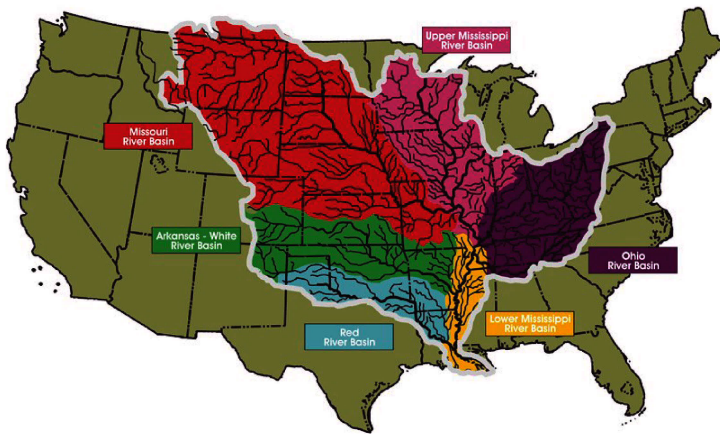


# ***SNY ISLAND LEVEE DRAINAGE DISTRICT***

## ***2016 ANNUAL NEWSLETTER***

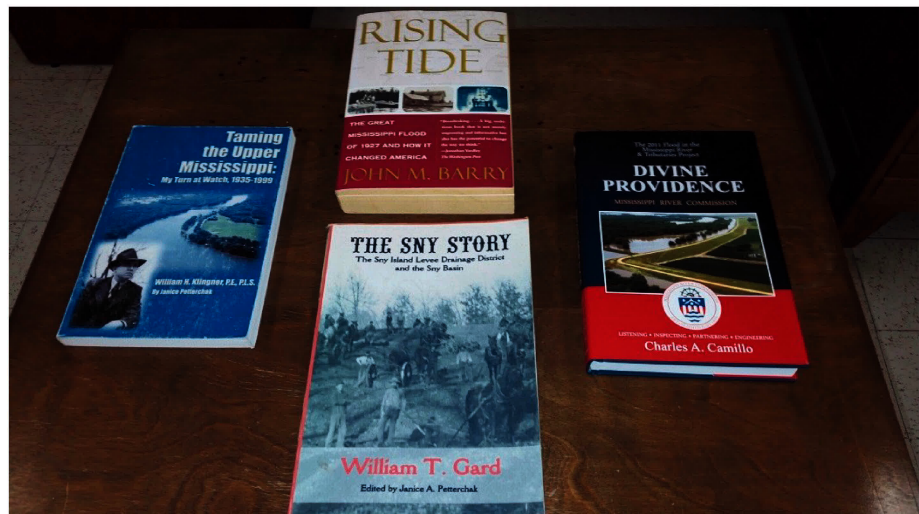
So much has been written over the years about the great Mississippi River; from works of fiction to autobiographies to historical perspectives. So much is there to learn from. Did you know the Mississippi River watershed provides drainage for 41% of the United States? The watershed encompasses parts of 31 states and



two Canadian provinces covering 1.25 million square miles. More than 250 tributaries flow into the Mississippi. Did you know that the Mississippi River basin is the third largest in the entire world? It is exceeded by only the Amazon and Congo River basins. Did you know that it's the 4th longest river in the world? So much history to learn

from. Of particular interest are books such as Divine Providence written by Charles Camillo chronicling the 2011 flood on the lower Mississippi River; Rising Tide by John Barry addressing the Great Flood of 1927 on the Mississippi;

Taming the Upper Mississippi: My Turn at Watch by William H. Klingner (long time consulting engineer for the Sny) reflecting on flood protection, navigation and the environment on the upper Mississippi and The Sny Story



written by William T. Gard, long time Superintendent of the Sny Island Levee Drainage District detailing the history of the largest levee and drainage district north of St. Louis, Missouri on the Mississippi River. Pages of history laid out before us. In the Sny, we turn a new page of this history every year, just as we



are with the writing of this newsletter. We tell a story highlighting life in this great drainage district, then look forward to a clean slate to work on the next year. It was a cherished American icon named John Wayne who said, “Tomorrow is the most important thing in life. Comes into us at midnight very clean. It’s perfect when it arrives

and it puts itself in our hands. It hopes we’ve learned something from yesterday.” 2017 comes to us much like that perfect tomorrow. We will work hard to apply what we’ve learned from yesterday so tomorrow might be better.

## ***DECISIONS, DECISIONS, DECISIONS***

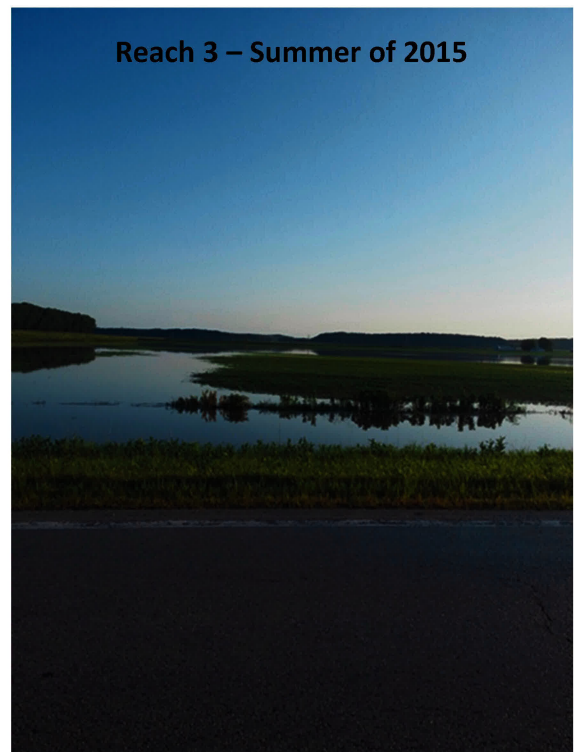
Just like those Sny leaders from throughout our rich history, we face decisions



today that will be crucial to the prosperity of those who will come after us. In the late 1800’s, our leaders faced the challenge of organizing the Sny when no laws existed to facilitate it. In the early 1900’s, our leaders faced a legal challenge on bonds that went all the

way to the United States Supreme Court, and won. In the 1950’s and 60’s, our leaders faced the challenge of constructing our system as we know it today. Now, because of ever changing conditions on the river coupled with interior drainage issues, we must determine a course of action that will best position our drainage district to flourish in the future.

Recently, the American Geophysical Union released the results of a study measuring flood frequency, flood magnitude, flood duration and volume of flood events over a 400 square kilometer grid throughout the





entire United States. The study timeframe covered 1940 to 2013. The only section of that grid over the entire United States where all four of those measurements showed an increase was the area encompassing the Sny.

The interior flooding depicted on the previous page coupled with the higher river stages just cited have combined to create a dramatic negative impact on the overall efficiency and effectiveness of our pump stations. Why? The answer to that question lies in the fact that our current 1960's system was not designed for conditions that we are experiencing today. River stages back then were lower. Interior drainage to our pump stations was slower. Pump Station 1 pumps were designed to pump efficiently at river stages less than 22' on the Hannibal gauge. Back then, a 22' river was extremely high and not very common. And by the way, diesel fuel was less than \$.50/gallon. Fast forward to today, a 22' river is a concern, but not a real threat. A 22' river on the Hannibal gauge today (not all that uncommon) cuts our pumping capacity from 200,000 gallons per minute



down to about 80,000 gallons per minute. A similar scenario exists with the pumps at Pump Station 3A. For example, during the 2008 flood event, our pump stations were running 24 hrs./day, 7 days/week and we could not keep up with the amount of seep water coming into the system from the high river conditions. Thousands of acres of crops were lost

throughout the District in 2015 due to severe interior flooding. Thousands of acres were again flooded in the winter of 2015/16 due to run-off from heavy rain in December and January. On both occasions, it took weeks for our pump stations to get that flood water out of the system. Yet another factor in considering this district wide improvement process is that of the reliability of our current pumping units. Even though they are highly maintained, they are old. And given the amount of use they are getting, in the event of a pump failure, we have no back-ups for the loss of capacity. Repairs can take as long as six weeks or more. The question arises, is it time to modernize the system by adding new pumps?

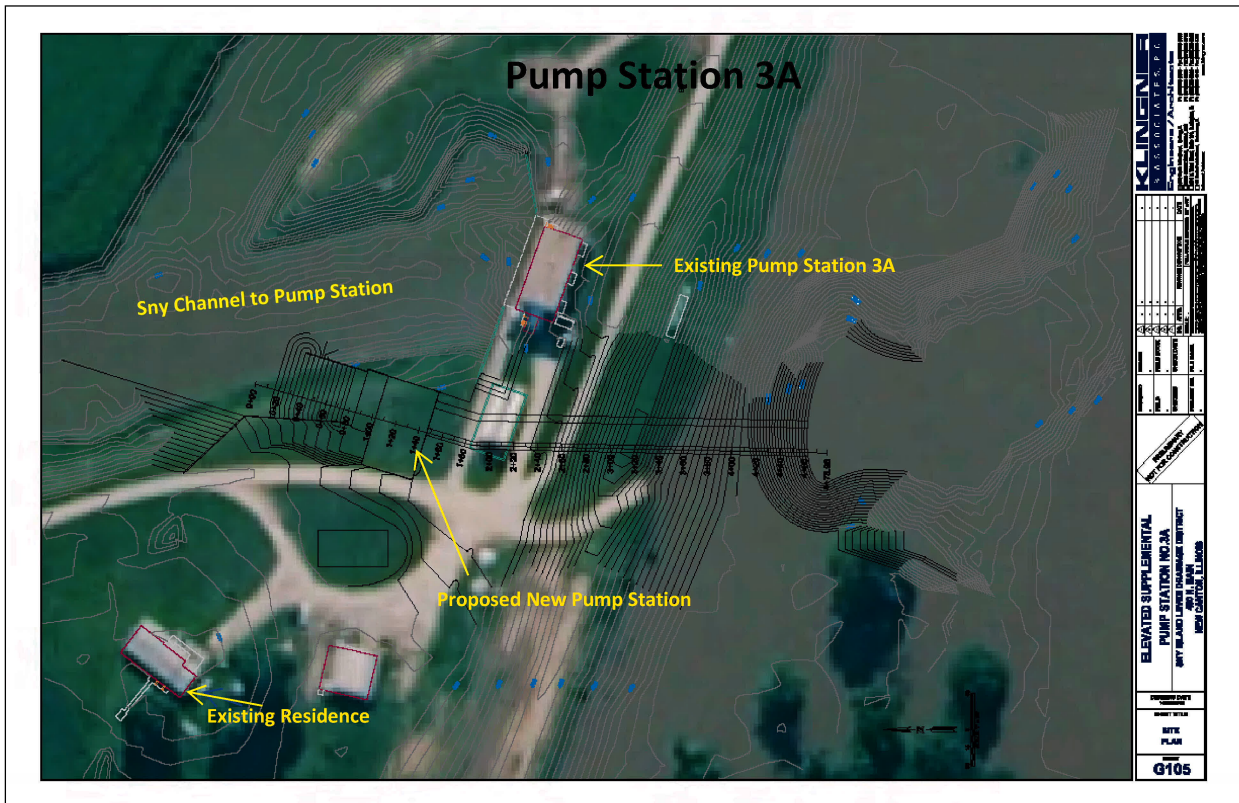


Some initial discussions had been held prior to the flooding in the summer of 2015 about increasing the pumping capacity at Pump Stations 1 & 3A. Strengthening the northern 3.9 miles of main stem river levee in Reach 1 also came up. More detailed discussions were held with Sny landowners at meetings held in August and November of 2015. The consensus from those meetings was to move forward with more detailed plans. Additional landowner meetings were held in August and November this past year at which detailed plans for improvements were provided.

On November 21, 2016, plans for the construction of two new pump stations, one at Hull next to Pump Station 1 and the other at Pleasant Hill next to Pump Station 3A were presented. Each new pump station would be equipped with two new pumps that combined would add as much as 680,000 gpm pumping capacity to the District's current pumping capabilities. Specifically, two new pumps at Pump Station 1 will add 280,000 gpm with two new pumps at Pump Station 3A adding 400,000 gpm. But even more importantly, these new pumps will be much more effective and efficient at the higher river stages we routinely experience today.







It should also be noted that the existing pump stations will continue to be maintained and operated as needed since they operate efficiently and effectively during conditions such as we have experienced during most of 2016. By adding new pumps along with maintaining our existing ones, valuable back-up capability will exist in the event of future breakdowns. The estimated cost for the pump station improvements is nearly \$18,000,000.00.

Also included in these district improvements is the addition of 350,000 – 400,000 cubic yards of sand to the northern 3.9 miles of our main stem river levee in Reach 1. Specifically, the project site will start at the south end of the '93 Break Site and run north to what is locally known as Brockmeyer's Crossing. The sand will be hauled from a borrow site in Fall Creek Township utilizing tractors pulling wagons capable of handling 30-ton payloads. The borrow site will be prepared and the sand will be excavated using the Sny's existing excavators and bulldozers. Once unloaded at the levee toe, Sny bulldozers will move the sand to the levee slope. Once the amount of sand necessary is removed from the borrow site and placed on the levee slope, the borrow site will be restored to as close to its pre-project condition as possible. This entire levee project will be done using Sny staff and mostly Sny equipment and will likely be finished perhaps before work on the pump stations is even started. The preliminary cost estimate for the levee work is a little more than \$4,000,000.00.

Yet another aspect to this overall improvement project is the installation of a



sheet piling cut-off wall located between the mainstem river levee and Pump Station 1. Sheet piling, to be driven to a depth of about 80', is required to stop the flow of seepage coming through the levee and undermining the existing pump station during flood events. Even though the existing pump station remains solid on its piling, the seep water is undermining the structure

creating voids. This project will not only involve the installation of the wall, but also filling any existing voids with a slurry material. The first sinkhole showed up during the '93 flood directly under the pump station office. The sink hole problem has persisted since then with the development of holes during flood events in 1998, 2001, and 2008. Interestingly, with each flood event, the location of the sinkhole moved. It started under the office in 1993 and moved around the pump station to a new site with each flood event, ending on the north side of the pump station at the stairway landing and the seep well in 2013. Repairs were made by the Sny staff in 1998 and 2001. The federal government completed the repairs after the '08 and 2013 floods. However, the problem persists, and it appears the conditions that have led to this problem exist due to a "design deficiency" in the pump stations. Sny officials have argued that the cost of correcting the problem lies with the federal government, since it was the government's design error that has led to the problem. A process even exists to apply for funds to correct "design deficiencies". Inquiries have been made by both Sny officials as well as federal officials regarding the availability of such funds. None is available and federal officials indicate no interest in assisting with repairs. The cost estimate to correct the deficiency and thus complete this phase of the project is about \$1,100,000.00.

Planning for this major, district-wide improvement project continues. A required meeting with federal officials regarding the Sny's interest in pursuing such a project was held late last summer. Required archaeological studies at sand



borrow sites in Fall Creek Township as well as at Pump Stations 1 & 3A are nearing completion. Design work on the new pump stations is nearly 60% complete. The design for the levee improvements is complete. The required modeling of the effects the new pump stations will have on flow characteristics of the Sny are nearly complete. It is anticipated that formal applications to appropriate governmental agencies with jurisdiction over such a project will be filed by the end of January. At about that same time, Sny officials will formally petition the Circuit Court of the 8<sup>th</sup> Judicial Circuit of Illinois (Pittsfield) seeking permission to do the project and provide the funding to finance it. By law, a public hearing inviting landowners to appear before the Court to file any objections they might have to the project will be scheduled. Once that hearing date is set by the Court, each landowner of the Sny Island Levee Drainage District will be mailed a formal notice containing the date, time and place for the hearing. That same notice will also be advertised in local newspapers with a general circulation in the area and posted at various sites in the District. If approval is granted to proceed, it is anticipated the levee improvement portion of the project could be completed by Spring, 2018 with the new pump stations operational by late fall of 2019. Sny officials will make every effort to keep you updated as this project moves forward.

**Indeed, big decisions lie ahead affecting future generations of Sny landowners. But, as has been the case with prior generations, continues to be today and will likely be in the future, all of us in the Sny are unique as individuals with different strengths and different weaknesses. As individuals facing such challenges as we do today, we can be strong and resilient. But facing these challenges by working together for a common cause, we can be formidable! This best describes the Sny throughout its history. It emblemizes the strength, vision and courage with which we strive to do what's right, for the benefit of all.**



## **PUMP STATION OPERATIONS – 2016**

**We had a good year at our pump stations this past year once we got past January. As you might recall, heavy rain at the end of 2015 brought about significant**

flooding and resulting busy pumping operations in January. For the first time in recent memory, we were running all of our pump stations on a 24/7 basis through the holiday season. However, once we got all that rain water out of the system, the rest of year went very well. We experienced no major malfunctions at any of our pump station locations. Fortunately, we had no major flooding events on the Mississippi this past year so our pump stations were able to operate about as efficiently as possible. Hats off to our three fulltime operators and their staff that includes 15 part time assistants and, if needed, two of our fulltime field personnel who man these stations whenever necessary. Our resident operators are as follows: Pump Station 1 – Dylia Hull; Pump Station 3A – Brad Motley and Pump Station 4 – Brad Eigenman.

Please note below, statistics maintained on diesel fuel purchases since 1996 at all three pump stations. Pay particular attention to the annual fuel purchases from 1996 through 2007 vs. those purchased from 2008 on.

### Diesel Statistics

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	
2015	0	29,718	0	0	14,520	125,588	125,849	22,205	0	0	15,002	80,999	413,881	
2016	29,346	14,863	36,179	14,621	36,611	0	22,366	14,405	21,927	14,704	14,813	7,598	227,433	
Average Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 per month over twenty-one year period.														
	January	February	March	April	May	June	July	August	September	October	November	December		
	2,463	8,862	23,852	34,237	57,579	50,098	32,226	12,012	9,541	4,224	8,136	8,459		
Total Gallons of diesel fuel delivered to pump stations 1, 3A, & 4 by month for twenty-one year period.														
	January	February	March	April	May	June	July	August	September	October	November	December		
	51,730	186,106	500,901	718,985	1,209,153	1,052,058	676,739	252,256	200,371	88,706	170,858	177,647		
Grand total of all gallons of diesel fuel delivered to pump stations 1, 3A, & 4 for the twenty-one year period.												5,285,510		
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	



## FIELD OPERATIONS

The official boundary of the Sny encompasses more than 114,000 acres that includes 54 miles of main stem Mississippi River levee, more than 100 miles of earthen levees, 2,800 acres of sedimentation basins, more than 35 miles of creek channels and nearly 260 miles of drainage ditches. We get great cooperation from county governments, especially during flood events, as well as from many of the 14 townships that are within the Sny. Maintenance of all this falls back on full and part time staff who sometimes double as pump station operators.

Regulations call for all of the Federal Project to be mowed at least twice per year. This includes the 54 miles of river levee as well as the North and South Closing Levees, Pigeon Creek and Dutch/Horton Basins and the Hadley/McCraney, Kiser Creek and Bay Creek/Six Mile Diversion Channels. This totals about 123 miles of levees to be mowed on just the Federal Project. This does not include mowing the earthen levees on 13 other sedimentation basins within the Sny's jurisdiction. Sny equipment utilized for this aspect of our operation includes two John Deere 7710 tractors and two Bush Hog mowers. Recently, we have been working with private interests who are mowing some of the levees and baling the hay for their use, cutting down on the amount of mowing we do with our equipment. This has presented some challenges that will be addressed prior to the 2017 mowing season.

Ditch maintenance in the Sny is an aspect of our operation that demands your help. We maintain nearly 260 miles of drainage ditches within the Sny. Most of the year, our staff cannot check on their condition due to the presence of crops. You see the condition of these waterways

Cat 350 L on Running Slough – Reach 1





**Cat 324DL Excavator**

way more than we do. Please let us know if a District Ditch on your property needs attention. Once notified, when the crops are out, we'll take a look to see what needs



**Austin Creek Brush  
Before Clearing**

to be done and get it on the schedule for cleaning. We maintain these ditches using either our Caterpillar 350L or Caterpillar 324 DL excavator.

## **BRUSH CONTROL**

Our field work is not just confined to ditch excavation. The operation of a hydraulic brush cutter attachment and bucket thumb for our 324 excavator coupled with our Alamo brush axe on one of our John Deere 7710s allows for much more efficient brush maintenance along our ditches as well as on riprap along our main stem Mississippi River levee. The use of this equipment along with the application of herbicides provided to landowners by the Sny to control the growth of brush on district ditches helps promote





**Austin Creek after  
Brush Clearing**

efficient  
drainage  
throughout  
our system.  
This past  
year, many  
Sny  
landowners  
took  
advantage of  
our brush  
control  
program that  
supplies

**Crossbow for application on District Ditches.**

Our field work also involves cooperating with federal, state and local units of government in providing safe and efficient transportation infrastructure. Two specific projects are in the works that involve all three levels of government. The bridge crossing Austin Creek in Fall Creek Township is scheduled for replacement in 2018. The planning and permitting process for this project, led by the Adams County Highway Department, began this year. Inspection of the bridge showed pilings supporting the bridge span to be unstable. We are cooperating with Jim Frankenhoff, Adams County Highway Engineer, to maintain the viability of this road until the bridge is replaced next year.

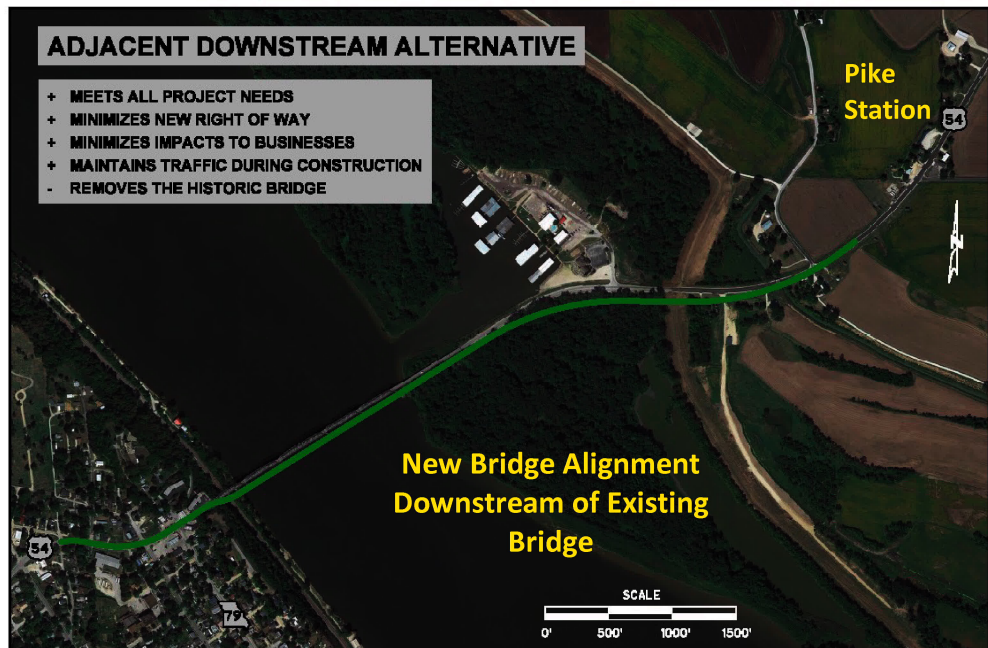


**Austin Creek Bridge  
Fall Creek Township**

The second bridge project the Sny is involved with is of critical importance on the local, regional and national level. The replacement of the Champ Clark Bridge

crossing the Mississippi River from the Pike Station area of Reach 3 of the Sny into Missouri at Louisiana has been in the planning stages for more than three years. This bridge provides a vital transportation link on the local level for individuals residing on one side of the river, yet working on the other. It's vital for our Illinois agricultural community to transport commodities to area grain terminals. It's a vital transportation link both regionally and nationally, connecting Interstate 72 in Illinois to Interstate 70 and U.S. 61 in Missouri via U.S. 54. A critical component to this project is the design and construction of the 1,800' Illinois approach to the first clear span of the bridge on the river side of the Sny main stem river levee. The current Illinois approach is highly susceptible to flooding, with the roadway on the river side of the levee going under water at 24' on the Louisiana, Missouri gauge.

The bridge has been closed several times over the years; 1973,





1993, 2001, 2008, 2013 & 2014. Sny officials and representatives of the Salt River Association are promoting the concept of elevating as much of this new 1,800' approach as possible on piers similar to the I 72 Bridge at Hannibal. Transportation officials are promoting raising the earthen embankment as much as seven feet so the new roadway will withstand greater than a 500 year flood event. Flood control officials are concerned how this will impact flood risk upstream and across the river from the structure not only now, but into the future since the life expectancy of this new bridge is 75 years. Earlier in this letter, it



Champ Clark Bridge  
Earthen Fill Illinois Approach

was pointed out that the American Geophysical Union released the results of a study that found the only area of the United States where flood frequency, magnitude, duration and volume had all increased was the area from St. Louis to Rock Island, right here in the Sny. What does the future hold given this data? There is absolutely no question this bridge is needed. The Sny Island Levee Drainage District supports the construction of the new bridge as do other flood control officials across the river in Missouri. However, we must be sure the structure is designed properly so the transfer of flood water through this area is improved. Yes, we're concerned with conditions now. However, we must remain vigilant to protect future generations who will be forced to live with the conditions we are creating today. Sny Island has been and will continue to work with flood control officials from Missouri as well as officials from the Illinois Department of Transportation, the Missouri Department of Transportation, the Rock Island and St. Louis Corps Districts to provide a safe and reliable bridge not only for us today, but for

future generations.



## A LEGAL PERSPECTIVE



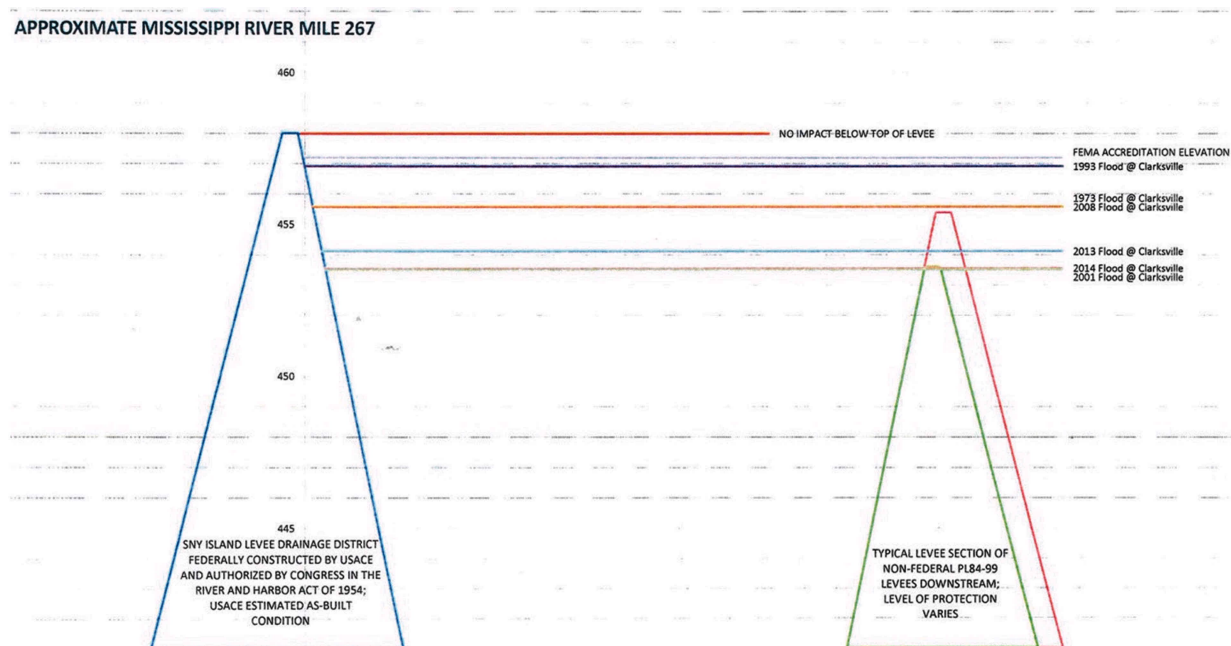
As has been reported in this newsletter for a number of years, the Sny has been in a dispute with both the Kansas City Southern and Norfolk Southern Railroads since 2008 over the assessment of benefits received by both railroads relative to the Sny's 15<sup>th</sup> Additional Assessment and annual assessment. Both railroads filed a Federal lawsuit against the District claiming discrimination. The case was first heard by the Federal District Court in Springfield, Illinois where the Sny prevailed. An appeal filed by the railroads to the Federal 7<sup>th</sup> Circuit Court of Appeals in Chicago was upheld in that the Sny had the right to assess the railroads for benefits received, but must provide a more detailed analysis justifying the assessment. The case was again heard by the Federal District Court in Springfield where the Sny prevailed again. The railroads again appealed to the 7<sup>th</sup> Circuit Court of Appeals in Chicago. However, the same three judge Appellate Court panel that questioned the Sny's assessment methodology in the first proceeding ruled unanimously in favor of the Sny and upheld the assessment this time. The railroads then unsuccessfully requested a hearing before the entire 12 judge panel in the 7<sup>th</sup> Circuit. As a result of this ruling, the railroad assessment of benefits put forth in the assessment roll for the Sny Island Levee Drainage District 15<sup>th</sup> Additional Assessment was confirmed by the Circuit Court of the 8<sup>th</sup> Judicial Circuit in Pittsfield on December 2, 2016.

## LEVEE ACCREDITATION

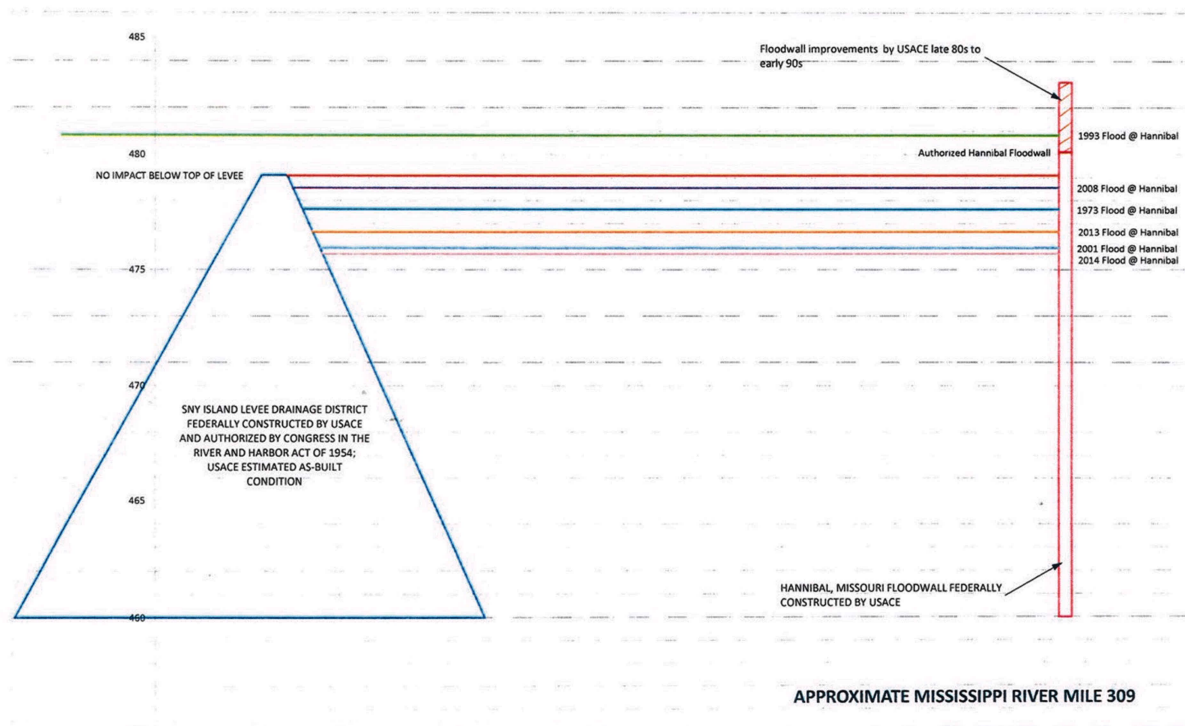
With the help of the U.S. Army Corps of Engineers, Rock Island District, the Sny Island Levee Drainage District achieved 100-year flood protection certification from FEMA in 2003. It is critical to remember, the Sny would never have received this certification without the assistance of the Corps. After all, the Corps reviewed and approved all engineering data submitted that led to the Sny receiving this certification. It is also important to know this accreditation is for not only flood protection from river flooding, but also from interior flooding resulting from heavy rain events. To name a few, the benefits of achieving this 100-year certification are lower if any flood insurance premiums and few if any restrictions on constructing grain bins, machine sheds, homes, businesses, etc.



within the boundary of the Sny. In 2009, six years after the Sny achieved its certification, the Rock Island District, U.S. Army Corps of Engineers informed Sny officials that the Corps did not recognize the Sny's 100-year certification and went on to state that the Sny had illegally raised its levee elevations in order to achieve its certification. Corps officials were quoted in newspaper articles that Sny levees were increasing flood stages on its neighbors from Keokuk, Iowa to Grafton, Illinois by 2.5' during a 500-year flood event. On so many levels, this is wrong. The data utilized to develop the flood model showing we were flooding our neighbors was in error. In other words, "Garbage in/Garbage out". In addition, accepted protocols for completing this type of modeling were not followed. The fact of the matter is the Sny has not raised floodwaters on our neighbors.



The above display shows on the left the Sny levee (Reach 4) if it were what the Corps says it should be compared to the levee on the right that shows the size of neighboring levees. The purple line at the top is the elevation of the '93 flood at Lock & Dam 24 in Clarksville. As you can see, the '93 flood would not overtop our levee at the lower end of Reach 3 as well as all of Reach 4, even if it were where the Corps says it should be. That being the case, how are we causing increased flooding on our neighbors when even the '93 flood would not overtop the levees at the southern end of the District if they were where the Corps says they should be. By the way, these levees are recognized by the Corps as being acceptable and remain in the federal government's PL84-99 Program.



The above display, again prepared by Klingner & Associates, depicts our mainstem river levee as the Corps says it should be on the left across the river from Hannibal. The Hannibal floodwall is shown on the right. The green line at the top of the drawing is the elevation of the '93 flood. As you can see, the '93 flood elevation overtops the Sny levee, but is below the elevation of the Hannibal floodwall. That is what happened in 1993. Now, the Sny levees were pushed up in 1993 as well as in 2008. This was done with the permission of local, state and federal authorities and in fact was paid for by the Federal Government. By the way, levee and drainage districts and local communities in the States of Missouri and Iowa did the same thing as far as flood fighting was concerned. In fact, the good folks in Hannibal assisted us with the flood fight by furnishing us with thousands of filled sandbags. Again, how are we flooding our neighbors? The narrative being pushed by Federal officials and other river interests is just not true. Our job is to protect the property and rights of our landowners within existing regulatory frameworks. That is what we've always done and that is what we will continue to do to the best of our ability.

## PROFESSIONAL AFFILITATIONS

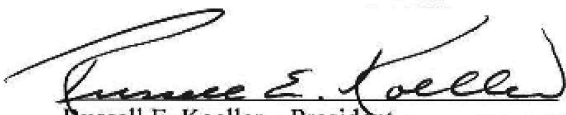
Sny Island Levee Drainage District maintains memberships in three of the pre-eminent flood control/water resource organizations in the country. We are a member in the National Waterways Conference with headquarters in Arlington, Virginia. Currently, Superintendent Reed serves on the Board of Directors of this association. Sny Island maintains a membership in the Upper Mississippi, Illinois



and Missouri Rivers Association. The current President of the organization is Mr. Mike Klingner of Klingner & Associates whose main office is in Quincy, Illinois. Mr. Klingner also serves as the Engineer of Record for Sny Island. The District also is a member of the Mississippi Valley Flood Control Association with headquarters in Memphis, Tennessee. Currently, Sny Board President Russell E. Koeller serves on the Executive Committee of the MVFCA as the representative from the State of Illinois. Commissioners Dan Lundberg and Brady Borrowman have served on Committees of the Association in the past. Superintendent Reed has Chaired the Engineering Committee on two occasions and also attends all of the MVFCA Board Meetings. Our participation in these organizations is vital to keeping up on the latest laws and regulations coming down from Washington, D.C. Every effort is made annually by all the Commissioners and Superintendent Reed to attend legislative meetings in Washington, D.C. While in Washington, meetings are scheduled with legislative leaders from Illinois, Missouri and Iowa as well as at Corps Headquarters and FEMA Headquarters as needed to represent your interests.

Many thanks to all of you, our landowners, for entrusting us with serving as your Commissioners on the Board of the Sny Island Levee Drainage District. It's truly an honor to be a part of this historic organization. We look forward to continuing to represent you as best we can and look forward to meeting the challenges that lie before us. Best wishes to all of you and your families on all the very best that 2017 has to offer. Have a safe, prosperous and healthy new year!

The financial information on the last page of the newsletter presents a statement of revenue and expenditures for the fiscal year ending October 31, 2015.

  
Russell E. Koeller – President

  
Dan Lundberg – Secretary

  
Brady Borrowman - Commissioner

If you would like to access this year's or previous years' newsletters electronically, they can be found at [www.snyisland.org/newsletterhtm](http://www.snyisland.org/newsletterhtm).

**SNY ISLAND LEVEE DRAINAGE DISTRICT**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES**  
**GOVERNMENTAL FUNDS**  
**YEAR ENDED OCTOBER 31, 2015**

	General Annual Maintenance	Capital Projects Fund Reserve Fund Fall Creek	Debt Service Fund	Permanent Fund Reserve Fund Seepage	Total Governmental Funds
<b>REVENUES</b>					
Assessments	\$ 1 854 815		\$ 293 282		\$ 2 148 097
Material and pipe sales	57 858				57 858
Lease income	15 750				15 750
Farm income	41 330				41 330
Investment earnings	6 050	\$ 1 573		\$ 5 299	12 922
Miscellaneous	11 088		412		11 500
Total revenue	<u>1 986 891</u>	<u>1 573</u>	<u>293 694</u>	<u>5 299</u>	<u>2 287 457</u>
<b>EXPENDITURES</b>					
Current:					
General administration					
Payroll	112 657				112 657
Office supplies	5 612				5 612
Building utilities and maintenance	8 463				8 463
Insurance	87 649				87 649
Legal and audit	124 471				124 471
Engineering	95 371				95 371
Miscellaneous	55 318				55 318
Pumping Operations					
Payroll	142 176				142 176
Operating expenses	744 111				744 111
Heavy Equipment Operations					
Payroll	102 002				102 002
Equipment expenses	24 565				24 565
Other Operations					
Payroll	25 333				25 333
Equipment expenses	54 561				54 561
Pipe and wire rope	49 634				49 634
Shop supplies and maintenance	10 629				10 629
Levee and ditch maintenance	51 481				51 481
Miscellaneous					
Payroll taxes	39 074				39 074
Employee benefits	111 876				111 876
Debt Service:					
Principal	76 598		332 000		408 598
Interest	13 997		21 751		35 748
Capital Outlay:	48 657				48 657
Total expenditures	<u>1 984 235</u>	<u>-</u>	<u>353 751</u>	<u>-</u>	<u>2 337 986</u>
<b>OTHER FINANCING SOURCES</b>					
Transfers	( 19 343)		19 343		-
Sale of land	36 612				36 612
Net change in fund balances	19 925	1 573	( 40 714)	5 299	( 13 917)
Fund balances - beginning	(2 104 055)	567 318	300 764	1 827 451	591 478
Fund balances - ending	<u>\$ (2 084 130)</u>	<u>\$ 568 891</u>	<u>\$ 260 050</u>	<u>\$ 1 832 750</u>	<u>\$ 577 561</u>

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