

**BOARD OF COMMISSIONERS
SNY ISLAND LEVEE DRAINAGE DISTRICT**

2014 ANNUAL NEWSLETTER

How often have you heard or repeated the phrases, “WHERE HAS THE TIME GONE” or “MY,



HOW TIME FLIES” or even better, “TIME FLIES WHEN YOU’RE HAVIN’ FUN”? Well, I’m not sure how much fun we’re all having, but my how 2014 has flown by. Where has this past year gone? It seems like the year just began, yet we’re wrapping up 2014 in anticipation of 2015 with our annual audit of the District’s finances underway, completing our annual inspection with the Corps, frantically preparing for winter ditch excavation work since the crops are all out, planning work in the pump stations, getting ready to repair trash racks,

scheduling creek channel work, and prioritizing brush removal. The list goes on and on.

But, don’t overlook the phrase,

“STOP AND SMELL THE ROSES”.

Savor the good times. Enjoy the moment. Reflect. Appreciate. All too often, time races by and we get so wrapped up in the everyday goings-on of life that we forget to pause and think about how wonderful those good times were or to think about what might have gone wrong so we don’t repeat the same mistake twice or to think of how fortunate we are to be a part of the Sny. Again, the list goes on and on. This annual



newsletter is our way of accomplishing all of the above. We review with you last year’s whirlwind of activities, appreciate what we’ve gone through, then look forward to the challenges that are on our horizon in 2015. And for sure, **STOP AND SMELL THE ROSES!**

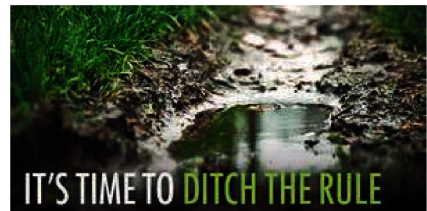


NEWS FROM OUR NATION'S CAPITAL!

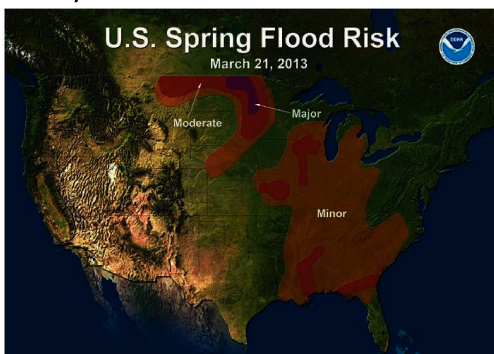
We start with this topic because so much has evolved in the last few years from actions in our nation's capital that has significant impact on us at the local level.

No one has forgotten that 2014 was an election year. The endless barrage of election commercials on T.V. and the phone calls at home were more than a distraction. Well,

at least the election cycle on the national scale is over for another two years. However, as we've come to realize more and more, Washington's impact on all of us here at home is more than profound. We can talk "Waters of the United States", "Federal Flood Risk Management Standards", "Comprehensive Plan for Flood Control", "WRRDA", "Periodic Inspection Program", etc., etc., etc. The issues go on and on. And we're not even scratching the surface relative to National Health Insurance, the threat posed by terrorists, border security, etc., etc., etc. We seem to be under constant assault from an endless stream of new administrative mandates, regulations and guidelines. If there has ever been a time when we all need to stay up-to-date on current events and get engaged at the local, state and federal levels of government, **NOW IS THAT TIME!**



The effort to re-define the term "Waters of the United States" through the Clean Water Act was beaten back by a tremendous "Ditch the Rule" Farm Bureau campaign spanning the country. The new definition would have expanded the jurisdiction of the Environmental Protection Agency and the U.S. Army Corps of Engineers over virtually all water of the United States to include rivers, streams, ditches, ruts in the road, low spots in the field or water standing in the back yard. Our local Farm Bureau led a fantastic campaign to educate the public and encourage letters to officials in Washington. It worked because of Farm Bureau's leadership and yes, your participation.



The Comprehensive Plan for Flood Control in the upper valley is still being pushed at the state and federal levels by the Upper Mississippi, Illinois and Missouri

Rivers Association. Guess what? That association is made up of individuals who are a part of an entity like the Sny Island Levee Drainage District, or perhaps municipalities and maybe small businesses that realize the impact of flood control on our economy in the upper Midwest. In any event, all are vitally interested in improving the level of flood protection north of St. Louis so a devastating flood like the one in '93 never happens again. Many of us continue to work through the halls of Congress at least twice a year as well as engage the U.S. Army Corps of Engineers at the district, division and national levels to tout the benefits such a plan would have on the midwest. A key component in seeing this plan to fruition again rests with public involvement.

Planning continues on the new U.S. 54 bridge carrying traffic across the Mississippi into Louisiana, Missouri through Reach 3 of the Sny. Sny Island is involved in the planning of this new bridge, serving on a committee comprised of numerous officials such as the Missouri Department of Transportation, the Illinois Department of Transportation, both the St. Louis and Rock Island Districts of the U.S. Army Corps of Engineers, the Environmental Protection Agency, the U.S. Fish & Wildlife Service and many others. This group is providing input on the design

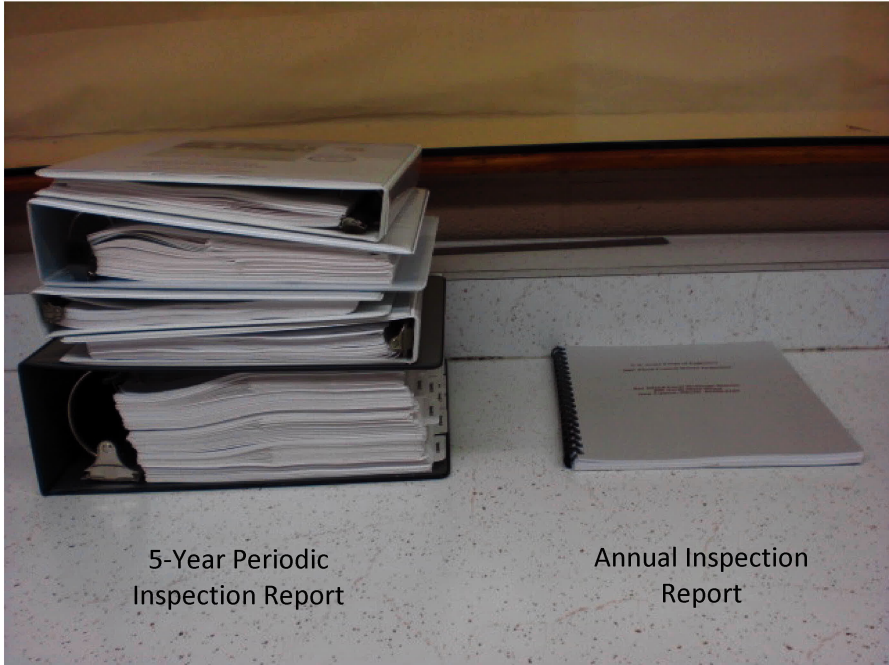


U.S. 54 Champ Clark Bridge Closure - 2014

and alignment of the new structure. None of us have forgotten the bridge closings during the 2008, 2013 and 2014 flood events. The hardships faced by our local citizens just getting to and from work across the river in Louisiana were profound. Since U.S. 54 is a major artery moving traffic between Interstate 72 in Illinois to U.S. 61 or Interstate 70 in Missouri, major re-routing headaches were evident regionally.

Therefore, the design of the new structure is crucial to insuring a reliable bridge crossing far into the future, regardless of the river conditions. The Sny has strongly urged elevating the Illinois approach to the bridge on piers over our river levee similar to the I 72 bridge at East Hannibal. This facilitates future flood-fighting efforts as well as levee maintenance and more importantly provides a reliable bridge crossing, even during extreme flood events. MoDot and IDOT have countered with elevating the Illinois approach over the levee and into the floodway using fill rather than piers. The new structure must not create the effect of further restricting flow in this area like we have with the two railroad bridges in the District. This plan continues to be carefully studied and financing monitored at both the state and federal levels.

The effects of past hurricanes in the gulf coast region were devastating, but the full extent of their impacts continue to be felt nationwide. As a result of these two catastrophic events, the National Levee Safety Act evolved and out of that the Corps of Engineers' Periodic Inspection Program. Historically, the Corps inspects its federal projects on an annual basis. In our case, the Rock Island District uses three to four days in November annually to inspect the Sny's main stem river levee, diversion channel levees as well as the Pigeon Creek and Dutch Horton Basin complexes. With the advent of the Periodic Inspection Program, we undergo an extremely critical inspection that takes several weeks over a five-year period to complete. In addition, the annual inspection process continues at the same time. Of particular concern to us in these inspection programs is the Corps' position on the encroachment of unwanted vegetation (corn, soybeans, wheat) within 15' of the levee toe.



Throughout the history of the Sny's Federal Project, row crops have been grown within this 15' zone with no problem. The Corps is now taking a much closer look at that practice, emphasizing the need to maintain appropriate ground cover in that area. Also of concern is the practice of spraying herbicide near the levee toe. On occasion, drift or

overspray has encroached on the levee slope killing the vegetation. In some cases, we have field roads located between the levee toe and the crop. If ruts appear in that zone, they must be filled and leveled. In other words, we are either creating an issue with crops planted too close to the levee, we have ruts in field roads (which is hardly unheard of and pose no threat to the system) located along the levee toe that must be



Overspray on Levee Toe

filled or we have more land to mow. We continue to work with the Rock Island District, the Vicksburg Division and Corps Headquarters to find some common ground on this issue. In the meantime, please take special care in protecting the integrity of the toe of the levee adjacent to your fields.

The latest regulation that was discussed at length at the Sny's annual meeting held in November is what is known as the Administration's defining and implementing a new Federal Flood Risk Management Standard for federal projects throughout the country. This is being formulated as a result of Hurricane Sandy devastating the east coast of the United States in 2012. The new policy seeks to implement a new standard for the Base Flood Elevation using one of three possible alternatives:

1. Use of the 500-year level of protection as the Base Flood Elevation (Currently the 100-year level of protection is used as the Base Flood Elevation). This would increase the Sny levee elevations by around 2' or perhaps slightly more since the Sny is a 100-year accredited levee.
2. Increasing the Base Flood Elevation (the 100-year level of protection) by 2'. This again would increase our federal levees (diversion channel and closing levees) by 2'.
3. Increase levee heights to offset effects of climate change using the best available science.

This all sounds well and good, except there is no proposal for federal assistance to increase these levels of protection. This potential multi-million dollar project would all fall on the local sponsor, the Sny. It is also unknown what effect these changes in the Base Flood Elevation would have on interior ponding levels within the District relative to pumping capacity. In addition, these standards are being developed without public input!



Arlington, Virginia
Meeting

The Sny attended a meeting with other drainage officials from the states of Mississippi, Missouri, Texas and Illinois at the National Waterways Conference headquarters in Arlington, Virginia in December. Drainage and flood protection officials met with representatives of the U.S. Army Corps of Engineers and FEMA to discuss the local impacts of implementing such a change. In the aftermath of all of this, Senator Thad Cochran of Mississippi, the incoming Chairman of the Senate Appropriations Committee, worked with his colleagues in the Senate as well as members of the U.S. House of Representative to attach a rider to the current "FY 15 Omnibus Bill" providing funding for most of the federal government for the balance of the 2015 fiscal year. The rider on the bill includes a provision, applicable government-wide, prohibiting the use of funds to implement a new Federal Flood Risk Management Standard until the Administration has solicited and considered input from governors, mayors and other stakeholders. For now, nothing new will be implemented. However, we must remain vigilant on this issue. It will come up again and we have to be ready to deal with it.

Please understand that these are issues of importance not only to the Sny at the local level, but also have significance nation-wide. They affect everyone from coast to coast. We must keep current on what is going on around us so when the time comes to react, we're knowledgeable of the issue and prepared to express our opinion in mass. We do this by attending meetings, talking to local, state and federal officials face-to-face every chance we get, read periodicals and listen to the news. We have had tremendous experiences this year



2014 Sny Annual Meeting

attending the many meetings on “Ditch the Rule” sponsored by our local Farm Bureau. We also had the best attendance ever at our Sny annual meeting held this year at the New Canton Methodist Church Fellowship Hall. These issues were addressed. People expressed their concern and heard of the Sny’s efforts to address each issue. We will do our best to keep you current throughout the year as to what is happening with all of these topics.

Please know that your Commissioners and staff make every effort to stay current on issues and



meet with local, state and national leaders when the opportunity presents itself. Through our memberships in the local Farm Bureau, the Upper Mississippi, Illinois and Missouri Rivers Association, the Mississippi Valley Flood Control Association and the National Waterways Conference, we have resources to keep us up-

to-date on changes in rules and regulations impacting our lives. We are active in all of these organizations with Commissioners and staff serving on a variety of boards and committees within each organization. We also maintain as much communication as possible with Corps staff at the district level in Rock Island, the division level in Vicksburg, Mississippi and at Corps headquarters in Washington, D.C. In addition, we have a presence twice a year testifying

before the Mississippi River Commission. We are in Washington, D.C. at least twice a year meeting with federally elected officials from Missouri, Iowa and Illinois to represent your interests. And just this summer, for the first time in memory, we had the occasion of having both the District Commander from St. Louis, Col. Anthony Mitchell, and the District Commander from Rock Island, Col. Mark Deschenes, at the Sny office at the same time for a day-long discussion of issues of concern to us and to tour the Sny.



Corps District Commanders meeting with the Sny Board in New Canton

2014 FLOOD EVENT

MAKE NO MISTAKE, THE NUMBER ONE PRIORITY OF THE SNY ISLAND LEVEE DRAINAGE DISTRICT IS TO PROTECT THE SNY FROM THE RAVAGES OF FLOODING FROM THE MISSISSIPPI RIVER!



Yep! Hard to believe but we had yet another flood in 2014. We had been monitoring the high river conditions throughout the end of June, but come the first of July, things got a little serious. The July 4th holiday was memorable since we had a forecast come out the night of July 3rd to expect a crest near 28' on the Hannibal gauge on the 5th. This represented a 2' increase over the forecast crest of near 26' released earlier in the day. We held an emergency meeting the morning of the 4th. The decision was made to alert flood-

fighting teams and initiate levee patrols throughout the District. David Greenwood, Pike County Emergency Management Director and the Pike County Highway Department assisted the District with the delivery of filled sandbags to strategic points throughout the District. A sandbagging operation was started at the Pittsfield Workcamp. U.S. Highway 54 on the Illinois side of the Champ Clark Bridge was closed to through traffic on July 6th. The Commissioners decided that pushing up the District's mainstem levee would not be an option because of the difficulty in securing enough heavy equipment from construction companies throughout the area on a holiday weekend to get the work done. Instead, if crest forecasts increased, road-graders pulled by bulldozers would be used to establish a "windrow" of sand about 2'



high lined with plastic at the top of the levee throughout the District to fight against the river. Fortunately, the higher crest proved to be an error in the forecast model. Ultimately, the river crested at 26.67 in Hannibal, 24.33 in Louisiana and 34.78 below the dam at Clarksville.



Fortunately, no serious damage resulted from the 2014 flood. The flood waters remained high for some time, but we finally did get back to normal, whatever that is. However, you might recall that we had a flood event in 2013 that did result in some damage to our levees. We had severe vegetation loss in Reaches 1 & 2 as well as up the Hadley McCraney Diversion Channel. We also had some severe erosion at the toe of the river levee just north of Louisiana and had a sink hole develop at Pump Station 1. The Rock Island District, U.S. Army Corps of Engineers

contracted with Klocke Construction to complete the repairs. Work is currently underway to armor the toe of the river levee north of Louisiana with riprap. The areas suffering from vegetation loss have been re-seeded. However, the repairs on the sink hole near one of the Sny's three seep wells at Pump Station 1 is another matter.



Mentioned earlier in the newsletter was the matter of the Corps of Engineers conducting the more detailed Periodic Inspection as a result of the National Levee Safety Act that came about

because of Hurricanes Katrina and Rita on the gulf coast. One of the requirements of the periodic inspection process was the testing of the District's 11 seep wells located at our three pump stations. Three wells are located at Pump Station 1, five at Pump Station 3A and three at Pump Station 4. The cost of testing and minimal rehabilitation work is approximately \$10,000.00 each. Testing indicates whether they are providing relief for the Pump Stations during high water events by channeling the seep water from the



river into the wells and then through drainage tubes to the Sny. The District contracted with Brotcke Well & Pump from the St. Louis area to conduct the tests. It was thought that the sink hole problem that developed at Pump Station 1 during flood events in 1993, 2001, 2008, 2013 and 2014 was a result of a

malfunctioning seep well.

Tests results have indicated that only one of the three wells at Pump Station 1 is functioning. The other two wells did not meet standards recommended by the Corps. However, during the testing process, we have found that in effect the three wells at Pump Station 1 have failed to

meet Corps pump standards dating back to 1965, shortly after the pump stations were constructed and placed in operation. We are currently working with the Rock Island District to resolve the seep well issue.

SERVICE

Over the years, many of the newsletters of the Sny provided a glimpse back into the District's history to relive memorable moments, highlight a significant achievement or point out those in



leadership positions who helped get us to the point we are today. In this year's newsletter, we honor the leadership and service provided to this District by a Commissioner who served for more than 20 years, J. Fred Schwartz. Mr. Schwartz was a lifelong farmer and businessman in the East Hannibal area of the Sny as well as in Hannibal, Missouri. Fred's leadership was prevalent throughout the region. Elected to the Sny Board in 1972, Fred served the District with distinction, helping shepherd it through the completion of the Sny channel clean-out as well as through the 1973 & '93 floods. Fred helped lead the effort of modernizing the heavy equipment fleet of the District by advocating the purchase of our first hydraulic excavator along with the Trail King lowboy, equipped to safely transport oversized loads such as the District's current 350L Cat excavator. By moving away from the use of draglines to hydraulic excavators, the District was

able to more efficiently clean out the miles of ditches that were long neglected during the more than seven year period it took to clean out the Sny channel. Indeed this use of modern, hydraulic equipment has helped the Sny become the District it is today. Fred also advocated establishing ties to our elected leaders as well as to the leadership of the Corps of Engineers and various flood control associations. He readily recognized that establishing these positive relationships would be a mechanism to keep the Sny moving forward. We mourned at his passing on October 4 this year. Fred will be long-remembered for his service to the community, and more importantly to the Sny.

15th Additional Assessment

A lengthy report on the District's 15th Additional Assessment appeared in our 2013 Newsletter. It was noted that the \$5,200,000.00 assessment was approved not only by the Circuit Court of the 8th Judicial Circuit, but also by the landowners. Almost \$3,500,000.00 was collected in lump

sum payments. The District then financed the remaining \$1,700,000.00 with the Farmers Bank of Liberty at an interest rate of 1.59%. Just to keep you up-to-date on the process, the first of five annual payments on the balance financed was made to Farmers Bank of Liberty November 3 of this year. That payment totaled \$355,951.58. The issue is to be retired in November of 2018.

PUMP STATIONS

Again this year we had what could be termed a busy pumping season. Rain events came at a fast and furious pace on more than one occasion this year. One particular intense rain storm hit in mid-August causing interior drainage issues over a major part of the District. Lingering



higher than normal river stages during much of the year increased seepage, thus negatively impacting our pumping operations. Fortunately, we did not encounter any major mechanical setbacks at any of our three pumping sites. Pump Station 1 under the leadership of Bryan Chapman and assisted by Gloria Castleberry ran with minimal problems. Pump Station 3A ran relatively trouble free under the leadership of Brad Motley. Our new full time operator at Pump Station 4, Brad Eigenman, ran efficiently and effectively

all year. All of our full time operators were ably assisted by our many part time operators.

Total Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 "by month" per individual year.													Yearly
	January	February	March	April	May	June	July	August	September	October	November	December	Total Gal
1996	0	0	43,708	21,650	108,839	58,505	22,202	0	0	0	29,207	7,400	291,511
1997	0	14,518	36,478	7,300	58,119	22,309	0	0	0	0	0	0	138,724
1998	0	30,005	36,204	80,214	59,260	44,014	45,005	15,001	14,435	0	29,701	0	353,839
1999	0	14,701	22,000	59,700	29,301	52,099	22,102	0	0	0	0	22,199	222,102
2000	0	0	0	0	0	37,105	14,900	0	0	0	0	0	52,005
2001	0	7,402	29,909	44,014	111,912	59,171	22,627	0	0	0	0	0	275,035
2002	0	0	15,057	29,800	112,357	44,506	0	0	0	0	0	0	201,720
2003	0	0	0	0	21,730	29,311	14,808	0	0	0	0	14,804	80,653
2004	0	0	44,123	14,732	29,916	43,718	0	14,694	15,000	0	0	0	162,183
2005	0	0	29,596	14,604	35,905	0	0	0	0	0	0	0	80,105
2006	0	0	14,698	15,061	7,484	15,100	0	0	0	0	0	0	52,343
2007	0	0	0	37,038	29,583	0	44,702	21,911	0	0	0	0	133,234
2008	0	22,734	37,006	22,195	126,786	126,478	119,234	29,975	44,918	0	0	22,098	551,424
2009	22,384	0	37,587	51,600	90,230	37,084	7,600	22,697	0	29,728	74,535	22,549	395,994
2010	0	15,170	50,981	75,016	60,111	118,892	88,951	74,564	82,060	14,684	7,600	0	588,029
2011	0	14,760	44,874	82,244	82,694	89,616	22,454	14,600	0	0	0	0	351,242
2012	0	22,235	0	15,000	7,500	7,451	0	0	0	0	0	0	52,186
2013	0	0	22,501	97,087	156,097	103,911	22,585	0	0	0	0	0	402,181
2014	0	0	0	37,109	30,198	37,200	81,354	22,204	22,031	29,590	0	0	259,686
Average Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 per month over nineteen year period.													
	January	February	March	April	May	June	July	August	September	October	November	December	
	1,178	7,449	24,459	37,072	60,949	48,762	27,817	11,350	9,392	3,895	7,423	4,947	
Total Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 by month for nineteen year period.													
	January	February	March	April	May	June	July	August	September	October	November	December	
	22,384	141,525	464,722	704,364	1,158,022	926,470	528,524	215,646	178,444	74,002	141,043	89,050	
Grand total of all gallons of diesel fuel delivered to pump stations 1, 3A, & 4 for the nineteen year period.												4,644,196	
Total Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 by month in 1993.													
	January	February	March	April	May	June	July	August	September	October	November	December	
1993	14,608	7,455	52,272	117,464	110,610	51,609	170,791	111,215	81,605	51,083	44,508	14,726	827,946

Fuel purchases at each of three stations were significant again this year, corresponding with the number of operating hours at each location. Each semi load of fuel is competitively bid for delivery at all three pump station locations. For the sixth consecutive year, we have insufficient funds to fill our fuel tanks, which has been our traditional practice. We continue to monitor the operations and maintenance at each of our pumping plants as engine and pump hours continue to accumulate.

FIELD WORK

With more than 270 miles of “district ditches” and almost 40 miles of creek channels, keeping an eye on them to make sure they’re cleaned out and running water as efficiently as possible takes all of us working together. Facilitating the best drainage possible on your farm is a

priority to us. While doing your field work, please pay particular attention to the condition of ditches on your farm. If there’s a question as to whether or not a ditch is considered a “district ditch” (one that the Sny has assumed responsibility for ditch maintenance), don’t hesitate to call the office to inquire. If it’s a “district ditch” and requires maintenance, inform us of your concern. We’ll get out and take a look at it as soon as possible and let you know how its maintenance will fit with the schedule for the



**Cat 324 Excavator Doing
Ditch Maintenance in Reach 2**

District’s Cat 324 excavator or the Cat 350 excavator. Our full time operators are Leon Holcomb and Willard Lynch. Paul Kenady lends his assistance on a part time basis. We maintain a record as to when the last ditch maintenance was done as well as which side of the ditch received the spoil. If you want the spoil and the landowner adjacent to the ditch on the other side doesn’t mind, we’ll place it on your land. Once placed, leveling the spoil is your responsibility. Often times, our operators will lay the spoil out as thinly as possible so you might be able to get through it with tillage implements. Otherwise, you will need to level it with some type of



**Cat 350 L Excavator
East Side Old McCraney Ditch**

heavy equipment or a tractor and blade. Our field staff will do their best to complete the necessary work as efficiently and effectively as possible.

Keeping brush off the banks of your ditches will go a long way toward improving its drainage capability. Thick brush growing along ditches provides so much shade that the establishment and growth of grass to stabilize the banks is severely hindered. It also creates ideal beaver habitat. With no vegetation on the ditch banks, erosion is soon to follow causing plugs to form in the ditch. For many years the Sny has maintained a brush control program that allows landowners to secure herbicide at the District's expense to control unwanted woody vegetation on "district ditch" banks. The landowner's responsibility lies in securing the necessary voucher from the District office, picking up the appropriate herbicide (Crossbow) from our participating chemical dealer and applying it to the area in need. The success of this program is completely in the hands of the landowners. We hope that you will consider being a part of this program in the future, if you haven't already utilized it.



Alamo Machete Brush Cutter

If brush gets out of control on a "district ditch" in your area, we have the use of an Alamo brush cutter attachment on one of our John Deere 7710 tractors or a WagWay brush cutter attachment for our Cat 324 excavator. We will schedule one of these units to work on your ditch based on availability of the equipment, the size of the brush and the ground conditions. Once cut, we encourage you to utilize herbicide to keep it from coming back in the future.

Another way to keep your ditches draining as efficiently as possible is to install drainage tubes in the field drains that run into larger "district ditches". If properly installed, the drainage tubes will go a long way in preventing your topsoil from ending up in the bottom of the "district ditch" during heavy rain events. The quickest way to create a plug in a ditch is to cut a field drain directly into it. Also

**WagWay
Unit
on 324
Excavator**



remember if we're doing ditch excavation work in your immediate area and you need a drainage tube installed as a crossing or a field drain, we will do the installation at no charge. However, we do not guarantee the installation for proper flow and will not be responsible for future damage that may occur to the tube or area crops resulting from the installation.

If you're in need of drainage tubes for field drain installations or for crossings in your area, we



maintain a large inventory of both polyurethane as well as galvanized tubes at a competitive price. When pricing your tubes, please remember that our polyurethane tubes are of double-walled construction with a smooth inner wall to facilitate flow. Our galvanized tubes are riveted tubes constructed of 14 gauge steel to insure a longer life. In addition, if you are in need of water control structures, flapgates or other specialty items, please check with us first. If we don't have it in inventory, we can special order it with delivery in just a few days.

A VERY SPECIAL HOLIDAY GREETING FROM YOUR FRIENDS AT THE SNY ISLAND LEVEE DRAINAGE DISTRICT!!!!

It's that truly magical time of the year that especially our children and grandchildren look forward to. It's a time of year to enjoy our family and friends. We hope that all of you are blessed with the warmth and joy that this season stands for and wish all of you, your families and your friends a very Merry Christmas and a healthy and prosperous New Year in 2015!



In observance of the holiday season, the Business Office will be closed Christmas Eve & Christmas Day, December 24 & 25, and New Year's Eve and New Year's Day, December 31 & January 1.

If you would like to access this year's as well as previous newsletters electronically, they can be found at www.snyisland.org/newsletter.htm


Dan Lundberg - President


Brady Bonowman - Secretary


Russell Koeller - Commissioner

SNY ISLAND LEVEE DRAINAGE DISTRICT
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
YEAR ENDED OCTOBER 31, 2013

	General Annual Maintenance	Capital Projects Fund Reserve Fund Fall Creek	Permanent Fund Reserve Fund Seepage	Total Governmental Funds
REVENUES				
Assessments	\$ 5 360 042	\$	\$	\$ 5 360 042
Material and pipe sales	61 139			61 139
Lease income	17 750			17 750
Farm income	37 280			37 280
Investment earnings	3 593	1 502	6 079	11 174
Miscellaneous	29 451			29 451
Total revenue	<u>5 509 255</u>	<u>1 502</u>	<u>6 079</u>	<u>5 516 836</u>
EXPENDITURES				
Current:				
General administration				
Payroll	110 350			110 350
Office supplies	8 323			8 323
Building utilities and maintenance	8 709			8 709
Insurance	79 315			79 315
Legal and audit	520 169			520 169
Engineering	108 712			108 712
Miscellaneous	38 238			38 238
Pumping Operations				
Payroll	141 403			141 403
Operating expenses	1 673 810			1 673 810
Heavy Equipment Operations				
Payroll	128 925			128 925
Equipment expenses	57 777			57 777
Other Operations				
Payroll	42 819			42 819
Equipment expenses	94 814			94 814
Pipe and wire rope	51 435			51 435
Shop supplies and maintenance	9 176			9 176
Levee and ditch maintenance	57 965			57 965
Miscellaneous				
Payroll taxes	41 192			41 192
Employee benefits	87 361			87 361
Debt Service:				
Principal	70 166			70 166
Interest	169 084			169 084
Capital Outlay:	22 120			22 120
Total expenditures	<u>3 521 863</u>	<u>-</u>	<u>-</u>	<u>3 521 863</u>
OTHER FINANCING SOURCES				
Loan Repayment	<u>(1 188 813)</u>			<u>(1 188 813)</u>
Net change in fund balances	798 579	1 502	6 079	806 160
Fund balances - beginning	<u>(1 965 257)</u>	<u>564 439</u>	<u>1 816 314</u>	<u>415 496</u>
Fund balances - ending	<u>\$ (1 166 678)</u>	<u>\$ 565 941</u>	<u>\$ 1 822 393</u>	<u>\$ 1 221 656</u>

The accompanying notes are an integral part of these financial statements.

The financial information presents a statement of revenue and expenditures for the fiscal year ending October 31, 2013