

City of Carroll

112 E. 5th Street

Carroll, Iowa 51401-2799

(712) 792-1000

FAX: (712) 792-0139

GOVERNMENTAL BODY: Carroll City Council
DATE OF MEETING: December 4, 2018
TIME OF MEETING: 5:00 P.M.
LOCATION OF MEETING: Region XII
1009 E Anthony St
Carroll, IA 51401

www.cityofcarroll.com

AMENDED AGENDA

1. Roll Call
2. Update on Library/City Hall Project and Possible Action
3. Planning Session - 2018
4. Adjourn

City of Carroll

112 E. 5th Street

Carroll, Iowa 51401-2799

(712) 792-1000

FAX: (712) 792-0139

MEMO TO: Honorable Mayor and City Council Members
FROM: Mike Pogge-Weaver, City Manager *MJP-W*
DATE: November 30, 2018
SUBJECT: Update on Library/City Hall project and possible action

During demolition for the Library addition, unsuitable soils were found along with an old basement floor and building wall. This morning (Nov 30th), a conference call was held with Badding Construction; OPN Architects; Shuck Britson, the structural engineer for the project; and CTS, the geotechnical engineer. A change to the plans is needed to remove part of the old building wall and the old concrete basement floor will need to be broken up so moisture can penetrate it.

Since this issue was just discovered and the plan to address this issue has just been developed, an exact cost estimate to correct the situation is not yet available from Badding Construction. It is expected that a cost estimate will be available by Noon on Tuesday and will then be presented to the Council at their meeting on Tuesday.

Staff will also take this opportunity to update the Council on the project and various other issues that have been encountered up to this point. The City does have a project contingency of \$362,000. The cost to address the various issues that have been identified is well under the contingency the City has for the project.

AGENDA

CITY OF CARROLL PLANNING SESSION - 2018

**Tuesday, December 4, 2018
5:00 PM – 9:00 PM
Region XII Conference Room**

1. Introductions and Opening Comments
 - a. Name, Position, Tenure
2. General Overview of the Meeting and the Goal-Setting Process
 - a. The Ground Rules for this session
3. Update regarding status of 2017 goals/priorities
4. Review Recent City Accomplishments
5. Review Issues, Concerns, Opportunities, and Trends
6. Identify On-Going Commitments/Obligations
7. New Programs, Policies, Projects and Initiatives
 - a. Review Results of Questionnaire
 - b. Ranking of Priorities
 - c. Discuss implementation strategies
8. Organizational Effectiveness
 - a. Review 2017 Organizational Effectiveness Initiatives
 - b. Review Results of Questionnaire
 - c. Selection of New Organizational Effectiveness Initiatives
9. Report to the Mayor and City Council – 2018 Goal Setting Process
 - a. Development of Action Plan
 - b. Importance of Quarterly Updates
10. Questions, comments, and suggestions
11. Adjourn

CARROLL GOAL SETTING SESSION - 2018

2017 GOALS

On-Going Commitments/ Obligations

- Implementation of Library /City Hall concept/financing plan, design and construction
- Council adoption of Financial Policies
- Waste Water Treatment Plant improvements – comply with disinfection and nutrient reduction requirements – implementation of multi-year plan
- Continue street improvements
- Grant Rd/Hwy 30 improvements
- Implement Street maintenance building project
- Water distribution study
- Continue Corridor of Commerce streetscapes on planned basis
 - Phases IX
- Implement Housing Study – continue to study issue; make a decision regarding the city role
- Make a decision regarding Rental Housing, Sidewalk Repair, and Code Enforcement, including staffing
- Develop plan/strategy for Rec Center for long-term viability
 - Programming, membership, financing, operational and physical improvements
 - Start Rec Center improvement projects
- Develop plans regarding Graham Park Athletic district, including parking.
- Trails expansion
- Make a decision regarding design of City gateway signs at entryways to city.

New Priority Programs, Policies and Initiatives

- Revisit traffic signal situation – Hwy 30 at Court and Adams, including Pedestrian Crossing across Hwy 30
- Identify and evaluate alternatives for affordable lot prices to include City land acquisition and/or infrastructure
- A more permanent set of pickle ball courts - at Northwest Park

CARROLL GOAL SETTING SESSION - 2018

QUESTIONNAIRE RESPONSES

I. Major Accomplishments

(E = Elected Officials responses; S = Staff Responses)

City Operations & Facilities

- Moved the library and city hall to temporary locations/Library started/Continued progress with the library/Library/City Hall project/Successful library/city hall vote and plan (E/S)
- Awarded the Community Attraction Tourism grant for the new library project (S/E)
- Developed written Rules of Procedure for Council (E)
- Cemetery Sexton building completed (E)
- Historic Preservation of old cemetery buildings (E)
- Upgrade software for CAAT6 (S)

Economic Development

- Business addition to much needed 5th Street (Brewery, Biokinometrics, etc.) (E)

Housing & Community Development

- New urban renewal areas established for housing projects/Beginning some housing projects (S/E)
- TIF projects (E)
- Carroll Park Apartments project (S)
- Support of housing developments to bolster our workforce (E)

Budget & Finance

- Balanced budget with growing reserves while holding taxes level (S)

Public Safety

- K9 unit started at PD (E/S)
- Hire a police captain (E)
- A 5 year negotiated Police Department Union Contract (S/E)

Parks & Recreation

- Carroll Trails – Segments A & B/Trails master plan continues moving forward (E/S)
- Carroll Recreation Center ADA Westside Entrance (S)
- New starting blocks at Rec Center (S)
- 24 Hour Rec Gym (E)
- New All Inclusive Playground System at Northeast Park/Kellan’s Kingdom (E/S)
- Merchants Park renovation/Baseball Stadium completed (E)

CARROLL GOAL SETTING SESSION - 2018

Infrastructure

- New driveway at Airport (S)
- Third Street Storm Sewer Improvements – Complete (S)
- Downtown Streetscape (E/S)
 - Phase 8 – Complete
 - Phase 9 – Construction in progress
 - Phases 10 & 11 – Design in progress
- Street Resurfacing (E/S)
 - Court Street, Third Street, High Ridge Road – Complete
 - 2019 Project – Design in progress
- U.S. 30 & Grant Road Intersection Improvements – Construction in progress (E/S)
- Water Distribution System Model and Evaluation (S)
- Water Supply Transmission Main – Wells in use (S)
- Wastewater Treatment Plant Disinfection Improvements – Design in progress (S)
- Wastewater Treatment Plant Sludge Handling – Review in progress (S)

CARROLL GOAL SETTING SESSION - 2018

II. Issues, Concerns, Trends, and Opportunities

City Operations and Facilities

- Street Maintenance Facility construction. Implementing Maintenance Building project/adding to the fund/Begin construction on maintenance building (E/S)
- Project Review – we are in the details on the library and I feel we are spending money more wisely as a result (E)

Economic Development

- Low unemployment (S)
- Support workforce development (E)

Housing and Community Development

- Urban revitalization (E)
- Older neighborhoods are seeing an increase in bad housing (S)
- Developing/implementing a policy that addresses rental properties that are eyesores throughout the city/Rental housing inspection program. People are worried about their property values (E)

Budget and Finance

- Maintaining a low/stable tax levy while also completing major/capital projects in a timely manner (E)
- Focusing first on needs vs. wants when prioritizing (E)
- Potential decrease in city population and erosion of tax base. (E)
- Continuation of the multi-residential property rollback (S)
- Cost involved with train horn mitigation (S)
- While the City has done a good job on keeping taxes low, demand for “wants” (not necessarily needs) are outpacing growth in the City’s tax base. Wants like Kellan’s Kingdom and Pickleball are growing while existing commitments in park maintenance and streetscape maintenance are not keeping pace and are starting to suffer. Now with the retirement of Scott Parcher, ongoing maintenance is a concern. Then we have needs like property maintenance enforcement, rental housing inspection and sidewalk inspection that go unmet even with a desire to fill those wants over needs (S)

Human Resources

- Equitable pay for city positions (S)
- Staffing needs as the library continues to expand programs and services (S)
- Staff – with all new building/projects is workload too much for one inspector? (E)

Public Safety

CARROLL GOAL SETTING SESSION - 2018

- Addressing the public's perception that Carroll is less safe and not as clean as in the past. They are concerned about trespassers and harassment (E)
- Trend = catch and release – put more pressure on courts or something (E)

Parks and Recreation

- Development of Northeast Park/Miracle field (E)
- Graham Park plan (E)
- Starting a fund for the Rec Center upgrades; also forming a Rec Center referendum committee/Revitalize Rec Center (E)
- Continue with Trails Master Plan (S)
- Pickleball Court – location and cost (S)
-

Infrastructure

- Street Conditions – Funding for rehabilitation/reconstruction/General road disrepair (S/E)
- Beautification still ongoing (E)
- Wastewater Treatment – Compliance with disinfection and copper and nutrient reduction (S)
- Water Distribution – Compliance with pressure, residual chlorine and ammonia limits (S)
- Review bid process. Why do costs seem so inflated in Carroll? (E)
- Not enough bidders on our jobs (E)

Community Engagement/Communication/Intergovernmental Relations

- Lost confidence from the public on the library campaign (E)
- There is a general lack of civility and it seems as though every project/initiative is polarized and sides taken (E)
- We have a need for better interaction with local government agencies e.g. school district and county government. Also private organizations like Chamber of Commerce and CADC (E)
- We have a problem with the public perception that the city wastes money. There is public concern that the Rec Center has become stagnant with no changes. I believe this is true in every city but there is concern about public/police interactions. Half of the comments are the police don't do enough and half they say they do too much (E)

CARROLL GOAL SETTING SESSION - 2018

III. On-Going Priorities (new page – leave 2 blank sheets)

CARROLL GOAL SETTING SESSION - 2018

IV. Significant *NEW* Initiatives, Programs, Policies, or Actions

- No new projects. We need to focus on the projects we have already committed to:
 - Maintenance building, Rec Center upgrades, Graham Park Athletic District and parking, Corridor of Commerce, Trails expansion/connections, Kellan's Kingdom ball park, Street resurfacing and Pickleball (E)
 - These are expensive, complex and multi-year, time consuming projects for staff (E)
 - We need to follow through and finish these projects due to inflationary pressures that drive up costs and due to rising interest rates (E)
- Identify ways to complete capital projects in a more cost effective manner (E)
- City Maintenance Garage needs to move forward. Design and construct Street Maintenance Garage (E/S)
- None for the City Council (S)
- Library Board of Trustees – adopt new policies for the new library space (S)
- Recreation Center Improvements - Start budgeting monies for Rec Center plan/Planning for Rec Center improvements with Spring 2020 referendum (E/S)
- Miracle Field (S)
- Graham Park Master Plan Improvements (S)
- The City needs an air conditioned shelter house (E)
- Continue expansion of trails. Explore acquisition of land in or near local parks if available. Offer as many recreational options as possible. Place exercise equipment on or near trails (E)
- 24 hour access to Recreation Center (S)
- Keep going on housing (E)
- Develop a policy that addresses the rental properties that are eyesores/unsafe throughout the city. People are concerned about their property values and that Carroll is becoming less attractive as a place to live (E)
- Apartment inspection/Rental inspection program (S/E)
- Code enforcement officer to handle rental inspections along with nuisances
- Continual review of all city policies (S)
- Citizen survey to guide service levels and capital programming (S)
- Train noise mitigation. Complete a Train Horn Mitigation/Quiet Zone for all crossings in the City of Carroll including the five downtown crossings along with Bella Vista Road and Burgess Avenue (E/S)
- Removal of stop lights/add pedestrian crossing Highway 30 (E)
- Sidewalks (E)
- Develop a policy/ordinance that regulates the ATV/UTV use, that is already occurring, to protect City and to address public safety. We would be in a better position than if we keep ignoring the situation/Changes to/add to ATV ordinance (E)

CARROLL GOAL SETTING SESSION - 2018

V. Organizational Effectiveness

2017 Organizational Effectiveness Initiatives:

- Continue to hold work sessions for significant projects:
 - Have a specific goal/goals for each work session to ensure we are moving forward.
 - Provide information prior to the work session prior to make efficient use of Council's time, prepare questions, etc.
 - Consider holding some work session on off-council meeting night
- Use a systemic approach towards reviewing the city's goals: - identify dates,; consider
 - Identify timelines and person responsible for implementing/coordinating
- Continue to identify methods to enhance communications with the public
- Develop written Rules of Procedure for council meetings
- Evaluate digitizing council materials, so transfer and sharing of information is more seamless and timely
- Provide enhanced training to the Council on the budget and city finances

2108 Questionnaire Responses:

- Continue annual City Council work session (S)
- Work session on regular bases/Council led workshops. If a council person is passionate about an initiative and has done the research then that person possible leads the workshop (E/S)
- Look for a software program that keeps us all on the same page. If one exists. Perhaps have more meetings between Council members and the Mayor and with department heads. Consider having each department head give us a 5-10 minute updates on a regular basis. Perhaps quarterly. This could be at regular council meetings. (E)
- Continue meeting with the City Manager before each meeting. This is not only helpful in reviewing the topics that will be discussed at upcoming meetings but also to review city issues so they can be addressed before they are an issue (S)
- Keep the lines of communication open between Council and staff (S)
- Keep the pre-council meetings (E)
- Though legal, the in-person meetings with the City Manager to review the upcoming agenda, that avoid a quorum by meeting with up to three Council members, gives the appearance of circumventing the intent of the Open Meetings law. These should be avoided (E)
- More education on waiving first and second readings – the correct procedure (E)
- Complete the process of automating council with tablets and software that will enable easier access and collaboration while maintaining laws of open meetings. Migrate fully to digital agendas (E)
- More project review – ensuring we are aware of the current step and what the next step is. E.G. is the next step architectural blueprints, costs estimates, when should council

CARROLL GOAL SETTING SESSION - 2018

feedback be done so the project can move forward without more engineering and planning? (E)

- Citizen survey to guide service levels and capital programming (S)
- Keep working on communicating with, and being responsive to, the public. Some people believe we do not listen to the public (E)
- Neighborhood meetings in order to know how residents in their words view topics (S)
- Continue to follow through with policy on council meetings to stay on task and let folks speak or make point (E)
- Continue to include council in interviews and additional meetings (E)
- Get some fresh ideas from someone other than same person we have been using for this meeting (E)

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MEMO TO: Honorable Mayor and City Council Members
FROM: Mike Pogge-Weaver, City Manager *MJP-W*
DATE: November 29, 2018
SUBJECT: Handouts for the December 4, 2018 goal setting session

Attached to this memo you will find the following items meant to assist the City Council during the upcoming goal setting session on December 4, 2018:

- December 14, 2017 goal setting final report
- February 22, 2018 work plan for the 2017-2018 annual planning session
- LOST and Hotel/Motel Tax Collections as of October 31, 2018
- Ending FY 2019 fund balance report
- City Levy and Consolidated Levy comparisons to peer cities.
- FY 2019 CIP
- Projected future cost for City Building Projects
- Update bonding scenarios for the Public Works project, Fire Truck, and Rec Center improvements
- Estimated Budget Cost for Rental Housing/Code Enforcement/Sidewalk Inspection Program
- Capital Funding request from Miracle League
- Copy of the Union Pacific Railroad Quiet Zone Investigation completed by Bolton & Menk, Inc. in April of 2014

City of Carroll, Iowa Goal Setting Report December 14, 2017

Mayor:

Dr. Eric Jensen

City Council:

Mike Kots

Misty Boes

Clay Haley

Carolyn Siemann

Jerry Fleshner

LaVern Dirkx

City Staff:

Mike Pogge-Weaver, City Manager

Laura Schafer, City Clerk/Finance Director



Facilitated by:

Jeff Schott

Institute of Public Affairs

University of Iowa

CITY OF CARROLL, IOWA GOAL SETTING SESSION 2017

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CITY OF CARROLL, IOWA

GOAL SETTING SESSION

DECEMBER 14, 2017

Introduction

The City of Carroll requested the Institute of Public Affairs (IPA) to assist the city with goal setting. IPA agreed to organize and facilitate a process that involved the following steps:

1. Prepare a questionnaire to identify recent accomplishments, issues/trends/concerns, potential new initiatives/programs/policies and suggestions to improve organizational effectiveness.
2. Conduct a goal-setting session with the elected officials.
3. Conduct a preliminary session with department heads.
4. Preparation of this final report.

Goal Setting Work Session

Planning Work Session

The Mayor and the City Council Mayor held a work session conducted by the IPA on December 14, 2017. In attendance and participating at this meeting were Mayor Dr. Eric Jensen and Council Members Mike Kots, Misty Boes, Clay Haley, Carolyn Siemann, Jerry Fleshner, and LaVern Dirxx. Also in attendance and participating in this session were City Manager Mike Pogge-Weaver, City Clerk/Finance Director Laura Schaefer, City Engineer/Public Works Director Randy Krauel, Building Official/Safety/Fire Chief Greg Schreck, Police Chief Brad Burke, Parks and Recreation Director Jack Wardell, Library Director Rachel Van Erdwyk, and City Attorney David Bruner.

A preliminary session was held with city department heads on November 29, 2017. In attendance and participating in that session were City Manager Mike Pogge-Weaver, City Clerk/Finance Director Laura Schaefer, City Engineer/Public Works Director Randy Krauel, Building Official/Safety/Fire Chief Greg Schreck, Police Chief Brad Burke, Parks and Recreation Director Jack Wardell, and Library Director Rachel Van Erdwyk.

Major Accomplishments

The following were identified as major city accomplishments during the past two years:

Infrastructure

- Water Supply Wells and Transmission Main Improvements – In progress
- Third Street Storm Sewer Improvements
- Water Treatment Plant Filter Rehabilitation
- Industrial Park Road Sanitary Sewer Extension
- Wastewater NPDES Permit – Work Session
- Wastewater Treatment Facility Plan – Copper Compliance Strategy
- Street Conditions – Work Session held
- Street rehab projects
 - Third Street HMA Resurfacing
 - High Ridge Road HMA Resurfacing
 - Court Street Resurfacing
 - 10th Street Completion
 - U.S. 30 and Grant Road Intersection Improvements – In progress
- U.S. 30 Traffic Signal Study
- Downtown Streetscape projects continue – Phase 7
 - Phase 8 – In progress
- Gateway Signage – In progress
- Sidewalk Repair Program – Work Session
- Pedestrian Access Route Transition Plan

Housing

- Timber Creek East Subdivision Plat 5
- Rolling Hills South Third Addition
- Northridge Fourth Subdivision Phase Three

Economic development

- Biokinometrics/Carroll Brewing Company

Public Safety

- Canine Purchase
- Body cameras and Tasers for Police Officers
- Replaced weather sirens

City Operations and Facilities

- PFM workshop/debt financing scenarios for major projects
- Library:
 - Library Bond Referendum approved
 - Reaccredited with the State Library of Iowa as a Tier 3 status (highest tier possible for meeting public library standards)
 - Improvements and upgrades to technology and website
 - Program attendance increased with additional programs added
 - Collaboration initiated with local organizations and Carroll County libraries
 - Library recipient of Governor's STEM Advisory Committee's Scale-Up Grant (received a STEM cart and supplies)
- City Hall renovation with passed referendum
- Airport improvements including snow removal equipment building and sealing cracks on the runways
- Replaced the street sweeper
- Street Maintenance Facility -
 - Street maintenance building fund established
 - Space Needs and Preliminary Design
 - Work Session held
- New cemetery maintenance building
- Historical building improvements – boiler and A/C replacements
- Upgraded lights in all city buildings
- New city email addresses hosted in the cloud
- New city server installed at City Hall
- Competitive Bidding Laws – Work Session held
- Hired new City Manager

Parks and Recreation

- Trails:
 - Trail section completed and connector to the SAUK trail.
 - Trails expansion/additional expansion planned
 - Applied for REAP Grant 2018
 - Section A Trail by Fairview
 - Review of Trails Master Plan
- Graham Park/ISU Study Complete with Master Plan
 - Basketball courts
- Initiation of pickle ball court availability
- Rec Center:
 - Weight room expansion and exercise equipment upgrades
 - New software at Rec Center with online program registration
 - Added new leisure services programs like 3rd/4th grade volleyball
- Marchants Park Stadium Completion
- Golf course clearing of house and purchase of carts
- Introduction of ice skating rink

Issues, Concerns, Trends and Opportunities

The following were identified as issues, concerns, trends, and opportunities that may affect future city services, policies, finances or operations:

Infrastructure

- Need sidewalks in strategic, high volume locations—11th Street on north side of aquatic center; safety is concern among public
- Sidewalk deterioration
- Need to increase funding for street improvements/street rehabilitation
- Street parking – certain roads can't accommodate emergency vehicles
- Extremely rough railroad grade crossings
- Wastewater Treatment Plant – Compliance with dissolved oxygen, disinfection, copper and nutrient reduction requirements
 - Cost of wastewater treatment plant
- Water Distribution – Compliance with system pressure and residual chlorine requirements

Budget/Finance

- Challenge of funding major projects while maintaining a low city tax levy
 - Many big ticket projects across several taxing authorities starting in close proximity of each other (Library, football stadium, Graham Park project, HWY 30, Rec Center, county jail, Trails and Street Maintenance Facility).
- Potential \$500,000 shortfall due to lack of state backfill/rollback
 - The continued implementation of the Senate File 295
 - Impact of the residential rollback, 2017 equalization order of 7% for residential and 9% for commercial
- State equalization order every two years and public's concern over rising property taxes
- A significant number of citizens believe we over spend as a community
- Rising healthcare costs

Housing and Community Development

- Need to grow workforce and expand tax base/housing/home ownership
- Areas of community falling into disrepair (i.e. vacant, etc.)
- Everyday conversations about Fairview Apartments
- Rental properties being viewed as “not to code” or low standard
- Housing market has not changed from last year, possibly worse with higher home values and little for entry level workers
- Housing for low income

Economic Development

- Businesses looking for employees but workforce availability limited
- Perception in constituent's eyes of continuous "business closings"
- Trend of growing economy is apparent here in Carroll

Public Safety

- Escalation of break-ins, theft, property damage
- The City/County Communications Center 28E agreement should be renegotiated for equity. (Currently, the City of Carroll is the only incorporated city in the county that provides additional funding for operational cost of the Communications Center. All cities within the county utilize the Communications Center for dispatch of each entity's emergency services with no additional operational fees paid)

City Operations and Facilities

- Street Maintenance Facility construction
- City Staffing:
 - Competitive pay
 - Employee retention
 - Workforce availability
- Maintaining of public grounds
- Library
 - New initiatives and programs have been pulled from the library's proposed long-range plan (2018-2022)
 - Libraries combatting fake news and educating people how to locate accurate information
 - Libraries are transitioning into becoming a community space and offering a variety of different services to meet community needs
 - Technology is changing how libraries operate
 - Concern for work morale with the lack of room for staff to run operations out of
 - Concern of staff overload—as programs are increased, staff have to take on additional job tasks

Parks and Recreation

- Public wants City to move ahead with Rec Center/Rec Center pool improvements
- Lack of any modernized shelter house for year-round use

Other

- Lack of population growth
- DMACC is growing and is very integrated into the community
- Voting turnout is on the rise (younger demographics)

On-Going Commitments/ Obligations

The following were identified as on-going commitments/obligations for the upcoming 24 month period:

- Implementation of Library /City Hall concept/financing plan, design and construction
- Council adoption of Financial Policies
- Wastewater Treatment Plant improvements – comply with disinfection and nutrient reduction requirements – implementation of multi-year plan
- Continue street improvements
- Grant Rd/Hwy 30 improvements
- Implement Street Maintenance Building project
- Water distribution study
- Continue Corridor of Commerce streetscapes on planned basis
 - Phase IX
- Implement Housing Study – continue to study issue; make a decision regarding the city role
- Make a decision regarding rental housing, sidewalk repair, and code enforcement, including staffing
- Develop plan/strategy for Rec Center for long-term viability
 - Programming, membership, financing, operational and physical improvements
 - Start Rec Center improvement projects
- Develop plans regarding Graham Park Athletic District, including parking.
- Trails expansion
- Make a decision regarding design of city gateway signs at entryways to city.

New Priority Programs, Policies and Initiatives

The participants reviewed potential new programs, policies and initiatives for consideration and selected the following as priorities for the upcoming 24 month period (listed in priority order):

- Revisit traffic signal situation – Hwy 30 at Court and Adams, including pedestrian crossing across Hwy 30
- Identify and evaluate alternatives for affordable lot prices to include city land acquisition and/or infrastructure
- A more permanent set of pickle ball courts - at Northwest Park

A complete list of all programs and initiatives considered by the Mayor and City Council members is attached as **Exhibit A**.

Organizational Effectiveness

The Mayor and City Council reviewed a variety of ideas relating to improving organizational effectiveness to accomplish the selected goals and priorities. After review and discussion, the Mayor and City Council selected the following steps to improve organizational effectiveness:

- Continue to hold work sessions for significant projects:
 - Have a specific goal/goals for each work session to ensure we are moving forward
 - Provide information prior to the work session prior to make efficient use of Council's time, prepare questions, etc.
 - Consider holding some work session; on off-council meeting night
- Use a systemic approach towards reviewing the city's goals: - consider identify dates
 - Identify timelines and person responsible for implementing/coordinating
- Continue to identify methods to enhance communications with the public
- Develop written Rules of Procedure for council meetings
- Evaluate digitizing council materials, so transfer and sharing of information is more seamless and timely
- Provide enhanced training to the Council on the budget and city finances

Final Comments

It was a pleasure to once again assist the City of Carroll with this goal setting process. I continue to be highly impressed with the level of cooperation and positive attitudes of the elected officials and staff.

It is important to note that the prioritization of projects and initiatives is not "cast in stone." They can be modified as new circumstances may occur.

It is recommended that city staff prepare an "action plan" for accomplishing the planning goals. The action plan would define the steps that would be needed to accomplish each goal, identify who is responsible for implementation, and establish a timeline for accomplishment. The action plan should then be presented to the Mayor and City Council for review and approval. It is also recommended that staff review with the Mayor and City Council the status of implementing the goals on a quarterly basis.

Jeff Schott
Institute of Public Affairs
University of Iowa
December 15, 2017

Exhibit A

City of Carroll Goal Setting Session – 2017

SIGNIFICANT INITIATIVES OR PROGRAMS CONSIDERED

- Staff input - We need to focus on the projects we have already committed to
 - Some will extend beyond two years. (See Annual Planning Session Update, Sept. 30, 2017)
 - Especially with the Library/City Hall project, additional projects are not advisable at this time. Work we should continue working on includes:
 - ✓ Grant Rd/Highway 30 Improvements
 - ✓ Rec Center
 - ✓ Street Maintenance Facility
 - ✓ Trail Expansion
 - ✓ City Entry Signs
 - ✓ Corridor of Commerce
 - ✓ <Other commitments/priorities - See On-Going Commitments>

- We need to focus on the projects we have already committed to
- Revisit quiet zones; silence train horns
- Revisit traffic signal situation – Hwy 30 at Court and Adams, including pedestrian crossing across Hwy 30
- Affordable housing construction
- Identify and evaluate alternatives for affordable lot prices to include city land acquisition and/or infrastructure
- Use TIF money for the housing shortage
- Neighborhood rejuvenation projects (Region XII?)
- Repair of N. West Street between 13th and 18th
 - Improvements to storm drain SW corner of 16th and N. West – excessive snow
- New lighting at the Youth Sports Complex
- Continue/extend trails to soccer complex and across Highway 30
- Investigate providing fitness equipment in conjunction with trail system (e.g. NFC fitness court)
- Miracle Field
- Consider shelter house improvements, in particular air conditioning at South Side Shelter House
- A more permanent set of pickle ball courts - At Northwest Park
- Dog Park

- Attempt to renegotiate the City/County Communications Center 28E agreement for equity.
- Citizen survey to assist in guiding service levels and capital programming
- Learn more about and provide information about the Community Endowment Fund

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MEMO TO: Honorable Mayor and City Council Members
FROM: Mike Pogge-Weaver, City Manager *MPW*
DATE: February 22, 2018
SUBJECT: 2017-2018 Annual Planning Session - Work Plan

The 2017-2018 Annual Planning Session Report was approved by the City Council on January 8, 2018. Attached to this report is the work plan for the 2017-2018 Annual Planning Session Report. This work plan details each priority item from the Annual Planning Session Report and shows the responsible party, potential work session dates (if needed), anticipated/tentative timeline, and anticipated/possible funding sources for each item.

The work plan provides a realistic schedule for each of the projects. Future approvals on each item in the work plan are still subject to final approval of the Council. Additionally, needed financial resources through bonding will be necessary for several of the projects to ultimately move forward.

With that in mind, this work plan should be viewed as a guide for the Community on how staff will proceed with each item. As with any good guide, it should be viewed as a document that will help "show us the way" but not as a document that is "set in stone" or forces the City to act in a certain way. It will be subject to change when a change in course is necessary.

The request is for the Council to review and ask questions on the work plan, make desired changes, and approve the document.

RECOMMENDATION: Approve the attached work plan for the 2017-2018 Annual Planning Session Report as presented.

2017-2018 Priority Items

Item	Responsible Party	Potential Work session Date	Time Line	Anticipated Funding Source
Revisit traffic signal situation – Hwy 30 at Court and Adams, including pedestrian crossing across Hwy 30	Public Works	July 2018	FY 18-19	General Fund
Identify and evaluate alternatives for affordable lot prices to include city land acquisition and/or infrastructure	Administration	6/26/2017 Completed	Ongoing	TIF Tax Abatement General Fund
A more permanent set of pickle ball courts - at Northwest Park	Parks and Recreation	None Anticipated	FY 18-19	G.O. Bond
Implementation of Library /City Hall concept/financing plan, design and construction	Administration and Library	None Anticipated	Construction 2018/2019	G.O. Bond Hotel/Motel Tax Local Option Sales Tax Library Foundation
Council adoption of Financial Policies	Administration	Fall 2018	Ongoing	General Fund
Waste Water Treatment Plant improvements – comply with disinfection and nutrient reduction requirements	Public Works	10/24/2016 Completed	<u>Disinfection</u> Facility Plan 10/01/2017 Final Plan 09/01/2018 Construction Contract 11/01/2018 Compliance 04/01/2020 <u>Nutrient Reduction</u> Feasibility Report 11/01/2018	Sewer Utility Fund State Revolving Fund Loan
Continue street improvements	Public Works	None Anticipated	<u>3rd St HMA Resurfacing</u> Construction 2017 - Complete <u>Street Resurfacing - 2018</u> Design FY 17-18 Construction 2018 - Complete <u>Street Resurfacing - 2019</u> Design FY 18-19 Construction 2019 <u>Street Resurfacing - 2020</u> Design FY 19-20 Construction 2020	STP Federal Funding Local Option Sales Tax Road Use Tax Storm Water Utility

Item	Responsible Party	Potential Work session Date	Time Line	Anticipated Funding Source
Grant Rd/Hwy 30 improvements	Public Works	None Anticipated	Check Plan Submittal 06/30/2017 Final Plan Submittal 08/18/2017 ROW Acquisition 10/31/2017 Project Letting 01/17/2018	Traffic Safety Improvement Program Local Option Sales Tax Tax Increment Financing Urban - State Traffic Engineering Program
Implement Street Maintenance Building project	Public Works	None Anticipated	Planning/Design FY 18-19 Construction FY 20-21	General Fund Local Option Sales Tax G.O. Bond
Water distribution study	Public Works	None Anticipated	Study Completed 03/30/2018	Utility Fund
Continue Corridor of Commerce streetscapes on planned basis -Phases IX	Public Works	None Anticipated	Phase 9 Design FY 17-18 Construction 2019	Tax Increment Financing
Implement Housing Study - continue to study issue; make a decision regarding the city role	Administration, Mayor and Council	6/26/2017 Completed		Housing TIF Local Option Sales Tax General Fund
Make a decision regarding rental housing, sidewalk repair, and code enforcement, including staffing	Administration, Police, & Building	5/8/2017 Completed (Sidewalks) 6/26/2017 Completed (Rental Housing)		User Fees General Fund
Develop plan/strategy for Rec Center for long-term viability -Programming, membership, financing, operational and physical improvements	Parks and Recreation	Spring 2018	Ongoing	
Start Rec Center improvement projects	Parks and Recreation	Spring 2018	Pre-design FY 18-19 Referendum 2nd half 2019 Planning/Design FY 19-20 Construction FY 20-21	G.O. Bond Hotel/Motel Tax Local Option Sales Tax
Develop plans regarding Graham Park Athletic District, including parking	Parks and Recreation	2/10/2017 Reviewed Plan Future workshops will be needed	Pre-design FY 18-19 Work over the next 20+ Years	G.O. Bond Hotel/Motel Tax Local Option Sales Tax
Trails expansion	Parks and Recreation	None Anticipated	10+ Years	G.O. Bond Hotel/Motel Tax Local Option Sales Tax

Item	Responsible Party	Potential Work session Date	Time Line	Anticipated Funding Source
Make a decision regarding design of city gateway signs at entryways to city	Public Works	January 23, 2017 Completed	No further action until directed by City Council	General Fund G.O. Bond

** In some cases a projected cost is an educated guess. Until detailed plans are completed final budget and actual costs may run **substantially** higher or lower than what is presented here.

Additional Workshop Items

City Council Policy and Procedures	Administration	April 9, 2018
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LOCAL OPTION SALES TAX COLLECTIONS
October 31, 2018

	<u>Actual FY 15/16</u>	<u>Actual FY 16/17</u>	<u>Actual FY 17/18</u>	<u>BUDGET FY 18/19</u>	<u>Re-est FY 18/19</u>	<u>Projected FY 19/20</u>	<u>Projected FY 20/21</u>	<u>Projected FY 21/22</u>	<u>Projected FY 22/23</u>	<u>Projected FY 23/24</u>
July 1 Balance	\$ 1,014,978	\$ 1,531,851	\$ 193,032	\$ 418,674	\$ 418,674	\$ 373,390	\$ 364,139	\$ 506,561	\$ 1,023,982	\$ 1,541,404
One time set aside (\$50,000)	-	-	-	-	-	-	-	-	-	-
Estimated Revenue:										
Local option sales tax	1,400,002 **	1,592,583 **	1,471,239 **	1,553,562 **	1,594,410 **	1,553,562 **	1,553,562 **	1,553,562 **	1,553,562 **	776,781 **
Interest income	6,885	16,333	7,485	4,000	4,000	3,000	3,000	3,000	3,000	3,000
Aquatic donation-repmt	9,717	-	-	-	-	-	-	-	-	-
Expenses:										
Tax relief	(399,730)	(352,736)	(379,255)	(400,694)	(400,694)	(415,812)	(389,141)	(389,141)	(389,141)	(194,945)
Rec Center Bldg Imprvmnts	-	-	-	-	(60,000)	-	-	-	-	-
Southside Shelterhouse Imp	-	-	(6,845)	-	(33,000)	-	-	-	-	-
Transfers (Projects):										
Streets Rehab Projects	(500,000)	(675,000)	(150,000)	(500,000)	(500,000)	(500,000)	(500,000)	(500,000)	(500,000)	(500,000)
Trails	-	(240,000)	(291,982)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)
Streets Maintenance Building	-	(1,600,000)	-	(350,000)	(350,000)	(500,000)	-	-	-	-
Merchants Park Imp	-	(80,000)	-	-	-	-	-	-	-	-
Graham Park District-Phase I	-	-	(75,000)	-	-	-	-	-	-	-
City Hall/Library Construction	-	-	(350,000)	(150,000)	(150,000)	-	-	-	-	-
Aquatic Center Slide	-	-	-	-	-	-	(375,000)	-	-	-
Carryover Balance	<u>\$ 1,531,851</u>	<u>\$ 193,032</u>	<u>\$ 418,674</u>	<u>\$ 425,542</u>	<u>\$ 373,390</u>	<u>\$ 364,139</u>	<u>\$ 506,561</u>	<u>\$ 1,023,982</u>	<u>\$ 1,541,404</u>	<u>\$ 1,476,240</u>

** - LOST vote passed August 7, 2012 to continue collections January 1, 2014 - December 31, 2023. Estimate based on information received from the IA Depart. of Revenue.

HOTEL/MOTEL TAX COLLECTIONS
October 31, 2018

	<u>Actual FY 15/16</u>	<u>Actual FY 16/17</u>	<u>Actual FY 17/18</u>	<u>BUDGET FY 18/19</u>	<u>Projected FY 19/20</u>	<u>Projected FY 20/21</u>	<u>Projected FY 21/22</u>	<u>Projected FY 22/23</u>	<u>Projected FY 23/24</u>
July 1 Balance	\$ 100,115	\$ 249,155	\$ 294,050	\$ 286,192	\$ 257,566	\$ 187,566	\$ 267,566	\$ 347,566	\$ 427,566
One time set aside (\$40,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Estimated Revenue:									
Hotel/Motel tax	\$ 259,272 (1)	\$ 248,857 (1)	\$ 247,299 (1)	\$ 220,000 (1)	\$ 220,000 (1)	\$ 220,000 (1)	\$ 220,000 (1)	\$ 220,000 (1)	\$ 220,000 (1)
Interest income	\$ 1,114	\$ 2,582	\$ 4,088	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000
Expenses:									
Cultural support	\$ (1,421)	\$ (21,433)	\$ 1,104	\$ (6,126)	\$ (10,000)	\$ (10,000)	\$ (10,000)	\$ (10,000)	\$ (10,000)
Theater Improvements	\$ -	\$ -	\$ -	\$ (100,000)	\$ (150,000)	\$ -	\$ -	\$ -	\$ -
Park & rec capital:									
Rec Center Improvements	\$ -	\$ (5,003)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tourism promotion (Chamber)	\$ (19,925)	\$ (20,107)	\$ (15,965)	\$ (34,500)	\$ (22,000)	\$ (22,000)	\$ (22,000)	\$ (22,000)	\$ (22,000)
Comm Dvlp - Public Relations	\$ (10,000)	\$ -	\$ -	\$ (10,000)	\$ (10,000)	\$ (10,000)	\$ (10,000)	\$ (10,000)	\$ (10,000)
Transfers (Projects):									
Merchants Park Improvements	\$ -	\$ (160,000)	\$ (44,384)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Trails	\$ (80,000)	\$ -	\$ (150,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)	\$ (100,000)
Accessible Playground Equip.	\$ -	\$ -	\$ (50,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carryover Balance	<u>\$ 249,155</u>	<u>\$ 294,050</u>	<u>\$ 286,192</u>	<u>\$ 257,566</u>	<u>\$ 187,566</u>	<u>\$ 267,566</u>	<u>\$ 347,566</u>	<u>\$ 427,566</u>	<u>\$ 507,566</u>

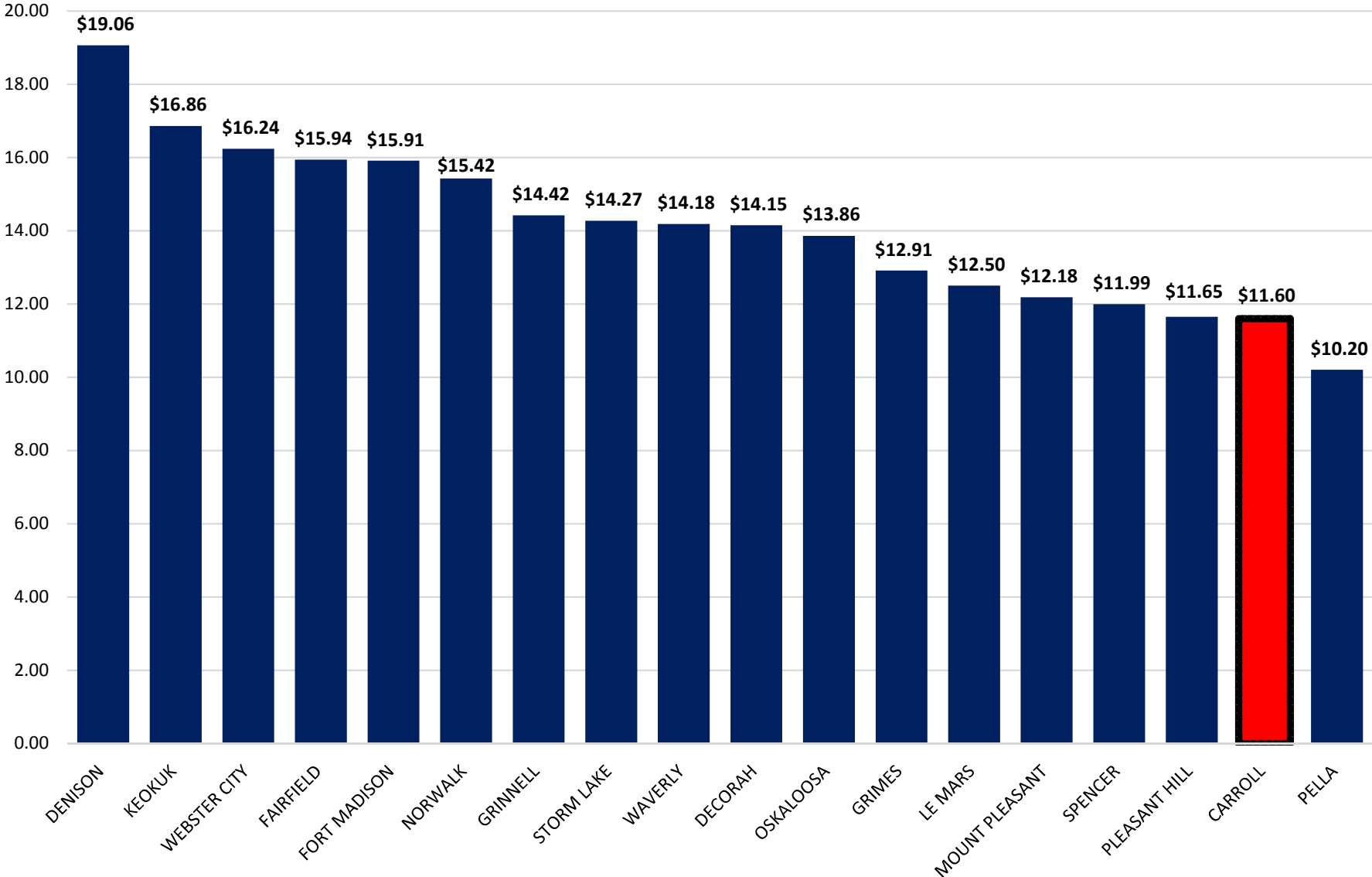
(1) - Subject to IA Code 423A.7(4)(a) - at least fifty percent of the revenues shall be expended for the acquisition of sites for, or constructing, improving, enlarging, equipping, repairing, operating, or maintaining of recreation, convention, cultural, or entertainment facilities including but not limited to memorial buildings, halls and monuments, civic center convention buildings, auditoriums, coliseums, and parking areas or facilities located at those recreation, convention, cultural, or entertainment facilities or the payment of principal and interest, when due, on bonds or other evidence of indebtedness issued by the county or city for those recreation, convention, cultural, or entertainment facilities; or for the promotion and encouragement of tourist and convention business in the city or county and surrounding areas.

CITY OF CARROLL
 FISCAL YTD FUND BALANCES
 AS OF: JUNE 30TH, 2018

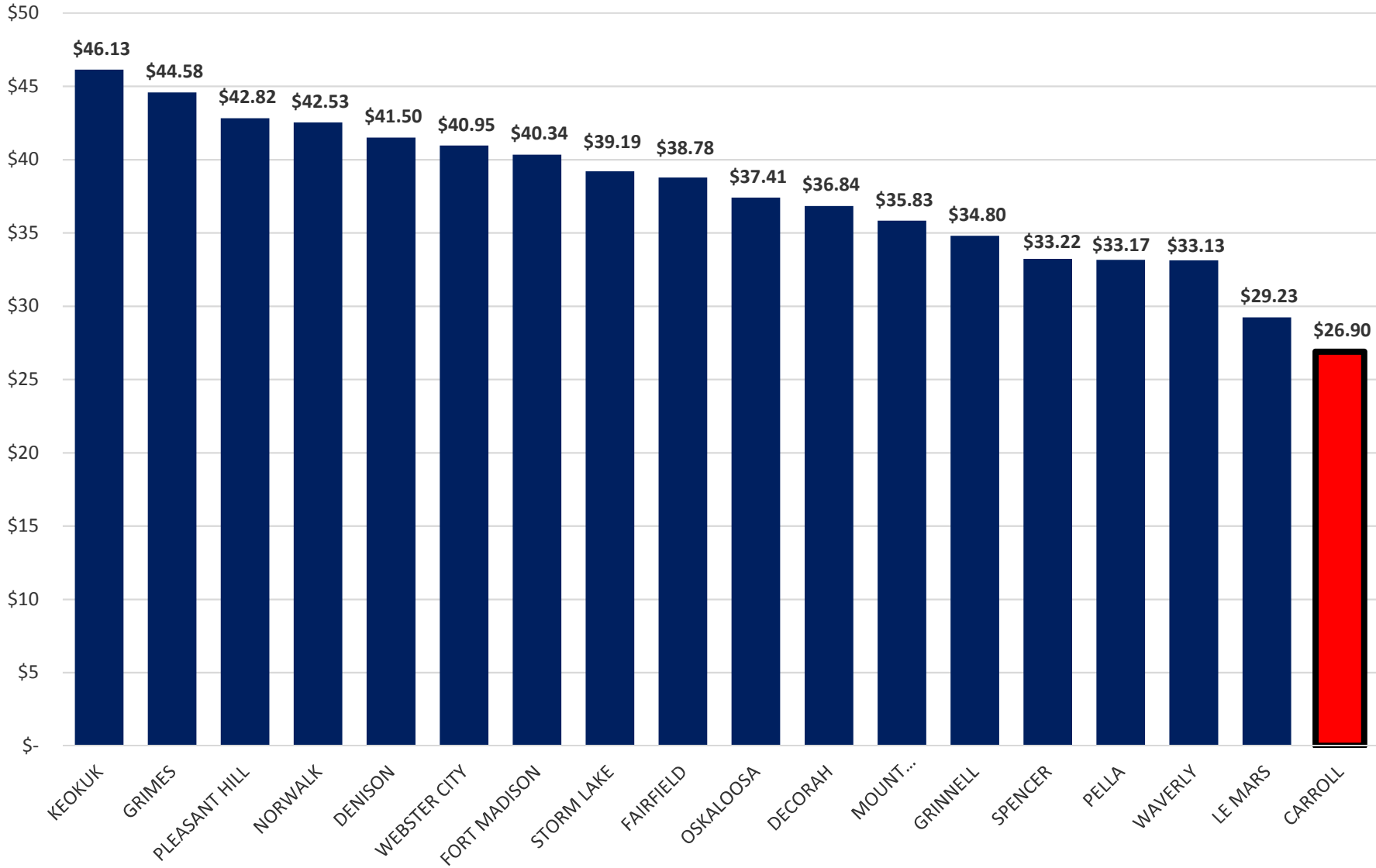
	07/1/17 BALANCE	YTD REVENUE	YTD EXPENSE	ENDING BALANCE
GENERAL FUND	3,369,385.43	7,476,264.86	7,133,057.74	3,712,592.55
GENERAL FUND DEPRECIATION	0.00	0.00	0.00	0.00
HOTEL/MOTEL TAX	334,049.67	263,724.71	271,582.87	326,191.51
ROAD USE TAX FUND	1,357,430.64	1,452,699.68	1,134,035.57	1,676,094.75
EMP BENEFIT S.R.	0.00	895,652.68	895,652.68	0.00
EMERGENCY S.R.	0.00	0.00	0.00	0.00
LOCAL OPTION SALES TAX	243,032.23	1,478,723.89	1,253,082.00	468,674.12
U.R. DOWNTOWN S.R.	(21,917.03)	804,743.98	736,736.25	46,090.70
U.R. ASHWOOD BUSINESS PRK	0.00	32,882.88	32,882.88	0.00
REC CENTER TRUST FUND	34,773.88	32,662.50	34,944.55	32,491.83
LIBRARY TRUST FUND	66,167.79	5,994.26	4,502.35	67,659.70
POLICE FORFEITURE	11,587.86	3,089.89	137.60	14,540.15
CRIME PREV/SPEC PROJECTS	51,807.83	11,559.17	7,152.20	56,214.80
POLICE K9 FUND	12,971.38	12,578.63	22,562.45	2,987.56
DEBT SERVICE FUND	93,242.82	1,811,181.12	1,781,586.15	122,837.79
C.P. - EQUIPMENT PURCHASE	0.00	0.00	0.00	0.00
C.P. - AIRPORT	0.00	177,809.00	346,167.48	(168,358.48)
C.P. STREETS	560,893.78	797,206.98	972,811.78	385,288.98
C.P. - CORRIDOR OF COMM.	2,182,951.71	1,224,324.87	2,232,528.22	1,174,748.36
C.P.-PARKS & RECREATION	264,047.00	845,932.97	674,359.54	435,620.43
C.P.-OUTDOOR AQUATIC CENT	0.00	0.00	0.00	0.00
C.P.-STREETS MAINT BLDG	2,002,500.00	19,593.95	0.00	2,022,093.95
LIBRARY/CITY HALL REMODEL	0.00	399,909.75	111,086.48	288,823.27
PERPETUAL CARE FUND	471,173.48	19,859.95	0.00	491,033.43
REC CNTR TRST-PERMANENT	33,365.77	1,328.64	0.00	34,694.41
WATER UTILITY FUND	2,370,916.72	2,391,145.08	2,206,117.67	2,555,944.13
WATER UTILITY DEPR.	720,924.66	57,096.00	0.00	778,020.66
WATER UTILITY CAP. IMP.	135,583.85	1,125.22	36,605.47	100,103.60
WATER METER DEPOSIT	44,645.90	10,375.00	9,750.00	45,270.90
SEWER UTILITY FUND	3,119,290.24	2,211,230.35	1,912,555.17	3,417,965.42
SEWER UTILITY DEPR.	551,448.67	40,425.15	0.00	591,873.82
SEWER UTILITY CAP. IMP.	614,559.45	5,958.59	8,416.48	612,101.56
S.U. DEBT SERV RESERVE	0.00	0.00	0.00	0.00
STORM WATER UTILITY	303,559.69	265,371.13	6,654.00	562,276.82
STORM WATER CAP. IMP.	385,000.00	3,374.93	54,954.95	333,419.98
MEDICAL INSURANCE FUND	625,873.02	715,348.08	540,788.74	800,432.36
TOTAL	19,939,266.44	23,469,173.89	22,420,711.27	20,987,729.06

*** END OF REPORT ***

IOWA CITIES
COMPARISON OF CITY LEVIES
POP. 8,000 - 12,000 (FY 17/18)



**IOWA CITIES
COMAPRISON OF CONSOLIDATED LEVIES
POP. 8,000 - 12,000 (17/18)**



City of Carroll, Iowa
Capital Improvement Plan - Budget FY 19
 FY 19 thru FY 23

PROJECTS & FUNDING SOURCES BY DEPARTMENT

Department	Project #	FY 19	FY 20	FY 21	FY 22	FY 23	Total
Aquatic Center							
Aquatic Center Slide	AQC-21-001			375,000			375,000
<i>LOST</i>				<i>375,000</i>			<i>375,000</i>
Aquatic Center Total				375,000			375,000
City Hall							
Library/City Hall Remodels	CIT-18-001	5,191,779	938,634				6,130,413
<i>G.O. Bond (Citizen Vote)</i>		<i>3,765,000</i>					<i>3,765,000</i>
<i>LOST</i>		<i>150,000</i>					<i>150,000</i>
<i>Non City Sources</i>		<i>1,092,806</i>	<i>81,750</i>	<i>64,000</i>	<i>10,500</i>		<i>1,249,056</i>
<i>Undetermined</i>			<i>946,264</i>				<i>946,264</i>
City Hall Total		5,191,779	938,634				6,130,413
Fire							
Fire Engine Replacement	FIRE-20-001		375,000				375,000
<i>G.O. Bond (Council Vote)</i>			<i>375,000</i>				<i>375,000</i>
Fire Total			375,000				375,000
Golf Course							
Golf Cart Shed	GLF-19-001			200,000			200,000
<i>Undetermined</i>				<i>200,000</i>			<i>200,000</i>
Golf Course Total				200,000			200,000
Parks							
Trails Expansion	PRK-14-001	675,000		600,000		600,000	1,875,000
<i>Anticipated Grants</i>			<i>100,000</i>		<i>100,000</i>		<i>200,000</i>
<i>G.O. Bond (Council Vote)</i>		<i>120,000</i>					<i>120,000</i>
<i>Hotel / Motel Tax</i>		<i>100,000</i>	<i>100,000</i>	<i>100,000</i>	<i>100,000</i>	<i>100,000</i>	<i>500,000</i>
<i>LOST</i>		<i>150,000</i>	<i>150,000</i>	<i>150,000</i>	<i>150,000</i>	<i>150,000</i>	<i>750,000</i>
Pickelball Courts - Northwest Park	PRK-19-001	175,000					175,000
<i>G.O. Bond (Council Vote)</i>		<i>175,000</i>					<i>175,000</i>
Lighting at Youth Sports Complex	PRK-20-001	375,000					375,000
<i>G.O. Bond (Council Vote)</i>		<i>375,000</i>					<i>375,000</i>
Graham Park Revitalization Project	PRK-20-002		250,000	250,000			500,000
<i>Undetermined</i>			<i>250,000</i>	<i>250,000</i>			<i>500,000</i>
Parks Total		1,225,000	250,000	850,000		600,000	2,925,000
Recreation Center							
Theater Improvements	REC-21-001	100,000	150,000				250,000
<i>Hotel / Motel Tax</i>		<i>100,000</i>	<i>150,000</i>				<i>250,000</i>
Rec Center Indoor Pool Remodel	REC-23-001			6,416,000			6,416,000

Department	Project #	FY 19	FY 20	FY 21	FY 22	FY 23	Total
G.O. Bond (Citizen Vote)				6,416,000			6,416,000
Rec Center - East Side Addition	REC-23-002			2,062,000			2,062,000
G.O. Bond (Citizen Vote)				2,062,000			2,062,000
Recreation Center Locker Rooms	REC-23-003			1,075,000			1,075,000
G.O. Bond (Citizen Vote)				1,075,000			1,075,000
Recreation Center Total		100,000	150,000	9,553,000			9,803,000
Storm Water							
Streambed Stabilization	STW-13-001	350,000					350,000
Storm Water Total		350,000					350,000
Streets							
Street Maintenance Building	STR-14-003	455,000	4,500,000				4,955,000
G.O. Bond (Council Vote)			700,000				700,000
General Fund Levy		480,568					480,568
Interest Income		10,000					10,000
LOST		350,000	500,000				850,000
Road Use Tax			590,000				590,000
Undetermined			311,932				311,932
US 30-Grant Intersection	STR-14-004	1,200,000					1,200,000
Interest Income		10,000					10,000
State Grant		500,000					500,000
Downtown Streetscape Phase 9	STR-16-002	1,255,000					1,255,000
Tax Increment Financing		355,000					355,000
Corridor Entry Features	STR-17-005					128,000	128,000
Undetermined						128,000	128,000
Downtown Streetscape Phase 10	STR-18-002	76,000	800,000				876,000
Tax Increment Financing		876,000					876,000
Street Rehab - 2018	STR-19-001	625,000					625,000
LOST		425,000					425,000
Road Use Tax		100,000					100,000
Storm Water Utility		100,000					100,000
Downtown Streetscape Phase 11	STR-19-002		165,000	1,490,000			1,655,000
Tax Increment Financing			165,000	1,490,000			1,655,000
Sidewalks	STR-19-003	50,000	50,000	50,000	50,000	50,000	250,000
General Fund Levy		50,000	50,000	50,000	50,000	50,000	250,000
Street Rehab - 2019	STR-20-001	75,000	625,000				700,000
LOST		75,000	425,000				500,000
Road Use Tax			100,000				100,000
Storm Water Utility			100,000				100,000
Street Rehab - 2020	STR-21-001		75,000	625,000			700,000
LOST			75,000	425,000			500,000
Road Use Tax				100,000			100,000
Storm Water Utility				100,000			100,000
Street Rehab - 2021	STR-22-001			75,000	625,000		700,000
LOST				75,000	425,000		500,000
Road Use Tax					100,000		100,000
Storm Water Utility					100,000		100,000
Medium Duty Truck Purchase	STR-22-002				175,000		175,000
Road Use Tax					175,000		175,000
Street Rehab - 2022	STR-23-001				75,000	625,000	700,000
LOST					75,000	425,000	500,000
Road Use Tax						100,000	100,000
Storm Water Utility						100,000	100,000

Department	Project #	FY 19	FY 20	FY 21	FY 22	FY 23	Total
Streets Total		3,736,000	6,215,000	2,240,000	925,000	803,000	13,919,000
Wastewater							
Jet/Vac Equipment Purchase <i>Sewer Utility</i>	WWTP-14-001	400,000 <i>400,000</i>					400,000 <i>400,000</i>
WWTP Improvements-2018 <i>Sewer Utility</i> <i>State Loan</i>	WWTP-15-001	1,160,000 <i>730,000</i>	2,170,000				3,330,000 <i>730,000</i> <i>2,170,000</i>
WWTP Improvements-2019 <i>Wastewater Utility</i>	WWTP-17-001					500,000 <i>500,000</i>	500,000 <i>500,000</i>
Wastewater Total		1,560,000	2,170,000			500,000	4,230,000
Water							
Watermain Replacement <i>Water Utility</i>	WTR-16-001	50,000	450,000 <i>450,000</i>				500,000 <i>450,000</i>
Watermain Replacement <i>Water Utility</i>	WTR-17-001		50,000 <i>50,000</i>	450,000 <i>450,000</i>			500,000 <i>500,000</i>
Water Meter Replacement <i>Water Utility</i>	WTR-17-002	250,000 <i>250,000</i>					250,000 <i>250,000</i>
Watermain Replacement <i>Water Utility</i>	WTR-18-001			50,000 <i>50,000</i>	450,000 <i>450,000</i>		500,000 <i>500,000</i>
Water Total		300,000	500,000	500,000	450,000		1,750,000
GRAND TOTAL		12,462,779	10,598,634	13,718,000	1,375,000	1,903,000	40,057,413

Projected future cost for City Building Projects

Including original estimate of probable costs

Rec Center

	Pool ¹	Locker Rooms ²	East Side Addition ³	All Rec Center Projects
FY 2015			\$ 1,536,600	
FY 2016	\$ 5,025,408	\$ 840,000	\$ 1,614,000	\$ 7,479,408
FY 2017	\$ 5,277,000	\$ 882,000	\$ 1,695,000	\$ 7,854,000
FY 2018	\$ 5,541,000	\$ 927,000	\$ 1,780,000	\$ 8,248,000
FY 2019	\$ 5,819,000	\$ 974,000	\$ 1,869,000	\$ 8,662,000
FY 2020	\$ 6,110,000	\$ 1,023,000	\$ 1,963,000	\$ 9,096,000
FY 2021	\$ 6,416,000	\$ 1,075,000	\$ 2,062,000	\$ 9,553,000
FY 2022	\$ 6,737,000	\$ 1,129,000	\$ 2,166,000	\$ 10,032,000
FY 2023	\$ 7,074,000	\$ 1,186,000	\$ 2,275,000	\$ 10,535,000
FY 2024	\$ 7,428,000	\$ 1,246,000	\$ 2,389,000	\$ 11,063,000
FY 2025	\$ 7,800,000	\$ 1,309,000	\$ 2,509,000	\$ 11,618,000
FY 2026	\$ 8,190,000	\$ 1,375,000	\$ 2,635,000	\$ 12,200,000
FY 2027	\$ 8,600,000	\$ 1,444,000	\$ 2,767,000	\$ 12,811,000
FY 2028	\$ 9,030,000	\$ 1,517,000	\$ 2,906,000	\$ 13,453,000
FY 2029	\$ 9,482,000	\$ 1,593,000	\$ 3,052,000	\$ 14,127,000

Notes:

¹ Based on February 2016 cost estimate from Waters Edge

² Based on Verbal estimate in February 2016 from FEH

³ Based on July 2015 cost estimate from FEH

Future years are based on a 5% annual construction inflation.

Street Maintenance Building

	Street Maintenance	Aggregate Bins	Cold Storage	Full Street Maint. Project
FY 2016	\$ 3,924,957	\$ 145,000	\$ 216,000	\$ 4,285,957
FY 2017	\$ 4,122,000	\$ 153,000	\$ 227,000	\$ 4,502,000
FY 2018	\$ 4,329,000	\$ 161,000	\$ 239,000	\$ 4,729,000
FY 2019	\$ 4,546,000	\$ 170,000	\$ 251,000	\$ 4,967,000
FY 2020	\$ 4,774,000	\$ 179,000	\$ 264,000	\$ 5,217,000
FY 2021	\$ 5,013,000	\$ 188,000	\$ 278,000	\$ 5,479,000
FY 2022	\$ 5,264,000	\$ 198,000	\$ 292,000	\$ 5,754,000

Notes: Based on May 2016 cost estimate from FEH. Future years are based on a 5% annual construction inflation.



City of Carroll, Iowa

General Obligation Bonding Scenarios

PFM Financial Advisors LLC
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November 29, 2018

Summary of Bonding Options

Scenario	Year Issued	Term	Par Amount of Bonds	Total Interest	Total Debt Service	Maximum Levy Rate
Scenario 1a - Street Maint. Bldg & 2023 Rec Center	Series	Years	\$ 11,865,000	\$ 5,216,748	\$ 17,081,748	\$1.80
Street Maintenance Building & Fire Truck	Series 2019A	3.8	\$ 1,140,000	\$ 90,550	\$ 1,230,550	\$1.80
Rec Center Pool & Locker Room Improvements	Series 2023A	17.4	\$ 10,725,000	\$ 5,126,198	\$ 15,851,198	\$1.80

Scenario 1b - Street Imprvmt. & 2023 Rec Center	Series	Years	\$ 12,170,000	\$ 5,219,807	\$ 17,389,807	\$1.80
Street Improvements & Fire Truck	Series 2019A	4.8	\$ 1,445,000	\$ 139,239	\$ 1,584,239	\$1.80
Rec Center Pool, Locker Room & East Side Gym Improvements	Series 2023A	17.1	\$ 10,725,000	\$ 5,080,568	\$ 15,805,568	\$1.80

Scenario 2a - Street Maint. Bldg & 2021 Rec Center	Series	Years	\$ 11,475,000	\$ 4,509,862	\$ 15,984,862	\$1.80
Street Maintenance Building & Fire Truck	Series 2019A	3.8	\$ 1,140,000	\$ 90,550	\$ 1,230,550	\$1.80
Rec Center Pool & Locker Room Improvements	Series 2021A	16.7	\$ 10,335,000	\$ 4,419,312	\$ 14,754,312	\$1.80

Scenario 2b - Street Imprvmt. & 2021 Rec Center	Series	Years	\$ 11,825,000	\$ 4,664,476	\$ 16,489,476	\$1.80
Street Improvements & Fire Truck	Series 2019A	4.8	\$ 1,445,000	\$ 143,658	\$ 1,588,658	\$1.80
Rec Center Pool, Locker Room & East Side Gym Improvements	Series 2021A	16.7	\$ 10,380,000	\$ 4,520,818	\$ 14,900,818	\$1.80

Original Scenarios from February 2018

Scenario	Year Issued	Term	Par Amount of Bonds	Total Interest	Total Debt Service	Maximum Levy Rate
Scenario 4 - 2021 Rec Center (Without Gym)	Series	Years	\$ 8,760,000	\$ 3,963,752	\$ 12,723,752	\$1.76
Street Maintenance Building & Fire Truck	Series 2019A	5.7	\$ 1,120,000	\$ 138,266	\$ 1,258,266	\$1.76
Rec Center Pool & Locker Room	Series 2021A	19.1	\$ 7,640,000	\$ 3,825,486	\$ 11,465,486	\$1.76

Scenario 5a - \$1.80 Tax Rate (2021 Rec & Gym)	Series	Years	\$ 10,850,000	\$ 4,450,902	\$ 15,300,902	\$1.80
Street Maintenance Building & Fire Truck	Series 2019A	5.7	\$ 1,120,000	\$ 138,266	\$ 1,258,266	\$1.80
Rec Center Pool, Locker Room & East Side Gym Improvements	Series 2021A	17.1	\$ 9,730,000	\$ 4,312,636	\$ 14,042,636	\$1.80



Scenario 1a:

Assumes \$1.80 Max Tax Rate & 2023 Rec Center Bonds

- 2019A Bonds – Street Maintenance Building & Fire Truck
- 2023A Bonds – Rec Center Pool, Locker Room & East Gym Improvements

City of Carroll, Iowa

Proposed General Obligation Bonds, Series 2019A

EXHIBIT 2a

SOURCES & USES	
SOURCES	
Par Amount of Bonds	1,140,000.00
Accrued Interest	
Other Monies	

Total Sources	1,140,000.00
USES	
Deposit to Construction Account	1,100,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$7.50 per bond)	8,550.00
Costs of Issuance	31,000.00
Accrued Interest	
Rounding Amount	450.00

Total Uses	1,140,000.00
ASSUMPTIONS	
Dated Date	9/1/2019
Delivery Date	9/1/2019
First Interest Date	6/1/2020
First Principal Date	6/1/2020
Last Principal Date	6/1/2023

Arbitrage Yield	3.43682%
TIC	3.78220%
AIC	5.06768%
Average Life	2.31 Years

PROJECTS FINANCED:	
Street Maintenance Garage	\$ 700,000
Fire Truck	400,000
Reserved	-
Reserved	-

	\$ 1,100,000

Street Maintenance Garage & Fire Truck

DEBT SERVICE SCHEDULE					
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service

6/1/2020	275,000	3.260%	29,044	304,044	304,044
12/1/2020			14,880	14,880	
6/1/2021	270,000	3.360%	14,880	284,880	299,761
12/1/2021			10,344	10,344	
6/1/2022	280,000	3.440%	10,344	290,344	300,689
12/1/2022			5,528	5,528	
6/1/2023	315,000	3.510%	5,528	320,528	326,057
12/1/2023					
6/1/2024					
12/1/2024					
6/1/2025					
12/1/2025					
6/1/2026					
12/1/2026					
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12/1/2038					
6/1/2039					
12/1/2039					

	1,140,000		90,550	1,230,550	1,230,550

Scale : MMD Aaa as of 11-26-2018 + NR/BQ credit + 100 bps timing.

Recreation Center Pool, Locker Rooms & East Side Gym

SOURCES & USES	
SOURCES	
Par Amount of Bonds	10,725,000.00
Accrued Interest	
Premium	0.35

Total Sources	10,725,000.00
USES	
Deposit to Construction Account	10,535,000.00
Deposit to Reserve Account	4.35
Capitalized Interest Account	0.00
Municipal Bond Insurance	5.35
Underwriters' Discount (\$12.50 per bond)	134,062.50
Costs of Issuance	52,000.00
Accrued Interest	
Rounding Amount	3,937.50

Total Uses	10,725,000.00
ASSUMPTIONS	
Dated Date	1/25/2023
Delivery Date	1/25/2023
First Interest Date	6/1/2023
First Principal Date	6/1/2024
Last Principal Date	6/1/2040

DEBT SERVICE SCHEDULE					
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service
6/1/2023			166,073	166,073	166,073
12/1/2023			237,248	237,248	
6/1/2024	315,000	3.760%	237,248	552,248	789,495
12/1/2024			231,326	231,326	
6/1/2025	470,000	3.860%	231,326	701,326	932,651
12/1/2025			222,255	222,255	
6/1/2026	495,000	3.940%	222,255	717,255	939,509
12/1/2026			212,503	212,503	
6/1/2027	520,000	4.010%	212,503	732,503	945,006
12/1/2027			202,077	202,077	
6/1/2028	520,000	4.080%	202,077	722,077	924,154
12/1/2028			191,469	191,469	
6/1/2029	545,000	4.150%	191,469	736,469	927,938
12/1/2029			180,160	180,160	
6/1/2030	570,000	4.220%	180,160	750,160	930,321
12/1/2030			168,133	168,133	
6/1/2031	595,000	4.300%	168,133	763,133	931,267
12/1/2031			155,341	155,341	
6/1/2032	620,000	4.380%	155,341	775,341	930,682
12/1/2032			141,763	141,763	
6/1/2033	645,000	4.460%	141,763	786,763	928,526
12/1/2033			127,379	127,379	
6/1/2034	675,000	4.530%	127,379	802,379	929,759
12/1/2034			112,091	112,091	
6/1/2035	705,000	4.590%	112,091	817,091	929,181
12/1/2035			95,911	95,911	
6/1/2036	740,000	4.640%	95,911	835,911	931,822
12/1/2036			78,743	78,743	
6/1/2037	770,000	4.680%	78,743	848,743	927,486
12/1/2037			60,725	60,725	
6/1/2038	810,000	4.730%	60,725	870,725	931,450
12/1/2038			41,568	41,568	
6/1/2039	845,000	4.780%	41,568	886,568	928,137
12/1/2039			21,373	21,373	
6/1/2040	885,000	4.830%	21,373	906,373	927,746
12/1/2040					
6/1/2041					
12/1/2041					
6/1/2042					
12/1/2042					

	10,725,000		5,126,198	15,851,198	15,851,198
Scale : MMD Aaa as of 10-03-2018 + 35 bps for credit (Aa2/BQ) + 150 bps for timing.					

PROJECTS FINANCED:	
Rec Cntr Pool, Locker Rooms & E Gym	\$ 10,535,000
Reserved	-
Reserved	-
Reserved	-
	\$ 10,535,000

City of Carroll, Iowa
Projection of G.O. Debt Capacity

EXHIBIT 4a
 \$1.80 Maximum Tax Rate

Valuation Growth & Debt Limit Assumptions	
Legal Debt Limit	5.00%
Effective Limit	4.00%

*East Gym***
*Str Mnt Gar Rec Pool***
*Fire Truck Rec Addn***

Updated: 26-Nov-18

Beginning of Fiscal Year	Actual Valuation	Historical Valuation Growth	Gross Debt Limit	Effective Debt Limit	DEBT ISSUES SUBJECT TO DEBT LIMIT *			Proposed GO Bonds 2019A	Proposed GO Bonds 2023A	TOTAL G.O. DEBT OUTST'NDG	Available Effective Capacity	% of Legal Limit Utilized	Beginning of Fiscal Year
					G.O. - TAXES -	G.O. - TIF -	Sales Tax Bonds						
2015 - 2016	757,631,838	0.7%	37,881,592	30,305,274	3,630,000					3,630,000	26,675,274	9.58%	2015
2016 - 2017	775,612,596	2.4%	38,780,630	31,024,504	8,380,000					8,380,000	22,644,504	21.61%	2016
2017 - 2018	781,063,284	0.7%	39,053,164	31,242,531	4,090,000					4,090,000	27,152,531	10.47%	2017
2018 - 2019	846,719,429	8.4%	42,335,971	33,868,777	7,520,000					7,520,000	26,348,777	17.76%	2018
2019 - 2020	850,584,226	0.5%	42,529,211	34,023,369	6,675,000			1,140,000		7,815,000	26,208,369	18.38%	2019
2020 - 2021	854,468,347	0.5%	42,723,417	34,178,734	5,745,000			865,000		6,610,000	27,568,734	15.47%	2020
2021 - 2022	858,371,889	0.5%	42,918,594	34,334,876	4,800,000			595,000		5,395,000	28,939,876	12.57%	2021
2022 - 2023	862,294,948	0.5%	43,114,747	34,491,798	3,815,000			315,000		4,130,000	30,361,798	9.58%	2022
2023 - 2024	866,237,622	0.5%	43,311,881	34,649,505	3,020,000				10,725,000	13,745,000	20,904,505	31.73%	2023
2024 - 2025	870,200,010	0.5%	43,510,001	34,808,000	2,490,000				10,410,000	12,900,000	21,908,000	29.65%	2024
2025 - 2026	874,182,210	0.5%	43,709,111	34,967,288	2,250,000				9,940,000	12,190,000	22,777,288	27.89%	2025
2026 - 2027	874,182,210		43,709,111	34,967,288	2,000,000				9,445,000	11,445,000	23,522,288	26.18%	2026
2027 - 2028	874,182,210		43,709,111	34,967,288	1,740,000				8,925,000	10,665,000	24,302,288	24.40%	2027
2028 - 2029	874,182,210		43,709,111	34,967,288	1,475,000				8,405,000	9,880,000	25,087,288	22.60%	2028
2029 - 2030	874,182,210		43,709,111	34,967,288	1,200,000				7,860,000	9,060,000	25,907,288	20.73%	2029
2030 - 2031	874,182,210		43,709,111	34,967,288	915,000				7,290,000	8,205,000	26,762,288	18.77%	2030
2031 - 2032	874,182,210		43,709,111	34,967,288	620,000				6,695,000	7,315,000	27,652,288	16.74%	2031
2032 - 2033	874,182,210		43,709,111	34,967,288	315,000				6,075,000	6,390,000	28,577,288	14.62%	2032
2033 - 2034	874,182,210		43,709,111	34,967,288					5,430,000	5,430,000	29,537,288	12.42%	2033
2034 - 2035	874,182,210		43,709,111	34,967,288					4,755,000	4,755,000	30,212,288	10.88%	2034
2035 - 2036	874,182,210		43,709,111	34,967,288					4,050,000	4,050,000	30,917,288	9.27%	2035
2036 - 2037	874,182,210		43,709,111	34,967,288					3,310,000	3,310,000	31,657,288	7.57%	2036
2037 - 2038	874,182,210		43,709,111	34,967,288					2,540,000	2,540,000	32,427,288	5.81%	2037
2038 - 2039	874,182,210		43,709,111	34,967,288					1,730,000	1,730,000	33,237,288	3.96%	2038
2039 - 2040	874,182,210		43,709,111	34,967,288					885,000	885,000	34,082,288	2.02%	2039

* - Represents G.O. principal outstanding as of the BEGINNING of the fiscal year.

** - Project is subject to voter approval.



Scenario 1b:

Assumes \$1.80 Max Tax Rate & 2023 Rec Center Bonds

- 2019A Bonds – Street Improvements & Fire Truck
- 2023A Bonds – Rec Center Pool, Locker Room & East Gym Improvements

City of Carroll, Iowa

Proposed General Obligation Bonds, Series 2019A

EXHIBIT 2b

SOURCES & USES	
SOURCES	
Par Amount of Bonds	1,445,000.00
Accrued Interest	
Other Monies	

Total Sources	1,445,000.00
USES	
Deposit to Construction Account	1,400,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$7.50 per bond)	10,837.50
Costs of Issuance	31,000.00
Accrued Interest	
Rounding Amount	3,162.50

Total Uses	1,445,000.00
ASSUMPTIONS	
Dated Date	9/1/2019
Delivery Date	9/1/2019
First Interest Date	6/1/2020
First Principal Date	6/1/2020
Last Principal Date	6/1/2024

Arbitrage Yield	3.47634%
TIC	3.76704%
AIC	4.61638%
Average Life	2.77 Years

PROJECTS FINANCED:	
Street Improvements	\$ 1,000,000
Fire Truck	400,000
Reserved	-
Reserved	-

	\$ 1,400,000

Street Improvements & Fire Truck						
DEBT SERVICE SCHEDULE						
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service	

0.75	6/1/2020	270,000	3.260%	37,194	307,194	307,194
	12/1/2020			20,395	20,395	
1.75	6/1/2021	260,000	3.360%	20,395	280,395	300,790
	12/1/2021			16,027	16,027	
2.75	6/1/2022	265,000	3.440%	16,027	281,027	297,054
	12/1/2022			11,469	11,469	
3.75	6/1/2023	475,000	3.510%	11,469	486,469	497,938
	12/1/2023			3,133	3,133	
4.75	6/1/2024	175,000	3.580%	3,133	178,133	181,265
	12/1/2024					
5.75	6/1/2025					
	12/1/2025					
6.75	6/1/2026					
	12/1/2026					
7.75	6/1/2027					
	12/1/2027					
8.75	6/1/2028					
	12/1/2028					
9.75	6/1/2029					
	12/1/2029					
10.75	6/1/2030					
	12/1/2030					
11.75	6/1/2031					
	12/1/2031					
12.75	6/1/2032					
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14.75	6/1/2034					
	12/1/2034					
15.75	6/1/2035					
	12/1/2035					
16.75	6/1/2036					
	12/1/2036					
17.75	6/1/2037					
	12/1/2037					
18.75	6/1/2038					
	12/1/2038					
19.75	6/1/2039					
	12/1/2039					

		1,445,000		139,239	1,584,239	1,584,239

Scale : MMD Aaa as of 11-26-2018 + NR/BQ credit + 100 bps timing.

City of Carroll, Iowa

Proposed G. O. Capital Loan Notes, Series 2023A

EXHIBIT 3b

Recreation Center Pool, Locker Rooms & East Side Gym

SOURCES & USES	
SOURCES	
Par Amount of Bonds	10,725,000.00
Accrued Interest	
Premium	
Total Sources	10,725,000.00
USES	
Deposit to Construction Account	10,535,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$12.50 per bond)	134,062.50
Costs of Issuance	52,000.00
Accrued Interest	
Rounding Amount	3,937.50
Total Uses	10,725,000.00
ASSUMPTIONS	
Dated Date	5/1/2023
Delivery Date	5/1/2023
First Interest Date	12/1/2023
First Principal Date	6/1/2024
Last Principal Date	6/1/2040
Arbitrage Yield	4.55217%
TIC	4.71158%
AIC	4.77419%
Average Life	10.36 Years

PROJECTS FINANCED:	
Rec Cntr Pool, Locker Rooms & E Gym	\$ 10,535,000
Reserved	-
Reserved	-
Reserved	-
	\$ 10,535,000

DEBT SERVICE SCHEDULE					
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service
12/1/2023			277,539	277,539	0
1.08 6/1/2024	100,000	3.760%	237,890	337,890	615,429
12/1/2024			236,010	236,010	
2.08 6/1/2025	490,000	3.860%	236,010	726,010	962,021
12/1/2025			226,553	226,553	
3.08 6/1/2026	515,000	3.940%	226,553	741,553	968,107
12/1/2026			216,408	216,408	
4.08 6/1/2027	535,000	4.010%	216,408	751,408	967,816
12/1/2027			205,681	205,681	
5.08 6/1/2028	535,000	4.080%	205,681	740,681	946,362
12/1/2028			194,767	194,767	
6.08 6/1/2029	555,000	4.150%	194,767	749,767	944,534
12/1/2029			183,251	183,251	
7.08 6/1/2030	580,000	4.220%	183,251	763,251	946,502
12/1/2030			171,013	171,013	
8.08 6/1/2031	605,000	4.300%	171,013	776,013	947,026
12/1/2031			158,005	158,005	
9.08 6/1/2032	630,000	4.380%	158,005	788,005	946,011
12/1/2032			144,208	144,208	
10.08 6/1/2033	660,000	4.460%	144,208	804,208	948,417
12/1/2033			129,490	129,490	
11.08 6/1/2034	685,000	4.530%	129,490	814,490	943,981
12/1/2034			113,975	113,975	
12.08 6/1/2035	720,000	4.590%	113,975	833,975	947,950
12/1/2035			97,451	97,451	
13.08 6/1/2036	750,000	4.640%	97,451	847,451	944,902
12/1/2036			80,051	80,051	
14.08 6/1/2037	785,000	4.680%	80,051	865,051	945,102
12/1/2037			61,682	61,682	
15.08 6/1/2038	820,000	4.730%	61,682	881,682	943,364
12/1/2038			42,289	42,289	
16.08 6/1/2039	860,000	4.780%	42,289	902,289	944,578
12/1/2039			21,735	21,735	
17.08 6/1/2040	900,000	4.830%	21,735	921,735	943,470
12/1/2040					
18.08 6/1/2041					
12/1/2041					
19.08 6/1/2042					
12/1/2042					
20.08 6/1/2043					
	10,725,000		5,080,568	15,805,568	15,805,568
Scale : MMD Aaa as of 11-26-2018 + 35 bps for credit (Aa2/BQ) + 150 bps for timing.					

City of Carroll, Iowa
Projection of G.O. Debt Capacity

EXHIBIT 4a

\$1.80 Maximum Tax Rate

Valuation Growth & Debt Limit Assumptions	
Legal Debt Limit	5.00%
Effective Limit	4.00%

Str Imprvmt *East Gym***
Fire Truck *Rec Pool***
 *Rec Adn***

Updated: 26-Nov-18

Beginning of Fiscal Year	Actual Valuation	Historical Valuation Growth	DEBT ISSUES SUBJECT TO DEBT LIMIT					Proposed GO Bonds 2019A	Proposed GO Bonds 2023A	Reserved	TOTAL G.O. DEBT OUTST'NDG	Available Effective Capacity	% of Legal Limit Utilized	Beginning of Fiscal Year
			Gross Debt Limit	Effective Debt Limit	G.O. - TAXES -	G.O. - TIF -	Sales Tax Bonds							
2015 - 2016	757,631,838	0.7%	37,881,592	30,305,274	3,630,000					3,630,000	26,675,274	9.58%	2015	
2016 - 2017	775,612,596	2.4%	38,780,630	31,024,504	8,380,000					8,380,000	22,644,504	21.61%	2016	
2017 - 2018	781,063,284	0.7%	39,053,164	31,242,531	4,090,000					4,090,000	27,152,531	10.47%	2017	
2018 - 2019	846,719,429	8.4%	42,335,971	33,868,777	7,520,000					7,520,000	26,348,777	17.76%	2018	
2019 - 2020	850,584,226	0.5%	42,529,211	34,023,369	6,675,000		1,445,000			8,120,000	25,903,369	19.09%	2019	
2020 - 2021	854,468,347	0.5%	42,723,417	34,178,734	5,745,000		1,175,000			6,920,000	27,258,734	16.20%	2020	
2021 - 2022	858,371,889	0.5%	42,918,594	34,334,876	4,800,000		915,000			5,715,000	28,619,876	13.32%	2021	
2022 - 2023	862,294,948	0.5%	43,114,747	34,491,798	3,815,000		650,000			4,465,000	30,026,798	10.36%	2022	
2023 - 2024	866,237,622	0.5%	43,311,881	34,649,505	3,020,000		175,000	10,725,000		13,920,000	20,729,505	32.14%	2023	
2024 - 2025	870,200,010	0.5%	43,510,001	34,808,000	2,490,000			10,625,000		13,115,000	21,693,000	30.14%	2024	
2025 - 2026	874,182,210	0.5%	43,709,111	34,967,288	2,250,000			10,135,000		12,385,000	22,582,288	28.34%	2025	
2026 - 2027	874,182,210		43,709,111	34,967,288	2,000,000			9,620,000		11,620,000	23,347,288	26.58%	2026	
2027 - 2028	874,182,210		43,709,111	34,967,288	1,740,000			9,085,000		10,825,000	24,142,288	24.77%	2027	
2028 - 2029	874,182,210		43,709,111	34,967,288	1,475,000			8,550,000		10,025,000	24,942,288	22.94%	2028	
2029 - 2030	874,182,210		43,709,111	34,967,288	1,200,000			7,995,000		9,195,000	25,772,288	21.04%	2029	
2030 - 2031	874,182,210		43,709,111	34,967,288	915,000			7,415,000		8,330,000	26,637,288	19.06%	2030	
2031 - 2032	874,182,210		43,709,111	34,967,288	620,000			6,810,000		7,430,000	27,537,288	17.00%	2031	
2032 - 2033	874,182,210		43,709,111	34,967,288	315,000			6,180,000		6,495,000	28,472,288	14.86%	2032	
2033 - 2034	874,182,210		43,709,111	34,967,288				5,520,000		5,520,000	29,447,288	12.63%	2033	
2034 - 2035	874,182,210		43,709,111	34,967,288				4,835,000		4,835,000	30,132,288	11.06%	2034	
2035 - 2036	874,182,210		43,709,111	34,967,288				4,115,000		4,115,000	30,852,288	9.41%	2035	
2036 - 2037	874,182,210		43,709,111	34,967,288				3,365,000		3,365,000	31,602,288	7.70%	2036	
2037 - 2038	874,182,210		43,709,111	34,967,288				2,580,000		2,580,000	32,387,288	5.90%	2037	
2038 - 2039	874,182,210		43,709,111	34,967,288				1,760,000		1,760,000	33,207,288	4.03%	2038	
2039 - 2040	874,182,210		43,709,111	34,967,288				900,000		900,000	34,067,288	2.06%	2039	

* - Represents G.O. principal outstanding as of the BEGINNING of the fiscal year.
** - Project is subject to voter approval.



Scenario 2a:

Assumes \$1.80 Max Tax Rate & 2021 Rec Center Bonds

- 2019A Bonds – Street Maintenance Building & Fire Truck
- 2021A Bonds – Rec Center Pool, Locker Room & East Gym Improvements

City of Carroll, Iowa

Proposed General Obligation Bonds, Series 2019A

EXHIBIT 2a-2

SOURCES & USES	
SOURCES	
Par Amount of Bonds	1,140,000.00
Accrued Interest	
Other Monies	

Total Sources	1,140,000.00
USES	
Deposit to Construction Account	1,100,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$7.50 per bond)	8,550.00
Costs of Issuance	31,000.00
Accrued Interest	
Rounding Amount	450.00

Total Uses	1,140,000.00
ASSUMPTIONS	
Dated Date	9/1/2019
Delivery Date	9/1/2019
First Interest Date	6/1/2020
First Principal Date	6/1/2020
Last Principal Date	6/1/2023

Arbitrage Yield	3.43682%
TIC	3.78220%
AIC	5.06768%
Average Life	2.31 Years

PROJECTS FINANCED:	
Street Maintenance Garage	\$ 700,000
Fire Truck	400,000
Reserved	-
Reserved	-

	\$ 1,100,000

Street Maintenance Garage & Fire Truck

DEBT SERVICE SCHEDULE					
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service

6/1/2020	275,000	3.260%	29,044	304,044	304,044
12/1/2020			14,880	14,880	
6/1/2021	270,000	3.360%	14,880	284,880	299,761
12/1/2021			10,344	10,344	
6/1/2022	280,000	3.440%	10,344	290,344	300,689
12/1/2022			5,528	5,528	
6/1/2023	315,000	3.510%	5,528	320,528	326,057
12/1/2023					
6/1/2024					
12/1/2024					
6/1/2025					
12/1/2025					
6/1/2026					
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12/1/2037					
6/1/2038					
12/1/2038					
6/1/2039					
12/1/2039					

	1,140,000		90,550	1,230,550	1,230,550

Scale : MMD Aaa as of 11-26-2018 + NR/BQ credit + 100 bps timing.

Recreation Center Pool, Locker Rooms & East Side Gym

SOURCES & USES	
SOURCES	
Par Amount of Bonds	10,335,000.00
Accrued Interest	
Premium	0.67

Total Sources	10,335,000.00
USES	
Deposit to Construction Account	9,553,000.00
Deposit to Reserve Account	4.67
Capitalized Interest Account	598,156.63
Municipal Bond Insurance	5.67
Underwriters' Discount (\$12.50 per bond)	129,187.50
Costs of Issuance	6.67
Accrued Interest	52,000.00
Rounding Amount	7.67

Total Uses	10,335,000.00
ASSUMPTIONS	
Dated Date	10/1/2021
Delivery Date	10/1/2021
First Interest Date	6/1/2022
First Principal Date	6/1/2022
Last Principal Date	6/1/2038

Arbitrage Yield	4.56866%	
TIC	4.72432%	
AIC	4.78773%	
Average Life	10.58 Years	17.67

PROJECTS FINANCED:	
Rec Cntr Pool, Locker Rooms & E Gym	\$ 9,535,000
Reserved	-
Reserved	-
Reserved	-

	\$ 10,535,000

DEBT SERVICE SCHEDULE							
	Date	Principal	Coupon	Interest	Debt Service	Capitalized Interest	Annual Debt Service
	6/1/2022	0	3.760%	308,726	308,726	(308,726)	0
	12/1/2022			231,545	231,545	(173,658)	
	6/1/2023	0	3.860%	231,545	231,545	(115,772)	173,658
	12/1/2023			231,545	231,545		
	6/1/2024	330,000	3.940%	231,545	561,545		793,089
	12/1/2024			225,044	225,044		
	6/1/2025	550,000	4.010%	225,044	775,044		1,000,087
	12/1/2025			214,016	214,016		
	6/1/2026	565,000	4.080%	214,016	779,016		993,032
	12/1/2026			202,490	202,490		
	6/1/2027	595,000	4.150%	202,490	797,490		999,980
	12/1/2027			190,144	190,144		
	6/1/2028	600,000	4.220%	190,144	790,144		980,288
	12/1/2028			177,484	177,484		
	6/1/2029	625,000	4.300%	177,484	802,484		979,968
	12/1/2029			164,046	164,046		
	6/1/2030	655,000	4.380%	164,046	819,046		983,093
	12/1/2030			149,702	149,702		
	6/1/2031	680,000	4.460%	149,702	829,702		979,404
	12/1/2031			134,538	134,538		
	6/1/2032	710,000	4.530%	134,538	844,538		979,076
	12/1/2032			118,456	118,456		
	6/1/2033	745,000	4.590%	118,456	863,456		981,913
	12/1/2033			101,359	101,359		
	6/1/2034	780,000	4.640%	101,359	881,359		982,717
	12/1/2034			83,263	83,263		
	6/1/2035	815,000	4.680%	83,263	898,263		981,525
	12/1/2035			64,192	64,192		
	6/1/2036	855,000	4.730%	64,192	919,192		983,383
	12/1/2036			43,971	43,971		
	6/1/2037	895,000	4.780%	43,971	938,971		982,942
	12/1/2037			22,580	22,580		
	6/1/2038	935,000	4.830%	22,580	957,580		980,161
	12/1/2038						
	6/1/2039						
	12/1/2039						
	6/1/2040						
	12/1/2040						
	6/1/2041						
	12/1/2041						
		10,335,000		5,017,469	15,352,469	(598,157)	14,754,312

Scale : MMD Aaa as of 10-03-2018 + 35 bps for credit (Aa2/BQ)
+ 150 bps for timing.

City of Carroll, Iowa
Projection of G.O. Debt Capacity

EXHIBIT 2a-4

\$1.80 Maximum Tax Rate
 Street Maintenance Garage & Firetruck
 Rec Center, Locker Rooms & East Gym in 2021

Valuation Growth & Debt Limit Assumptions	
Legal Debt Limit	5.00%
Effective Limit	4.00%

Str Mnt Gar
 Fire Truck
 East Gym**
 Rec Pool**
 Rec Addn**

Updated: 28-Nov-18

Beginning of Fiscal Year	Actual Valuation	Historical Valuation Growth	Gross Debt Limit	Effective Debt Limit	DEBT ISSUES SUBJECT TO DEBT LIMIT *			Proposed GO Bonds 2019A	Proposed GO Bonds 2021A	TOTAL G.O. DEBT OUTST'NDG	Available Effective Capacity	% of Legal Limit Utilized	Beginning of Fiscal Year
					G.O. - TAXES -	G.O. - TIF -	Sales Tax Bonds						
2015 - 2016	757,631,838	0.7%	37,881,592	30,305,274	3,630,000					3,630,000	26,675,274	9.58%	2015
2016 - 2017	775,612,596	2.4%	38,780,630	31,024,504	8,380,000					8,380,000	22,644,504	21.61%	2016
2017 - 2018	781,063,284	0.7%	39,053,164	31,242,531	4,090,000					4,090,000	27,152,531	10.47%	2017
2018 - 2019	846,719,429	8.4%	42,335,971	33,868,777	7,520,000					7,520,000	26,348,777	17.76%	2018
2019 - 2020	850,584,226	0.5%	42,529,211	34,023,369	6,675,000			1,140,000		7,815,000	26,208,369	18.38%	2019
2020 - 2021	854,468,347	0.5%	42,723,417	34,178,734	5,745,000			865,000		6,610,000	27,568,734	15.47%	2020
2021 - 2022	858,371,889	0.5%	42,918,594	34,334,876	4,800,000			595,000	10,335,000	15,730,000	18,604,876	36.65%	2021
2022 - 2023	862,294,948	0.5%	43,114,747	34,491,798	3,815,000			315,000	10,335,000	14,465,000	20,026,798	33.55%	2022
2023 - 2024	866,237,622	0.5%	43,311,881	34,649,505	3,020,000				10,335,000	13,355,000	21,294,505	30.83%	2023
2024 - 2025	870,200,010	0.5%	43,510,001	34,808,000	2,490,000				10,005,000	12,495,000	22,313,000	28.72%	2024
2025 - 2026	874,182,210	0.5%	43,709,111	34,967,288	2,250,000				9,455,000	11,705,000	23,262,288	26.78%	2025
2026 - 2027	874,182,210		43,709,111	34,967,288	2,000,000				8,890,000	10,890,000	24,077,288	24.91%	2026
2027 - 2028	874,182,210		43,709,111	34,967,288	1,740,000				8,295,000	10,035,000	24,932,288	22.96%	2027
2028 - 2029	874,182,210		43,709,111	34,967,288	1,475,000				7,695,000	9,170,000	25,797,288	20.98%	2028
2029 - 2030	874,182,210		43,709,111	34,967,288	1,200,000				7,070,000	8,270,000	26,697,288	18.92%	2029
2030 - 2031	874,182,210		43,709,111	34,967,288	915,000				6,415,000	7,330,000	27,637,288	16.77%	2030
2031 - 2032	874,182,210		43,709,111	34,967,288	620,000				5,735,000	6,355,000	28,612,288	14.54%	2031
2032 - 2033	874,182,210		43,709,111	34,967,288	315,000				5,025,000	5,340,000	29,627,288	12.22%	2032
2033 - 2034	874,182,210		43,709,111	34,967,288					4,280,000	4,280,000	30,687,288	9.79%	2033
2034 - 2035	874,182,210		43,709,111	34,967,288					3,500,000	3,500,000	31,467,288	8.01%	2034
2035 - 2036	874,182,210		43,709,111	34,967,288					2,685,000	2,685,000	32,282,288	6.14%	2035
2036 - 2037	874,182,210		43,709,111	34,967,288					1,830,000	1,830,000	33,137,288	4.19%	2036
2037 - 2038	874,182,210		43,709,111	34,967,288					935,000	935,000	34,032,288	2.14%	2037

* - Represents G.O. principal outstanding as of the BEGINNING of the fiscal year.

** - Project is subject to voter approval.



Scenario 2b:

Assumes \$1.80 Max Tax Rate & 2021 Rec Center Bonds

- 2019A Bonds – Street Improvements & Fire Truck
- 2021A Bonds – Rec Center Pool, Locker Room & East Gym Improvements

City of Carroll, Iowa

Proposed General Obligation Bonds, Series 2019A

EXHIBIT 2b-2

SOURCES & USES	
SOURCES	
Par Amount of Bonds	1,445,000.00
Accrued Interest	
Other Monies	

Total Sources	1,445,000.00
USES	
Deposit to Construction Account	1,400,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$7.50 per bond)	10,837.50
Costs of Issuance	31,000.00
Accrued Interest	
Rounding Amount	3,162.50

Total Uses	1,445,000.00
ASSUMPTIONS	
Dated Date	9/1/2019
Delivery Date	9/1/2019
First Interest Date	6/1/2020
First Principal Date	6/1/2020
Last Principal Date	6/1/2024

Arbitrage Yield	3.48629%
TIC	3.76959%
AIC	4.59747%
Average Life	2.85 Years

PROJECTS FINANCED:	
Street Improvements	\$ 1,000,000
Fire Truck	400,000
Reserved	-
Reserved	-

	\$ 1,400,000

Street Improvements & Fire Truck						
DEBT SERVICE SCHEDULE						
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service	

6/1/2020	270,000	3.260%	37,254	307,254	307,254	
12/1/2020			20,435	20,435		
6/1/2021	260,000	3.360%	20,435	280,435	300,870	
12/1/2021			16,067	16,067		
6/1/2022	265,000	3.440%	16,067	281,067	297,134	
12/1/2022			11,509	11,509		
6/1/2023	360,000	3.510%	11,509	371,509	383,018	
12/1/2023			5,191	5,191		
6/1/2024	290,000	3.580%	5,191	295,191	300,382	
12/1/2024						
6/1/2025						
12/1/2025						
6/1/2026						
12/1/2026						
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6/1/2039						
12/1/2039						

	1,445,000		143,658	1,588,658	1,588,658	

Scale : MMD Aaa as of 11-26-2018 + NR/BQ credit + 100 bps timing.

Recreation Center Pool, Locker Rooms & East Side Gym

SOURCES & USES	
SOURCES	
Par Amount of Bonds	10,380,000.00
Accrued Interest	
Premium	0.67

Total Sources	10,380,000.00
USES	
Deposit to Construction Account	9,535,000.00
Deposit to Reserve Account	4.67
Capitalized Interest Account	661,778.83
Municipal Bond Insurance	5.67
Underwriters' Discount (\$12.50 per bond)	129,750.00
Costs of Issuance	52,000.00
Accrued Interest	
Rounding Amount	1,471.17

Total Uses	10,380,000.00
ASSUMPTIONS	
Dated Date	10/1/2021
Delivery Date	10/1/2021
First Interest Date	6/1/2022
First Principal Date	6/1/2022
Last Principal Date	6/1/2038
Arbitrage Yield	4.57587%
TIC	4.72782%
AIC	4.78944%
Average Life	10.87 Years
PROJECTS FINANCED:	
Rec Cntr Pool, Locker Rooms & E Gym	\$ 9,535,000
Reserved	-
Reserved	-
Reserved	-

	\$ 9,535,000

DEBT SERVICE SCHEDULE						
Date	Principal	Coupon	Interest	Debt Service	Capitalized Interest	Annual Debt Service
6/1/2022	0	3.760%	311,425	311,425	(311,425)	0
12/1/2022			233,569	233,569	(233,569)	
6/1/2023	0	3.860%	233,569	233,569	(116,785)	116,785
12/1/2023			233,569	233,569		
6/1/2024	0	3.940%	233,569	233,569		467,138
12/1/2024			233,569	233,569		
6/1/2025	555,000	4.010%	233,569	788,569		1,022,138
12/1/2025			222,441	222,441		
6/1/2026	580,000	4.080%	222,441	802,441		1,024,883
12/1/2026			210,609	210,609		
6/1/2027	600,000	4.150%	210,609	810,609		1,021,219
12/1/2027			198,159	198,159		
6/1/2028	625,000	4.220%	198,159	823,159		1,021,319
12/1/2028			184,972	184,972		
6/1/2029	655,000	4.300%	184,972	839,972		1,024,944
12/1/2029			170,889	170,889		
6/1/2030	680,000	4.380%	170,889	850,889		1,021,779
12/1/2030			155,997	155,997		
6/1/2031	710,000	4.460%	155,997	865,997		1,021,995
12/1/2031			140,164	140,164		
6/1/2032	745,000	4.530%	140,164	885,164		1,025,329
12/1/2032			123,290	123,290		
6/1/2033	775,000	4.590%	123,290	898,290		1,021,580
12/1/2033			105,504	105,504		
6/1/2034	810,000	4.640%	105,504	915,504		1,021,008
12/1/2034			86,712	86,712		
6/1/2035	850,000	4.680%	86,712	936,712		1,023,424
12/1/2035			66,822	66,822		
6/1/2036	890,000	4.730%	66,822	956,822		1,023,644
12/1/2036			45,773	45,773		
6/1/2037	930,000	4.780%	45,773	975,773		1,021,547
12/1/2037			23,546	23,546		
6/1/2038	975,000	4.830%	23,546	998,546		1,022,093
12/1/2038						
6/1/2039						
12/1/2039						
6/1/2040						
12/1/2040						
6/1/2041						
12/1/2041						
			-----	-----	-----	-----
	10,380,000		5,182,597	15,562,597	(661,779)	14,900,819
Scale : MMD Aaa as of 11-26-2018 + 35 bps for credit (Aa2/BQ) + 150 bps for timing.						

City of Carroll, Iowa
Projection of G.O. Debt Capacity

EXHIBIT 2b-4

\$1.80 Maximum Tax Rate

Street Improvements & Firetruck

Rec Center, Locker Rooms & East Gym in 2021

Valuation Growth & Debt Limit Assumptions	
Legal Debt Limit	5.00%
Effective Limit	4.00%

Str Imprvmt
Fire Truck

East Gym**
Rec Pool**
Rec Adn**

Updated: 28-Nov-18

Beginning of Fiscal Year	Actual Valuation	Historical Valuation Growth	DEBT ISSUES SUBJECT TO DEBT LIMIT						Proposed GO Bonds 2019A	Proposed GO Bonds 2021A	Reserved	TOTAL G.O. DEBT OUTST'NDG	Available Effective Capacity	% of Legal Limit Utilized	Beginning of Fiscal Year
			Gross Debt Limit	Effective Debt Limit	G.O. - TAXES -	G.O. - TIF -	Sales Tax Bonds								
2015 - 2016	757,631,838	0.7%	37,881,592	30,305,274	3,630,000						3,630,000	26,675,274	9.58%	2015	
2016 - 2017	775,612,596	2.4%	38,780,630	31,024,504	8,380,000						8,380,000	22,644,504	21.61%	2016	
2017 - 2018	781,063,284	0.7%	39,053,164	31,242,531	4,090,000						4,090,000	27,152,531	10.47%	2017	
2018 - 2019	846,719,429	8.4%	42,335,971	33,868,777	7,520,000						7,520,000	26,348,777	17.76%	2018	
2019 - 2020	850,584,226	0.5%	42,529,211	34,023,369	6,675,000			1,445,000			8,120,000	25,903,369	19.09%	2019	
2020 - 2021	854,468,347	0.5%	42,723,417	34,178,734	5,745,000			1,175,000			6,920,000	27,258,734	16.20%	2020	
2021 - 2022	858,371,889	0.5%	42,918,594	34,334,876	4,800,000			915,000	10,380,000		16,095,000	18,239,876	37.50%	2021	
2022 - 2023	862,294,948	0.5%	43,114,747	34,491,798	3,815,000			650,000	10,380,000		14,845,000	19,646,798	34.43%	2022	
2023 - 2024	866,237,622	0.5%	43,311,881	34,649,505	3,020,000			290,000	10,380,000		13,690,000	20,959,505	31.61%	2023	
2024 - 2025	870,200,010	0.5%	43,510,001	34,808,000	2,490,000				10,380,000		12,870,000	21,938,000	29.58%	2024	
2025 - 2026	874,182,210	0.5%	43,709,111	34,967,288	2,250,000				9,825,000		12,075,000	22,892,288	27.63%	2025	
2026 - 2027	874,182,210		43,709,111	34,967,288	2,000,000				9,245,000		11,245,000	23,722,288	25.73%	2026	
2027 - 2028	874,182,210		43,709,111	34,967,288	1,740,000				8,645,000		10,385,000	24,582,288	23.76%	2027	
2028 - 2029	874,182,210		43,709,111	34,967,288	1,475,000				8,020,000		9,495,000	25,472,288	21.72%	2028	
2029 - 2030	874,182,210		43,709,111	34,967,288	1,200,000				7,365,000		8,565,000	26,402,288	19.60%	2029	
2030 - 2031	874,182,210		43,709,111	34,967,288	915,000				6,685,000		7,600,000	27,367,288	17.39%	2030	
2031 - 2032	874,182,210		43,709,111	34,967,288	620,000				5,975,000		6,595,000	28,372,288	15.09%	2031	
2032 - 2033	874,182,210		43,709,111	34,967,288	315,000				5,230,000		5,545,000	29,422,288	12.69%	2032	
2033 - 2034	874,182,210		43,709,111	34,967,288					4,455,000		4,455,000	30,512,288	10.19%	2033	
2034 - 2035	874,182,210		43,709,111	34,967,288					3,645,000		3,645,000	31,322,288	8.34%	2034	
2035 - 2036	874,182,210		43,709,111	34,967,288					2,795,000		2,795,000	32,172,288	6.39%	2035	
2036 - 2037	874,182,210		43,709,111	34,967,288					1,905,000		1,905,000	33,062,288	4.36%	2036	
2037 - 2038	874,182,210		43,709,111	34,967,288					975,000		975,000	33,992,288	2.23%	2037	

* - Represents G.O. principal outstanding as of the BEGINNING of the fiscal year.

** - Project is subject to voter approval.



Scenario 4: Assumes 2021 Rec Center Bonds

- 2018B Bonds – Library & FY19 CIP
- 2019A Bonds – Street Maintenance Building & Fire Truck
- 2021A Bonds - Rec Center Pool & Locker Room

NOTE: Original Scenarios from February 2018

City of Carroll, Iowa

Proposed G. O. Capital Loan Notes, Series 2018B

EXHIBIT 4-2

Library (20 Year Bonds) & FY 2019 CIP

SOURCES & USES	
SOURCES	
Par Amount of Notes	4,480,000.00
Cash on Hand	45,000.00
Premium	
<hr/>	
Total Sources	4,525,000.00
USES	
Deposit to Construction Account	4,435,000.00
Deposit to Reserve Account	
Capitalized Interest Account	(0.00)
Municipal Bond Insurance	0.00
Underwriters' Discount (\$10.00 per bond)	44,800.00
Costs of Issuance	45,000.00
Accrued Interest	
Rounding Amount	200.00
<hr/>	
Total Uses	4,525,000.00
ASSUMPTIONS	
Dated Date	10/31/2018
Delivery Date	10/31/2018
First Interest Date	6/1/2019
First Principal Date	6/1/2019
Last Principal Date	6/1/2038
Yield Calculations:	
Arbitrage Yield	3.23558%
TIC	3.37523%
AIC	3.51784%
Average Life	8.78 Years
PROJECTS FINANCED:	
Library	\$ 3,765,000
Youth Complex Lighting	375,000
Pickleball Courts	175,000
Trails	120,000
	<hr/>
	\$ 4,435,000

DEBT SERVICE SCHEDULE						
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service	
<hr/>						
0.6	6/1/2019	310,000	2.520%	79,675	389,675	389,675
	12/1/2019			64,063	64,063	
1.6	6/1/2020	510,000	2.660%	64,063	574,063	638,127
	12/1/2020			57,280	57,280	
2.6	6/1/2021	505,000	2.700%	57,280	562,280	619,561
	12/1/2021			50,463	50,463	
3.6	6/1/2022	110,000	2.740%	50,463	160,463	210,926
	12/1/2022			48,956	48,956	
4.6	6/1/2023	130,000	2.780%	48,956	178,956	227,912
	12/1/2023			47,149	47,149	
5.6	6/1/2024	135,000	2.820%	47,149	182,149	229,298
	12/1/2024			45,245	45,245	
6.6	6/1/2025	180,000	2.880%	45,245	225,245	270,491
	12/1/2025			42,653	42,653	
7.6	6/1/2026	215,000	2.940%	42,653	257,653	300,307
	12/1/2026			39,493	39,493	
8.6	6/1/2027	225,000	3.010%	39,493	264,493	303,986
	12/1/2027			36,107	36,107	
9.6	6/1/2028	195,000	3.080%	36,107	231,107	267,213
	12/1/2028			33,104	33,104	
10.6	6/1/2029	200,000	3.140%	33,104	233,104	266,207
	12/1/2029			29,964	29,964	
11.6	6/1/2030	210,000	3.200%	29,964	239,964	269,927
	12/1/2030			26,604	26,604	
12.6	6/1/2031	220,000	3.280%	26,604	246,604	273,207
	12/1/2031			22,996	22,996	
13.6	6/1/2032	225,000	3.350%	22,996	247,996	270,991
	12/1/2032			19,227	19,227	
14.6	6/1/2033	235,000	3.400%	19,227	254,227	273,454
	12/1/2033			15,232	15,232	
15.6	6/1/2034	240,000	3.440%	15,232	255,232	270,464
	12/1/2034			11,104	11,104	
16.6	6/1/2035	245,000	3.470%	11,104	256,104	267,208
	12/1/2035			6,853	6,853	
17.6	6/1/2036	250,000	3.500%	6,853	256,853	263,706
	12/1/2036			2,478	2,478	
18.6	6/1/2037	70,000	3.530%	2,478	72,478	74,956
	12/1/2037			1,243	1,243	
19.6	6/1/2038	70,000	3.550%	1,243	71,243	72,485
	12/1/2038					
<hr/>				4,480,000	1,280,096	5,760,096
<hr/>						5,760,096
Scale : MMD Aaa as of 01-02-2018 + 35 bps for credit (Aa2/BQ) + 75 bps for timing.						

City of Carroll, Iowa

Proposed General Obligation Bonds, Series 2019A

EXHIBIT 4-3

Street Maintenance Garage & Fire Truck

SOURCES & USES	
SOURCES	
Par Amount of Bonds	1,120,000.00
Accrued Interest	
Other Monies	

Total Sources	1,120,000.00
USES	
Deposit to Construction Account	1,075,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$7.50 per bond)	8,400.00
Costs of Issuance	33,000.00
Accrued Interest	
Rounding Amount	3,600.00

Total Uses	1,120,000.00
ASSUMPTIONS	
Dated Date	9/1/2019
Delivery Date	9/1/2019
First Interest Date	6/1/2020
First Principal Date	6/1/2020
Last Principal Date	6/1/2025

Arbitrage Yield	3.36376%
TIC	3.58687%
AIC	4.48711%
Average Life	3.67 Years

PROJECTS FINANCED:	
Street Maintenance Garage	\$ 700,000
Fire Truck	375,000
Reserved	-
Reserved	-

	\$ 1,075,000

DEBT SERVICE SCHEDULE						
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service	

6/1/2020	150,000	3.120%	27,915	177,915	177,915	
12/1/2020			16,270	16,270		
6/1/2021	155,000	3.260%	16,270	171,270	187,540	
12/1/2021			13,744	13,744		
6/1/2022	155,000	3.300%	13,744	168,744	182,487	
12/1/2022			11,186	11,186		
6/1/2023	135,000	3.340%	11,186	146,186	157,372	
12/1/2023			8,932	8,932		
6/1/2024	230,000	3.380%	8,932	238,932	247,863	
12/1/2024			5,045	5,045		
6/1/2025	295,000	3.420%	5,045	300,045	305,089	
12/1/2025						
6/1/2026						
12/1/2026						
6/1/2027						
12/1/2027						
6/1/2028						
12/1/2028						
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6/1/2037						
12/1/2037						
6/1/2038						
12/1/2038						
6/1/2039						
12/1/2039						

	1,120,000		138,266	1,258,266	1,258,266	

Scale : MMD Aaa as of 01-02-2018 + NR/BQ credit
+ 125 bps for timing.

City of Carroll, Iowa

Proposed G. O. Capital Loan Notes, Series 2021A

EXHIBIT 4-4

Recreation Center Pool & Locker Rooms

SOURCES & USES	
SOURCES	
Par Amount of Bonds	7,640,000.00
Accrued Interest	
Premium	
Total Sources	7,640,000.00
USES	
Deposit to Construction Account	7,491,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$12.50 per bond)	95,500.00
Costs of Issuance	52,000.00
Accrued Interest	
Rounding Amount	1,500.00
Total Uses	7,640,000.00
ASSUMPTIONS	
Dated Date	5/1/2021
Delivery Date	5/1/2021
First Interest Date	12/1/2021
First Principal Date	6/1/2022
Last Principal Date	6/1/2040

DEBT SERVICE SCHEDULE					
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service
12/1/2021			176,230	176,230	0
1.08 6/1/2022	0	3.270%	151,055	151,055	327,285
12/1/2022			151,055	151,055	
2.08 6/1/2023	0	3.410%	151,055	151,055	302,109
12/1/2023			151,055	151,055	
3.08 6/1/2024	100,000	3.450%	151,055	251,055	402,109
12/1/2024			149,330	149,330	
4.08 6/1/2025	275,000	3.490%	149,330	424,330	573,659
12/1/2025			144,531	144,531	
5.08 6/1/2026	370,000	3.530%	144,531	514,531	659,062
12/1/2026			138,000	138,000	
6.08 6/1/2027	380,000	3.570%	138,000	518,000	656,001
12/1/2027			131,217	131,217	
7.08 6/1/2028	395,000	3.630%	131,217	526,217	657,435
12/1/2028			124,048	124,048	
8.08 6/1/2029	410,000	3.690%	124,048	534,048	658,096
12/1/2029			116,484	116,484	
9.08 6/1/2030	425,000	3.760%	116,484	541,484	657,967
12/1/2030			108,494	108,494	
10.08 6/1/2031	440,000	3.830%	108,494	548,494	656,987
12/1/2031			100,068	100,068	
11.08 6/1/2032	455,000	3.890%	100,068	555,068	655,135
12/1/2032			91,218	91,218	
12.08 6/1/2033	475,000	3.950%	91,218	566,218	657,436
12/1/2033			81,837	81,837	
13.08 6/1/2034	495,000	4.030%	81,837	576,837	658,673
12/1/2034			71,862	71,862	
14.08 6/1/2035	515,000	4.100%	71,862	586,862	658,725
12/1/2035			61,305	61,305	
15.08 6/1/2036	535,000	4.150%	61,305	596,305	657,610
12/1/2036			50,204	50,204	
16.08 6/1/2037	555,000	4.190%	50,204	605,204	655,407
12/1/2037			38,576	38,576	
17.08 6/1/2038	580,000	4.220%	38,576	618,576	657,153
12/1/2038			26,338	26,338	
18.08 6/1/2039	605,000	4.250%	26,338	631,338	657,677
12/1/2039			13,482	13,482	
19.08 6/1/2040	630,000	4.280%	13,482	643,482	656,964
12/1/2040					
20.08 6/1/2041					
			7,640,000	3,825,486	11,465,486
				11,465,486	11,465,486

FY 2018 PROJECTS FINANCED:	
Rec Cntr Pool & Locker Rooms	\$ 7,491,000
Reserved	-
Reserved	-
Reserved	-
	\$ 7,491,000

Scale : MMD Aaa as of 01-02-2018 + 35 bps for credit (Aa2/BQ)
+ 150 bps for timing.

City of Carroll, Iowa
Projection of G.O. Debt Capacity

EXHIBIT 4-5

Assumes 20 Year Bonds
 2021 Rec Center Projects (No East Gym)

Updated: 2-Feb-18

Valuation Growth & Debt Limit Assumptions	
Legal Debt Limit	5.00%
Effective Limit	4.00%

\$3.8 M Str Mnt Gar Rec Pool**
 Library Fire Truck Rec Adn**

Beginning of Fiscal Year	Actual Valuation	Historical Valuation Growth	Gross Debt Limit	Effective Debt Limit	DEBT ISSUES SUBJECT TO DEBT LIMIT *			Proposed GO Bonds 2018B	Proposed GO Bonds 2019A	Proposed GO Bonds 2021A	Reserved	TOTAL G.O. DEBT OUTST'NDG	Available Effective Capacity	Percent /Debt Gross Debt Limit	Beginning of Fiscal Year
					G.O. - TAXES -	G.O. - TIF -	Sales Tax Bonds								
2011 - 2012	632,429,951	1.9%	31,621,498	25,297,198	4,235,000	945,000	1,650,000					6,830,000	18,467,198	21.60%	2011
2012 - 2013	648,166,368	2.5%	32,408,318	25,926,655	3,520,000	655,000	1,110,000					5,285,000	20,641,655	16.31%	2012
2013 - 2014	654,646,146	1.0%	32,732,307	26,185,846	3,400,000	455,000	560,000					4,415,000	21,770,846	13.49%	2013
2014 - 2015	752,235,898	14.9%	37,611,795	30,089,436	3,750,000	55,000						3,805,000	26,284,436	10.12%	2014
2015 - 2016	757,631,838	0.7%	37,881,592	30,305,274	3,630,000							3,630,000	26,675,274	9.58%	2015
2016 - 2017	775,612,596	2.4%	38,780,630	31,024,504	5,105,000							5,105,000	25,919,504	13.16%	2016
2017 - 2018	781,063,284	0.7%	39,053,164	31,242,531	4,090,000							4,090,000	27,152,531	10.47%	2017
2018 - 2019	846,719,429	8.4%	42,335,971	33,868,777	3,045,000		4,480,000					7,525,000	26,343,777	17.77%	2018
2019 - 2020	850,584,226	0.5%	42,529,211	34,023,369	2,515,000		4,170,000	1,120,000				7,805,000	26,218,369	18.35%	2019
2020 - 2021	854,468,347	0.5%	42,723,417	34,178,734	1,975,000		3,660,000	970,000	7,640,000			14,245,000	19,933,734	33.34%	2020
2021 - 2022	858,371,889	0.5%	42,918,594	34,334,876	1,430,000		3,155,000	815,000	7,640,000			13,040,000	21,294,876	30.38%	2021
2022 - 2023	862,294,948	0.5%	43,114,747	34,491,798	865,000		3,045,000	660,000	7,640,000			12,210,000	22,281,798	28.32%	2022
2023 - 2024	866,237,622	0.5%	43,311,881	34,649,505	295,000		2,915,000	525,000	7,640,000			11,375,000	23,274,505	26.26%	2023
2024 - 2025	870,200,010	0.5%	43,510,001	34,808,000			2,780,000	295,000	7,540,000			10,615,000	24,193,000	24.40%	2024
2025 - 2026	874,182,210	0.5%	43,709,111	34,967,288			2,600,000		7,265,000			9,865,000	25,102,288	22.57%	2025
2026 - 2027	874,182,210		43,709,111	34,967,288			2,385,000		6,895,000			9,280,000	25,687,288	21.23%	2026
2027 - 2028	874,182,210		43,709,111	34,967,288			2,160,000		6,515,000			8,675,000	26,292,288	19.85%	2027
2028 - 2029	874,182,210		43,709,111	34,967,288			1,965,000		6,120,000			8,085,000	26,882,288	18.50%	2028
2029 - 2030	874,182,210		43,709,111	34,967,288			1,765,000		5,710,000			7,475,000	27,492,288	17.10%	2029
2030 - 2031	874,182,210		43,709,111	34,967,288			1,555,000		5,285,000			6,840,000	28,127,288	15.65%	2030
2031 - 2032	874,182,210		43,709,111	34,967,288			1,335,000		4,845,000			6,180,000	28,787,288	14.14%	2031
2032 - 2033	874,182,210		43,709,111	34,967,288			1,110,000		4,390,000			5,500,000	29,467,288	12.58%	2032
2033 - 2034	874,182,210		43,709,111	34,967,288			875,000		3,915,000			4,790,000	30,177,288	10.96%	2033
2034 - 2035	874,182,210		43,709,111	34,967,288			635,000		3,420,000			4,055,000	30,912,288	9.28%	2034
2035 - 2036	874,182,210		43,709,111	34,967,288			390,000		2,905,000			3,295,000	31,672,288	7.54%	2035
2036 - 2037	874,182,210		43,709,111	34,967,288			140,000		2,370,000			2,510,000	32,457,288	5.74%	2036
2037 - 2038	874,182,210		43,709,111	34,967,288			70,000		1,815,000			1,885,000	33,082,288	4.31%	2037
2038 - 2039	874,182,210		43,709,111	34,967,288					1,235,000			1,235,000	33,732,288	2.83%	2038
2039 - 2040	874,182,210		43,709,111	34,967,288					630,000			630,000	34,337,288	1.44%	2039
2040 - 2041	874,182,210		43,709,111	34,967,288									34,967,288		2040
2041 - 2042	874,182,210		43,709,111	34,967,288									34,967,288		2041
2042 - 2043	874,182,210		43,709,111	34,967,288									34,967,288		2042
2043 - 2044	874,182,210		43,709,111	34,967,288									34,967,288		2043

* - Represents G.O. principal outstanding as of the BEGINNING of the fiscal year.
 ** - Project is subject to voter approval.



Scenario 5a:

Assumes \$1.80 Max Tax Rate & 2021 Rec Center Bonds

- 2018B Bonds – Library & FY19 CIP
- 2019A Bonds – Street Maintenance Building & Fire Truck
- 2021A Bonds – Rec Center Pool, Locker Room & East Gym Improvements

NOTE: Original Scenarios from February 2018

Library (17 Year Bonds) & FY 2019 CIP

SOURCES & USES	
SOURCES	
Par Amount of Notes	4,480,000.00
Cash on Hand	45,000.00
Premium	
<hr/>	
Total Sources	4,525,000.00
USES	
Deposit to Construction Account	4,435,000.00
Deposit to Reserve Account	
Capitalized Interest Account	(0.00)
Municipal Bond Insurance	0.00
Underwriters' Discount (\$10.00 per bond)	44,800.00
Costs of Issuance	45,000.00
Accrued Interest	
Rounding Amount	200.00
<hr/>	
Total Uses	4,525,000.00
ASSUMPTIONS	
Dated Date	10/31/2018
Delivery Date	10/31/2018
First Interest Date	6/1/2019
First Principal Date	6/1/2019
Last Principal Date	6/1/2036
Yield Calculations:	
Arbitrage Yield	3.22356%
TIC	3.36575%
AIC	3.51094%
Average Life	8.58 Years

PROJECTS FINANCED:	
Library	\$ 3,765,000
Youth Complex Lighting	375,000
Pickleball Courts	175,000
Trails	120,000
	<hr/>
	\$ 4,435,000

DEBT SERVICE SCHEDULE						
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service	
<hr/>						
0.6	6/1/2019	310,000	2.520%	79,455	389,455	389,455
	12/1/2019			63,876	63,876	
1.6	6/1/2020	530,000	2.660%	63,876	593,876	657,751
	12/1/2020			56,827	56,827	
2.6	6/1/2021	525,000	2.700%	56,827	581,827	638,653
	12/1/2021			49,739	49,739	
3.6	6/1/2022	100,000	2.740%	49,739	149,739	199,478
	12/1/2022			48,369	48,369	
4.6	6/1/2023	130,000	2.780%	48,369	178,369	226,738
	12/1/2023			46,562	46,562	
5.6	6/1/2024	135,000	2.820%	46,562	181,562	228,124
	12/1/2024			44,659	44,659	
6.6	6/1/2025	180,000	2.880%	44,659	224,659	269,317
	12/1/2025			42,067	42,067	
7.6	6/1/2026	200,000	2.940%	42,067	242,067	284,133
	12/1/2026			39,127	39,127	
8.6	6/1/2027	205,000	3.010%	39,127	244,127	283,253
	12/1/2027			36,041	36,041	
9.6	6/1/2028	210,000	3.080%	36,041	246,041	282,083
	12/1/2028			32,807	32,807	
10.6	6/1/2029	220,000	3.140%	32,807	252,807	285,615
	12/1/2029			29,353	29,353	
11.6	6/1/2030	225,000	3.200%	29,353	254,353	283,707
	12/1/2030			25,753	25,753	
12.6	6/1/2031	230,000	3.280%	25,753	255,753	281,507
	12/1/2031			21,981	21,981	
13.6	6/1/2032	240,000	3.350%	21,981	261,981	283,963
	12/1/2032			17,961	17,961	
14.6	6/1/2033	245,000	3.400%	17,961	262,961	280,923
	12/1/2033			13,796	13,796	
15.6	6/1/2034	255,000	3.440%	13,796	268,796	282,593
	12/1/2034			9,410	9,410	
16.6	6/1/2035	265,000	3.470%	9,410	274,410	283,821
	12/1/2035			4,813	4,813	
17.6	6/1/2036	275,000	3.500%	4,813	279,813	284,625
	12/1/2036					
18.6	6/1/2037					
	12/1/2037					
19.6	6/1/2038					
	12/1/2038					
<hr/>				4,480,000	1,245,735	5,725,735
<hr/>						5,725,735
Scale : MMD Aaa as of 01-02-2018 + 35 bps for credit (Aa2/BQ) + 75 bps for timing.						

City of Carroll, Iowa

Proposed General Obligation Bonds, Series 2019A

EXHIBIT 5a-3

Street Maintenance Garage & Fire Truck

SOURCES & USES

SOURCES	
Par Amount of Bonds	1,120,000.00
Accrued Interest	
Other Monies	

Total Sources	1,120,000.00
USES	
Deposit to Construction Account	1,075,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$7.50 per bond)	8,400.00
Costs of Issuance	33,000.00
Accrued Interest	
Rounding Amount	3,600.00

Total Uses	1,120,000.00
ASSUMPTIONS	
Dated Date	9/1/2019
Delivery Date	9/1/2019
First Interest Date	6/1/2020
First Principal Date	6/1/2020
Last Principal Date	6/1/2025

Arbitrage Yield	3.36376%
TIC	3.58687%
AIC	4.48711%
Average Life	3.67 Years

PROJECTS FINANCED:	
Street Maintenance Garage	\$ 700,000
Fire Truck	375,000
Reserved	-
Reserved	-
	\$ 1,075,000

DEBT SERVICE SCHEDULE

Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service

6/1/2020	150,000	3.120%	27,915	177,915	177,915
12/1/2020			16,270	16,270	
6/1/2021	155,000	3.260%	16,270	171,270	187,540
12/1/2021			13,744	13,744	
6/1/2022	155,000	3.300%	13,744	168,744	182,487
12/1/2022			11,186	11,186	
6/1/2023	135,000	3.340%	11,186	146,186	157,372
12/1/2023			8,932	8,932	
6/1/2024	230,000	3.380%	8,932	238,932	247,863
12/1/2024			5,045	5,045	
6/1/2025	295,000	3.420%	5,045	300,045	305,089
12/1/2025					
6/1/2026					
12/1/2026					
6/1/2027					
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6/1/2039					
12/1/2039					

	1,120,000		138,266	1,258,266	1,258,266

Scale : MMD Aaa as of 01-02-2018 + NR/BQ credit
+ 125 bps for timing.

City of Carroll, Iowa

Proposed G. O. Capital Loan Notes, Series 2021A

EXHIBIT 5a-4

Recreation Center Pool, Locker Rooms & East Side Gym

SOURCES & USES	
SOURCES	
Par Amount of Bonds	9,730,000.00
Accrued Interest	
Premium	
Total Sources	9,730,000.00
USES	
Deposit to Construction Account	9,553,000.00
Deposit to Reserve Account	
Capitalized Interest Account	0.00
Municipal Bond Insurance	
Underwriters' Discount (\$12.50 per bond)	121,625.00
Costs of Issuance	52,000.00
Accrued Interest	
Rounding Amount	3,375.00
Total Uses	9,730,000.00
ASSUMPTIONS	
Dated Date	5/1/2021
Delivery Date	5/1/2021
First Interest Date	12/1/2021
First Principal Date	6/1/2022
Last Principal Date	6/1/2038

Arbitrage Yield	3.96900%
TIC	4.11323%
AIC	4.17564%
Average Life	11.13 Years

FY 2018 PROJECTS FINANCED:	
Rec Cntr Pool, Locker Rooms & E Gym	\$ 9,553,000
Reserved	-
Reserved	-
Reserved	-
	\$ 9,553,000

DEBT SERVICE SCHEDULE					
Date	Principal	Coupon	Interest	Debt Service	Annual Debt Service
12/1/2021			220,940	220,940	0
1.08 6/1/2022	40,000	3.270%	189,377	229,377	450,316
12/1/2022			188,723	188,723	
2.08 6/1/2023	60,000	3.410%	188,723	248,723	437,446
12/1/2023			187,700	187,700	
3.08 6/1/2024	150,000	3.450%	187,700	337,700	525,400
12/1/2024			185,112	185,112	
4.08 6/1/2025	325,000	3.490%	185,112	510,112	695,225
12/1/2025			179,441	179,441	
5.08 6/1/2026	560,000	3.530%	179,441	739,441	918,882
12/1/2026			169,557	169,557	
6.08 6/1/2027	580,000	3.570%	169,557	749,557	919,114
12/1/2027			159,204	159,204	
7.08 6/1/2028	600,000	3.630%	159,204	759,204	918,408
12/1/2028			148,314	148,314	
8.08 6/1/2029	620,000	3.690%	148,314	768,314	916,628
12/1/2029			136,875	136,875	
9.08 6/1/2030	645,000	3.760%	136,875	781,875	918,750
12/1/2030			124,749	124,749	
10.08 6/1/2031	670,000	3.830%	124,749	794,749	919,498
12/1/2031			111,919	111,919	
11.08 6/1/2032	695,000	3.890%	111,919	806,919	918,837
12/1/2032			98,401	98,401	
12.08 6/1/2033	720,000	3.950%	98,401	818,401	916,802
12/1/2033			84,181	84,181	
13.08 6/1/2034	750,000	4.030%	84,181	834,181	918,362
12/1/2034			69,068	69,068	
14.08 6/1/2035	780,000	4.100%	69,068	849,068	918,137
12/1/2035			53,078	53,078	
15.08 6/1/2036	810,000	4.150%	53,078	863,078	916,157
12/1/2036			36,271	36,271	
16.08 6/1/2037	845,000	4.190%	36,271	881,271	917,542
12/1/2037			18,568	18,568	
17.08 6/1/2038	880,000	4.220%	18,568	898,568	917,136
12/1/2038					
18.08 6/1/2039					
12/1/2039					
19.08 6/1/2040					
12/1/2040					
20.08 6/1/2041					
	9,730,000		4,312,636	14,042,636	14,042,636

Scale : MMD Aaa as of 01-02-2018 + 35 bps for credit (Aa2/BQ)
+ 150 bps for timing.

City of Carroll, Iowa
Projection of G.O. Debt Capacity

EXHIBIT 5a-5

Assumes 20 Year Bonds
 2021 Rec Center Projects
 \$1.80 Maximum Tax Rate

Valuation Growth & Debt Limit Assumptions	
Legal Debt Limit	5.00%
Effective Limit	4.00%

\$3.8 M Library
 Str Mnt Gar Fire Truck
 East Gym**
 Rec Pool**
 Rec Adn**

Updated: 2-Feb-18

Beginning of Fiscal Year	Actual Valuation	Historical Valuation Growth	Gross Debt Limit	Effective Debt Limit	DEBT ISSUES SUBJECT TO DEBT LIMIT *			Proposed GO Bonds 2018B	Proposed GO Bonds 2019A	Proposed GO Bonds 2021A	Reserved	TOTAL G.O. DEBT OUTST'NDG	Available Effective Capacity	Percent /Debt Gross Debt Limit	Beginning of Fiscal Year
					G.O. - TAXES -	G.O. - TIF -	Sales Tax Bonds								
2011 - 2012	632,429,951	1.9%	31,621,498	25,297,198	4,235,000	945,000	1,650,000					6,830,000	18,467,198	21.60%	2011
2012 - 2013	648,166,368	2.5%	32,408,318	25,926,655	3,520,000	655,000	1,110,000					5,285,000	20,641,655	16.31%	2012
2013 - 2014	654,646,146	1.0%	32,732,307	26,185,846	3,400,000	455,000	560,000					4,415,000	21,770,846	13.49%	2013
2014 - 2015	752,235,898	14.9%	37,611,795	30,089,436	3,750,000	55,000						3,805,000	26,284,436	10.12%	2014
2015 - 2016	757,631,838	0.7%	37,881,592	30,305,274	3,630,000							3,630,000	26,675,274	9.58%	2015
2016 - 2017	775,612,596	2.4%	38,780,630	31,024,504	5,105,000							5,105,000	25,919,504	13.16%	2016
2017 - 2018	781,063,284	0.7%	39,053,164	31,242,531	4,090,000							4,090,000	27,152,531	10.47%	2017
2018 - 2019	846,719,429	8.4%	42,335,971	33,868,777	3,045,000		4,480,000					7,525,000	26,343,777	17.77%	2018
2019 - 2020	850,584,226	0.5%	42,529,211	34,023,369	2,515,000		4,170,000	1,120,000				7,805,000	26,218,369	18.35%	2019
2020 - 2021	854,468,347	0.5%	42,723,417	34,178,734	1,975,000		3,640,000	970,000	9,730,000			16,315,000	17,863,734	38.19%	2020
2021 - 2022	858,371,889	0.5%	42,918,594	34,334,876	1,430,000		3,115,000	815,000	9,730,000			15,090,000	19,244,876	35.16%	2021
2022 - 2023	862,294,948	0.5%	43,114,747	34,491,798	865,000		3,015,000	660,000	9,690,000			14,230,000	20,261,798	33.00%	2022
2023 - 2024	866,237,622	0.5%	43,311,881	34,649,505	295,000		2,885,000	525,000	9,630,000			13,335,000	21,314,505	30.79%	2023
2024 - 2025	870,200,010	0.5%	43,510,001	34,808,000			2,750,000	295,000	9,480,000			12,525,000	22,283,000	28.79%	2024
2025 - 2026	874,182,210	0.5%	43,709,111	34,967,288			2,570,000		9,155,000			11,725,000	23,242,288	26.83%	2025
2026 - 2027	874,182,210		43,709,111	34,967,288			2,370,000		8,595,000			10,965,000	24,002,288	25.09%	2026
2027 - 2028	874,182,210		43,709,111	34,967,288			2,165,000		8,015,000			10,180,000	24,787,288	23.29%	2027
2028 - 2029	874,182,210		43,709,111	34,967,288			1,955,000		7,415,000			9,370,000	25,597,288	21.44%	2028
2029 - 2030	874,182,210		43,709,111	34,967,288			1,735,000		6,795,000			8,530,000	26,437,288	19.52%	2029
2030 - 2031	874,182,210		43,709,111	34,967,288			1,510,000		6,150,000			7,660,000	27,307,288	17.52%	2030
2031 - 2032	874,182,210		43,709,111	34,967,288			1,280,000		5,480,000			6,760,000	28,207,288	15.47%	2031
2032 - 2033	874,182,210		43,709,111	34,967,288			1,040,000		4,785,000			5,825,000	29,142,288	13.33%	2032
2033 - 2034	874,182,210		43,709,111	34,967,288			795,000		4,065,000			4,860,000	30,107,288	11.12%	2033
2034 - 2035	874,182,210		43,709,111	34,967,288			540,000		3,315,000			3,855,000	31,112,288	8.82%	2034
2035 - 2036	874,182,210		43,709,111	34,967,288			275,000		2,535,000			2,810,000	32,157,288	6.43%	2035
2036 - 2037	874,182,210		43,709,111	34,967,288					1,725,000			1,725,000	33,242,288	3.95%	2036
2037 - 2038	874,182,210		43,709,111	34,967,288					880,000			880,000	34,087,288	2.01%	2037
2038 - 2039	874,182,210		43,709,111	34,967,288									34,967,288		2038
2039 - 2040	874,182,210		43,709,111	34,967,288									34,967,288		2039
2040 - 2041	874,182,210		43,709,111	34,967,288									34,967,288		2040
2041 - 2042	874,182,210		43,709,111	34,967,288									34,967,288		2041
2042 - 2043	874,182,210		43,709,111	34,967,288									34,967,288		2042
2043 - 2044	874,182,210		43,709,111	34,967,288									34,967,288		2043

* - Represents G.O. principal outstanding as of the BEGINNING of the fiscal year.

** - Project is subject to voter approval.

Estimated Budget Cost for Rental Housing/Code Enforcement/Sidewalk Inspection Program

Expenses

Salary	\$ 62,351.22	(Assume hire at the Building Inspector level)
FICA	\$ 4,769.87	
IPERS	\$ 5,885.96	
Health Ins (Family)	\$ 10,606.68	
Employee Cost	\$ 83,613.73	
Travel Reimbursement	\$ 2,200.00	
Misc Costs - Training etc.	\$ 10,000.00	(\$10,000 first year, \$2,500 year 2 and beyond)
Total	\$ 95,813.73	

Revenue

Rental Inspection Fees	
Number of Rental Units per City water records	582
Number of Rental Units per US Census	1358
Assume all per water records and 25% of US Census units	776
Annually inspect 1/3 of all units	259
\$100 inspection fee per unit	\$ 25,900.00
20% required \$50 reinspection	\$ 2,590.00
Potential Revenue	\$ 28,490.00
Net Cost	\$ 67,323.73
Required increase in levy rates	0.131185

Dear Carroll City Council Members,

On behalf of the Miracle League committee in connection with Kellan's Kingdom, we seek to request funding from the City of Carroll. Detailed below are the considerations we request be discussed in your future financial planning.

First, we would like the Council to approve an amount of \$150,000 towards Miracle League for the current fiscal year of 2019. We understand you have already planned for this year but we ask you do this so we may begin applying for grants immediately, many of which require a city commitment prior to submitting the applications.

Secondly, we are asking you to construct and complete the handicap assessable shelter house by September 1, 2021, at a current estimated cost of \$325,784. This is a necessary piece for us to be able to immediately utilize the Miracle Field and host tournaments that will bring funds into the community and attract families with our town's inclusivity for those with disabilities.

Thirdly, we ask that you budget a \$100,000 for the Miracle League into the 2020 and 2021 budget to go towards Miracle League expenses. Equaling a total of \$200,000 over a two year time frame.

We are prepared to meet the challenges of fundraising. We intend to fundraise for the Miracle Field, a current estimated cost of \$803,643. We would also like to be granted the ability to raise monies to expedite the parking lot/ detention pond, an additional estimated cost of \$340,715. We feel parking is something that is necessary for Kellan's Kingdom now and will also be vital once Miracle League begins in the fall of 2021.

We know when looking at projects such as this you also look ahead at maintaining the equipment/ area. We plan to hold yearly fundraising events after the project is completed to help maintain and support continued development of the area. We are not asking the city to take complete ownership of the preservation of Kellan's Kingdom or Miracle League.

We are a passionate group, as seen with the amazing success of the Kellan's Kingdom fundraising committee raising well over two-thirds of the total project costs. We are confident we can successfully meet the above mentioned fundraising needs. It was with much thought we determined the staggering of the requests from the city. We respect there are other important projects that will also benefit our community and were conscious of that in our discussions. We look forward to any discussions you wish to have and are thankful for your consideration.

Breakdown: (All estimated amounts provided below by the city selected Shive-Hattery, Inc.)

Miracle League/ Kellan's Kingdom Cost:

\$803,843 Miracle Field

\$340,715 Parking Lot/ Detention Pond

\$325,854 Shelter House

\$1,470,212 Total

- \$325,854 City Built Shelter House

- \$350,000 One Time Ask and Allocated funds for 2020/ 2021

\$794,358 Estimated amount of donated funds needed

Sincerely,
Pat Tigges, Alie Tigges
Joel Lundstrom, Jon Heim
and Janet Auge



BOLTON & MENK, INC.

Consulting Engineers & Surveyors

P.O. Box 668 • 2730 Ford Street • Ames, IA 50010-0668

Phone (515) 233-6100 • Fax (515) 233-4430

www.bolton-menk.com

April 28, 2014

Honorable Mayor and Council
City of Carroll

Carroll, Iowa

RE: Union Pacific Railroad Quiet Zone Investigation
Project No.: A11.107480
Engineering Report

Dear Mayor and Council:

This letter is a presentation of the Engineering report of the proposed railroad crossing safety improvements within the City of Carroll.

1.0 Executive Summary

Bolton & Menk has completed the preliminary investigations for the Quiet Zone (QZ) Feasibility Study along the Union Pacific mainline track within the community. The work has included multiple meetings with City staff, one meeting with the Union Pacific representative responsible for Quiet Zone community coordination and a Public Information Meeting with land owners within the proposed corridor. Data collection included the physical inventory of each crossing using city provided aerial photography and field observations of existing conditions.

Various alternatives were considered during the study phase. Based on previous experience, improvements were selected to minimize the City's costs while meeting the minimum safety requirements established per Federal Railroad Administration (FRA) criteria. Safety measures typically include some mixture of the following:

- Medians or Channelization devices
- One-way streets with gates
- Four quadrant gates
- Crossing closures

Safety Improvements recognized by FRA fall into 2 categories;

Supplementary Safety Measures (SSM's) – Pre-approved risk reduction engineering treatments installed that maximize safety benefits and minimize risk.

Alternative Safety Measures (ASM's) – Safety Improvements that while not fully meeting the requirements are used to reduce risk, ASM's must be submitted to FRA for consideration of approval which may take several months and are subject to an annual review of the ASM's effectiveness.



The recommended method for creating a Quiet Zone is to install SSM's at each public crossing within the corridor being considered. This reduces the risk significantly for the users of the highway/rail crossing. However, this installation is not practical in most communities, which then requires the investigator to consider what is feasible at each crossing. Factors considered include:

- Is the crossing private or public
- Traffic volumes
- Location of driveways; commercial and residential
- Adjacent land uses
- Distance to adjacent side streets from the crossing
- Condition of the crossing, location of gate arms and signals
- Width of crossing pads
- Roadway and right of way widths
- Sidewalk locations and pedestrian movements

Bolton & Menk has consistently taken the approach that physical improvements such as raised medians in combination with crossing closures is the best approach to reduce risk. As such, the improvements recommended meet the FRA criteria as evidenced by the QZ calculator. This approach leads to lower initial costs while meeting the criteria. For instance, the typical costs for installation of a raised median at a crossing assuming the crossing pads, gate arms and signals are adequate is in the range of \$50,000, whereas the costs to install 4-quadrant gates at the same crossing would exceed \$500,000.

The corridor selected for your QZ extends from Bella Vista Road on the east side of Carroll to Burgess Avenue on the west. The total length of the QZ, if implemented, is approximately 3 miles in length and would cover the majority of the community impacted by the train horns.

Multiple options for consideration are provided for the Maple, Main and Burgess highway/rail crossings to meet local conditions.

Maple Street – We have provided two separate options for this crossing: closure of the crossing and installation of raised medians. We would recommend that the City council seriously consider the closure of the Maple Street crossing due to its low traffic volumes and its lack of need for circulation across the community with the two adjacent crossings (Grant and Clark) proposed to remain open.

Main Street – We have provided two separate options due to the location of E 4th Street on the north side of the crossing. Both options meeting the QZ requirements. The first option provides for raised medians but requires 4th Street to be shifted north and also removes on-street parking and restricts access within the median area south of the crossing. The 2nd option technically shows the crossing open within the FRA requirements and calculations, but includes additional safety improvements at the crossing.

Burgess Street – This crossing also includes multiple options. The adjacent streets increase the difficulty of adding safety improvements, but with the heavy industrial truck traffic in the corridor, we recommend that at a minimum, the minimum safety improvements be completed.



Appendix I – Crossing Improvement Matrix summarizes the feasibility of completing the implementation of the QZ based on the level of safety measures installed at each crossing in the corridor.

Appendix J - shows the Preliminary Opinion of Project Construction Costs for each crossing and option. An overall total is not shown due to the multiple options for several of the crossings and therefore would not be a clear indicator of the cost for the seven crossings.

The following is a detailed description of the individual improvements considered at each crossing.

2.0 Introduction

The City of Carroll requested Bolton and Menk, Inc. to prepare this Engineering Report of railroad safety improvements for seven railroad crossings on the Union Pacific Railroad mainline tracks. The crossings evaluated in this report are shown Attachment A and include:

- Bella Vista Road (FRA 911914P)
- N. Grant Road (FRA 190771A)
- N. Maple Street (FRA 190772G)
- N. Clark Street (FRA 190773N)
- N. Main Street (FRA 190774V)
- N. Carroll Street (FRA 190775C)
- Burgess Avenue (FRA 190778X)

This report will provide the recommendations for improvements at these intersections to allow Carroll to begin the process of establishing a Quiet Zone (QZ) on the Union Pacific mainline.

3.0 Recommended Improvements

3.1 Bella Vista Road (Attachment B)

The existing crossing on Bella Vista Road is a 24 feet wide concrete rural section road with aggregate shoulders and an at-grade crossing with 3 foot asphalt approaches both north and south of the crossing. The pavement condition of the concrete road and asphalt approaches are sufficient for the improvements recommended in this report. The current traffic demand for this crossing is generally traffic that is bypassing the interior of the City with some use by agricultural equipment to get to the south side of the City. There are no sidewalks along this stretch of road.

The improvements recommended for this crossing include installing a non-mountable median, widening of the pavement, new aggregate shoulders and new signage, as shown on Attachment B. The median would be 2 feet wide and 100 feet in length on the south and north sides of the crossing. The pavement width will need to widen in areas where the median is installed. This will provide adequate room for all types of vehicles currently using this crossing. Preliminary indications show that additional Right of Way will need to be purchased in the northwest quadrant to accommodate the lane widening and necessary grading.



3.2 N. Grant Road (Attachment C)

The railroad crossing on N. Grant Road is a 31 foot wide concrete pavement with an at-grade crossing with 3 foot wide asphalt approaches in both directions. The pavement is in good condition and should be sufficient for the improvements recommended in this report. N. Grant Road is a main north – south route on the east side of the City and does experience heavy traffic, including semi truck and farm machinery. There is a recently constructed sidewalk along the east side of the crossing with pedestrian warning panels and ADA compliant grades. The crossing has several industrial and large vehicle uses adjacent to it. The northwest quadrant is industrial use with semi traffic and vehicle parking directly adjacent to the crossing and railroad right of way.

The northeast quadrant is the location of the County maintenance shop. The southwest has an aggregate access point for N. Elm Street and the southeast quadrant has a semi load scale.

The improvements recommended for this crossing include installing a non-mountable median, new signage and closure of the N. Elm Street access, as shown on Attachment C. The median would be 2 feet wide and 80 feet in length on the south side of the crossing while only 30 feet in length north of the crossing. The slightly shortened median to the south will allow access to the truck scale on the east side. The N. Elm Street access would be closed to improve safety and because the area has other access locations and minimal traffic. The shortened median length north of the crossing will provide access to both the industry on the west side and the maintenance shop on the east. No improvements to the sidewalks are necessary.

These improvements would be for increased safety at the crossing, but would not improve the quiet zone rating because it does not meet the requirements of an approved supplementary safety measure (SSM) and would be considered “open” for the quiet zone calculations.

3.3 N. Maple Street (Attachment D)

The railroad crossing on N. Maple Street is a 31 foot wide concrete street on the north side and 24 foot wide hot mix asphalt street on the south side with at-grade crossing with a 3 foot wide asphalt approach on both sides of the crossing. This crossing mainly includes local traffic patterns and limited heavy vehicles. A semi-tractor/trailer storage yard is adjacent to the crossing in the northeast quadrant with gated driveway access to Maple Street; however, it is our understanding that this access point is rarely used. There is also a private aggregate road access on the northwest side of the crossing that is utilized mainly by the business on the northeast quadrant of N. Clark Street. The asphalt pavement south of the crossing is showing signs of its age, but is in overall fair condition. The pavement north of the crossing appears to have been recently reconstructed and is in good condition. There is one sidewalk on the east side at this crossing. The north side was recently reconstructed and appears to meet ADA requirements, but the south side is partially asphalt and has a steep grade south from the tracks.

There are two options being considered for this crossing, complete closure and full length raised medians, as shown on Attachments D-1 and D-2. The first option is total closure of the crossing with installation of paved hammerhead style turnarounds on both sides of the crossing and removal of the pavement and sidewalk within the railroad right of way. The City would also be required to vacate the right of way across the crossing. On the north side, the aggregate road would still be accessible from the turnaround and the trailer yard driveway would remain. This option improves the overall rating of the quiet zone because no traffic at the crossing scores significantly in the calculations.



For the second option, the improvements recommended for this crossing include installing a non-mountable median, widening of the pavement, new signage and sidewalk improvements as shown on Attachment D-2. The median would be 2 feet wide and 100 feet in length both north and south of the crossing. The full median length will have minimal impact on traffic while providing a significant positive impact to the safety of the crossing. The pavement width will need to widen south of the crossing to allow adequate space for vehicular traffic. The pavement width north of the crossing is sufficient; however, curb and gutter should be installed for a portion north of the crossing to limit access to commercial driveway and aggregate access point near the crossing. The sidewalk in the southeast quadrant would be improved to provide ADA compliant access to pedestrians. The commercial driveway pavement would be removed and that access closed. The aggregate access on the west side would either have to be closed or possibly realigned to north of the 100 foot median. The cost for this realignment is not included in the cost opinion provided because this is a private driveway and is not City owned. There are two existing storm sewer intakes just south of the crossing, these would need to be relocated to the proposed curb location and depending upon their current condition may need to be replaced completely.

3.4 N. Clark Street (Attachment E)

The railroad crossing on N. Clark Street is a 31 foot wide hot mix asphalt street with an at-grade crossing with a 3 foot asphalt approach from the north and south. The pavement on both sides of this crossing appears to be in overall good condition. The proximity of the intersection with E. 4th Street will limit the ability to place a full length median without impacting traffic. In addition, there is a driveway in each of the other quadrants that appear to have fairly high usage, one of which is a lumber yard to the west and the other two are parking areas for businesses. It is anticipated these businesses will produce local traffic with occasional deliveries using large vehicles. There is a sidewalk on both sides of the crossing that was recently improved and is in good condition with pedestrian warning panels and should not need repairs.

The improvements recommended for this crossing include installing a non-mountable median, placement of full curb within the median areas, curbed medians and new signage as shown on Attachment E. The median would be 2 feet wide and 100 feet in length south of the crossing, while only 60 feet in length north of the crossing. The median length north of the crossing is shortened to the minimum to allow traffic flow on to E. 4th Street. E. 4th Street will need to be realigned to the north to allow for straight ahead and left turn traffic movements past the median. This will also include reconfiguration of the west end of the City parking lot. Full curb and gutter needs to be installed on the east side of the street, north and south of the crossing to restrict access to the business parking areas within the center median areas. On the south side a 2 foot wide and 100 foot long raised median along with curb along the outside of the street would be installed. For the lumber yard in the southwest quadrant, their access will need to be relocated to the south side of their property. This change does not involve construction on the street, but would require the property owner to rearrange a portion of their yard and move trailers and storage racks. These could be moved to the current access point to the north to restrict access within the median and at the same time open an access point to the south of the median, but would need to be sized for large semi-truck turning movements while avoided an adjacent utility pole. For the east side a curbed median would be constructed along the edge of the road for the length of the center median to restrict traffic movements from the parking area in the front of the business. This area should have sufficient width for most passenger type cars and trucks to navigate and 90 degree park in front of the building. Semi traffic should still be able to access the building dock area by backing in from the south bound Main Street traffic lane or across Main Street from the relocated lumber yard access.



3.5 N. Main Street (Attachment F)

The railroad crossing on N. Main Street is a 48 foot wide hot mix asphalt street with an-at grade crossing with a 3 foot asphalt approach from the north and south. The pavement on both sides of this crossing appears to be in overall fair condition. On the north side of the crossing there are City owned parking lots/streets with access points onto Main Street. These access points are in close proximity to the crossing and would limit the ability to place a full length median without significantly affecting traffic patterns. The south side of the crossing has a restaurant with angled parking along the front of the building and limited access and parking off street. On the southeast side is a building and parking area that has loading docks and regularly has semi deliveries. The existing sidewalk at all four quadrants is in fair conditions but does not have pedestrian warning panels or meet ADA requirements.

There are two options being considered for this crossing, leaving the crossing "open" with minimum safety improvements and full length raised medians, as shown on Attachments F-1 and F-2. For the first option, the improvements recommended for this crossing include installing a non-mountable median, new signage and sidewalk improvements. The median would be 2 feet wide and 40 feet in length on both sides of the crossing. The shortened median to the south will allow access to the parking along the front of the restaurant on the west side and complete access to vehicles entering and exiting the building on the east side. Full height curb would be installed on both sides of the street to restrict access within the median areas. The shortened median on the north side will allow the access points from the City parking lots on both sides to continue to operate as they currently are. All four approaches of the sidewalks to the railroad crossing will need to be improved for ADA compliance.

These improvements would be for increased safety at the crossing, but would not improve the quiet zone rating because it does not meet the requirements of an approved supplementary safety measure (SSM) and would be considered "open" for the quiet zone calculations.

The second option includes installing a non-mountable median, placement of curb within the median area, realignment of the parking lot accesses, new signage and sidewalk improvements as shown on Attachment F-2. The median would be 2 feet wide and 100 feet in length on the south side of the crossing. In conjunction with the full median length, there will be full curb installed along the edges of the road to eliminate access points within the median area. This will have a significant impact on parking in front of the restaurant by eliminating at least five of the angled stalls. The 100 foot median will also severely impact the business on the east side of the street by installing a curbed median along the edge of the road to the end of the center median and eliminating access points within the median area. This curbed median will drastically reduce the width of the opening into the building loading dock area, restrict the size of vehicle that could do a right turn out of the driveway and eliminate three angled parking stalls along the front of the building.

On the north side of the crossing, the median would be 2 feet wide and 60 feet in length. Only slight pavement widening would be required and would allow for curb to be installed within the median area. However, this length of median would require the realignment of the parking access road and street on both sides of Main Street, which would include additional curb and gutter installation to channel traffic past the end of the center median, relocation of an intake and additional pedestrian ramp work. The sidewalk in all four quadrants would need to be improved to provide ADA compliant access for pedestrians.



3.6 N. Carroll Street (Attachment G)

The railroad crossing on N. Carroll Street is a 31 foot wide concrete street to the north and 36 foot wide concrete street to the south with an at-grade crossing with a 3 foot asphalt approach from the north and south. The pavement on both sides of this crossing appears to be in overall good condition. The proximity of the intersection with 4th Street on the north will limit the ability to place a full length median without impacting traffic. In addition, on the south side there are access locations to Union Pacific property on both sides. There is a sidewalk on the east side of the crossing that was recently improved, but may need to be verified for ADA compliance.

The improvements recommended for this crossing include installing a non-mountable median, placement of full curb within the median areas, curbed medians and new signage as shown on Attachment G. The median would be 2 feet wide and 100 feet in length south of the crossing, while only 60 feet in length north of the crossing. The median length north of the crossing is shortened to the minimum to allow traffic flow on to 4th Street. However, the size of vehicle able to make a left hand turn off of west bound 4th Street will be limited due to the proximity of the median to the intersection and would be signed as such. On the south side a 2 foot wide and 100 foot long raised median would be constructed. Full height curb would be installed on both sides of the street for the length of the center median. This curb will restrict access to the railroad property on both sides of the crossing. A commercial driveway on the west side of the street will have to be closed or relocated to the south to be outside of the raised median area. Also, the sidewalk crosses from the west side to the east side within the raised median, this will require a drop within the raised median and pedestrian warning panels to allow pedestrian traffic to cross the road.

3.7 Burgess Ave (Attachment H)

The railroad crossing on Burgess Ave is a 24 foot wide concrete street with aggregate shoulders and an at-grade crossing with a 3 foot asphalt approach from the north and south. The pavement on both sides of this crossing appears to be in overall good condition. The proximity of the intersections with W. 6th Street on the north and Railroad Street on the south will limit the ability to place a full length median without impacting traffic. This area sees some use by agricultural equipment during planting and harvest and to a repair business in the northeast quadrant. There are businesses in the northeast and southeast quadrants as well as access to the industrial park to the west that have a large percentage of truck traffic utilizing the crossing.

There are two options being considered for this crossing, leaving the crossing "open" with minimum safety improvements and full length raised medians, as shown on Attachments H-1 and H-2. For the first option, the improvements recommended for this crossing include installing a non-mountable median, pavement widening and new signage. The median would be 2 feet wide and 40 feet in length on both sides of the crossing. The shortened median to the south will allow the unrestricted access to Railroad Street of the large truck traffic in the area. Full height curb would be installed on both sides of the street to maximize the widening of the traffic lanes within the median areas. The short median on the north side will allow access to and from W. 6th Street. A left hand turn from W. 6th Street may be restrictive for the largest semi/trailer combinations, in which they may need to use Highway 30 and access the industrial park and businesses on the south side of the tracks from the west. These improvements would be for increased safety at the crossing, but would not improve the quiet zone rating because it does not meet the requirements of an approved supplementary safety measure (SSM) and would be considered "open" for the quiet zone calculations.



The second option includes installing the minimum length non-mountable median, placement of curb within the median area, realignment of W. 6th Street and Railroad Street and new signage as shown on Attachment H-2. The median would be 2 feet wide and 60 feet in length on the south and north sides of the crossing. In conjunction with the median, there will be full curb installed along the edges of the road to maximize the pavement traffic lanes within the median area. However, this length of median would require the realignment of both W. 6th Street and Railroad Street. This realignment would require the purchase of additional right of way area from the adjacent property owners, construction of the new road base and obliteration of the existing roadbed. On the northwest side, an additional 12 foot wide lane would have to be constructed on Burgess Avenue to allow for west bound traffic off of W. 6th Street to turn onto Burgess Ave.

4.0 Summary

Utilizing the Federal Railroad Administrations Quiet Zone Calculator, a comparison was completed between the existing crossing conditions and the same crossings with the proposed improvements listed above. A substantial increase in the safety of the crossing was noted as the Risk Index decreased by approximately 46% - 68% from the current configurations on these crossings depending upon the combination of improvements made at the crossings. The different results for five combinations are provided from the quiet zone calculator and shown in Attachment I. Any of these combinations of improvements will qualify for the Quiet Zone.

The improvements recommended are designed to maximize the safety of the crossing as well as provide the most cost effective approach to establishing a Quiet Zone on the Union Pacific's mainline. The estimated Preliminary Opinion of Project Construction Costs for each of the recommended improvements at each crossing is shown in Attachment J. Improvement costs vary from approximately \$29,000 for minimal safety improvements at Grant Road, leaving the crossing "open," to approximately \$111,000 for the land acquisition, road realignment and improvements at Burgess Avenue.

For all scenarios shown, we recommend that Grant Road be left "open" with minimum safety improvements and that Bella Vista Road, Clark Street and Carroll Street have the SSM constructed as detailed in Part 3.0. For the Maple Street crossing, we would recommend closure due to its low traffic volume and this crossing is not needed to maintain good north-south access across the City. For the intersections of Main Street and Burgess Ave, the City will have to determine the most appropriate option for these crossings based on the information provided and input from adjacent property owners, law enforcement and others.

5.0 FRA Quiet Zone

Completion of the improvements detailed in this report will allow the City of Carroll to qualify for designation of this corridor through the city as a quiet zone. The limits of the quiet zone would encompass the entire city. The Quiet Zone Risk Index (QZRI) based on current rules with the improvements in place would be below the Risk Index with Horns (RIWH). The QZRI is below the NSRT for scenario #2 and #3 and above the NSRT for scenario #4, #5, #6. All 5 scenarios qualify for a quiet zone and require affirmation and inventory form every 2.5 - 3 years. All improvements proposed are approved SSM's and this removes the requirement for annual review of the quiet zone.



City of Carroll
April 28, 2014
Page 9

Several notifications are required as outlined in the rules upon completion of the improvements to notify the Union Pacific, Highway authority (DOT) and the public of the intended action. These requirements may commence while the improvements are being constructed but cannot be completed until the improvements are in place.

It is my experience that very few communities in Iowa located along the UP mainline tracks would have an opportunity to implement a quiet zone at such a low investment that would improve the quality of life across the entire city. It is recommended that you proceed with the planning and forecasting of these improvements and have discussions on funding as well.

We appreciate the opportunity to assist you with your engineering needs. If you have any questions or concerns regarding the information presented in this report, please don't hesitate to contact me at your convenience.

Sincerely,
BOLTON & MENK, INC.

A handwritten signature in blue ink that reads "Neil Guess".

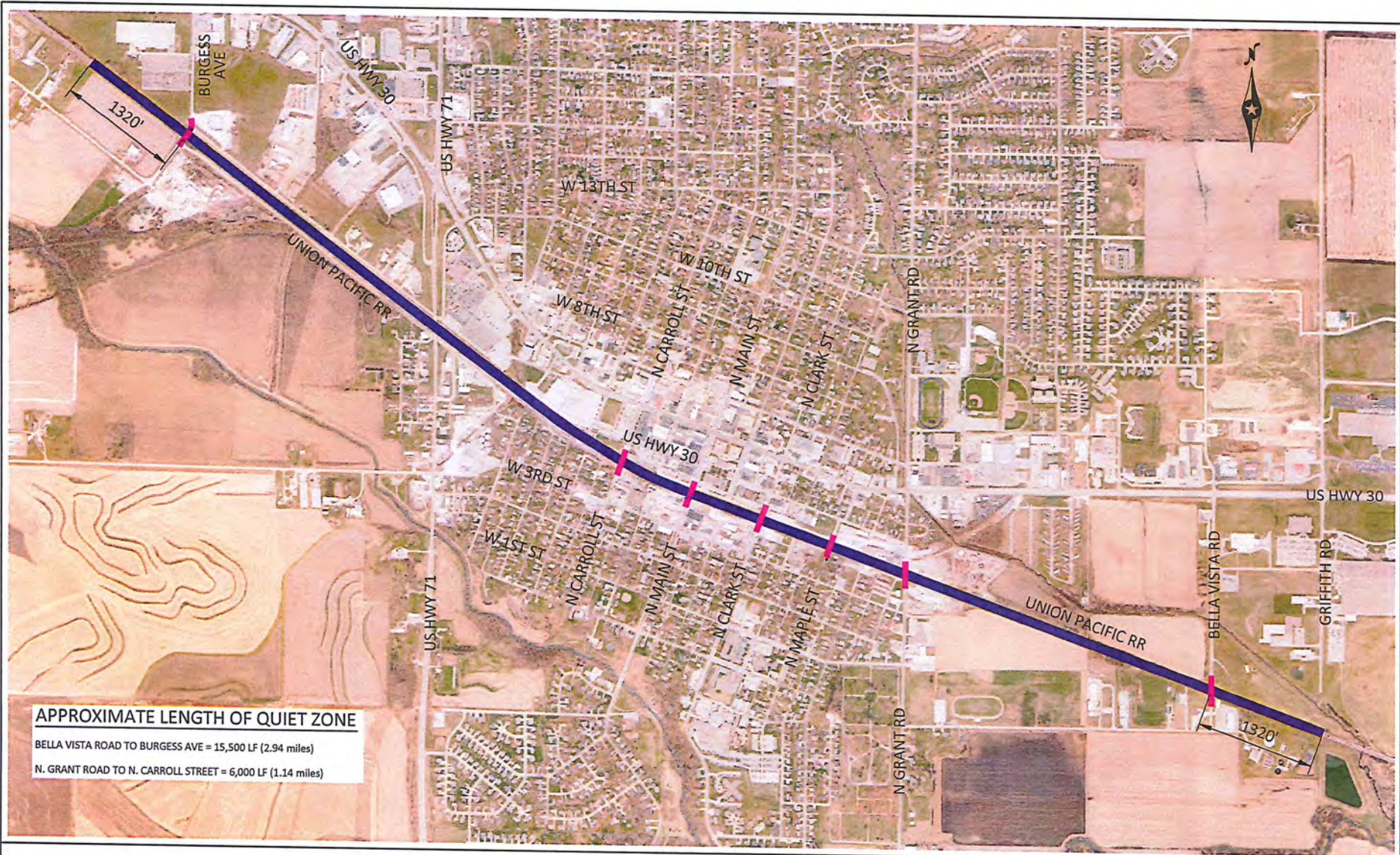
Neil Guess, P.E., L.S.
Senior Project Manager

A handwritten signature in blue ink that reads "James D. Leiding".

James D. Leiding, P.E.
Senior Project Engineer

c: File

EXHIBITS



APPROXIMATE LENGTH OF QUIET ZONE

BELLA VISTA ROAD TO BURGESS AVE = 15,500 LF (2.94 miles)
 N. GRANT ROAD TO N. CARROLL STREET = 6,000 LF (1.14 miles)



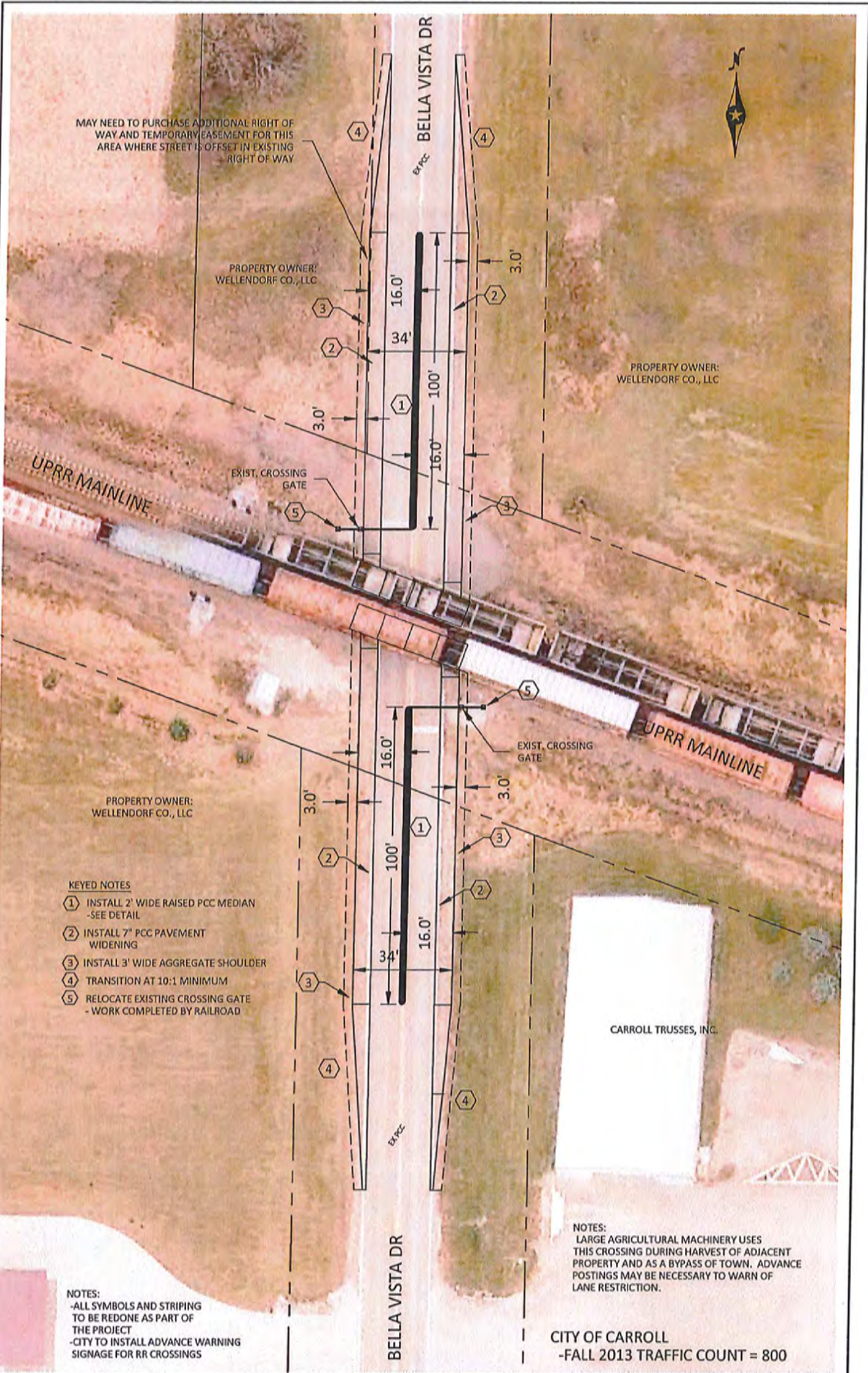
BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FARMOST, MN SLEEPY FLE, MN BURNOVILLE, MN WILLIAMS, MN
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN SARTER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 UP RR CROSSINGS

APRIL 2014

ATTACHMENT A

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 10/12/2014 11:00:00 AM Project: Carroll Quiet Zone.dwg 4/21/2014 4:18 pm



MAY NEED TO PURCHASE ADDITIONAL RIGHT OF WAY AND TEMPORARY EASEMENT FOR THIS AREA WHERE STREET IS OFFSET IN EXISTING RIGHT OF WAY

PROPERTY OWNER: WELENDORF CO., LLC

PROPERTY OWNER: WELENDORF CO., LLC

PROPERTY OWNER: WELENDORF CO., LLC

CARROLL TRUSSES, INC.

- KEYED NOTES**
- ① INSTALL 2' WIDE RAISED PCC MEDIAN - SEE DETAIL
 - ② INSTALL 7" PCC PAVEMENT WIDENING
 - ③ INSTALL 3' WIDE AGGREGATE SHOULDER
 - ④ TRANSITION AT 10:1 MINIMUM
 - ⑤ RELOCATE EXISTING CROSSING GATE - WORK COMPLETED BY RAILROAD

NOTES:
 -ALL SYMBOLS AND STRIPING TO BE REDONE AS PART OF THE PROJECT
 -CITY TO INSTALL ADVANCE WARNING SIGNAGE FOR RR CROSSINGS

NOTES:
 LARGE AGRICULTURAL MACHINERY USES THIS CROSSING DURING HARVEST OF ADJACENT PROPERTY AND AS A BYPASS OF TOWN. ADVANCE POSTINGS MAY BE NECESSARY TO WARN OF LANE RESTRICTION.

CITY OF CARROLL
 -FALL 2013 TRAFFIC COUNT = 800



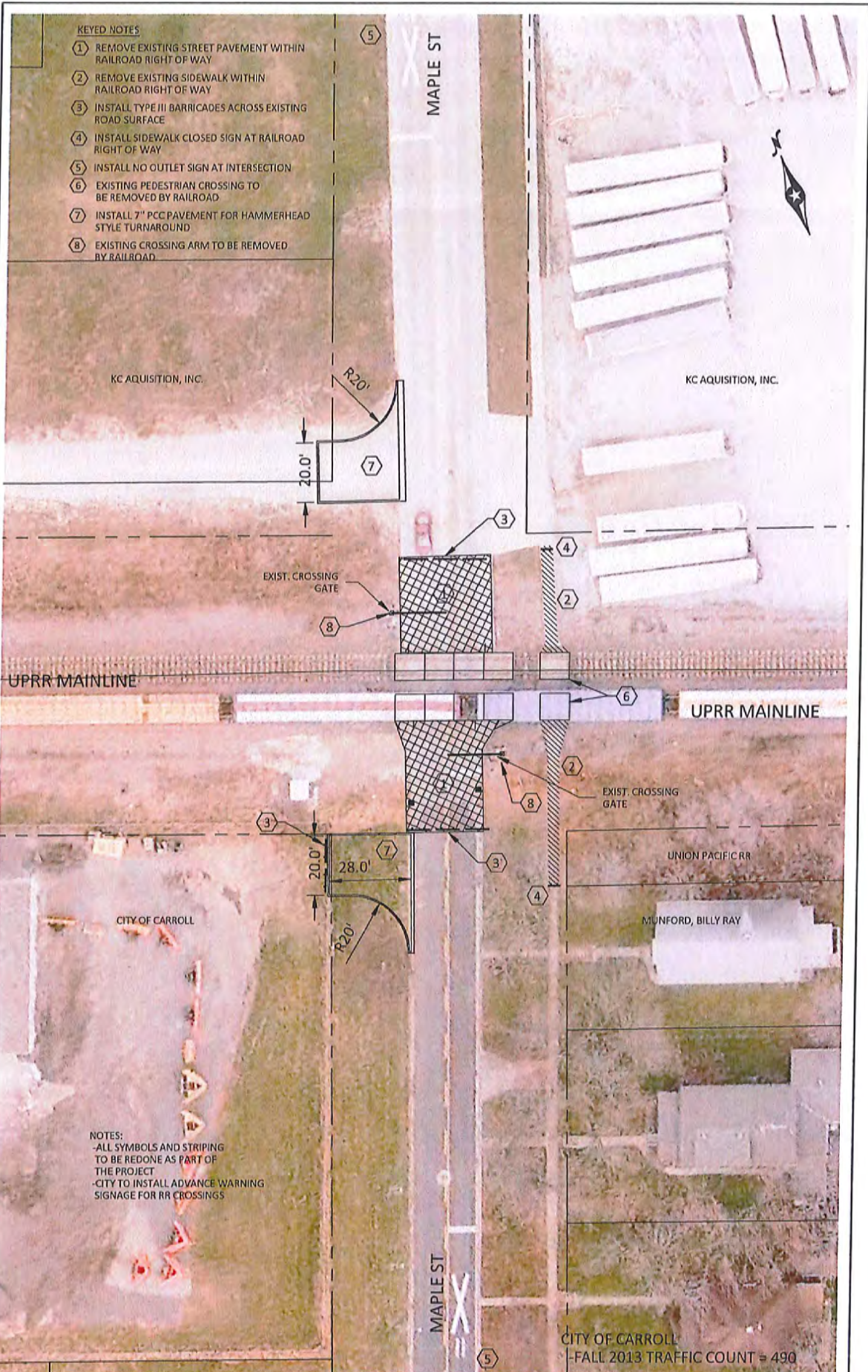
BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FARMINGTON, MN SLEEPY EYE, MN BURDICKVILLE, MN WILLMAR, MN
 CHASKA, MN BRANDEVILLE, MN HAWLEYWOOD, MN BRATER, MN ROCHESTER, MN
 AMES, IA SPEYER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 BELLA VISTA DRIVE

APRIL 2014

ATTACHMENT B

- KEYED NOTES**
- ① REMOVE EXISTING STREET PAVEMENT WITHIN RAILROAD RIGHT OF WAY
 - ② REMOVE EXISTING SIDEWALK WITHIN RAILROAD RIGHT OF WAY
 - ③ INSTALL TYPE III BARRICADES ACROSS EXISTING ROAD SURFACE
 - ④ INSTALL SIDEWALK CLOSED SIGN AT RAILROAD RIGHT OF WAY
 - ⑤ INSTALL NO OUTLET SIGN AT INTERSECTION
 - ⑥ EXISTING PEDESTRIAN CROSSING TO BE REMOVED BY RAILROAD
 - ⑦ INSTALL 7" PCC PAVEMENT FOR HAMMERHEAD STYLE TURNAROUND
 - ⑧ EXISTING CROSSING ARM TO BE REMOVED BY RAILROAD



NOTES:
 -ALL SYMBOLS AND STRIPING TO BE REDONE AS PART OF THE PROJECT
 -CITY TO INSTALL ADVANCE WARNING SIGNAGE FOR RR CROSSINGS



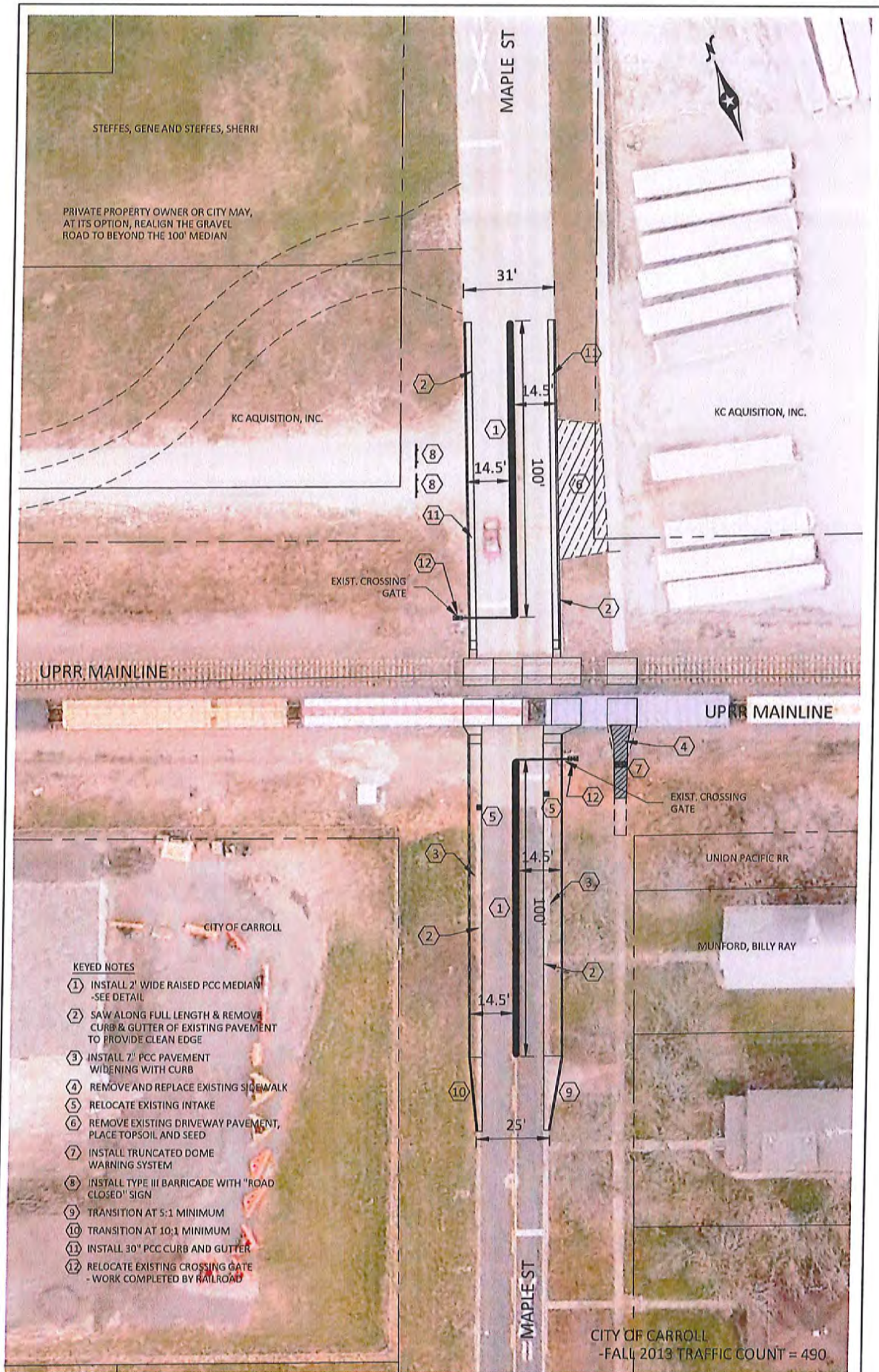
BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANIKATO, MN FARMINGTON, MN SLEEPY EYE, MN BURDICKVILLE, MN WILLMAR, MN
 CHASCA, MN BRANSEX, IOWA MAPLEWOOD, MN BRATLER, MN ROCKFESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 N MAPLE ST CROSSING - OPTION 1 CLOSURE

APRIL 2014

ATTACHMENT D-3

© Bolton & Menk, Inc. 2013, 449 9th Avenue
 11000 Highway 137 North, Suite 200, Brainerd, MN 56307



STEFFES, GENE AND STEFFES, SHERRI

PRIVATE PROPERTY OWNER OR CITY MAY,
AT ITS OPTION, REALIGN THE GRAVEL
ROAD TO BEYOND THE 100' MEDIAN

KC AQUISITION, INC.

KC AQUISITION, INC.

UPRR, MAINLINE

UPRR MAINLINE

CITY OF CARROLL

UNION PACIFIC RR

MUNFORD, BILLY RAY

KEYED NOTES

- ① INSTALL 2' WIDE RAISED PCC MEDIAN
-SEE DETAIL
- ② SAW ALONG FULL LENGTH & REMOVE
CURB & GUTTER OF EXISTING PAVEMENT
TO PROVIDE CLEAN EDGE
- ③ INSTALL 7" PCC PAVEMENT
WIDENING WITH CURB
- ④ REMOVE AND REPLACE EXISTING SIDEWALK
- ⑤ RELOCATE EXISTING INTAKE
- ⑥ REMOVE EXISTING DRIVEWAY PAVEMENT,
PLACE TOPSOIL AND SEED
- ⑦ INSTALL TRUNCATED DOME
WARNING SYSTEM
- ⑧ INSTALL TYPE III BARRICADE WITH "ROAD
CLOSED" SIGN
- ⑨ TRANSITION AT 5:1 MINIMUM
- ⑩ TRANSITION AT 10:1 MINIMUM
- ⑪ INSTALL 30" PCC CURB AND GUTTER
- ⑫ RELOCATE EXISTING CROSSING GATE
- WORK COMPLETED BY RAILROAD

CITY OF CARROLL
-FALL 2013 TRAFFIC COUNT = 490



BOLTON & MENK, INC.
Consulting Engineers & Surveyors
MANAOKO, IOWA; FAIRBANKS, IOWA; SLEEPY EYE, IOWA; BURKOVILLE, IOWA; WELLSVILLE, IOWA
CHADRA, IOWA; BARKLEY, IOWA; MAPLEWOOD, IOWA; BARTER, IOWA; ROCKWELL, IOWA
AMELIA, IOWA; SPENCER, IOWA; DES MOINES, IOWA; FARGO, ND

CITY OF CARROLL, IOWA
QUIET ZONE INVESTIGATION
N MAPLE ST CROSSING - OPTION 2 MEDIANS

APRIL 2014

ATTACHMENT D-2

NOTES:
 -ALL SYMBOLS AND STRIPING
 TO BE REDONE AS PART OF
 THE PROJECT
 -CITY TO INSTALL ADVANCE WARNING
 SIGNAGE FOR RR CROSSINGS

R. L. FRIDLEY THEATERS, INC.

CITY OF CARROLL

CITY OF CARROLL

MAIN ST

UPRR MAINLINE

UPRR MAINLINE

UNION PACIFIC
RAILROAD COMPANY

UNION PACIFIC
RAILROAD COMPANY

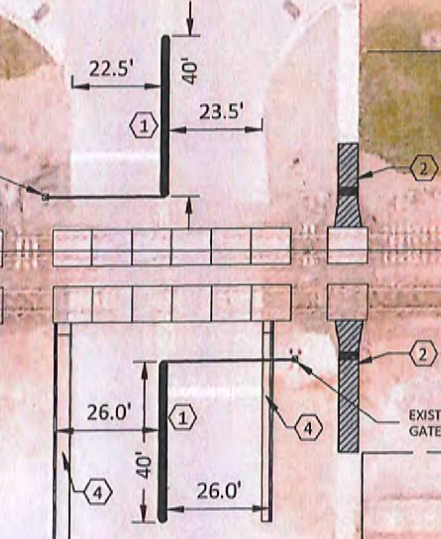
RAMOS, PABLO &
ARELLANO, JORGE

NOTE:
 THIS STREET IS PROPOSED TO BE
 SHOWN AS "OPEN" IN THE QUIET
 ZONE CALCULATOR FOR THIS OPTION.
 NO SSM'S ARE PROPOSED.
 IMPROVEMENTS SHOWN ARE
 FOR IMPROVED SAFETY ONLY.

MIDWEST WHOLESALE
BUILDING PRODUCTS, INC.

CITY OF CARROLL
 -FALL 2013 TRAFFIC COUNT = 3310

MAIN ST



- KEYED NOTES
- ① INSTALL 2' WIDE RAISED PCC MEDIAN
-SEE DETAIL
 - ② REMOVE AND REPLACE EXISTING SIDEWALK
AND TRUNCATED DOME WARNING SYSTEM
 - ③ INSTALL 5' WIDE, 6" THICK PCC SIDEWALK
 - ④ INSTALL 7" PCC PAVEMENT WIDENING
WITH CURB



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FARMINGTON, MN SLEEPY EYE, MN BURNSVILLE, MN WILMAR, MN
 CHASKA, MN BRANSON, MN SALEMWOOD, MN WAITEA, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 N MAIN ST CROSSING - OPTION 1 OPEN

APRIL 2014

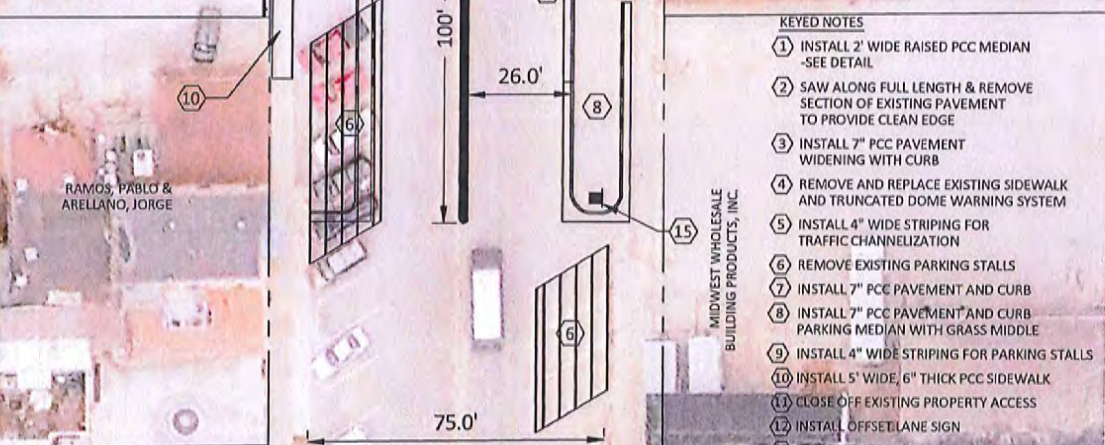
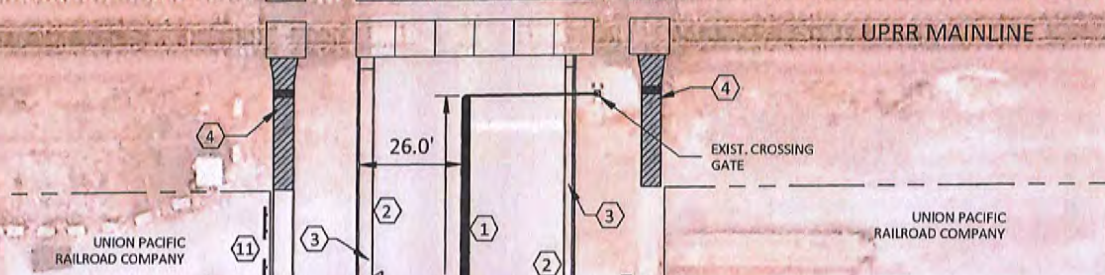
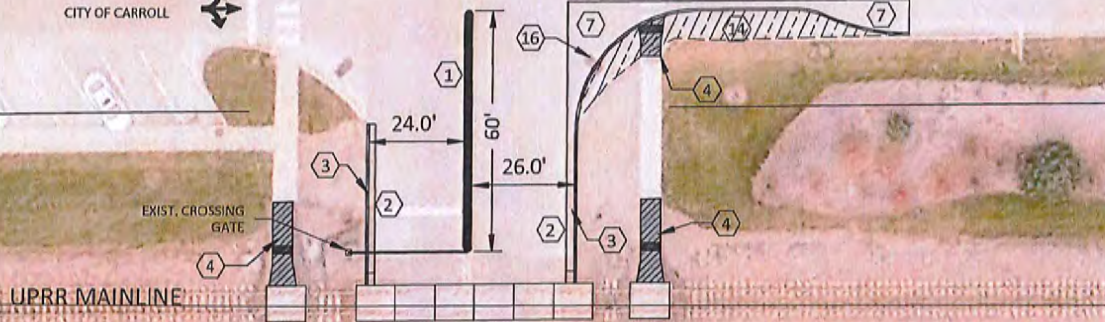
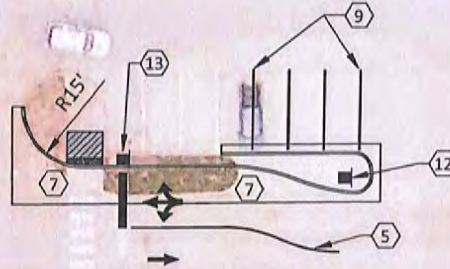
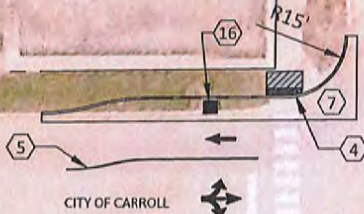
ATTACHMENT F-1

NOTES:
 -ALL SYMBOLS AND STRIPING
 TO BE REDONE AS PART OF
 THE PROJECT
 -CITY TO INSTALL ADVANCE WARNING
 SIGNAGE FOR RR CROSSINGS

R. L. FRIDLEY THEATERS, INC.

MAIN ST

CITY OF CARROLL



CITY OF CARROLL
 -FALL 2013 TRAFFIC COUNT = 3310

- KEYED NOTES**
- ① INSTALL 2' WIDE RAISED PCC MEDIAN -SEE DETAIL
 - ② SAW ALONG FULL LENGTH & REMOVE SECTION OF EXISTING PAVEMENT TO PROVIDE CLEAN EDGE
 - ③ INSTALL 7" PCC PAVEMENT WIDENING WITH CURB
 - ④ REMOVE AND REPLACE EXISTING SIDEWALK AND TRUNCATED DOME WARNING SYSTEM
 - ⑤ INSTALL 4" WIDE STRIPING FOR TRAFFIC CHANNELIZATION
 - ⑥ REMOVE EXISTING PARKING STALLS
 - ⑦ INSTALL 7" PCC PAVEMENT AND CURB
 - ⑧ INSTALL 7" PCC PAVEMENT AND CURB PARKING MEDIAN WITH GRASS MIDDLE
 - ⑨ INSTALL 4" WIDE STRIPING FOR PARKING STALLS
 - ⑩ INSTALL 5' WIDE, 6" THICK PCC SIDEWALK
 - ⑪ CLOSE OFF EXISTING PROPERTY ACCESS
 - ⑫ INSTALL OFFSET LANE SIGN
 - ⑬ RELOCATE STOP SIGN
 - ⑭ REMOVE EXISTING PAVEMENT, PLACE TOPSOIL AND SEED
 - ⑮ INSTALL "TRUCKS NO RIGHT TURN" SIGN
 - ⑯ RELOCATE/RECONFIGURE INTAKE

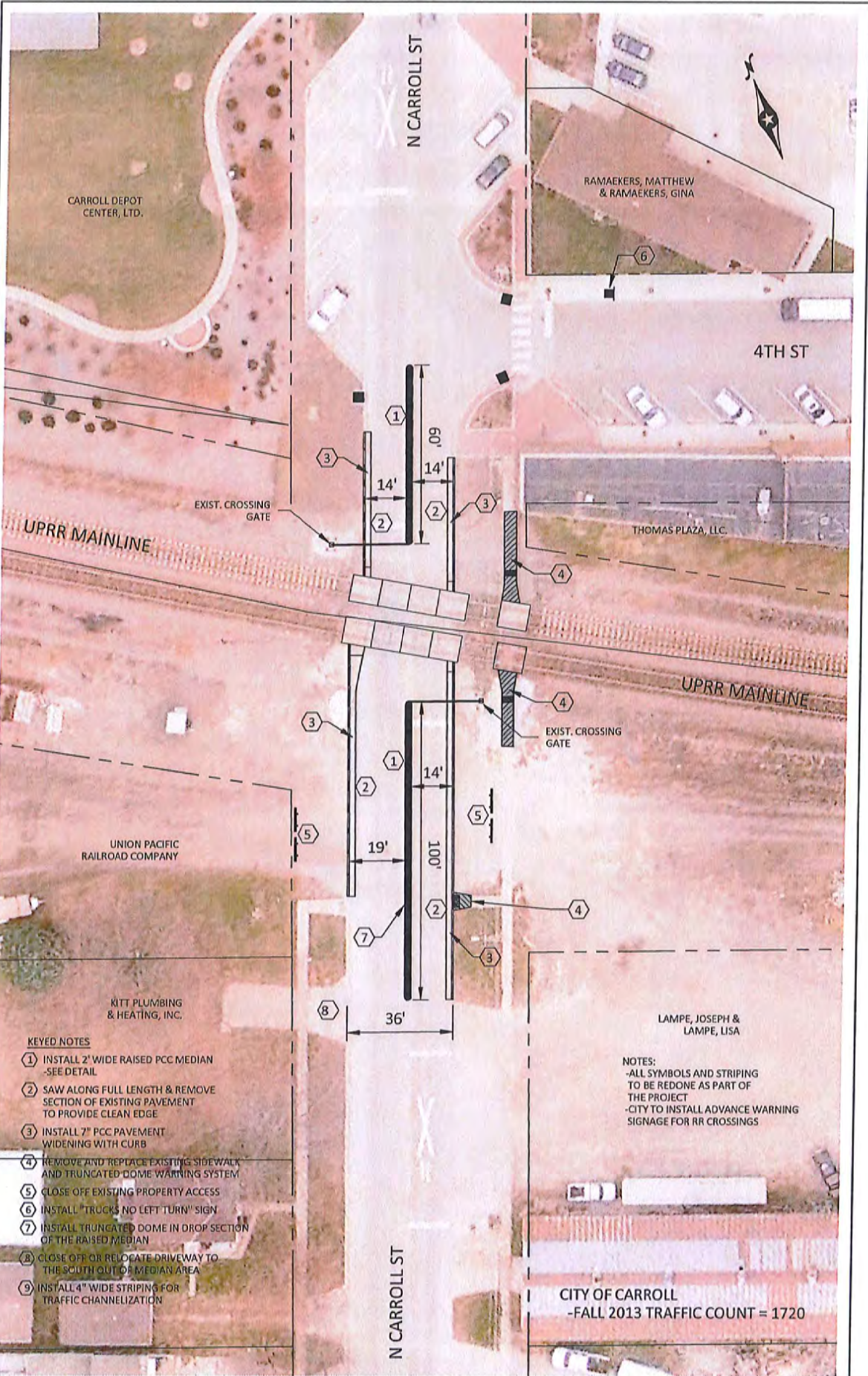


BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANAXATO, MN FARRIMONT, MN SLEEPY EYE, MN BURDOWNE, MN WILLMAR, MN
 CHASKA, MN BAKESF, MN NARFENWOOD, MN BRATER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 N MAIN ST CROSSING - OPTION 2 FULL MEDIANS

APRIL 2014

ATTACHMENT F-2



KEYED NOTES

- ① INSTALL 2' WIDE RAISED PCC MEDIAN
-SEE DETAIL
- ② SAW ALONG FULL LENGTH & REMOVE
SECTION OF EXISTING PAVEMENT
TO PROVIDE CLEAN EDGE
- ③ INSTALL 7" PCC PAVEMENT
WIDENING WITH CURB
- ④ REMOVE AND REPLACE EXISTING SIDEWALK
AND TRUNCATED DOME WARNING SYSTEM
- ⑤ CLOSE OFF EXISTING PROPERTY ACCESS
- ⑥ INSTALL "TRUCKS NO LEFT TURN" SIGN
- ⑦ INSTALL TRUNCATED DOME IN DROP SECTION
OF THE RAISED MEDIAN
- ⑧ CLOSE OFF OR RELOCATE DRIVEWAY TO
THE SOUTH OUT OF MEDIAN AREA
- ⑨ INSTALL 4" WIDE STRIPING FOR
TRAFFIC CHANNELIZATION

NOTES:
-ALL SYMBOLS AND STRIPING
TO BE REDONE AS PART OF
THE PROJECT
-CITY TO INSTALL ADVANCE WARNING
SIGNAGE FOR RR CROSSINGS

CITY OF CARROLL
-FALL 2013 TRAFFIC COUNT = 1720

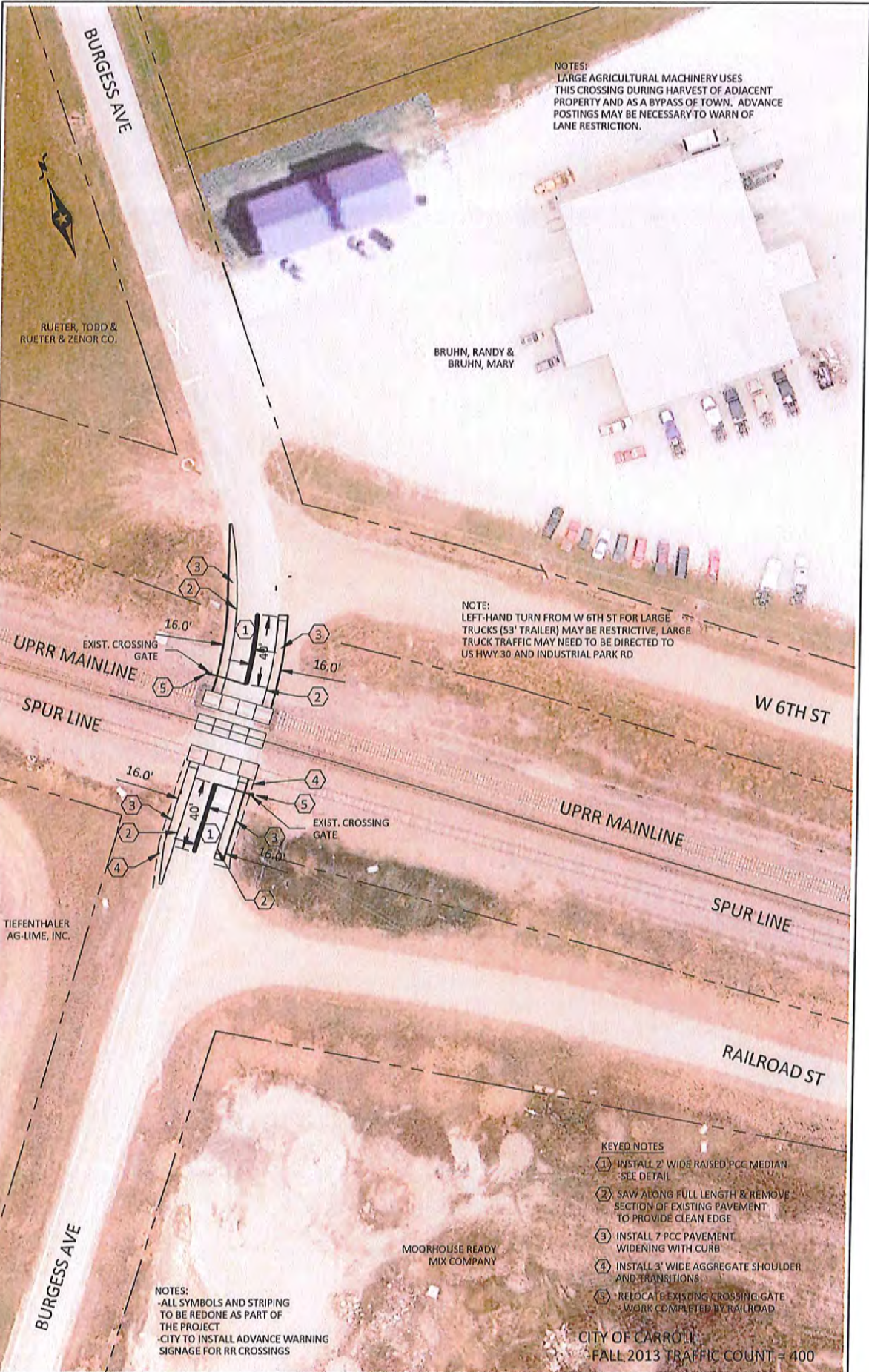


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MANKATO, MN FAIRMOUNT, MN SLEEPY EYE, MN BURDSELLE, MN WILMAR, MN
CHARCA, MN ARARSEE, MN BALEWOOD, MN BAKER, MN ROCHESTER, MN
AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
QUIET ZONE INVESTIGATION
N CARROLL ST CROSSING

APRIL 2014

ATTACHMENT G



NOTES:
 LARGE AGRICULTURAL MACHINERY USES THIS CROSSING DURING HARVEST OF ADJACENT PROPERTY AND AS A BYPASS OF TOWN. ADVANCE POSTINGS MAY BE NECESSARY TO WARN OF LANE RESTRICTION.

NOTE:
 LEFT-HAND TURN FROM W 6TH ST FOR LARGE TRUCKS (53' TRAILER) MAY BE RESTRICTIVE, LARGE TRUCK TRAFFIC MAY NEED TO BE DIRECTED TO US HWY.30 AND INDUSTRIAL PARK RD

NOTES:
 -ALL SYMBOLS AND STRIPING TO BE REDONE AS PART OF THE PROJECT
 -CITY TO INSTALL ADVANCE WARNING SIGNAGE FOR RR CROSSINGS

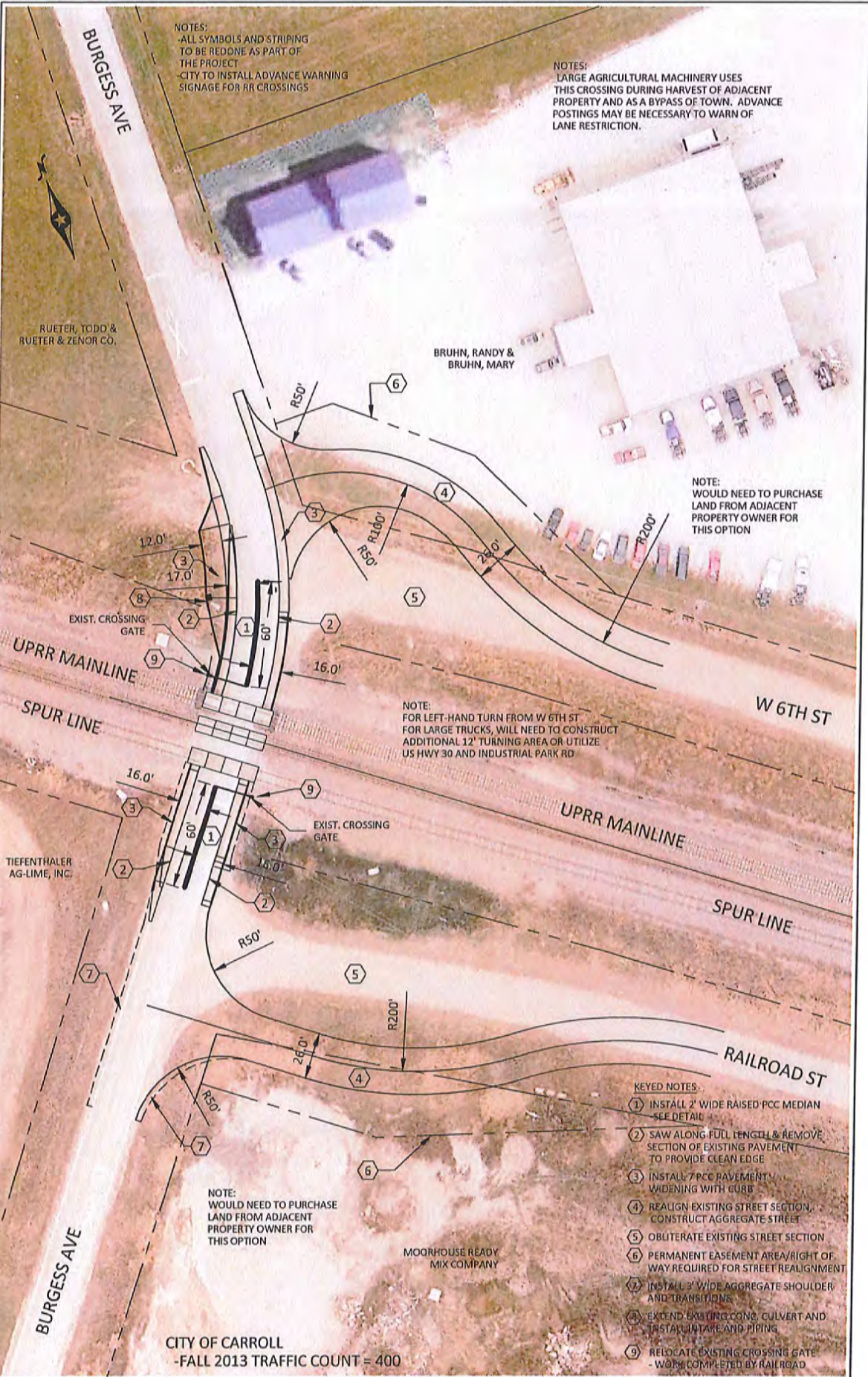
- KEYED NOTES
- ① INSTALL 2' WIDE RAISED PCC MEDIAN - SEE DETAIL
 - ② SAW ALONG FULL LENGTH & REMOVE SECTION OF EXISTING PAVEMENT TO PROVIDE CLEAN EDGE
 - ③ INSTALL 7' PCC PAVEMENT WIDENING WITH CURB
 - ④ INSTALL 3' WIDE AGGREGATE SHOULDER AND TRANSITIONS
 - ⑤ RELOCATE EXISTING CROSSING GATE WORK COMPLETED BY RAILROAD

CITY OF CARROLL
 -FALL 2013 TRAFFIC COUNT = 400



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 Consulting Engineers & Surveyors
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 CHASKA, MN WARREN, MN BARKLEYWOOD, MN BAXTER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DUBOIS, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 BURGESS AVENUE CROSSING - OPTION 1 OPEN
 APRIL 2014 ATTACHMENT H-1



NOTES:
 -ALL SYMBOLS AND STRIPING TO BE REDONE AS PART OF THE PROJECT
 -CITY TO INSTALL ADVANCE WARNING SIGNAGE FOR RR CROSSINGS

NOTES:
 LARGE AGRICULTURAL MACHINERY USES THIS CROSSING DURING HARVEST OF ADJACENT PROPERTY AND AS A BYPASS OF TOWN. ADVANCE POSTINGS MAY BE NECESSARY TO WARN OF LANE RESTRICTION.

NOTE:
 WOULD NEED TO PURCHASE LAND FROM ADJACENT PROPERTY OWNER FOR THIS OPTION

NOTE:
 FOR LEFT-HAND TURN FROM W 6TH ST FOR LARGE TRUCKS, WILL NEED TO CONSTRUCT ADDITIONAL 12' TURNING AREA OR UTILIZE US HWY 30 AND INDUSTRIAL PARK RD

NOTE:
 WOULD NEED TO PURCHASE LAND FROM ADJACENT PROPERTY OWNER FOR THIS OPTION

- KEYED NOTES:
- ① INSTALL 2' WIDE RAISED PCC MEDIAN - SEE DETAIL
 - ② SAW ALONG FULL LENGTH & REMOVE SECTION OF EXISTING PAVEMENT TO PROVIDE CLEAN EDGE
 - ③ INSTALL 7' PCC PAVEMENT WIDENING WITH CURB
 - ④ REALIGN EXISTING STREET SECTION, CONSTRUCT AGGREGATE STREET
 - ⑤ OBLITERATE EXISTING STREET SECTION
 - ⑥ PERMANENT EASEMENT AREA/RIGHT OF WAY REQUIRED FOR STREET REALIGNMENT
 - ⑦ INSTALL 3' WIDE AGGREGATE SHOULDER AND TRANSITIONS
 - ⑧ EXTEND EXISTING CONC. CULVERT AND INSTALL INTAKE AND PIPING
 - ⑨ RELOCATE EXISTING CROSSING GATE - WORK COMPLETED BY RAILROAD

CITY OF CARROLL
 -FALL 2013 TRAFFIC COUNT = 400



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
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 CHASKA, MN BARKER, MN HARLEVILLE, MN BARTER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF CARROLL, IOWA
 QUIET ZONE INVESTIGATION
 BURGESS AVENUE CROSSING - OPTION 2 FULL MEDIANS

APRIL 2014

ATTACHMENT II-2

IMPROVEMENT
MATRIX

City of Carroll, Iowa
Quiet Zone Investigation

CROSSING IMPROVEMENT MATRIX

A11.107480

Attachment I

		Open	Minimal medians installed for safety	QZRI < or = NSRT = Qualified; send affirmation and inventory form every 2.5-3 years
		Closed	No through traffic allowed	
		SSM Applied	SSM = Supplementary Safety Measure, Raised median	

Crossing Scenario	Bella Vista	N Grant Rd	Maple St	N Clark St	N Main St	N Carroll St	Burgess Ave	Quiet Zone Risk Index (QZRI)	Nationwide Significant Risk Threshold (NSRT)	Risk Index with Horns (RIWH)	Quiet Zone
EXISTING CONDITIONS											
#1								38233.88	14347.00	22921.99	Denied
7 CROSSING QUIET ZONE											
#2								12860.96	14347.00	22921.99	Qualified
#3								12102.20	14347.00	22921.99	Qualified
#4								15413.29	14347.00	22921.99	qualified
#5								17214.61	14347.00	22921.99	qualified
#6								20525.69	14347.00	22921.99	qualified
Quiet Zone Calculator Computations were completed on April 7, 2014											

COST OPINIONS

Railroad Quiet Zone Investigation
Carroll, Iowa

PRELIMINARY OPINION OF PROJECT CONSTRUCTION COSTS

April 21, 2014

Attachment J

Line No.	Description	Unit	Unit Price	Attachment B		Attachment C		Attachment D-1		Attachment D-2		Attachment E	
				Bella Vista Road		North Grant Road		Maple Street - Option 1		Maple Street - Option 2		North Clark Street	
				Quantity	Extension	Quantity	Extension	Quantity	Extension	Quantity	Extension	Quantity	Extension
1	MOBILIZATION	LS	\$5,000.00	1.00	\$16,000.00	1.00	\$5,000.00	1.00	\$7,000.00	1.00	\$14,000.00	1.00	\$5,000.00
2	REMOVE PAVEMENT	SY	\$9.00	80.00	\$720.00	0.00	\$0.00	225.00	\$2,025.00	55.00	\$495.00	180.00	\$1,620.00
3	REMOVE SIDEWALK/DRIVEWAY	SY	\$6.00	0.00	\$0.00	0.00	\$0.00	45.00	\$270.00	95.00	\$570.00	15.00	\$90.00
4	CONSTRUCT 7" PCC PAVEMENT WIDENING	SY	\$40.00	405.00	\$16,200.00	0.00	\$0.00	170.00	\$6,800.00	215.00	\$8,600.00	270.00	\$10,800.00
5	CONSTRUCT P.C.C. RAISED MEDIAN	SF	\$17.00	400.00	\$6,800.00	220.00	\$3,740.00	0.00	\$0.00	400.00	\$6,800.00	480.00	\$8,160.00
6	CONSTRUCT 6" P.C.C. DRIVEWAY/SIDEWALK	SY	\$45.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	5.00	\$225.00	5.00	\$225.00
7	CONSTRUCT 4" P.C.C. SIDEWALK	SY	\$40.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	10.00	\$400.00	55.00	\$2,200.00
8	PED RAMP DETECTABLE WARNING SYSTEM	SF	\$25.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	8.00	\$200.00	8.00	\$200.00
9	SEEDING, PERMANENT	SQ	\$35.00	170.00	\$5,950.00	0.00	\$0.00	70.00	\$2,450.00	55.00	\$1,925.00	55.00	\$1,925.00
10	TRAFFIC CONTROL	EA	\$12,600.00	0.14	\$1,800.00	0.14	\$1,800.00	0.14	\$1,800.00	0.14	\$1,800.00	0.14	\$1,800.00
11	GRANULAR SUBBASE, ROADSTONE	TON	\$26.00	95.00	\$2,470.00	0.00	\$0.00	55.00	\$1,430.00	70.00	\$1,820.00	115.00	\$2,990.00
12	EROSION AND SEDIMENT CONTROL	EA	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00
13	SIGNAGE, STRIPING AND SYMBOLS	EA	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00
14	PROVIDE RAILROAD FLAG CREW	DAY	\$1,000.00	4.00	\$4,000.00	4.00	\$4,000.00	4.00	\$4,000.00	4.00	\$4,000.00	4.00	\$4,000.00
15	CONSTRUCTION CONTINGENCIES	EA	VARIABLES	1.00	\$9,000.00	1.00	\$4,000.00	1.00	\$6,000.00	1.00	\$7,000.00	1.00	\$9,000.00
	SUBTOTAL				\$71,940.00		\$27,540.00		\$40,775.00		\$56,835.00		\$57,010.00
16	LAND ACQUISITION	ACRE	\$10,000.00	0.15	\$1,500.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00
17	UP PERMITS	LS	\$8,050.00	0.14	\$1,150.00	0.14	\$1,150.00	0.14	\$1,150.00	0.14	\$1,150.00	0.14	\$1,150.00
18	RELOCATE GATE ARM	EA	\$12,000.00	2.00	\$24,000.00	0.00	\$0.00	0.00	\$0.00	2.00	\$24,000.00	0.00	\$0.00
	SUBTOTAL				\$26,650.00		\$1,150.00		\$1,150.00		\$25,150.00		\$1,150.00
	TOTAL OPINION OF PROBABLE CONSTRUCTION COSTS				\$98,590.00		\$28,690.00		\$41,925.00		\$81,985.00		\$58,160.00

Railroad Quiet Zone Investigation
Carroll, Iowa

PRELIMINARY OPINION OF PROJECT CONSTRUCTION COSTS
April 21, 2014

Attachment J

Line No.	Description	Unit	Unit Price	Attachment F-1		Attachment F-2		Attachment G		Attachment H-1		Attachment H-2	
				North Main Street - Option 1		North Main Street - Option 2		North Carroll Street		Burgess Avenue - Option 1		Burgess Avenue - Option 2	
				Quantity	Extension	Quantity	Extension	Quantity	Extension	Quantity	Extension	Quantity	Extension
1	MOBILIZATION	LS	\$5,000.00	1.00	\$5,000.00	1.00	\$5,000.00	1.00	\$5,000.00	1.00	\$5,000.00	1.00	\$5,000.00
2	REMOVE PAVEMENT	SY	\$9.00	15.00	\$135.00	275.00	\$2,475.00	35.00	\$315.00	90.00	\$810.00	55.00	\$495.00
3	REMOVE SIDEWALK/DRIVEWAY	SY	\$6.00	65.00	\$390.00	83.00	\$498.00	30.00	\$180.00	0.00	\$0.00	0.00	\$0.00
4	CONSTRUCT 7" PCC PAVEMENT WIDENING	SY	\$40.00	50.00	\$2,000.00	340.00	\$13,600.00	84.00	\$3,360.00	150.00	\$6,000.00	373.00	\$14,920.00
5	CONSTRUCT P.C.C. RAISED MEDIAN	SF	\$17.00	160.00	\$2,720.00	320.00	\$5,440.00	320.00	\$5,440.00	160.00	\$2,720.00	240.00	\$4,080.00
6	CONSTRUCT 6" P.C.C. DRIVEWAY/SIDEWALK	SY	\$45.00	60.00	\$2,700.00	39.00	\$1,755.00	15.00	\$675.00	0.00	\$0.00	0.00	\$0.00
7	CONSTRUCT 4" P.C.C. SIDEWALK	SY	\$40.00	25.00	\$1,000.00	60.00	\$2,400.00	12.00	\$480.00	0.00	\$0.00	0.00	\$0.00
8	PED RAMP DETECTABLE WARNING SYSTEM	SF	\$25.00	32.00	\$800.00	74.00	\$1,850.00	24.00	\$600.00	0.00	\$0.00	0.00	\$0.00
9	SEEDING, PERMANENT	SQ	\$35.00	15.00	\$525.00	50.00	\$1,750.00	45.00	\$1,575.00	76.00	\$2,660.00	262.00	\$9,170.00
10	TRAFFIC CONTROL	EA	\$12,600.00	0.14	\$1,800.00	0.14	\$1,800.00	0.14	\$1,800.00	0.14	\$1,800.00	0.14	\$1,800.00
11	GRANULAR SUBBASE, ROADSTONE	TON	\$26.00	20.00	\$520.00	128.00	\$3,328.00	30.00	\$780.00	82.00	\$2,132.00	746.00	\$19,396.00
12	EROSION AND SEDIMENT CONTROL	EA	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00	1.00	\$3,500.00
13	SIGNAGE, STRIPING AND SYMBOLS	EA	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00	1.00	\$5,500.00
14	PROVIDE RAILROAD FLAG CREW	DAY	\$1,000.00	4.00	\$4,000.00	4.00	\$4,000.00	4.00	\$4,000.00	4.00	\$4,000.00	4.00	\$4,000.00
15	CONSTRUCTION CONTINGENCIES	EA	VARIES	1.00	\$5,000.00	1.00	\$10,000.00	1.00	\$6,000.00	1.00	\$6,000.00	1.00	\$13,000.00
	SUBTOTAL				\$35,590.00		\$62,896.00		\$39,205.00		\$40,122.00		\$80,861.00
16	LAND ACQUISITION	ACRE	\$10,000.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.45	\$4,500.00
17	UP PERMITS	LS	\$8,050.00	0.14	\$1,150.00	0.14	\$1,150.00	0.14	\$1,150.00	0.00	\$0.00	0.14	\$1,150.00
18	RELOCATE GATE ARM	EA	\$12,000.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	2.00	\$24,000.00	2.00	\$24,000.00
	SUBTOTAL				\$1,150.00		\$1,150.00		\$1,150.00		\$24,000.00		\$29,650.00
	TOTAL OPINION OF PROBABLE CONSTRUCTION COSTS				\$36,740.00		\$64,046.00		\$40,355.00		\$64,122.00		\$110,511.00

FEDERAL RAILROAD
ADMINISTRATION

Guide To The Quiet Zone
Establishment Process



GUIDE TO THE QUIET ZONE ESTABLISHMENT PROCESS

AN INFORMATION GUIDE

Federal Railroad Administration

1200 New Jersey Avenue S.E.

Washington, DC 20590

Telephone: 202-493-6299

www.fra.dot.gov

Federal Railroad Administration

Highway-Rail Crossing and Trespasser Programs Division

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Purpose of the Guide

This brochure was developed to serve as a guide for local decision makers seeking a greater understanding of train horn sounding requirements and how to establish quiet zones. Its purpose is to provide a general overview and thus does not contain every detail about the quiet zone establishment process. For more detailed and authoritative information, the reader is encouraged to review the official regulations governing the use of locomotive horns at public highway-rail grade crossings and the establishment of quiet zones that are contained in 49 CFR Part 222. A copy of the rule can be downloaded or printed at <http://www.fra.dot.gov/eLib/Details/L02809>.

About Quiet Zones



FRA is committed to reducing the number of collisions at highway-rail grade crossings, while establishing a consistent standard for communities who opt to preserve or enhance quality of life for their residents by establishing quiet zones within which routine use of train horns at crossings is prohibited.

Federal regulation requires that locomotive horns begin sounding 15–20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority, the governmental entity responsible for traffic control or law enforcement at the crossings, is permitted to create quiet zones.

A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies to trains when approaching and entering crossings and does not include train horn use within passenger stations or rail yards. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone. Quiet zone regulations also do not eliminate the use of locomotive bells at crossings. Therefore, a more appropriate description of a designated quiet zone would be a “reduced train horn area.”

Communities wishing to establish quiet zones must work through the appropriate public authority that is responsible for traffic control or law enforcement at the crossings.

Historical Context

Historically, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. Some States allowed local communities to create whistle bans where the train horn was not routinely sounded. In other States, communities created whistle bans through informal agreements with railroads.

In the late 1980's, FRA observed a significant increase in nighttime train-vehicle collisions at certain gated highway-rail grade crossings on the Florida East Coast Railway (FEC) at which nighttime whistle bans had been established in accordance with State statute. In 1991, FRA issued Emergency Order #15 requiring trains on the FEC to sound their horns again. The number and rate of collisions at affected crossings returned to pre-whistle ban levels.



In 1994, Congress enacted a law that required FRA to issue a Federal regulation requiring the sounding of locomotive horns at public highway-rail grade crossings. It also gave FRA the ability to provide for exceptions to that requirement by allowing communities under some circumstances to establish "quiet zones."

The Train Horn Rule became effective on June 24, 2005. The rule set nationwide standards for the sounding of train horns at public highway-rail grade crossings. This rule changed the criteria for sounding the horn from distance-based to time-based. It also set limits on the volume of a train horn. The rule also established a process for communities to obtain relief from the routine sounding of train horns by providing criteria for the establishment of quiet zones. Locomotive horns may still be used in the case of an emergency and to comply with Federal regulations or certain railroad rules.

Public Safety Considerations

Because the absence of routine horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone usually will be required to mitigate this additional risk. At a minimum, each public highway–rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators.

In order to create a quiet zone, one of the following conditions must be met

1. ***The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT)*** with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below. The QZRI is the average risk for all public highway-rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation’s public highway-rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.
2. ***The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH)*** with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway-rail crossings in the proposed quiet zone when locomotive horns are routinely sounded.
3. ***Install SSMs at every public highway-rail crossing.*** This is the best method to reduce to reduce risks in a proposed quiet zone and to enhance safety.

SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. Examples of SSMs are shown on the next page.

ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by FRA.

FRA strongly recommends that all crossings in the quiet zone be reviewed by a diagnostic team. A diagnostic team typically consists of representatives from the public authority, railroad, and State agency responsible for crossing safety and FRA grade crossing managers.

Public Safety Considerations continued

Examples of SSMs



Wayside Horns The train horn rule also provides another method for reducing the impact of routine locomotive horn sounding when trains approach public highway-rail grade crossings. A wayside horn may be installed at highway-rail grade crossings that have flashing lights, gates, constant warning time devices (except in rare circumstances), and power out indicators. The wayside horn is positioned at the crossing and will sound when the warning devices are activated. The sound is directed down the roadway, which greatly reduces the noise footprint of the audible warning. Use of wayside horns is not the same as establishing a quiet zone although they may be used within quiet zones.

Cost Considerations

The enabling Federal statute did not provide funding for the establishment of quiet zones. Public authorities seeking to establish quiet zones should be prepared to finance the installation of SSMs and ASMs used. Costs can vary from \$30,000 per crossing to more than \$1 million depending on the number of crossings and the types of safety improvements required.

Legal Considerations

The courts will ultimately determine who will be held liable if a collision occurs at a grade crossing located within a quiet zone, based upon the facts of each case, as a collision may have been caused by factors other than the absence of an audible warning. FRA's rule is intended to remove failure to sound the horn as a cause of action in lawsuits involving collisions that have occurred at grade crossings within duly established quiet zones.

The Quiet Zone Establishment Process

Under the Train Horn Rule, only public authorities are permitted to establish quiet zones. Citizens who wish to have a quiet zone in their neighborhood should contact their local government to pursue the establishment of a quiet zone. The following is a typical example of the steps taken to establish a quiet zone:

1. **Determine** which crossings will be included in the quiet zone. All public highway-rail crossings in the quiet zone must have, at a minimum, an automatic warning system consisting of flashing lights and gates. The warning systems must be equipped with constant warning time devices (except in rare circumstances) and power out indicators. The length of the quiet zone must be at least one-half mile in length.
2. **Identify** any private highway-rail grade crossings within the proposed quiet zone. If they allow access to the public or provide access to active industrial or commercial sites, a diagnostic review must be conducted and the crossing(s) treated in accordance with the recommendations of the diagnostic team.
3. **Identify** any pedestrian crossings within the proposed quiet zone and conduct a diagnostic review of those crossings too. They also must be treated in accordance with the diagnostic team's recommendations. *NOTE:* While it is not required by the regulations, FRA recommends that every crossing within a proposed quiet zone be reviewed for safety concerns.
4. **Update** the U.S. DOT Crossing Inventory Form to reflect current physical and operating conditions at each public, private, and pedestrian crossing located within a proposed quiet zone.
5. **Provide** a Notice of Intent (NOI) to all of the railroads that operate over crossings in the proposed quiet zone, the State agency responsible for highway safety and the State agency responsible for crossing safety. The NOI must list all of the crossings in the proposed quiet zone and give a brief explanation of the tentative plans for implementing improvements within the quiet zone. Additional required elements of the NOI can be found in 49 CFR 222.43(b). The railroads and State agencies have 60 days in which to provide comments to the public authority on the proposed plan.
6. **Alternative Safety Measures** – If ASMs are going to be used to reduce risk, an application to FRA must be made. The application must include all of the elements provided in 49 CFR 222.39(b)(1) and copies of the application must be sent to the entities listed in 49 CFR 222.39(b)(3). They will have 60 days to provide comments to FRA on the application. FRA will provide a written decision on the application typically within three to four months after it is received.

The Quiet Zone Establishment Process continued

7. **Determine** how the quiet zone will be established using one of the following criteria: (Note that Options 2 through 4 will require the use of the FRA Quiet Zone Calculator available at <http://safetydata.fra.dot.gov/quiet/>.)

1. Every public highway-rail crossing in the proposed quiet zone is equipped with one or more SSMs.
2. The Quiet Zone Risk Index (QZRI) of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) without installing SSMs or ASMs.
3. The QZRI of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) after the installation of SSMs or ASMs.
4. The QZRI of the proposed quiet zone is less than or equal to the Risk Index with Horns (RIWH) after the installation of SSMs or ASMs.



8. **Complete** the installation of SSMs and ASMs and any other required improvements determined by the diagnostic team at all public, private, and pedestrian crossings within the proposed quiet zone.

9. **Ensure** that the required signage at each public, private, and pedestrian crossing is installed in accordance with 49 CFR Sections 222.25, 222.27, and 222.35, and the standards outlined in the Manual on Uniform Traffic Control Devices. These signs may need to be covered until the quiet zone is in effect.

10. **Establish** the quiet zone by providing a Notice of Quiet Zone Establishment to all of the parties that are listed in 49 CFR Section 222.43(a)(3). Be sure to include all of the required contents in the notice as listed in 49 CFR Section 222.43(d). The quiet zone can take effect no earlier than 21 days after the date on which the Notice of Quiet Zone Establishment is mailed.

Appendix C to the Train Horn Rule provides detailed, step by step guidance on how to create a quiet zone.

Required Documentation

Public authorities interested in establishing a quiet zone are required to submit certain documentation during the establishment process. FRA has provided checklists for the various documents that can be found at <http://www.fra.dot.gov/Elib/Details/L03055>.

FRA’s Regional Grade Crossing Managers are available to provide technical assistance. A State’s department of transportation or rail regulatory agency also may be able to provide assistance to communities pursuing quiet zones.

Public authorities are encouraged to consult with the agencies in their State that have responsibility for crossing safety. Some States may have additional administrative or legal requirements that must be met in order to modify a public highway-rail grade crossing.

Role of Railroads

Communities seeking to establish a quiet zone are required to send a Notice of Intent and a Notice of Quiet Zone Establishment to railroads operating over the public highway-rail grade crossings within the proposed quiet zone. Railroad officials can provide valuable input during the quiet zone establishment process and should be included on all diagnostic teams. Listed below are links to the Class I Railroads and Amtrak.

BNSF Railway (BNSF)	Canadian Pacific (CP)
CSX Transportation (CSX)	Norfolk Southern (NS)
Canadian National (CN)	Union Pacific (UP)
Kansas City Southern (KCS)	Amtrak (ATK)

FINAL NOTE

The information contained in this brochure is provided as general guidance related to the Quiet Zone Establishment Process and should not be considered as a definitive resource. FRA strongly recommends that any public authority desiring to establish quiet zones take the opportunity to review all aspects of safety along its rail corridor. Particular attention should be given to measures that prevent trespassing on railroad tracks since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

POINTS OF CONTACT

General Questions:

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Debra Chappell, 202-493-6018
Ron Ries, 202-493-6285

Regional Contacts

Region 1 Connecticut, Maine, Massachusetts, New Hampshire, New Jersey,
New York, Rhode Island, and Vermont
1-800-724-5991

Region 2 Delaware, Maryland, Ohio, Pennsylvania, Virginia, West Virginia ,
and Washington, D.C.
1-800-724-5992

Region 3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina,
South Carolina, and Tennessee
1-800-724-5993

Region 4 Illinois, Indiana, Michigan, Minnesota, and Wisconsin
1-800-724-5040

Region 5 Arkansas, Louisiana, New Mexico, Oklahoma, and Texas
1-800-724-5995

Region 6 Colorado, Iowa, Kansas, Missouri, and Nebraska
1-800-724-5996

Region 7 Arizona, California, Nevada, and Utah
1-800-724-5997

Region 8 Alaska, Idaho, Montana, North Dakota, South Dakota, Oregon,
Washington, and Wyoming
1-800-724-5998



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