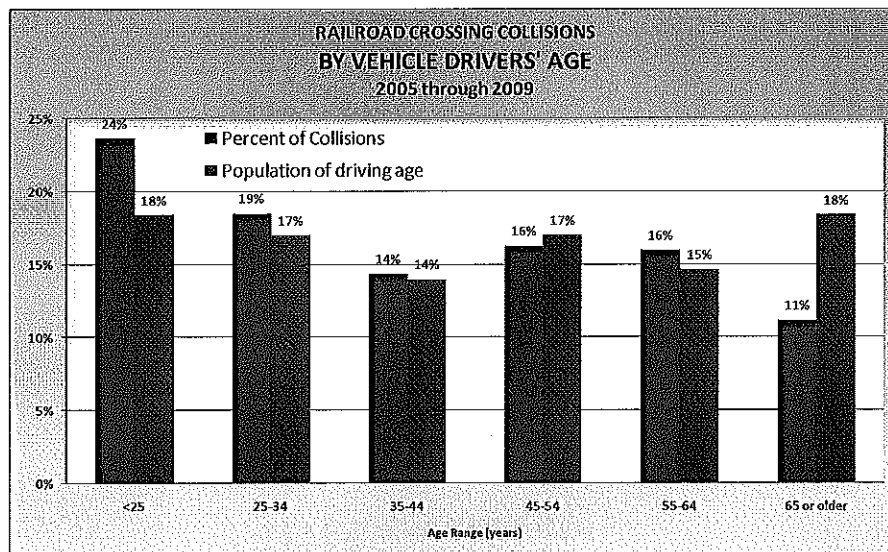
The examination of the data was conducted by joining the datasets in a Geographic Information System (GIS) environment. This data includes information on 352 accidents over the five-year period. Some sample sizes may not match due to blank fields in the accident reports or rounding error.

Examination

Demographics Analysis

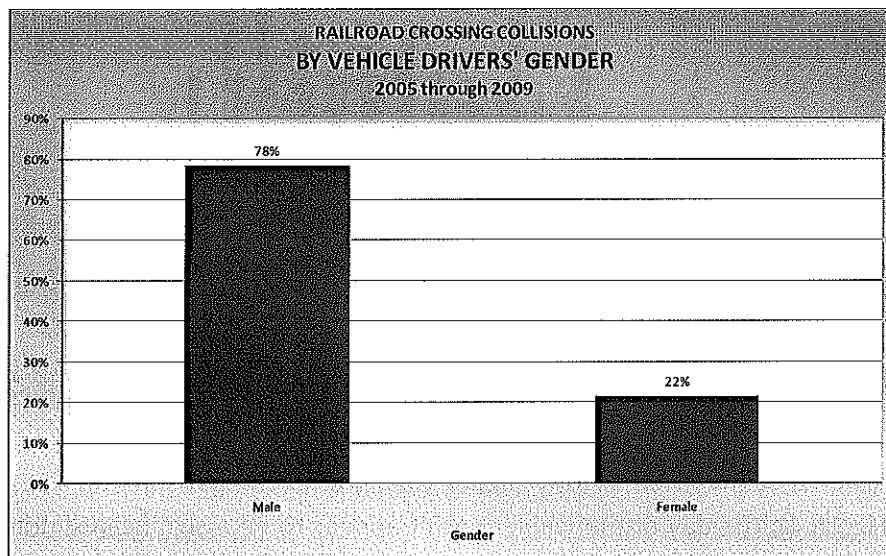
The first two graphs represent driver demographics and have significant findings. On the first graph (Figure 1) the age group “less than 25” is over-represented. This is the only age group that has an accident variance compared to Iowa’s general population of people of driving age that is greater by more than 5%. It should also be noted that the “greater than 65” group makes up over 18 percent of the same population but is the driver in only 11 percent of the accidents. All other categories were within 2 percent of their population distribution.

Figure 1: Drivers' Age



The gender split of the second graph (Figure 2) says 78 percent of all drivers involved in grade crossing accidents are male. Yet less than 49 percent of the population of driving age is male. These two graphs would indicate that the major target audience for crossing safety education should be males under the age of 25. In fact, records show that almost one of every five accidents has a male driver that is 25 years of age or younger. Females in the same age group have less than half that amount.

Figure 2: Drivers' Gender



Temporal Analysis

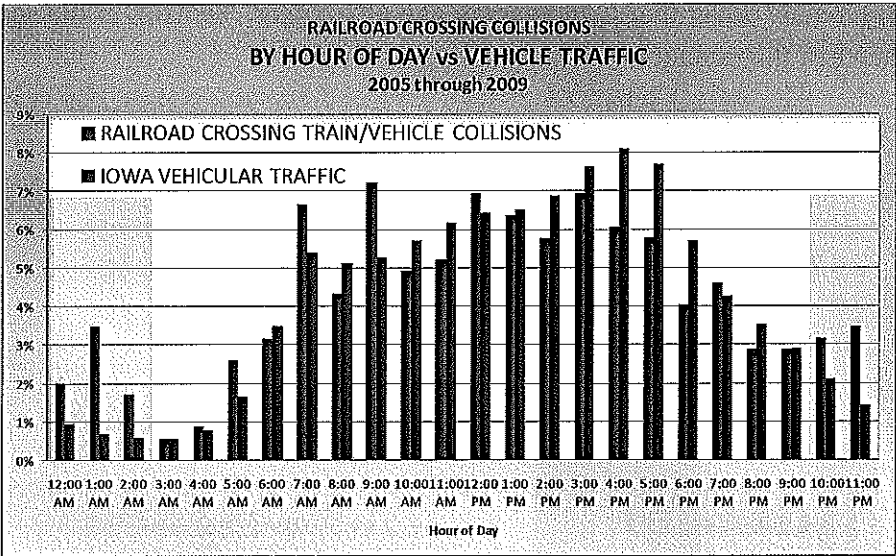
The next three graphs show trends of when the collisions occur. The first (Figure 3) shows a percentage of accidents during the morning rush slightly higher than the percentage of traffic that drives during that time of day. Conversely, accidents tend to be lower than traffic during the evening rush. However, the most striking difference is from 11:00 p.m. to 3:00 a.m..

During these late night hours the age of the drivers was distributed normally. However, 26 of the 27 drivers in the accidents that occurred between midnight and 3:00 a.m. were males. Of the 12 accidents between 11:00 p.m. and midnight, four were driven by females. Three of the females were 18 years old or under.

Some differences are expected when viewing comparisons by hour. This makes it prudent to investigate areas that show trends over time. The late night hours show a growth and recession of accidents over a five-hour period. Similarly, the variance of accidents below traffic levels during the afternoon rush hours develops for four hours. The morning rush hours, although appearing significant in variation from the hourly percentage of traffic, alternate over

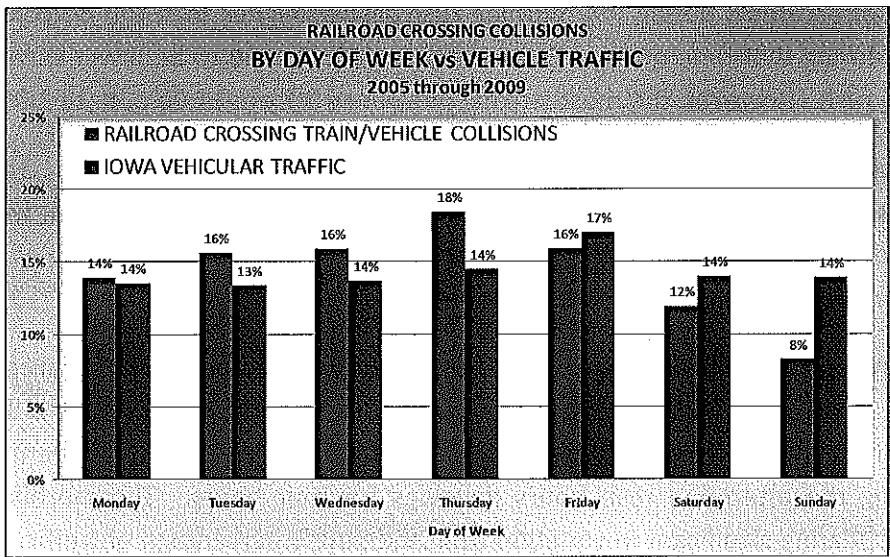
and under traffic levels. During these hours gender and age are similar to what appears on average for the rest of the day, which may exclude this time period as significant.

Figure 3: Hour of Day



Although accidents seem to be slightly higher than traffic comparisons on Tuesdays through Thursdays (Figure 4), the day of the week doesn't appear to be a significant finding. However, looking at the trends over time, weekday accidents may warrant further scrutiny. If the trend increases, we should ask, "What are the cultural and sociological differences that make Iowans

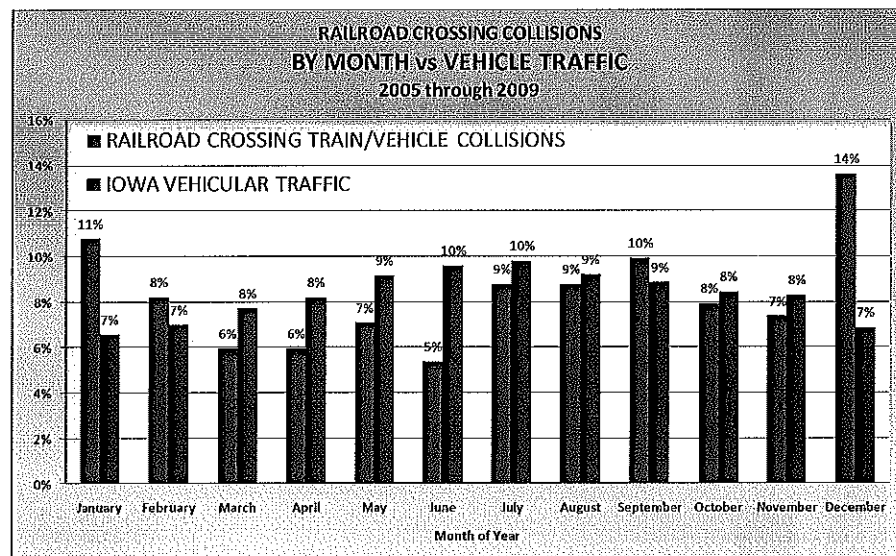
Figure 4: Day of Week



less prone to accidents on the weekends?”

The graph of accidents by month (Figure 5) demonstrates a high number of collisions that occur in December and January and a low number of collisions from March through June, when compared to traffic. Even looking only at the raw numbers, the collisions in these two winter months are 25% to 30% higher than the monthly average. For those accident reports that supplied the information, examination of the accident weather conditions and narratives suggests that icy roads may have contributed, but not enough to make up the difference.

Figure 5: Month of Year



Modal Analysis

The next two graphs provide interesting information regarding vehicle and train speed. A majority of the collisions occur when both the vehicle and the train are traveling at low speeds (Figures 6 and 7). In the narratives for these collisions, references to “shoving” and “switching” appear frequently.

Figure 6: Vehicle Speed

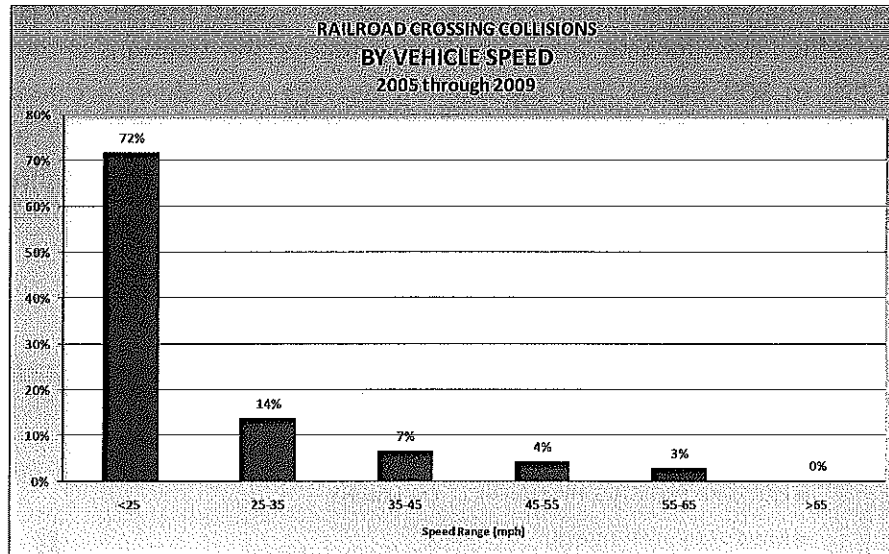
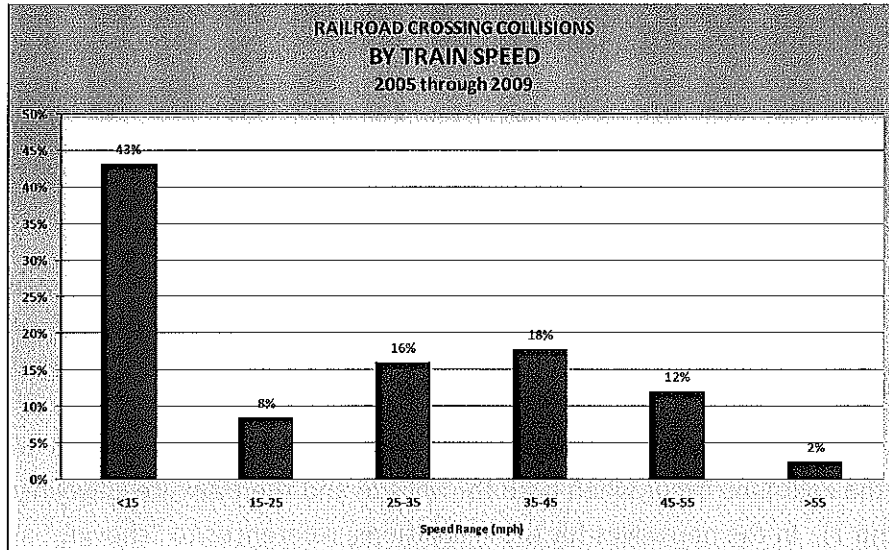


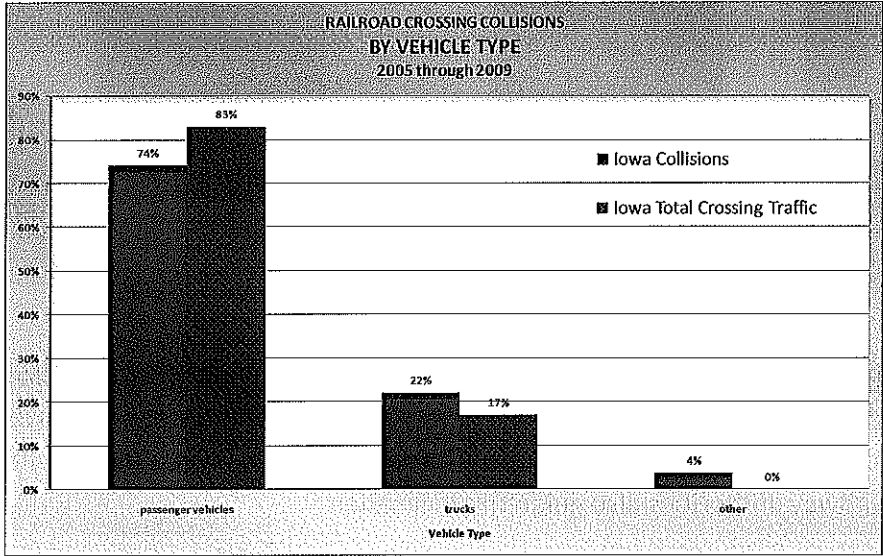
Figure 7: Train Speed



In looking at the accident report narratives, there are some collisions where tractor-trailers become stranded while fouling the crossing. But, when passenger vehicles are added together, the percentage of vehicle types involved in collisions comes relatively close to what is in the traffic stream (Figure 8). It should be noted that the crossing percentages are somewhat skewed due to a lack of pedestrian and "Other" data.

This does not negate the issue of stranded trucks. Future examination of accidents and engineering of grade crossings should continue to consider and seek to accommodate this storage issue.

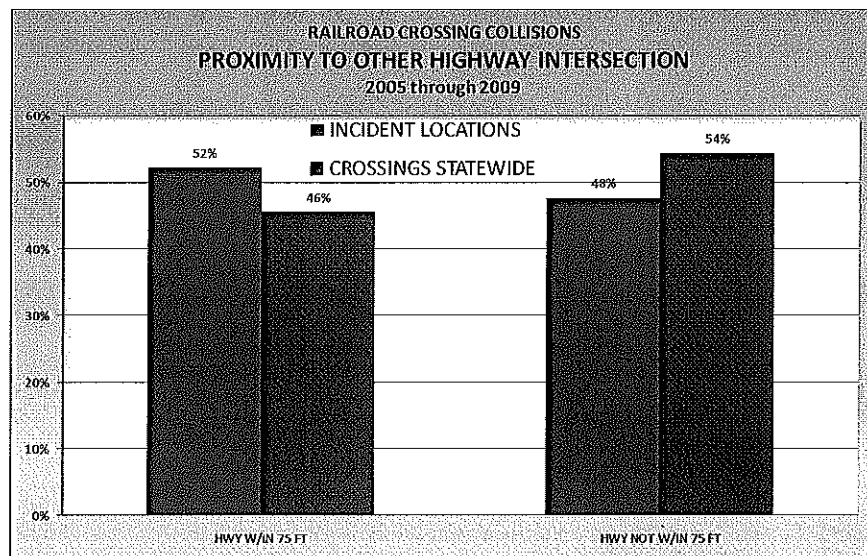
Figure 8: Vehicle Type



Location Analysis

In particular, some states have noted a significant increase in incidents when the crossing is within 75 feet of a highway intersection. Because of Iowa’s roadway grid network, 46% of highway-rail grade crossings are within 75 feet of a roadway intersection (Figure 9). Yet, only 52% of the vehicle-train collisions occurred at these crossings. If this were a significant issue, the expectation would be that Iowa would experience a far greater number of collisions with concentrations at these crossings.

Figure 9: Intersection Proximity



Even though Private crossings account for more than one third of the total crossings in the state of Iowa (Figure 10), only about 11% of the collisions happen there. This would support a concentration of efforts at public crossings. The nature of Iowa's relationship with the railroads and other highway authorities also guide this inclination.

Figure 10: Public vs. Private

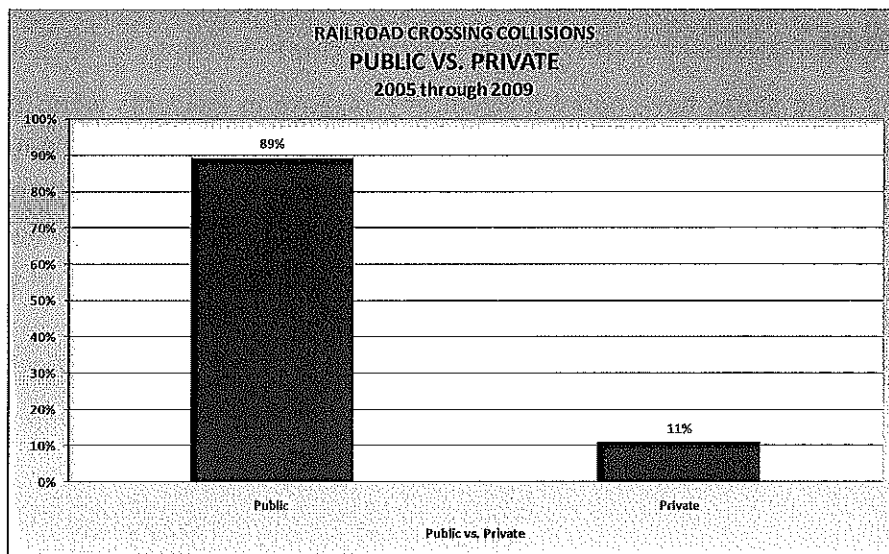
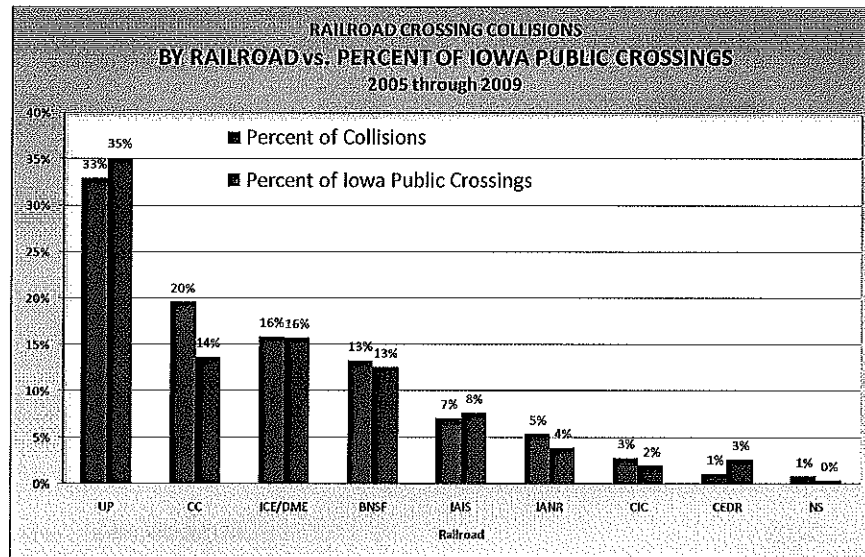


Figure 11: Railroad Ownership

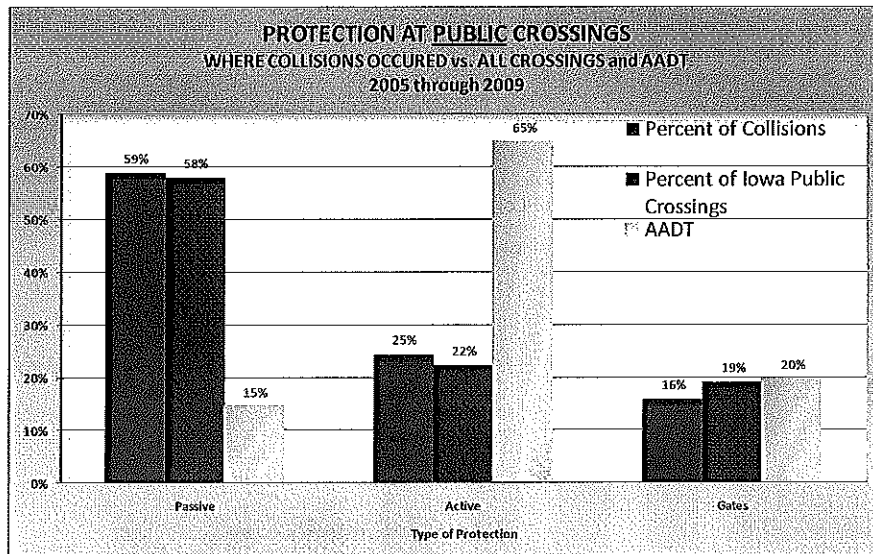


The railroads appear to be reasonably distributed for the number of collisions (Figure 11) compared to the number of crossings where they own track.

When comparing the percentage of collision locations to all public crossings in Iowa, this graph (Figure 12) would seem to show that the type of protection does not make a difference in preventing collisions. However, when the exposure of the number of vehicles using the crossing is added, the use of active protection is strongly supported. Passive protection, on the other hand has a percentage of risk four times greater than its exposure. Also, nearly three out of every five collisions are at passively protected crossings.

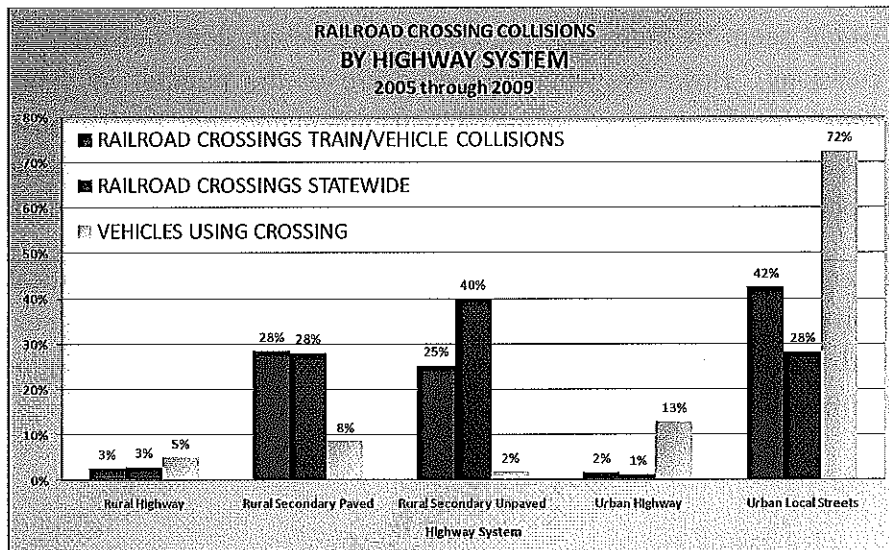
It may be expected that crossings with gates would experience better statistical results. But, the comparison does show a lower percentage than the total crossings and the exposure. It can also be argued that crossings with this level of protection tend to be at locations that would score highest from the B-C Accident Prediction Formula.

Figure 12: Protection



The final graph (Figure 13) demonstrates a disproportion number of collisions on rural secondary roads when compared to Annual Average Daily Traffic (AADT). In addition, even though the comparison of collisions to AADT appears small, there is a need to look at the crossing on urban local streets where 42% of all collisions occur. When this is combined with the previous graph and the understanding that urban local streets and rural secondary roads are where the majority of passively protected crossings are located, another target is identified.

Figure 13: Highway System



Significant Findings

Although many analytical queries and cross tabulations were performed, this report only illustrates those that either represent areas with significant findings or those that have been assumed to be significant but have little variation from what would be expected when compared to other data. These comparisons are looking for significant variations in:

- Exposure – differences in the percentage of collisions compared to the percentage using a crossing
- Population - differences in the percentage of collision compared to the state's total dataset
- Size – any independent variable that experiences an overwhelming percentage of collisions

The most typical driver of a vehicle that collides with a train is a male 25 years of age or younger. Male drivers in particular need to be educated on driving habits between midnight and 3:00 a.m.. This time period only addresses about 7% of the total accidents, but targets the most disparate amount of crashes compared to relative traffic.

The typical "at-risk" crossing has multiple issues to manage. As is expected, passively protected at-grade crossings are a significant contributor to total collisions. But the highway system has two separate distinctions. When compared to the number of vehicles using a crossing, rural secondary roads are significantly out of range. However, even though urban local streets have less than two-thirds of the rate when compared to the same type of exposure, they still make up 42% of the total collisions. Therefore, passively protected rural secondary roads AND urban local streets should both be addressed.

While even one accident is too many, there are two areas that require no added attention. Private crossing comprise a large portion of the total grade crossings in the state but contribute to only 11% of the collisions. This, as well as the lack of authority, excludes them from specific action in this plan.

Likewise, state-owned highways represent a small percentage of total crossings and total collisions. And when compared to the total traffic utilizing these crossings, the current relative safety at these locations excludes them from specific action in this plan.

Collaboration

For any solution in this plan to be effective, collaboration with other entities is necessary. To this end, conversations have been initiated with organizations outside the Iowa DOT's Office of

Rail Transportation. Although all of them have been beneficial, the most productive have provided input into what needs to be studied, possible resolutions, and gainful cooperation as to implementation. As part of the approval process of the final product, this plan will be sent to the entities described below for further input.

Office of Traffic and Safety

The Iowa DOT's Office of Traffic and Safety has a long and distinguished reputation for innovative and effective traffic safety solutions. Their past experience has guided us to look strongly at simple solutions with a system-wide view rather than targeting specific crossings.

As per their guidance, the examination of current programs highlights the strong focus and prioritization already given to grade crossings with a history of collisions. This allows a broader view and more cost-effective use of available resources targeting "at-risk" crossings.

The Iowa Traffic Engineering Assistance Program (TEAP) offers funds each year for community traffic safety issues. This, as well as their advice and assistance throughout the plan period, may prove to be an invaluable resource for the success of this plan.

Iowa Operation Lifesaver

As the most visible entity promoting crossing safety, Operation Lifesaver (OL) has the resources to directly present the message of railroad crossing and right-of-way safety to targeted audiences. At the 2011 Iowa OL annual meeting, members of the board, executive director, and the certified volunteers were made aware of the statistical examination of this plan.

While Iowa OL has the capacity to educate and advertise, the Iowa DOT's Office of Rail Transportation has the ability to perform in-depth statistical analysis. With closer coordination, Iowa OL may be able to concentrate efforts on demographic groups that account for the largest percentage of collision for any given timeframe. With cooperation and current statistics, the successful reduction of collisions may be realized.

Railroads

Many of the proposed actions would be difficult, if not impossible without the understanding and cooperation of the railroads. In an effort to understand each other, issues derived from the preliminary "Collision Statistics-Examination" of this plan were provided to the railroads at a Rail Advisory Committee (RAC) in October 2010.

After a discussion regarding other possible research needs, a matrix of possible solutions with rows defining who the responsible party should be was presented to the group (Figure 14). Columns were also provided for their input for other possible solutions.

Figure 14: Railroad Priorities

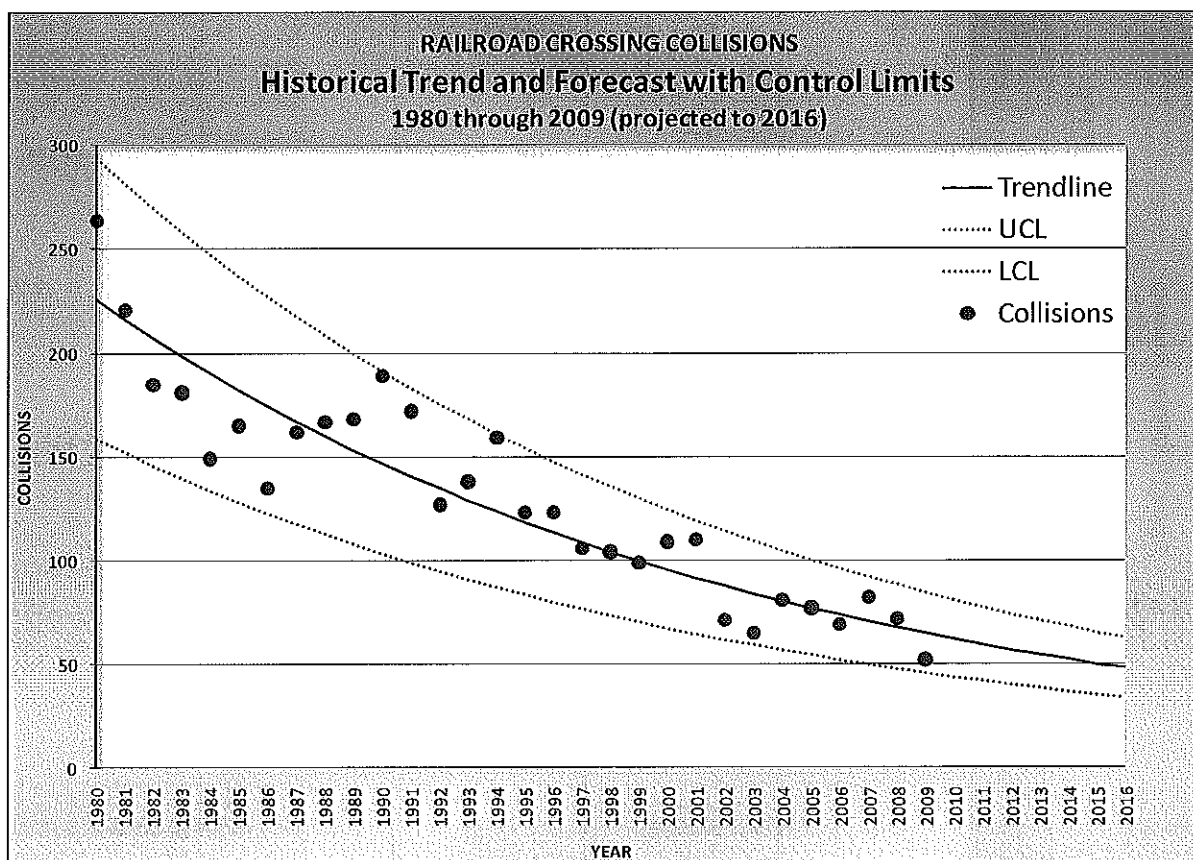
CROSSING SAFETY ACTION PLAN PRIORITIES													
	Education		Closure and/or Consolidation	Upgraded controls	Roadway Geometry Improvements	Visibility Improvements	Raised Medians	Lighting	Legislation	Judicial and/or Enforcement coordination	Interconnects	Grade Separation	Section 130 funds
	Public	Railroad/Staff											
FRA			1										
Iowa DOT	2,2 4		4,4,4,4, 3,2,1,1,1 29			3,3 6	2,1 3			4,4,3,3, 2,2,1 19		3,2,2,2,1 10	3,2 5
Railroads	2		4,4,4 12		1	3				3			
OL													
	5	0	42	0	1	9	3	0	0	27	0	10	5

STRATEGIES

Goals

It can be difficult to set goals when you consider variables that can change from year to year. A forecast is merely an *average* of what the future is expected to be. Half of the actual future occurrences will probably be above the anticipated level. However, we can statistically define the range in which each years' number of collisions can be expected to fall.

Figure 15: Historical Trend & Forecast



An analysis of collisions from 1980 to 2009 was conducted with a best fit exponential trendline, which had the best correlation ($R^2=.8707$) with the historical data (Figure 15). Upper and lower control limits were defined to show the bounds of the expected range. This was done by calculating the -4.2% annualized change of the trendline, and using it to normalize all historical data points to a 1980 equivalency. The standard deviation was then computed on the adjusted data points. The range of the upper and lower control limits are then represented by lines that begin two standard deviations upward and downward from the 1980 trendline point, and

converge towards the trendline at the -4.2% rate. This is done to maintain the generally decreasing size of the numbers.

Statistical probability supports control limits that extend three standard deviations in both directions from the trendline. That is to say, it can be expected that any single data point should fall within these parameters 99.7% of the time. Anything outside these limits is considered an "outlier" and may warrant investigation as to what new variable caused the departure.

Although some come close, examination of the data shows that no single data point falls outside the two standard deviation control limits (statistically inclusive of 95.5% of the population). This may be a demonstration of the control with which the implementation of the present programs has been executed. But further assessment shows that the benefit of these programs may be leveling off, making it more probable that individual years may occur in the future that fall outside these control limits.

A 30-year history of decreasing trends will be difficult to maintain in the future. Therefore, it is the goal of the selected actions defined in this plan to continue the downward trend for the five-year plan period. Because the expected improvements from these actions may not be realized until the end of the implementation period, this can still be considered an aggressive goal. A long-range goal is to recalculate the curve at the end of the five-year period and show a greater decrease in the annualized trend.

Possible Solutions

With input from staff of the Iowa DOT's Office of Rail Transportation the following list of possible solutions were proposed for study:

- Crossing closure
- Upgraded controls
- Roadway geometry improvements
- Visibility improvements
- Raised medians
- Lighting improvements
- Innovative solutions (traffic calming, speed zones, channeling guard rail, etc.)
- Rule or policy changes
- Legislation for additional authority, enforcement, or funding

With input from the Office of Traffic and Safety, as well as the railroads, the following items were added to the list:

- Judicial and enforcement education and coordination
- Verification of the engineering for signal interconnects and pre-emptions
- Grade separations
- Study of the present use of Section 130 funds

Research and analysis was conducted with these strategies in mind. Consideration was given to probable effectiveness, cost-efficiency, funding availability, implementation timeline, and overall responsibility to the taxpayers and their safety. Those showing promise and feasibility carried through to actions.

Selected Actions

The selected items are not an exhaustive list of all actions that may be taken over the five-year period. The programs in place are systematically reviewed and slight adjustments may be made to increase their effectiveness.

It is the objective of the selected actions to change physical characteristics of grade crossings AND public behaviors that lead to collisions. After full consideration of the statistics, personal knowledge and history of the study partners, and continued emphasis on Education, Enforcement, and Engineering; the following actions will be pursued.

EDUCATION-ACTION A: College and High School Education Campaign

This is a targeted education campaign directed at the drivers that contribute the most to our collision statistics. Although both genders in this age group contribute to the nearly 1 out of 4 collisions, males were more than twice as likely in this age group to be the driver.

Due to limited gatherings and educational opportunities, as well as staff and budgetary constraints, this is an action that could take the full five years to plan and implement. Results may not be fully realized until the end of the plan period. However, if even one out of ten of the potential future statistics in this demographic can be prevented, the historical 4.2% reduction may be changed by another 2.5%.

Expected Timeline for Implementation: 4 years

EDUCATION-ACTION B: Family Education Partnerships

The purpose of this action is to perform a statewide inventory of other safety programs and advocacy groups throughout the state that can be dovetailed with Operation Lifesaver and the Office of Rail Transportation. Through partnership with these groups the intention is to bring railroad safety discussions into the home.

Groups such as the Iowa Center for Ag Safety and Health (I-CASH) and the Blank Children's Hospital Advocacy Group already conduct training courses in rural roadway safety and teen driver safety. By partnering with groups such as these to include railroad crossing and trespassing education, participation by targeted drivers may be greatly improved.

Expected Timeline for Implementation: 5 years

ENFORCEMENT-ACTION C: Enforcement/Judicial Awareness Campaign

The railroads chose this as their second most important action. It was felt that, because of the low number of traffic violations that occur at highway-rail crossings compared to other moving violations, they may be easy to overlook. By emphasizing the serious nature and catastrophic consequences of train/vehicle collisions, enforcement officials may increase vigilance toward offenders. Potentially, an enforcement campaign may alter public perception and awareness.

However, the effectiveness of enforcement alone may be counteracted without the full support of the County and District Attorneys, the Iowa Attorney General, and the judicial system. Raising awareness of all groups will maximize the value of this campaign.

This action will pursue and promote a working relationship with Iowa Operation Lifesaver and the State Attorney General's Office to initiate this campaign. A study of reported "near misses" may provide a starting point for implementation.

Expected Timeline for Implementation: 4 years

ENGINEERING-ACTION D: Rumble strips on paved secondary roads

The State of Iowa contains 211 rural paved at-grade crossings, of which, approximately 50 have stop signs. A stop sign cannot be placed on a public roadway without an engineering study. Likewise, it is standard practice in Iowa to only use rumble strips in conjunction with stop signs.

Rumble strips that coincide with other crossing signage are a relatively inexpensive solution to alert drivers to an upcoming railroad crossing and stop sign. To improve

safety on secondary crossings, this action will work with the counties to identify locations where rumble strips can be installed. Each crossing will have to be evaluated in regards to clear approach distances, need for noise abatement, and other considerations. As future engineering studies for stop signs are executed at rural railroad crossings, consideration should be given to making a rumble strip evaluation standard practice.

Expected Timeline for Implementation: 5 years

ENGINEERING-ACTION E: Verify engineering for pre-emption signal timing

Although this was not identified by the railroads as a priority during the group input, during individual meetings it was often commented that the engineering and timing calculations for the signal preemptions and interconnections occasionally don't appear to be optimized. Without monitoring, input variables can drift over time due to changes in vehicle and train operations or physical changes to the tracks or roads.

Through the Iowa Traffic Engineering Assistance Program (TEAP), staff will work with the cities and the railroads to verify calculations at all interconnect and pre-emptions in the state. Engineering will follow guidelines established by the FHWA in the "Railroad-Highway Grade Crossing Handbook – Revised Second Edition, August 2007; Appendix I, Pre-emption Calculation Procedures."

Expected Timeline for Implementation: 3 years

ENGINEERING-ACTION F: Crossing Signal Light LED Conversion Study

Approximately 40% of the at-grade crossings in the state of Iowa have active protection. For the past decade it has been a requirement of all active protection funded with state or federal dollars to include LED lighting as part of the specifications. In addition, many of the railroads operating in the state have often replaced incandescent lights with the more visible LEDs as part of their own maintenance and upgrades. What has not been determined is how many incandescent installations remain.

Although it is the opinion of many of the railroad maintenance staff and track inspectors that this technology can improve protection visibility and safety, not much research has been conducted to support this assumption. One such study, conducted for Transport Canada, provides empirical evidence of the advantages of LED signal lighting. This study, "LED Technology for Improved Conspicuity of Signal Lights at Highway-Railway Grade Crossings," can be found online at:

<http://www.tc.gc.ca/eng/innovation/tdc-summary-14000-14043e-701.htm>

Accepting the advantages of this upgrade, the specific action is to study the possibility for a statewide conversion program.

- *How many incandescent systems remain in use?*
- *What levels of requirements are needed for conversion*
 - *8" to 12"*
 - *wiring upgrades*
 - *direct replacement*
- *What is the total cost of the conversion?*
- *What current programs could further incorporate this action?*
- *What rationale can be used to prioritize which conversions are most immediately funded?*
- *What other funding is available?*

Expected Timeline for Implementation: 2 years

ENGINEERING-ACTION G: Develop closure rating criteria

With the understanding that we have no authority to mandate closure of any crossing off the state-owned primary road system, the intent of this action is to develop a standardized formula to rate a low-volume, at-grade crossing's potential for closure. Although this cannot directly cause a closure, by establishing categorical thresholds it could provide a valuable tool for analysis and negotiation.

For the tool to be effective and unbiased, it must include empirical data wherever practicable. However, it cannot exclude economic and engineering judgment. These elements will need to be incorporated on a case-by-case basis.

The empirical elements may include: population, current protection, needed protection upgrades, crossing angle, train and roadway traffic volume, speed of trains and vehicles, type and number of tracks, material being carried, crossing location, sight distance, distance to traffic signals, and number of crashes. Economic and engineering considerations may include: emergency service needs, anticipated upgrade costs, and crossing alternatives.

Once developed, a program should be introduced to educate affected parties on the tool's background and programs in which it may be incorporated. Emphasis should be given to local streets and secondary roads. Initial audiences should include: the railroads, the Iowa League of Cities, the Iowa County Engineers association, and the Iowa Chapter of the American Public Works Association.

Expected Timeline for Implementation: 1 year

FUNDING PROGRAMS-ACTION H: Closure as part of the Grade Crossing Surface Repair Program

The purpose of the Grade Crossing Surface Repair Program is to promote the safety, rideability, and convenience of the traveling public by keeping the crossing surfaces in a safe and suitable condition.

This action will emphasize the "Closure" checklist item in the "Exhibit A" to highlight this discussion as part of the negotiations. The safety benefits for the closure of passively protected local streets and secondary roads should be prominent. Use of the "Closure Rating" (Action G) can make this decision more quantifiable. By instituting this action item, the state, local governments, and railroads can more effectively direct their resources.

Expected Timeline for Implementation: 1 year

FUNDING PROGRAMS-ACTION I: Closure incentives for Section 130 program

The current Section 130 crossing protection program already includes discussions regarding closure as an alternative to system upgrades. In some cases system upgrades to an adjacent crossing are offered as an incentive for closure. What this action proposes is a factoring process that promotes nearby closures of sites being upgraded.

As described in the "SCOPE – Current Practice" section of this plan, applications for section 130 funds are prioritized by the B-C ratio. Using this "factoring" process, a local highway authority's application score could be increased by offering to close a nearby (within identified parameters) crossing. The goal of this incentive is to allow local highway authorities to promote the likelihood of their application to be awarded more immediate funding. This also may not disqualify them from applying for and receiving the monetary compensation for a crossing closure, which may offset the local/railroad 10% cost-share and emphasize the safety benefits for the closure of local streets and secondary roads.

Expected Timeline for Implementation: 2 years

FUNDING PROGRAMS-ACTION J: Decrease reallocation of Section 130 funds

As explained in this document's "SCOPE - Current Practices" section, as a matter of public safety, one million dollars of Section 130 funds are being directed each year to the Grade

Crossing Surface Repair Program. Over the past decade, this has substantially reduced a 10-year backlog.

The course of this action is to study and implement a reduction process to retain a substantial portion of these funds for use in upgrading crossing protection. This process must be sensitive to the safety value of a good crossing surface while providing the most funds possible for protection upgrades.

Expected Timeline for Implementation: 1 year

FUNDING PROGRAMS-ACTION K: Passenger Rail

The State of Iowa is currently in the process of establishing High-Speed Intercity Passenger Rail service from Chicago to Iowa City. As part of this development, approximately 70 crossings will be improved. The 10-year Rail Plan discusses the expansion of this service to Omaha and other possible routes. This action step will be the active pursuit of these corridors, which would necessitate the improvement of many of the crossings across the state.

Expected Timeline for Implementation: 10 years

FUNDING PROGRAMS-ACTION L: Advocate continuation of 23 U.S.C §130 and increased railroad safety funding

Many of the Funding Programs, and the actions pertaining to them, are predicated by the continuation of 23 U.S.C §130 funds. This action documents a commitment to vigorously advocate the continuation of railroad safety funding at increased and sustained levels.

Expected Timeline for Implementation: On-going

RESPONSIBILITIES

By identifying the parties responsible and gaining acceptance for their implementation, progress toward the actions can be expedited. Consequently, this plan will list (but not limit) the expectations conferred upon partnering entities.

This list is not intended to be “all inclusive” nor does it indemnify any entity from supplemental action required for the successful accomplishment of the actions contained herein. It merely attempts to advise them of future possible needs. This document in no way constitutes a contract or legal obligation and representation from each of the coordinating partners has been given draft copies of this plan for review and input.

Iowa Department of Transportation Office of Rail Transportation

The Office of Rail Transportation is accountable for the overall implementation of this plan. As the lead partner, it is responsible for initiating and maintaining contact with all partners, monitoring progress, and supplying the required data analysis. At the conclusion of the plan period it is also responsible for producing the final report.

Pertaining to individual actions, this office is responsible for:

College and High School Education, Family education, and Enforcement/Judicial Awareness (ACTIONS A, B, and C) – Annual analysis of collision demographics and providing new targets to Operation Lifesaver. Assist Operation Lifesaver in seeking new groups and opportunities to present to the specified targets. Develop a trendline analysis of the effectiveness in these actions.

Rumble Strips and Pre-emption Timing (ACTIONS D and E) – Parameters, specific outcomes, and monitoring of progress will be established with the assistance of the Office of Traffic and Safety.

LED Crossing Signals and Closure Consolidation Criteria (ACTIONS F and G) – Collaboration with the Research Bureau will pursue research funding and conduct or contract research projects to define and implement these actions.

Grade Crossing Surface Repair Program Crossing/Consolidation, 23 U.S.C. § 130 Closure Incentives, Decreased reallocation of 23 U.S.C. § 130 Funds (ACTIONS H, I, and J) – Further analysis of programs to refine the parameters of these actions will be conducted. Final results will be used to pursue changes to funding allocations and program design.

Passenger Rail (ACTION K) – Continued emphasis will be placed upon the introduction of new passenger rail corridors as defined in the department’s 10-year plan. This will include planning research and applications for grants as they become available. A separate accounting will be

maintained for the number and type of crossing improvements instigated by these developments.

Advocation of 23 U.S.C. § 130 and other railroad safety funding (ACTION L) – Seek opportunities to increase railroad safety funding. Increased and sustained funding is necessary to aggressively address crossing safety needs.

Office of Traffic and Safety

The Office of Traffic and Safety is responsible for the execution of a programmed engineering study of the pre-emption timing where it currently exists (ACTION E). Assistance will be provided as needed from the Office of Local Systems and the Office of Rail Transportation.

In addition, as the department experts on traffic safety, advice has been, and will continue to be, periodically sought on the cost-effectiveness and success of Rumble Strips (ACTION D) and other individual actions.

Office of Local Systems

The Office of Local Systems will be responsible, as needed, to provide assistance as a liaison with the counties and cities that may be specifically affected by given actions.

Research Bureau

The Research Bureau will be responsible for working with the Office of Rail Transportation in seeking research contracts and conducting research projects in-house for the LED Conversion Study, Closure/ Consolidation Criteria development (ACTIONS F and G), and where feasible elsewhere. Also, assistance may be necessary for training development.

Iowa Operation Lifesaver

Iowa Operation Lifesaver focuses efforts and educational materials to targeted groups. The Office of Rail Transportation will provide statistical analysis to define targets, currently Identified as College and High School Education, Family education, and Enforcement/Judicial Awareness (ACTIONS A, B, and C), that the organization may use in planning efforts. This is in no way intended to work as a detriment to other programs and groups with which they work, but to aid them in directing their resources.

In addition, the organization will provide the Office of Rail Transportation with the annual report that breaks down the number of presentations given with the number of participants categorized by the specified demographic groups.

Railroads

The department has enjoyed a strong working relationship with the railroads in the state of Iowa and many current programs have benefitted from that rapport. The department, and by extension this action plan, cannot hold the railroads accountable for inaction. It is also understood that, as a private business, each railroad's primary responsibility is to its own business. However, many, if not all, of these actions cannot be successful without support and action from the railroads.

With that understanding, it is the responsibility of the railroads to work in partnership with the Office of Rail Transportation to learn and use the tools and programs developed or modified by this plan to the best benefit of the traveling public.

PROGRAM EVALUATION

Measurements

With the relatively large number of action items all having the same objective of reducing grade crossing collisions, discernment of the effectiveness of any individual item may be difficult. In addition, many of the changes won't show a measurable effect until the end of the five-year period or beyond. Unfortunately, this is inherent in a system-wide approach.

Because of this perspective, it may be better to account for the practical implementation of each action only to ensure that none of them become counter-productive. Some of the measurements may be easily quantifiable, while others may remain subjective. Ultimately, the final judgment will be the overall trend of highway-rail grade crossing collisions.

With the understanding that early results will be limited, the following information will be reviewed for individual actions:

The College and High School Education, Family Education, and Enforcement/Judicial Awareness programs (ACTIONS A, B and C) will annually track the number of people within the prescribed demographics that have attended educational presentations or received mailed materials. Throughout the plan period annual analysis will be shared to determine the most appropriate audience.

The Rumble Strips and Pre-emption Timing (Action D and E) will annually track both the percentage of relevant locations where studies have been performed as well as the percentage where changes have been made.

The LED Conversion Study (Action F) will end in a determination of feasibility at the end of two years. If a structured program can be developed through this study, each subsequent year will track the percentage of incandescent lights remaining.

The Closure Criteria, Grade Crossing Surface Repair Program Crossing/Consolidation, and 23 U.S.C. § 130 Closure Incentives (Actions G, H, and I) will annually track the number of crossing closures by railroad to evaluate the trend. Each winter, the Office of Rail Transportation meets with the railroads in small groups or individually. During these annual meetings, a subjective review will be conducted to determine the effectiveness of these programs and make adjustments if necessary.

The Decreased reallocation of 23 U.S.C. § 130 Funds (Action J) will be measured by an annual trendline analysis of the number of crossing with stipulated improvement or upgrade.

Passenger Rail (Action K) will report the number of crossings upgraded or eliminated as part of the passenger rail development in the state of Iowa at the end of the plan period.

As an overall measurement, the "Best Fit" exponential curve will be recalculated at the end of the five-year plan period to determine the new annual percentage of decrease. It should be expected that the difference may be very small due to scalar issues of using 7 years to alter the previous 30. However, as described in the *Strategies – Goals* section of this plan, any percentage of decrease equal to or greater than -4.2% should be considered a success.

As a secondary ambition, the annual number of crashes will be assessed to see if the incident rate falls at or below the original 30-year trendline projection. Because statistically each years' data point can be expected to fall above the trendline generally 50% of the time, there may be no scientific basis for this analysis. However, the narrow band of limits over a 30-year period substantiates the control within which previous efforts have operated. All data points occurring on one side of the trendline may be an indication that the variables have substantially changed.

Re-Evaluation

The measurements prescribed in this document call for intermittent reviews and adjustments. However, to maintain a constant improvement, new plans must be part of a programmed approach to overall railroad crossing safety. With continued funding, this undertaking can sustain a systematic improvement in perpetuity.

To that end, at the conclusion of the plan period an overall examination of the success of this action plan will be completed. A report on the effectiveness of the individual actions, needs for implementation, and the plan period will be put on record to finalize this plan. Using this information and another full analysis of the new collision data, an appropriate new plan will be prepared.

CONCLUSIONS

By studying the data and the nature of the problem, it can be concluded that a goal of achieving zero accidents on a continuous basis is impractical. Alternatively, the FHWA's national strategy, "Toward zero deaths" is ambiguous and provides no real incentive without statistical parameters.

Furthermore, it can be concluded that, since a negative number of collisions is impossible, an exponential curve is the best analytical metric to evaluate the degree of success for this action plan. This will maintain the, "toward zero" initiative while providing the needed parameters.

So, the objective of this action plan is to seek innovations in existing programs and a redirection of resources to maintain and or improve the historical trend of accident reductions. While a change in the rate of -4.2% to -5.25% makes a difference of only eight total collisions by the end of the five-year plan period, this is in actuality an improvement of 25% of the historical change.

Finally, no action plan can be considered successful if the methodology and actions are not performed on a continuing basis. But, it can be concluded that through this programmed analysis, goal-setting, and intentional actions, measurable improvements to the trend are possible.

By these actions, the State of Iowa will continue its longstanding commitment to improving safety. As directed by the 49 CFR Part 234, "State Highway-Rail Grade Crossing Action Plans," we have addressed:

- (iv) "specific solutions for improving safety" through new or expanded educational, enforcement, and engineering programs (Action Items A – F, J, and L), as well as new incentives for crossing closures (Action Items G, H, I, and K). While grade separations are always a consideration, mandating set standards that will require grade separation without considering immediate costs would be infeasible for local agencies without a supporting funding source. At present, federal and state funds cannot sustain any type of standardized highway-rail grade separation program.
- (v) a "focus on crossings that have experienced multiple accidents" as addressed in the "Iowa Benefit – Cost Calculation" section of the chapter, *CURRENT PRACTICE*. This section demonstrates our current and continuing approach of aggressively confronting locations with multiple accidents.
- (vi) a plan that will cover "a five-year time period. Although the expected timelines for implementation range from 1 to 10 years with a programmed approach for

monitoring and re-evaluation, a final report at the end of the five-year plan period can serve as a baseline for the next highway-rail grade crossing safety action plan.

Dear Editor,

I have noticed that there is a lot of confusion in the community and with city officials regarding the exact number of real pedestrian railroad crossings that exist in Storm Lake. Perhaps that matter could be clarified before the city council decides whether they should reduce the already low number that we actually have.

Because of the geographic configuration in which the railroad tracks basically bisect our town, there are currently too few places for people using their feet, bicycles, or strollers to cross the tracks safely and conveniently. In fact, one major problem for pedestrians traveling west of Vestal Street is that the next place for them to cross safely is about six miles away on Main Street in Alta. That is totally unacceptable, especially considering that there are several schools, churches, and health facilities, along with numerous homes and businesses, in the west area of Storm Lake.

Also many people are still using the former pedestrian crossing on Superior Street that city officials had "closed" about twenty-five or thirty years ago. Superior Street is located five blocks from the Flindt Drive underpass that has been blocked to pedestrian traffic for about two months because of a Tyson project, and the next actual, normal, safe crossing for people is two blocks further west at Oneida Street, so it is very apparent why so many bikers and pedestrians prefer to cross at Superior. Obviously, this indicates that making the decision to impede pedestrian traffic in that area was a terrible idea.

Once upon a time I had a Brittany named Zachariah who wandered into the bathroom while I was soaking in the tub. He noticed the soap dish and being a very enthusiastic snacker, decided to take a lick. Judging by the horrible expression on his face, he obviously had made a mistake. But, guess what happened next? He accidentally licked the soap again.

Let's not have our current city council "lick the soap again" by making another awful error regarding railroad crossings. While conducting negotiations with Canadian National Railroad, they should carefully consider the long term ramifications of not only pedestrian safety, but other related issues addressed very eloquently by numerous concerned citizens. And perhaps, instead of just considering the three options outlined for the council which include **closing all** of the crossings requested by the railroad, **closing some** of the crossings, or **not closing any** crossings, they should consider a **fourth alternative**. I propose that, in the interests of public safety, community aesthetics, and convenience for our residents, businesses, and visitors, the council should negotiate with the railroad to **maintain and improve** all current crossings as needed, **clean up** all unsightly previously closed crossings, and **reopen Superior Street** as a safe pedestrian crossing.

Let's get Storm Lake back on track!

Sincerely,

Andriette Wickstrom

P.S. After the October council meeting, it had been inadvertently mentioned in The Times that I was concerned about personally traveling a few extra blocks. Actually, my own convenience is NOT an issue - as a distance runner, I often go out of my way to increase mileage. However, I understand that others prefer more convenient routes that work better into their busy lifestyles.

Dear Storm Lake City Council members,

11/5/14

The people of Storm Lake are counting on our elected City Council members to vote **NO to all Canadian National's requests**. Please represent our fine community and do not let the railroad decide the traffic pattern of our city. Our five council members are the only voice we have to protect the flow of traffic through our city and your NO vote will send a message to Canadian National that we want our town to remain whole and accessible. The people of Storm Lake want our City Council to protect our fair city and to **vote NO to ALL of the proposed crossing closings**.

Canadian National implies these closings are for the safety of our community, however, by limiting the number of ways to go through Storm Lake by 53% and the trains increasing their speed from 25-30 mph to 45-50 mph through town, every crossing becomes more crowded and more dangerous.

As the City gathers input to prepare for the Nov. 17 study session, I encourage the council be sure the following concerns are fully addressed:

- Emergency response times for medical fire and police, what if there is an emergency when school is letting out or in the morning when traffic is already congested?
- Constricted traffic flow during peak times (7:45 am, noon, 4:00 pm, 5:00 pm)
- With trains zooming through town at 45-50 mph, the homes and businesses along the tracks will be subjected to increased vibration and structural damage.
- Many of our students walk or drive to the high school and St. Mary's. Closing Ontario and Hudson streets would mean a much less direct route to and from school.
- Closing the Barton street crossing limits access to and from the Middle and elementary school for parents and busses.
- Increased limitations for pedestrians and bike access. *Pedestrians walking through a 'closed crossing' are trespassing and could be fined or worse, hit by a speeding train.*
- Dangerous configurations for delivery for several locally owned businesses including *a lengthy reverse route within residential area to enter Silk Screen's delivery bay, restricted drive-up options for Grand Central, Industrial park access is limited.*
- Unnecessary confusion for visitors to our fair city for a variety of events including: *BVU games, statewide events including, All State music, District/State Speech contests, Baseball/Softball districts, Youth football/soccer/baseball competitions, concerts, basketball playoffs, fine arts and ACES events, many other times when we have thousands of guests within our city limits.*
- Our visitors at Kings Pointe should enjoy their visit to Storm Lake without confusion.
- The new Performing Arts center will be filled with many school and public events, all visitors should be able to navigate our city with ease.
- Our expanded regional medical facility will have many patients from the surrounding towns we want them to find their way through Storm Lake easily.

You have the power and the trust of the people you represent to vote **NO to all** that Canadian National is asking our city to forsake, please, do not let Canadian National decide the fate of our town.

Spencer also has tracks going through residential, school and their main street areas; they do not have 'roads to nowhere' or unsightly blocked city streets. Spencer has chosen not to make deals with the railroad and continues to offer amenities to their residents and visitors including a YMCA, a beautiful bike path, thriving downtown and a prosperous industrial park.

Do not let Canadian National's greed get in the way of what WE need, open and easy access to all areas of our city, no compromises, no future promises, just a very firm **NO to Canadian National**.

Thank you for your service to the people of Storm Lake and for voting NO,

Cindy Cone

Thoughts on the Proposed Railroad Crossing Closings

By Don Parkhurst

Vox populi— the voice of the people. I was recently part of an event that would have been a great experience for a high Civics or Government class: the public forum before our city council on the proposed railroad crossing closings in Storm Lake. The arguments against these closings were both rational and passionate. Obviously, one would hope that the hypothetical Civics class witnessing this forum might leave with a positive view of democracy in action, the knowledge that the *vox populi* will be heard and their best interests honored. That remains to be seen.

Put bluntly, these RR crossing closings make virtually no sense. At the meeting, I was able to put a face on bureaucracy as our city engineer blandly spewed forth statistics about costs, expenses, and other abstract statistics as absent of emotion as the person citing these “facts.” So, statistically speaking, how many accidents have occurred at these crossings in the last decade? How many people killed? These accidents, when they do occur, can be traumatic. But they are rare. And I personally understand—far better than any member of our city council or even virtually every person in Storm Lake—the psychological toll such an accident can take on family of a victim and more importantly on someone who survives an accident involving a train.

My own son, Deon, was hit two years ago by a westbound train as he walked along the tracks a few yards from the Barton Street crossing. He suffered horrendous injuries to his spine and his lower leg. Deon will have a titanium rod in his left calf and a rod in his back for the remainder of his life. He lost his spleen, suffered a concussion, multiple lacerations, and went through three major surgeries in five days. By all rights, Deon should either be dead or paralyzed. By the grace of God and the excellent response time of Storm Lake police, highway patrol, and emergency personnel, Deon has recovered from his injuries and has full use of his limbs and mind. I wouldn't want any parent to experience the anguish of watching their child's fragile life teetering on the edge of death, or helping a child through extensive and painful physical therapy. If anyone could be in favor of closing any railroad crossings, it should be this family. However, we're adamantly opposed to these closings. When I told Deon that the city is considering closing the Barton Street crossing and others, he commented, “That's stupid. It'll just make it harder for people to get around in this town.”

The fact is, what will these closings accomplish? Make the city marginally safer, although the incidence of railroad crossing accidents is extremely rare? Prevent the city or Canadian Northern from facing possible litigation because some crossings do not have adequate warnings for vehicles or pedestrians? Or will the closings generate more

money for the city coffers, resulting from what amounts to a bribe from Canadian Northern? If Canadian Northern has money to throw at our city council as a payoff for closing these crossings, why can't the railroad simply use those funds to put lights or crossing arms where needed? Or if this hypothetical "bribe" occurs, will that money go into the pockets of the good taxpayers of our City Beautiful? How does the average taxpayer benefit from the money CN wants to throw at our city government to close these crossing? It's obvious that the railroad wants these crossings closed to create their own high-speed freeway through this community. They are in no way concerned about the best interests of our citizens. I personally wonder whether our city council is truly interested in the *vox populi*—the voice of the people.

As concerned citizens eloquently, rationally, and passionately suggested at the recent public meeting, the reasons to keep these crossings open far outweigh the spurious reasons for closing them:

a) **Closing these crossings will constrict movement in Storm Lake:** Drivers and pedestrians will have to take alternate routes as they move about town, and will have to plan on longer driving/walking time to reach a destination.

b) **Bottlenecks will result as alternate routes see heavier traffic:** For example, if the Barton Street crossing is closed, more people will be forced to use Vestal Street as a connecting route from West 5th Street to Milwaukee and vice-versa. Traffic will be more congested and will back up considerably in the event of an accident, or when the train comes through at the Vestal Street crossing. Similar problems and potential traffic hazards will occur in other neighborhoods where streets are forced to become connecting routes from one part of town to another.

c) **Alternate routes will create heavier traffic and more accidents on side streets:** Some streets, such as West 6th Street, will become alternate routes for those having to navigate through or across town. These streets are narrow, and with cars parked along the street, often allow for one-lane traffic only. In addition, many children live in these residential neighborhoods and will be at higher risk as drivers speed up and down the street trying to reach their destinations.

d) **Closing the crossings creates an obstacle for pedestrians:** Many pedestrians also walk through these crossings and will either have to take alternate routes or breach the barrier. This will create a hardship for many Storm Lake children who walk to school every day, or for parents who drive their children to school.

e) **Crossroad closings creates hardships for local businesses:** Local businesses, such Grand Central (Coffee) and Silk Screen will suffer. Access to Grand Central would be

limited, resulting in lost revenue for a local business. Trucks shipping goods to and from Silk Screen would be backed up into a residential neighborhood, one that has several daycares. Seiler Plumbing, a long-established Storm Lake business would also be adversely affected by closing the crossings.

f) Storm Lake will be less appealing to tourism: This community attracts a fair amount of tourism business during the summer months. Unfortunately, creating more obstacles will make it more difficult for outsiders to navigate the City Beautiful and some people may choose to find recreation in less restrictive communities.

g) Response time for emergencies will take longer: With constricted, busy traffic on side streets and bottlenecks, it will take emergency vehicles and police longer to reach areas near the closed crossings. In some instances, a few seconds' delay could mean the difference between life and death. If the response time for my own son's accident had been delayed, it's very likely that he would be paralyzed today. As pointed out earlier, rapid response time was a crucial factor in saving his life and physical integrity.

Closing the railroad crossings is a bad idea, plain and simple. It is not in the best interests of this community, but for the convenience of the railroad. The railroad has no authority here. Storm Lake is holding all the cards, should we choose to play them. The solutions are simple:

a) Keep the crossings open and place crossing arms and/or lights at each crossing. If Canadian Northern wants passage through our city, they can pay for these modifications. They should not come from city funds.

b) Canadian Northern can build an alternate line of track around and outside Storm Lake. If the railroad is unhappy because passage through the center of a thriving community requires caution, they certainly have to option of moving their tracks elsewhere. Then they will be free to fly unrestricted across the countryside and the people of Storm Lake can drive, walk, or bike unrestricted throughout the City Beautiful.

When a business owner is able to present a thousand signatures on a petition in opposition to these closings, or when perhaps fifty angry and impassioned people show up a public forum to speak out openly or through their presence against this proposal, our city government would do well to open its ears to the *vox populi*. Do they, I wonder, hear the voice of the people, or have they already succumbed to clink of gold dangled before their eyes by big business—in this case, Canadian Northern? Perhaps our city “leaders” will favor Canadian Northern over the good people of Storm Lake. If such is the case, this is why we have elections.

John Keenan
201 Pheasant Avenue
Storm Lake, IA 50588-7441
Keenan5@iw.net
712-299-4419

In a recent letter that we received from your office, you discussed the importance of small business in helping Iowa's economy move forward. The City of Storm Lake is proposing to close eight railroad crossings. One of those railroad crossings could potentially close our business of 10 years. Our business is located on West 5th Street and we have a drive-thru that allows our customers to leave our business and go south on Ontario Street. Ontario Street is one of the railroad crossings that the city wants to close. The city says the safest railroad crossings have gates and lights. Ontario Street railroad crossing has gates and lights that were installed last year. Also if Ontario Street railroad crossing closes, there is a company that receives freight on the other side of the tracks from our business. Semi-truck drivers said they would need to blind-slide back up Ontario Street into a loading dock, which is in a residential neighborhood that also has two daycare businesses within 500 feet of the loading dock. The City of Storm Lake is designed with a railroad dividing the city. Closing all eight railroad crossings affects businesses and public safety in a negative manner. During this past summer, the city closed West 5th Street to resurface the street. We lost 34% of our business during that time. If they need to close West 5th Street again and Ontario Street is closed at the railroad tracks, our customers have no way to enter or exit our business. We would lose 100% of our business and potentially close.



SMARTER | SIMPLER | CUSTOMER DRIVEN

www.iowadot.gov

Director's Office
800 Lincoln Way Ames, IA 50010
Phone 515-239-1111

October 27, 2014

John Keenan
201 Pheasant Avenue
Storm Lake, IA 50588-7441

Dear Mr. Keenan:

Thank you for your recent communication to Governor Branstad regarding proposed railroad crossing closures in the city of Storm Lake. Governor Branstad has asked the Iowa Department of Transportation to respond to your inquiry. Our mission at the Iowa DOT is "Getting you there safely, efficiently, and conveniently." One of the challenges for the Iowa DOT and cities like Storm Lake is balancing safety, efficiency and convenience while remembering that every railroad crossing poses increased risks to the traveling public.

This is a particular challenge in the state of Iowa where we have a large number of railroad crossings. In fact, the federal government mandated Iowa DOT complete a Highway-Rail Grade Crossing Safety Action Plan because Iowa is one of the ten states in the country with the highest number of railroad crossing collisions. Our action plan was completed in October 2012.

Currently, there are 13 roadway and pedestrian crossings in a 1.1 mile stretch through Storm Lake. Our recent conversation with Storm Lake administrators indicates the eight crossings you refer to are Barton Street, Ontario Street, Hudson Street, and Gilbert Street, as well as four pedestrian crossings. Per a recent discussion with city officials, if these four crossings are closed, an agreement with the railroad would move the lights and gates from Ontario Street to Oneida Street where the fire station is located, which may allow easier access for their emergency response. This would create a four-mile corridor through the city where every at-grade crossing is protected with lights and gates.

Iowa Code provides that the authority to close a crossing lies with the highway authority, which in these cases is the city of Storm Lake. As we understand, city council has yet to approve any portion of the proposed plan. Therefore, we encourage you to engage in a dialogue with city officials and city council members.

Thank you for the opportunity to provide this information. If you have questions or would like additional information, please contact Tamara Nicholson, Director of the Iowa DOT's Office of Rail Transportation. Tammy can be reached at 515-239-1052 or tamara.nicholson@dot.iowa.gov.

Sincerely,

Paul Trombino III
Director

PT:lp
cc: Governor's Office

Sue Vossberg

From: Pat Davidson <pdavidso@iw.net>
Sent: Friday, November 14, 2014 2:02 PM
To: mayor-council
Subject: Railroad crossings

Hopefully by now each of you has driven the streets where the crossings are being considered for closure. If so, I'm sure you can agree that the Barton St. crossing has much better visibility than Vestal for pulling onto—or off of—Milwaukee. I just followed a school bus over it a short time ago—they use it busing students to the new house project that the school is building and also at other times. I've also talked to several who use it when bringing their children to school in the morning to avoid the congestion on Vestal and Northwestern. It will create even more congestion at those crossings if Barton is closed. It would certainly seem to impact fire protection to Methodist Manor as it is the most direct route for that as well.

Storm Lake has been able to support these crossings and more for many years—maybe by expecting the railroad to treat us with consideration. Speeding through town at 40 mph isn't safe for any in our community and isn't necessary for the railroad. They will make just as much money on their load even if they have to lose 5 minutes going through town. It isn't like they can pull up their tracks and go elsewhere. They will treat Storm Lake with the respect we demand and take advantage of the city if we let them.

You have heard all the comments against closing the crossings and none in favor. That should tell you how the people of Storm Lake feel and Mayor Kruse said at the first public meeting that you voted for the good of the citizens. Hopefully, you will reflect that with a vote to keep all 4 crossings open.

Patricia Davidson
1204 Lochedem Dr.
Storm Lake

Staff Summary

11/17/2014
Agenda Item # 4.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Mike Wilson, Community Development Director

SUBJECT: **Public Hearing On The Vacation & Closing Of The Alley In Block 41 Of The City Of Storm Lake**

BACKGROUND: St. Mary's Catholic Church plans to build a new Parish Center on their property between Seneca and Onieda Streets. To do so they need to use the alley that runs north/south through that property. As such, they have requested the City to vacate and close the alley.

The City has no utilities in the alley but both MidAmerican Energy and Alliant Energy do. They have both been notified of the Public Hearing.

The church owns the property on both sides of the alley except for 309 Cayuga. The property owner of 309 Cayuga has been notified of the Public Hearing by Certified Mail.

The City has no functional need for the alley.

FISCAL IMPACT: The costs of publishing notices regarding the hearing, vacation and closing.

RECOMMENDATION: Open the Hearing
Hear the Public
Close the Hearing

Staff Summary

11/17/2014
Agenda Item # 5.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: James H. Patrick, City Manager

SUBJECT: **Ordinance No. 05-O-2014-2015 Approving The Vacation & Closing Of The Alley In Block 41 Of The City Of Storm Lake**

BACKGROUND: Pursuant to their plans to build a new Parish Center, St. Mary's Church has requested that the City vacate and close the alley in block 41 of the City. Council has previously held a Public Hearing on the matter

The City has no functional need for the property. The church owns all the property on both sides of the alley except for 309 Cayuga. The owners of 309 Cayuga were notified by Certified Mail of the public hearing.

The City has no utilities located in the alley

FISCAL IMPACT: The cost to publish public notices related to the vacation and closing. This agenda item only addresses the vacation and closing of the alley. Sale of the property will be addressed in a separate item in the future.

RECOMMENDATION: Approve the Ordinance on
1st Reading - November 17, 2014
2nd Reading - December 1, 2014
3rd Reading - December 15, 2014

ATTACHMENTS:

Description	Type
 Ordinance No. 05-O-2014-2015	Ordinance

ORDINANCE NO. 05-O-2014-2015

AN ORDINANCE PROVIDING FOR THE VACATION OF THE NORTH-SOUTH ALLEY IN BLOCK FORTY-ONE (41), CITY OF STORM LAKE, IOWA.

BE IT ORDAINED BY THE CITY COUNCIL OF STORM LAKE, IOWA:

Section I. Purpose: The purpose of this Ordinance is to vacate the north-south alley in Block Forty-One (41), City of Storm Lake, Iowa and thereby relieve the City of Storm Lake of responsibility for its maintenance and supervision.

Section II. Facts Found: The City Council of the City of Storm Lake, Iowa hereby makes the following findings:

1. The north-south alley in Block Forty-One (41), City of Storm Lake, Iowa is not needed for use of the public, and therefore, its maintenance at public expense is not justified.
2. Notice of the intended vacation including the date on which the Council would first consider the vacating ordinance has been published in the Storm Lake Times on November 7, 2014, and which date was not less than four (4) nor more than twenty (20) days from the date of the first hearing which date was set for November 17, 2014.

Section III. Vacation: The north-south alley in Block Forty-One (41), City of Storm Lake, Iowa is hereby declared vacated.

Section IV. Repealer: All ordinances or parts of ordinances in conflict with the provisions of this Ordinance are hereby repealed.

Section V. Severability Clause. If any section, provision, or part of this Ordinance shall be judged invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision, or part thereof not adjudged invalid or unconstitutional.

Section VI. When Effective: This ordinance shall be in effect after its final passage, approval and publication as provided by law.

Passed and approved this _____ day of _____, 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

Staff Summary

11/17/2014
Agenda Item # 6.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Mark Prosser, Public Safety Director

SUBJECT: **Resolution No. 56-R-2014-2015 Authorizing Street Closures, Noise Variance & Parade Permit For The 2014 Miracle On Lake Avenue**

BACKGROUND: Attached to this summary is a written request from Kristi Davis on behalf of Storm Lake United making a series of requests to the Council in conjunction with 2014 Miracle on Main Street which is scheduled for the evening of Thursday, December 4, 2014.

The specific requests are as follows:

* A Noise Variance for outdoor entertainment in the 500 and 600 blocks of Lake Avenue between the hours of 5:00pm and 9:00pm.

*A Parade Permit to be issued for the downtown Central Business District at 6:00pm

*A Street Closure to be authorized in the 200 block of East 5th Street immediately following the parade for the Tree Lighting Ceremony.

*Permission for an Elf Run at 6:00pm along the designated parade route.

*Appropriate support from the Public Safety Department

I have reviewed the requests and they are consistent with previous years.

FISCAL IMPACT: The police department will incur overtime expenses for the event which will be absorbed within the department's operational budget.

The event is designed to bring patrons to the downtown retail area and stimulate shopping in Storm Lake throughout the Holiday Season which should have a positive impact on local business.

RECOMMENDATION: Pass Resolution No. 56-R-2014-2015

ATTACHMENTS:

Description	Type
☐ Resolution No. 56-R-2014-2015	Resolution
☐ Permit and Letter	Permit

RESOLUTION NO. 56-R-2014-2015

**RESOLUTION APPROVING STORM LAKE UNITED REQUESTS FOR THE 2014
MIRACLE ON LAKE AVENUE HOLIDAY CELEBRATION**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STORM LAKE,
IOWA:

To approve a noise variance on Thursday, December 4, 2014 between the hours of 5:00pm and 9:00pm in the Central Business District; and

To further approve a parade permit on Thursday, December 4, 2014 for 6:00pm for a downtown route approved by Public Safety; and

To further approve the closing the 200 block of East 5th Street following the parade for the duration of the Tree Lighting Ceremony; and

To further approve an Elf Run at 6:00pm along the designated parade route.

PASSED AND APPROVED this 17th day of November, 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk



November 4, 2014

Storm Lake Public Safety Department
Attn: Chief Mark Prosser
401 East Milwaukee Ave
Storm Lake, IA 50588

Dear Chief Prosser,

Miracle on Lake Avenue is the annual Holiday Celebration in Storm Lake that includes a parade, family friendly activities, and a fun holiday atmosphere which gets the community and our visitors into the Holiday Spirit. This year the event is scheduled for Thursday, December 4, 2014. Storm Lake United would like to request a permit for the following activities during Miracle on Lake Avenue between 5 and 9 p.m.

Thursday, December 4, 2014

- A noise variance for holiday music is needed for the parade and sidewalk activities on the 500 and 600 blocks of Lake Avenue from 5 to 9 p.m.
- The parade will start at 6 p.m. The staging area will be in the 600 and 700 blocks of Cayuga Street. The parade will go north on Cayuga Street turn west on East 7th Street and turn south down Lake Avenue, turn on East Railroad Street and turn north on Erie Street. The parade will follow Erie and conclude at the 200 block of East 7th Street.
 - Prior to the parade, Santa's Castle will be hosting an Elf Run Starting at the intersection of Lake Avenue and East 7th Street and ending at Santa's Castle.
- A street closure at the 200 block of East 5th Street beginning at 5 p.m. for the Tree Lighting ceremony that will take place immediately following the parade. Once the ceremony is over, the street will be reopened.

If you would have any questions or concerns, please feel free to contact me.

Thank you for your time and consideration.

Sincerely,

Kristi Davis

Marketing & Activities Director
Storm Lake United
(712) 732.3780
kristi@stormlakeunited.com



**Public Safety
Police & Fire
PERMIT**

401 East Milwaukee Avenue
Storm Lake, Iowa
Phone: 712-732-8010
Email: publicsafety@stormlake.org

Event: 2014 Miracle on Main Street

Issued To:

Name: Kristi Davis

Organization: Storm Lake United

Address: 119 W. 6th Street Storm Lake, IA 50588

Phone: 712-732-3780

Date(s) of Event: Thursday, 12-4-2014

Time(s) of Event: 5:00pm - 9:00pm

Expiration of Permit: 12-5-2014

Location / Area
of Use:

Noise Variance: Central Business District (5:00pm - 9:00pm)
Parade - Cayuga: East 7th - Lake - Railroad - Erie - East 7th (6:00pm)

Type of Permit

☒ Noise Variance (8-7-4)

☐ Ride/Run/Walk (9-13-4)

☒ Parade (9-13-4)

☐ Public Demonstration (8-7-4)

☐ Street Closing

☐ Fireworks (8-2-1(I2A))

☐ Authorized Burn (7-2-2-B)

☐ Other

Authorized by: Mark A. Prosser

Date: 11-18-2014

Signature:

Please Print

Title: Public Safety Director

Staff Summary

11/17/2014
Agenda Item # 7.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Pat Kelly, Infrastructure Superintendent / Public Facilities Director

SUBJECT: **Set Public Hearing For East 10th Street Reconstruction From Seneca Street To Russell Street**

BACKGROUND: This project will be a 7" PCC pavement with a 3" modified subbase and 6" perforated subdrains on both sides. The project will be constructed in three phases with one phase completed at a time. The phasing is being done to facilitate entrance to the private properties.

The project will place a new intersection on Seneca, both legs of Oneida, Lincoln Road and Maywood Drive. The project will stop short of Russell Street. Russell and 10th Street is scheduled to be constructed with pervious pavers in the North Central Storm Water Project.

This is a federal aid project and will be let through the Iowa DOT on December 16, 2014.

This agenda item sets the Public Hearing for December 1, 2014 at 5:00pm in the City Council Chambers.

FISCAL IMPACT: Projected Cost of Project - \$688,280.00
Engineering - \$49,980.00
Construction - \$583,300.00
Legal/Admin - \$5,000.00
Contingency - \$50,000.00

Project funded by STP Grant \$244,000, Road Use Tax \$126,000 and Franchise Fees \$67,000. Currently the project is estimated to be \$251,280 over budget and city staff is looking at options for the additional funding that is needed.

RECOMMENDATION: Set Public Hearing

Staff Summary

11/17/2014
Agenda Item # 8.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Justin Yarosevich, Assistant City Manager / City Clerk

SUBJECT: **Resolution No. 57-R-2014-2015 Adopting Storm Lake Airport's ACIP Submittal**

BACKGROUND: Annually the City of Storm Lake, the official sponsor for the Storm Lake Airport, must submit to the State of Iowa and to the Federal Aviation Administration a five year capital improvements plan for the airport. Submittal of the information makes the Airport eligible for entitlement funding grants through the FAA.

The attached paperwork constitutes the entire ACIP Program paperwork that will be submitted to the FAA and the State of Iowa. The five year plan includes the following projects:

- * Airport Layout Plan Update (2015) - Not shown on the plan but planned for the current Fiscal Year
- * Runway 13/31 Sub-Drains (\$158,000) FY 2016
- * Taxiway & Apron Rehab (\$106,000) FY 2017
- * Runway 17/35 Sub-Drains (247,000) FY 2019

The plan also shows longer range projects for projects out to FY 2028.

The City of Storm Lake is the Airport's official sponsor organization and as such must approve the ACIP paperwork. The program was developed by the Airport Commission during their budget planning process and they recommended approval of the final plan on November 10th at their regular meeting.

FISCAL IMPACT: The total cost of the 5-YR Capital Plan as submitted here is \$511,000.00. With submittal of the plan the Airport would be eligible for 90% funding on the proposed projects provided the entitlement funds are available. This would then show a local commitment of \$51,100 for all three projects.

The Airport receives an allocation of \$150,000 in entitlement funding annually through Federal appropriations.

RECOMMENDATION: Adopt Resolution No. 57-R-2014-2015

ATTACHMENTS:

Description		Type
	Resolution No. 57-R-2014-2015	Resolution
	ACIP Submittal Paperwork	Application

RESOLUTION NO. 57-R-2014-2015

Resolution to approve the FY 2016 Five year airport capital improvement program (ACIP)

Whereas, as a condition to receive the State and Federal aid for the Storm Lake Municipal Airport, the following provisions must be met:

- Approved 5-Year Capital Improvement Program
- Approved Airport Improvement Program data sheets with Sponsors Signature
- Certification that the local match exists if the grant is awarded
- Authorization to submit the application for the proposed projects for Federal and/or State Grants, and

Whereas, the FY 2016 5-year Capital Improvement Program and Airport Capital Improvement Program data sheets are attached listing the projects deemed to be in the best interest of the Storm Lake Municipal Airport.

Now, therefore, be it resolved that the City of Storm Lake staff recommends the submittal of the attached 5-year Capital Improvement Program for the Storm Lake Municipal Airport, for potential FY2016 through FY2020 Federal and State Aviation Grants and certifies that the local match is available for the FY 2016 project if a grant is awarded.

PASSED AND APPROVED on November 17, 2014.

Jon F. Kruse, Mayor

ATTEST:

Justin Yarosevich, City Clerk

FEDERAL AIRPORT IMPROVEMENT PROGRAM (AIP)

PRE-APPLICATION FFY 2016

CHECKLIST

Please attach the following documents with your application:

- ☒ Sponsor Identification Sheet for the Airport
- ☒ CIP Data Sheet (one for **each** project listed in the first 3 years of the CIP) and detailed cost estimate for each data sheet.
- ☒ 5-year Capital Improvement Program (CIP)
- ☒ Long Range Needs Assessment
- ☐ Verification of an updated ALP (when applying for new construction of buildings or airfield expansion)
- ☐ Verification of completed environmental processing in accordance with NEPA.
- ☐ Verification of completed land acquisition or signed purchase agreement.
- ☐ Verification of pavement maintenance program (when applying for pavement preservation or reconstruction)
- ☐ If requesting Federal assistance for snow removal equipment, please include an inventory of the existing equipment and calculations based on Chapters 4 & 5 of the Airport Winter Safety and Operations, Advisory Circular (AC) 150/5200-30 and the Airport Snow and Ice Control Equipment, AC 150/5220-20 showing the minimum equipment needed, along with the ACIP Data Sheet. Include a copy of a completed FAA Snow Plow Design Spreadsheet.
- ☐ If requesting Federal assistance for general aviation apron expansion, include a copy of a completed GA Apron Design spreadsheet.
- ☐ If requesting pavement reconstruction, submit an engineering report showing the need for the reconstruction as part of the CIP justification.
- ☐ For revenue-producing facilities (i.e., fueling facilities and hangars), please submit:
 - 1) a statement that airside development needs are met or include a financial plan to fund airside needs over the next 3 years;
 - 2) a statement that runway approach surfaces are clear of obstructions (the FAA Airport 5010 should show at least a 20:1 clear approach), and;
 - 3) justification for the project.
- ☒ SAM (System for Award Management) registration is up-to-date. (www.sam.gov)

Please scan and e-mail with support documents identified in checklist to kay.thede@dot.iowa.gov.

Iowa Department of Transportation
Office of Aviation
800 Lincoln Way
Ames, IA 50010

Attn.: Program Manager
E-mail: kay.thede@dot.iowa.gov
FAX: 515-233-7983
515-239-1048

FEDERAL AIRPORT IMPROVEMENT PROGRAM (AIP)

PRE-APPLICATION FFY 2016

AIRPORT SPONSOR IDENTIFICATION

Airport Name: Storm Lake Municipal Airport

Airport Sponsor Name: City of Storm Lake, Iowa/Storm Lake Municipal Airport Commission

Contact Person: Justin Yarosevich Title: Assistant City Manager

Complete Mailing Address: 620 Erie Street

<u>Storm Lake</u>	<u>IA</u>	<u>50588</u>	Daytime Phone: <u>712-732-8000</u>
City	State	ZIP Code	

E-mail Address: justin@stormlake.org FAX Number: 712-732-4114

U.S. Congressional District Number: 4th District

Please scan and e-mail with support documents identified in checklist to kay.thede@dot.iowa.gov.

Iowa Department of Transportation
Office of Aviation
800 Lincoln Way
Ames, IA 50010

Attn.: Program Manager
E-mail: kay.thede@dot.iowa.gov
FAX: 515-233-7983
515-239-1048

**FIVE-YEAR AIRPORT
CAPITAL IMPROVEMENT PROGRAM
(CIP)**

Airport Name: Storm Lake Municipal Airport

Telephone: 712-732-8000

Prepared By: Airport Commission/Assistant City Administrator

Date Approved:

Date Prepared: October 2014

Project Description	Funding Source	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Runway 13/31 Subdrains	Federal					
	State	\$ 142,200.00				
	Local	\$ 15,800.00				
	Total	\$ 158,000.00				
Taxiway and Apron Rehab	Federal		\$ 95,400.00			
	State					
	Local		\$ 10,600.00			
	Total		\$ 106,000.00			
Runway 17/35 Subdrains	Federal				\$ 222,300.00	
	State					
	Local				\$ 24,700.00	
	Total				\$ 247,000.00	
	Federal					
	State					
	Local					
	Total					
	Federal					
	State					
	Local					
	Total					
	Federal					
	State					
	Local					
	Total					

AIRPORT LONG RANGE NEEDS ASSESSMENT

FFY 2021 – FFY 2025

Airport Name: Storm Lake Municipal Airport

Description of Project (include estimated Fiscal Year)	Funding Source	Total Estimated Cost
Lighting Replacements - Runway 13/31 & 17/35 (2022)	Federal: 90%	\$ 561,060.00
	State:	\$
	Local: 10%	\$ 62,340.00
	Total: 100%	\$ 623,400.00
100' x 100' Conventional Hangar (2025)	Federal: 90%	\$ 682,470.00
	State:	\$
	Local: 10%	\$ 75,830.00
	Total: 100%	\$ 758,300.00
Parallel Taxiway to Runway 17/35, Increase Runway 17/35 Width (2026)	Federal: 90%	\$ 2,340,000.00
	State:	\$
	Local: 10%	\$ 260,000.00
	Total: 100%	\$ 2,600,000.00
SRE - Truck or Tractor (2028)	Federal: 90%	\$ 180,000.00
	State:	\$
	Local: 10%	\$ 20,000.00
	Total: 100%	\$ 200,000.00
	Federal:	\$
	State:	\$
	Local:	\$
	Total:	\$
	Federal:	\$
	State:	\$
	Local:	\$
	Total:	\$

CIP DATA SHEET

AIRPORT	Storm Lake Municipal Airport	LOCID	SLB	LOCAL PRIORITY	1
PROJECT DESCRIPTION	Runway 13/31Subdrains	Identify FFY that you desire to construct (FFY: Oct. 1-Sept. 30)			2016

SKETCH:



JUSTIFICATION:

Due to the high water table at Storm Lake Municipal Airport, subdrains will lower the moisture content of the soil under the pavement and help create a stable subgrade which will prolong the life of the pavement.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$142,200.00	State	\$0	Local (10%)	\$15,800.00	Total	\$158,000.00
---------------------	---------------------	--------------	------------	--------------------	--------------------	--------------	---------------------

SPONSOR'S VERIFICATION:

For each and every project as applicable

Date	(see instruction sheet or point mouse over each date box for more information)
2002	- Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement
1/2010	- Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects) - Revenue producing facilities (for fuel farms, hangers, etc.) - Date statement submitted for completed airside development - Date statement submitted for runway approaches are clear of obstructions

FAA USE ONLY
FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Justin Yarosevich TITLE: Assistant City Administrator

PHONE NUMBER: 712-732-8000

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$



ACIP DATA SHEET
ENGINEER'S OPINION OF PROBABLE COSTS
STORM LAKE MUNICIPAL AIRPORT



Runway 13/31 Subdrains

No.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$ 14,100.00	\$ 14,100.00
2	4-Inch subdrain, perforated	7000	LF	\$ 16.00	\$ 112,000.00
3	4-Inch subdrain, cleanout	8	EA	\$ 500.00	\$ 4,000.00
4	4-Inch subdrain, Outlet	2	EA	\$ 750.00	\$ 1,500.00
Subtotal				\$	131,600.00
Engineering, Testing, Administration & Legal				\$	26,400.00
Runway 13/31 Subdrains				\$	158,000.00

CIP DATA SHEET

AIRPORT	Storm Lake Municipal Airport	LOCID	SLB	LOCAL PRIORITY	2
PROJECT DESCRIPTION	Taxiway and Apron Rehabilitation			Identify FFY that you desire to construct (FFY: Oct. 1-Sept. 30)	2017

SKETCH:



JUSTIFICATION:

The apron and taxiway are in need of joint sealing and selected panel replacement to increase the life of the pavement.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$95,400	State	\$0	Local (10%)	\$10,600	Total	\$106,000
---------------------	-----------------	--------------	------------	--------------------	-----------------	--------------	------------------

SPONSOR'S VERIFICATION:

For each and every project as applicable

Date	(see instruction sheet or point mouse over each date box for more information)
2002	- Date of approved ALP with project shown - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E - Date of land acquisition or signed purchase agreement
1/2010	- Date of pavement maintenance program - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) - Apron sizing worksheet (for apron projects)
	Revenue producing facilities (for fuel farms, hangers, etc.)
	- Date statement submitted for completed airside development
	- Date statement submitted for runway approaches are clear of obstructions

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Justin Yarosevich TITLE: Assistant City Administrator

PHONE NUMBER: 712-732-8000

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$



ACIP DATA SHEET
ENGINEER'S OPINION OF PROBABLE COSTS
STORM LAKE MUNICIPAL AIRPORT



TAXIWAY AND APRON REHAB

No.	ITEM	QTY	UNIT	UNIT PRICE	TOTAL
1	MOBILIZATION	1	LS	\$ 6,910.00	\$ 6,910.00
2	CRUSHED AGGREGATE BASE COURSE	230	SY	\$ 18.00	\$ 4,140.00
3	CRACK SEALANT	300	LF	\$ 4.00	\$ 1,200.00
4	JOINT SEALANT	21000	LF	\$ 2.50	\$ 52,500.00
5	CONCRETE REPAIR - TYPE 1 (PANEL REPLACEMENT)	230	SY	\$ 80.00	\$ 18,400.00
6	CONCRETE REPAIR - TYPE 2B (PARTIAL DEPTH REPAIR)	15	EA	\$ 650.00	\$ 9,750.00
				Subtotal	\$ 92,900.00
				Engineering, Testing, Administration & Legal	\$ 13,100.00
				TAXIWAY AND APRON REHAB	\$ 106,000.00

Staff Summary

11/17/2014
Agenda Item # 9.



City of Storm Lake
PO Box 1086
Storm Lake, IA 50588
p (712) 732-8000
f (712) 732-4114

REPORT TO: Honorable Mayor and City Council

FROM: Justin Yarosevich, Assistant City Manager / City Clerk

SUBJECT: **Motion Authorizing Submitting Grant Application To Buena Vista County Community Foundation**

BACKGROUND: The City has been approached by the Storm Lake Cemetery Board to act as their Fiscal Sponsor for a grant application to the Buena Vista County Community Foundation. The Cemetery Board would like to submit a grant application to the BVCCF Grant Program for the rehabilitation of the main entrance structures.

The existing structures were original to the cemetery and have been highlighted as a historical architectural feature of the cemetery and as such the board would like to restore them to their original beauty. This restoration would including the use of a similar tile as the main roofing source.

The total project is going to run \$12,000 of which they are going to ask the BV County Community Foundation for \$5,000.00. They do not meet the 501.c.3 status required for the grant program and as such are seeking a "Fiscal Sponsor" who would receive the actual grant funds. The Cemetery Board would be responsible for implementation of the project and the reporting.

FISCAL IMPACT: There is no direct fiscal impact for this agenda item. The City as the Fiscal Sponsor will receive any grant funds awarded to the Cemetery and then pay them out to the Cemetery to do the project. This will result in a minor budget amendment for both revenues and expenses.

RECOMMENDATION: Approve Motion