

AGENDA
MEETING OF THE AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE AND
REGULAR MEETING OF THE AMES CITY COUNCIL
COUNCIL CHAMBERS - CITY HALL
MAY 22, 2012

NOTICE TO THE PUBLIC: The Mayor and City Council welcome comments from the public during discussion. If you wish to speak, please complete an orange card and hand it to the City Clerk. When your name is called, please step to the microphone, state your name for the record, and limit the time used to present your remarks in order that others may be given the opportunity to speak. The normal process on any particular agenda item is that the motion is placed on the floor, input is received from the audience, the Council is given an opportunity to comment on the issue or respond to the audience concerns, and the vote is taken. On ordinances, there is time provided for public input at the time of the first reading. **In consideration of all, if you have a cell phone, please turn it off or put it on silent ring.**

AMES AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE MEETING

CALL TO ORDER: 7:00 p.m.

1. Public Hearing on proposed FY 2013 Transportation Planning Work Program (TPWP):
 - a. Motion approving Final FY 2013 Transportation Planning Work Program for submission to the Iowa Department of Transportation
2. Public Hearing on proposed amendment to the 2035 Long-Range Transportation Plan:
 - a. Motion approving amendment to the 2035 Long-Range Transportation Plan to include the Interstate 35 and Highway 30 Interchange Project
3. Motion approving Draft FY 2013-16 Transportation Improvement Program (TIP) and setting June 26, 2012, as the date of public hearing

COMMENTS:

ADJOURNMENT:

REGULAR CITY COUNCIL MEETING*

*The Regular City Council Meeting will immediately follow the meeting of the Ames Area Metropolitan Planning Organization Transportation Policy Committee.

PROCLAMATION:

1. Proclamation for Public Works Week, May 20 - 26, 2012

CONSENT AGENDA: All items listed under the consent agenda will be enacted by one motion. There will be no separate discussion of these items unless a request is made prior to the time the Council members vote on the motion.

2. Motion approving payment of claims
3. Motion approving Minutes of Regular Meeting of May 8, 2012
4. Motion approving Report of Contract Change Orders for May 1-15, 2012
5. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Class C Liquor – Pappy’s Meeting House, 823 Wheeler Street, Ste. 4
 - b. Class C Liquor – Old Chicago, 1610 S. Kellogg Avenue
 - c. Class B Liquor w/Outdoor Service – Gateway Hotel & Conference, 2100 Green Hills Drive
 - d. Class B Beer – King Buffet of Ames, 1311 Buckeye, Suite B

- e. Class A Liquor w/Outdoor Service – Green Hills Residents’ Association, 2200 Hamilton Drive, #100
6. Resolution approving change to Purchasing Policies required by Federal Transit Administration (FTA) pertaining to federal and state grant requirements
7. Resolution approving agreement for financial participation in connection with CDBG Homebuyer Assistance Program
8. Resolution approving Neighborhood Improvement Program grant for Chilton Crossing Landscaping Project
9. Resolution approving preliminary plans and specifications for 2011/12 Asphalt Pavement Improvements Project (Abraham Drive and Todd Circle); setting June 6, 2012, as bid due date and June 12, 2012, as date of public hearing
10. Resolution approving Agreements with HIRTA for CyRide Dial-a-Ride Bus Service:
 - a. Resolution approving 28-E Agreement
 - b. Resolution approving Motor Vehicle User Agreement
11. Resolution approving Intermodal Facility Tenant Lease with Loghouse Enterprises, Inc., d/b/a Executive Express
12. Resolution approving Change Order No. 37 with The Weitz Company for CyRide Intermodal Facility
13. Resolution approving renewal of contract for purchase of Water Meters and Related Parts and Services with Elster AMCO Water, Inc., of Ocala, Florida, in the estimated amount of \$92,456.05
14. Resolution approving termination of Monitoring Well Agreement and Lease with Bourns, Inc.
15. Resolution accepting completion of Cemetery Grounds Fencing Project
16. Resolution accepting completion of Ames/ISU Ice Arena Rubber Flooring Replacement

PUBLIC FORUM: This is a time set aside for comments from the public on topics of City business other than those listed on this agenda. Please understand that the Council will not take any action on your comments at this meeting due to requirements of the Open Meetings Law, but may do so at a future meeting. The Mayor and City Council welcome comments from the public; however, at no time is it appropriate to use profane, obscene, or slanderous language. **The Mayor may limit each speaker to five minutes.**

PERMITS, PETITIONS, & COMMUNICATIONS:

17. Franchise update from Alliant Energy
18. Motion approving new Class E Liquor, C Beer, & B Wine Permit for Walgreen’s #12108, 2719 Grand Avenue
19. Motion approving 5-Day Class C Liquor License for Olde Main Brewing at ISU Alumni Center, 420 Beach Avenue
20. Requests from Main Street Cultural District for ArtWalk:
 - a. Resolution approving closure of up to 10 parking spaces in Lot N for chalk drawing competition
 - b. Resolution approving waiver of parking meter fees in up to 10 spaces in Lot N from 12:00 to 8:00 p.m.
21. Resolution proposing new Parking Agreement with Youth & Shelter Services for Municipal Parking Lot P and setting date of public hearing
22. Staff report on 6th Street Bridge Fencing request
23. Staff report on Deery Brothers referral
24. Staff report on Adams Street Paving

ELECTRIC SERVICES:

25. Resolution awarding contract for Unit No. 8 Feedwater Heater Replacement to SPX Heat Transfer of Bethlehem, Pennsylvania, in the amount of \$752,007
26. Proposed Electric Rate Ordinance:
 - a. First passage of Ordinance

- b. Motion directing staff to delay the second and third readings and adoption of Ordinance to allow time to implement a customer notification process and solicit feedback
- 27. Resolution awarding new Professional Services Contract for Energy Resource Options Study to Black & Veatch of Kansas City, Missouri, in the amount of \$375,000

PLANNING & HOUSING:

- 28. Mixed-Use Building at 127 Stanton Avenue:
 - a. Resolution approving Remote Parking Agreement
 - b. Resolution approving eligibility for tax abatement in Campustown Urban Revitalization Area, subject to execution of Restrictive Covenants

PUBLIC WORKS:

- 29. Resolution approving 3-year lease from Green Book, LLC, for Welch Avenue Parking Lot T
- 30. Resolution waiving City's policies for solicitation of professional services and awarding contract to Civil Design Advantage of Grimes, Iowa, in the amount of \$119,756 for North Growth Area public improvements

ADMINISTRATION:

- 31. Flood actions and update
- 32. Resolution approving preliminary plans and specifications for City Hall Space Reuse Project; setting June 26, 2012, as bid due date and July 10, 2012, as date of public hearing
- 33. Motion providing direction to staff pertaining to Emergency Response Time Policy

HEARINGS:

- 34. Hearing on Southeast Entryway Project:
 - a. Motion accepting report of bids
- 35. Hearing on Zoning Ordinance text amendment to adopt alternative landscaping standards for auto and marine craft trade uses (Continued from May 8, 2012):
 - a. Motion to continue hearing to June 12, 2012
- 36. Hearing on Ordinance incorporating *Iowa Code* Section 217.1A, defining noxious weeds into *Municipal Code* and declaring noxious weeds as a public nuisance enforceable as a municipal infraction:
 - a. First passage of ordinance
- 37. Hearing on Final Amendments to Fiscal Year 2011/12 Budget:
 - a. Resolution amending current budget for Fiscal Year ending June 30, 2012

ORDINANCES:

- 38. Second passage of ordinance rezoning property located at 3799 Cedar Lane from Planned Residence District (F-PRD) to Government/Airport (S-GA)
- 39. Second passage of ordinance to add an exception for striping of parking spaces designated for outdoor display of vehicles for sale or lease
- 40. Second passage of ordinance to adopt provisions for integrated site plan subdivisions
- 41. Second passage of ordinance establishing parking regulations for Timber Ridge Drive
- 42. Third passage and adoption of ORDINANCE NO. 4112 adopting Water and Sewer Rates
- 43. Third passage and adoption of ORDINANCE NO. 4113 increasing illegal parking fines and removing all references to coins in the form of payment for parking meters

COUNCIL COMMENTS:

ADJOURNMENT:

Please note that this agenda may be changed up to 24 hours before the meeting time as provided by Section 21.4(2), *Code of Iowa

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

SUBJECT: **FINAL FY 2013 TRANSPORTATION PLANNING WORK PROGRAM**

BACKGROUND:

As a part of the federal regulations governing Metropolitan Planning Organizations (MPOs), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide planning funds to reimburse these agencies for transportation planning activities. The Iowa Department of Transportation (Iowa DOT) administers this program.

The Transportation Planning Work Program (TPWP) includes several elements to ensure an integrated transportation system. One element is review of development plans to determine impact on the transportation system. Beyond subdivision and major site development activity, this includes reviewing potential changes to the Land Use Policy Plan or Urban Fringe Plan, which are closely linked to the transportation system. The other elements of the TPWP include the general work of administering the MPO transportation activities, as well as public involvement. The AAMPO planning staff went through their quadrennial MPO Transportation Planning Review conducted by FHWA and FTA on June 29, 2011. A final report was prepared and sent containing findings of both recommendations for improvements as well as commendations for quality activities of the AAMPO's transportation planning process. These recommendations have been included in the TPWP elements to improve the AAMPO's transportation planning process. The AAMPO's Final FY 2013 TPWP is attached.

A public input session was held on May 1, 2012, to discuss the TPWP and receive comments. No revisions were requested by the public. The final FY 2013 TPWP document is due to the Iowa DOT on June 1, 2012.

ALTERNATIVES:

1. Approve the Final FY 2013 Transportation Planning Work Program for submission to the Iowa DOT.
2. Approve the Final FY 2013 Transportation Planning Work Program with modifications from the TPC for submission to the Iowa DOT.
3. Do not approve the Final FY 2013 Transportation Planning Work Program for submission to the Iowa DOT.


ADMINISTRATOR'S RECOMMENDATION:

The AAMPO Technical Committee reviewed the Draft FY 2013 TPWP and unanimously recommended approval. The AAMPO staff received and addressed comments from the Iowa DOT, FHWA, and FTA. At the public input session, no revisions were requested by the public. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the Final FY 2013 Transportation Planning Work Program for submission to the Iowa DOT.



Ames Area

metropolitan planning organization



TRANSPORTATION PLANNING WORK PROGRAM

FY 2013

FINAL

May 22, 2012

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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Introduction

The Ames Area Metropolitan Planning Organization (AAMPO) was officially designated on March 17, 2003. This designation was the result of the Ames urbanized area having a population of greater than 50,000 people in the 2000 census. The AAMPO boundary was then designated based on the existing urbanized areas and the City of Ames Land Use Policy Plan (LUPP). The majority of the area is within the corporate limits of Ames. Small areas outside of the corporate limits in Story County and Boone County are included in the MPO boundary because of the need to plan for the eventual inclusion of these areas within the City.

The AAMPO is generally the stand-alone metropolitan area of Ames. Ames is located in central Iowa and is served by I-35, U.S. Highway 30, and U.S. Highway 69. Surface transportation needs are met through over 200 centerline miles of streets. The community has a very progressive mass transit system, CyRide, which carries over 5 million bus passengers per year. While the majority of transit users have Iowa State University ties, the bus system serves the entire Ames community. The MPO is served by the Ames Municipal Airport, which serves general aviation needs for business, industry, and recreation users. On average 119 aircraft operations occur per day at the Ames Municipal Airport. Union Pacific Railroad provides freight service to the area by dual east-west mainline tracks and a northern agricultural spur.

The City of Ames City Council, the Story County Board of Supervisors, and the Boone County Board of Supervisors approved a 28-E Agreement that provides for the governing of the organization by a Transportation Policy Committee. That committee is made up of the following individuals show below in Table 1:

Table 1: Transportation Policy Committee Membership		
Member	Title	County, City or Agency Represented
Ann Campbell	City Mayor	City of Ames
Jeremy Davis	City Council Member	City of Ames
Matthew Goodman	City Council Member	City of Ames
Jami Larson	City Council Member	City of Ames
Peter Orazem	City Council Member	City of Ames
Victoria Szopinski	City Council Member	City of Ames
Thomas Wacha	City Council Member	City of Ames
Mike O'Brien	County Supervisor	Boone County
Wayne Clinton	County Supervisor	Story County
Arjay Vander Velden	Transit Board Member	CyRide
Craig O'Riley	Non-Voting Representative	Iowa Department of Transportation
Tracy Troutner	Non-Voting Representative	Federal Highway Administration
Mark Bechtel	Non-Voting Representative	Federal Transit Administration

In addition, the Transportation Policy Committee will appoint various committees, as appropriate, to advise them. In particular, a Transportation Technical Committee was appointed to provide advice on the programming decisions that involve project issues. Members of the Transportation Technical Committee are shown below in Table 2:

Table 2: Transportation Technical Committee Membership		
Member	Title	County, City or Agency Represented
Tracy Warner	Municipal Engineer	City of Ames
Damion Pregitzer	Traffic Engineer	City of Ames
Corey Mellies	Operations Manager	City of Ames
Steve Osguthorpe	Planning and Housing Director	City of Ames
Charlie Kuester	Long Range Planner	City of Ames
Sheri Kyras	Transit Director	CyRide
Cathy Brown	Campus Planning Asst. Director	Iowa State University
Bob Kieffer	County Engineer	Boone County
Darren Moon	County Engineer	Story County
Phil Mescher	Non-Voting Representative	Iowa Department of Transportation
Tracy Troutner	Non-Voting Representative	Federal Highway Administration
Mark Bechtel	Non-Voting Representative	Federal Transit Administration

Funds shown for the 2013 fiscal year include new funds and carryover funds from the previous Transportation Planning Work Programs. A budget summary of these funds is found in the FY 2013 Budget Summary section of this document.

TPWP Development

Overall, the Transportation Planning Work Program (TPWP) is a living, working plan that is utilized throughout the year through the course of coordination with other governmental and transportation agencies, technical committee members, and private citizens. This is accomplished through a continuing, cooperative, and comprehensive transportation planning process. There is a multi-phase public participation process carried out in creating the TPWP. In addition to informal input throughout the year, there is formal input sought at the Policy Committee public hearings for the Draft and Final TPWP and at a Public Input session. In an effort to increase public awareness and involvement, AAMPO staff meets with community groups such as Iowa State University classes and committees, Ames Chamber of Commerce, and civic organizations such as Rotary International. The TPWP also includes elements gathered at other meetings and events such as Passenger Transportation Plan meetings, MPO quarterly meetings, and public informational meetings. Also, information was presented and public comment gathered at City Council sessions regarding Context Sensitive Solutions and Complete Streets.

Work Elements

In general, the overall metropolitan planning goals for the AAMPO are to:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

The following documents are developed, updated, or maintained on an annual basis:

- Transportation Planning Work Program (TPWP)
- Transportation Improvement Program (TIP)
- Public Participation Plan (PPP)
- Long-Range Transportation Plan (LRTP)
- Passenger Transportation Plan (PTP):

As part of an effort to coordinate and develop services with human service agencies and other transit agencies, a Passenger Transportation Plan has been developed, and is updated annually. CyRide, representing AAMPO, has met locally with human service agencies and transportation providers in an effort to further this goal.

Administration

Task Objective: Administration of AAMPO Transportation Planning.

Project Description: The Fiscal Year (July 1, 2012 to June 30, 2013) 2013 TPWP and the budget will be monitored and amended as necessary.

The FY 2014 TPWP and budget will be prepared. The financial audit for FY 2012 will be initiated.

Payment will be made for the participation in the Statewide Urban Standard Design and Specifications manuals and the Pavement Management program through the STP funding in the TIP.

Staff: Administrator (Public Works Director)
Municipal Engineer
Traffic Engineer
Transportation Planner
Transit Planner
City Clerk
Public Works Administrative Assistant
Finance Director
Clerical

Time: 700 hours

Cost: \$55,933 (20%)

Work Products:

- FY 2013 TPWP maintenance, budget monitoring (on-going)
- FY 2014 TPWP development (May 2013)
- Self Certification (March 2013)
- Planning funding reimbursement submittals (quarterly)
- Title VI training for employees and monitoring of plan documents (on-going)

Previous Work:

- FY 2012 TPWP maintenance, budget monitoring
- FY 2013 TPWP development
- Self Certification
- Identify and analyze potential changes to the Transportation Policy Committee structure

Transportation Improvement Program

Task Objective: State and federal project programming for AAMPO member agencies.

Project Description: The Federal Fiscal Year 2013 – 2016 Transportation Improvement Program (FFY 2013 – 2016 TIP) will be maintained and amended as necessary. The FFY 2014 – 2017 TIP for Surface Transportation Projects and Enhancement Projects will be developed. Coordination with the Iowa DOT Statewide Transportation Improvement Program (STIP) will also be undertaken.

Staff: Administrator (Public Works Director)
Municipal Engineer
Traffic Engineer
Transportation Planner
Transit Planner
City Clerk
Public Works Administrative Assistant
Finance Director
Clerical
Transit Director
Transit Coordinator
Budget Officer

Time: 600 hours

Cost: \$48,941 (17.5%)

Work Products:

- Maintain the FY 2013 – 2016 TIP (on-going)
- Prepare the FY 2014 – 2017 TIP (Draft due June 15th, Final Due July 15th)
- Revise and amend the FY 2013 – 2016 TIP (as necessary)

Previous Work:

- Completed the FY 2013 – 2016 TIP
- Maintained, revised, and amended the FY 2012 – 2015 TIP

Comprehensive Planning

Task Objective: Integrate transportation planning and land use planning for AAMPO member agencies.

Project Description:

- Review subdivisions and development projects to determine transportation impact
- Forecasting activities related to transportation, livability, and transit planning
- Attend relevant conferences and training pertaining to MPO planning issues
- Updating/amending the bikeways plan, as necessary
- Updating/amending the LUPP and Urban Fringe Plan, as necessary
- Traffic counts along area streets
- Traffic crash data analyses
- Street alignment and traffic signal concept layouts
- Utilization of the regional ITS architecture when applicable
- Research mobility issues relating to walks, paths, safe routes, etc.
- Participation in and support of Highway 30 Coalition activities
- Competitive funding applications for member agencies

Staff: Administrator (Public Works Director)
Municipal Engineer
Traffic Engineer
Transportation Planner
Transit Planner
Planning Staff

Time: 350 hours

Cost: \$48,941 (17.5%)

Work Products:

- Update Safe Routes to School maps (as necessary)
- Participation in CIRTPA Bicycle Roundtable (on-going)
- City of Ames Bicycle Map update (as necessary)
- Integrate multi-modal (non-motorized) LOS (as directed)
- Maintain/update transportation network model (on-going)
- Development of pavement management system (on-going)
- City-wide count program and traffic signal synchronization review (on-going)
- Review/update ADA Transition Plan (as necessary)
- Performance Measures tracking (annually)
- Analyze potential alternative funding sources (as requested by member agencies)

Previous Work:

- Analyze fringe area growth impacts on transportation
- Safe Routes to School map updates
- Downtown parking map update
- Central Iowa Bicycle Roundtable
- Neighborhood traffic calming coordination

Transit Planning

Task Objective: Enhance a coordinated, accessible, and efficient transit system

Project Description: Planning efforts will reflect prioritization of the following areas:

- Incorporating safety and security in transit (transportation) planning
- Participation of transit operators in metropolitan and statewide planning
- Coordination of non-emergency human service transportation
- Planning for transit system management and operation to increase ridership
- Make transit capital investment decisions through effective systems planning

This item involves transit planning issues related to land use and development issues, ridership surveys and analyses, plans to manage transit agency in accordance to the Federal Transit Administration guidelines, and the study of student and commuter service. Meetings will be held to facilitate the (locally developed) coordinated public transit/human-services transportation plan to improve transportation services for the low-income, aging and disabled populations within the community. Efforts will concentrate on improving operating efficiencies of current services and eliminating gaps where and when transportation is not available. The Transportation Planner may conduct various planning and ridership studies throughout the year.

Staff: Administrator (Public Works Director)
Traffic Engineer
Transportation Planner
Transit Planner
Transit Director
Transit Coordinator
Transit Operations Supervisor

Time: 700 hours

Cost: \$55,933 (20%)

Work Products:

- Various transit plans, administration and audits of the following programs requiring annual certification by the transit agency: EEO, Title VI, and Limited English Proficiency (LEP), Disadvantaged Business Enterprise (DBE), etc (annually)
- Work towards maintenance/update of the PTP (Draft due Feb. 1st, Final due May 1st)
- Capital/Financial planning to analyze fleet and facility needs for five-year period (on-going)
- Corridor and facility expansion studies (as necessary)
- Bus stop amenities planning (on-going)
- Intermodal facility project development & performance measures (on-going)
- Administration of Ames Alternative Analysis Study (on-going, description follows)
- Administration of Ames – Des Moines Corridor Study (on-going, description follows)

Previous Work:

- Ongoing planning activities

- Participation in TIP and TPWP development
- Leading human service/transportation provider coordination
- Update of PTP
- Ames Alternatives Analysis Study and Corridor Study
- Intermodal Facility Study

Special Transit Studies

Alternative Analysis Study (in an approved transit grant)

Task Objective: Conduct Alternative Analysis study of Orange Route corridor between Iowa State Center and Iowa State University campus

Project Description: An Alternatives Analysis (AA) Study will be conducted of the Iowa State Center to Iowa State University campus corridor identified currently as the Orange Route. The Ames Transit Agency completed a smaller Transit Feasibility Study in June 2007 looking at seven corridors in the community that had either current transportation/growth issues or future identified growth. The study identified transportation options to resolve corridor problems of which the Orange Route is operating at near maximum capacity. It was determined through the Transit Feasibility Study that the Orange Route may qualify for Small New Starts funding to establish a Bus Rapid Transit corridor which would operate more like a light rail type system only using more cost-efficient buses. The AA study will analyze specific route options in more depth regarding transit-only corridors, provide detailed information on bus stop upgrades, and analyze route speed increases that could be realized with extended-green technology. This study will also analyze the financial capacity/needs of the Ames community to undertake a project such as Bus Rapid Transit. At the conclusion of the AA Study, a locally preferred alternative – the “proposed action” – will be determined.

Federal (5339)	\$160,000
Local (CyRide)	\$40,000
Total Cost	\$200,000

Ames-Des Moines Corridor Study

Task Objective: Selection of a consultant to conduct a study of the I-35 corridor between Ames and Des Moines to determine the feasibility of implementing transit alternatives as opposed to the single occupant vehicle travel along this corridor.

Project Description: This planning study would determine the feasibility of implementing transit improvements to reduce single occupant automobile traffic along Interstate 35 between the City of Ames and City of Des Moines. The study would provide essential information to key decision-makers in Des Moines, Ames and Ankeny to implement future transportation improvements along this corridor. The study would examine the following:

- Identify need/potential ridership in the Ames-Des Moines corridor
- Analyze potential transportation modes to serve forecasted ridership demand
- Refine best alternative details

- Identify potential funding sources
- Identify benefits of implementation

The Des Moines Area Regional Transit Authority, Heart of Iowa Regional Transit Agency and CyRide could co-sponsor the project through a coordinated effort from the following potential organizations: Iowa State University, City of Ames, City of Ankeny, Greater Des Moines Partnership, Des Moines Area Metropolitan Planning Organization (DMAMPO) and the Iowa DOT's Office of Public Transit. This study would further the results from the state-wide needs corridor analysis recently completed in December 2009. Local funding could be derived from the DMAMPO, Des Moines DART and CyRide, but is undetermined at this time.

State (STA)	\$80,000
Local (TBD)	\$20,000
Total Cost	\$100,000

Public Participation

Task Objective: Incorporate a public involvement process that fosters public participation throughout the planning and transportation decision-making process.

Project Description: Informational meetings, as well as public hearings, will be held to obtain public input and feedback on ongoing activities of the AAMPO. The Public Participation Plan (PPP), along with other pertinent documents maintained and developed by the Ames Area Metropolitan Planning Organization, is posted online at www.aampo.org. These documents will be transferred to the AAMPO website during the duration of this work plan. Feedback and social media links can be found on the webpage to provide comments on the AAMPO website and its contents.

Currently, the City of Ames maintains a website on which the activities of the AAMPO are included. Items include the meeting schedule and the approved TIP and TPWP as well as links to LRTP and PTP information. An additional goal will be to review the AAMPO Public Participation Plan (PPP) to make suggestions for improving outreach activities and strengthening public input.

Staff: Administrator (Public Works Director)
Municipal Engineer
Traffic Engineer
Transportation Planner
Transit Planner
Transit Director
Clerical Staff
Planning staff
Public Relations Officer and Intern

Time: 350 hours

Cost: \$27,967 (10%)

Work Products:

- Public meetings for TIP and TPWP input (tentative)
 - Public Input Session for TPWP and TIP – May 2013
 - Public Hearing for TPWP – May 2013
 - Public Hearing for TIP – June 2013
- Update letters to neighborhood groups and interested parties (on-going)
- Maintain and update the PPP (as necessary)
- Maintain and update AAMPO webpage (on-going)
- Enhance AAMPO web presence and capabilities (on-going)
- Promote the AAMPO for public recognition and branding (on-going)

Previous Work:

- Public meetings for TIP, TPWP, and PTP
- Public meetings for project input sessions
- Update letters to neighborhood groups and interested parties

Committee Support

Task Objective: Provide information, background material, and viable alternatives to the committees to assist them in making fully informed decisions.

Project Description: Support for the Transportation Policy Committee and Transportation Technical Committee will be conducted on an as needed basis. Work elements include reports, records management, correspondences, planning of meetings, and supporting materials.

Staff: Administrator (Public Works Director)
Municipal Engineer
Traffic Engineer
Transportation Planner
Transit Planner
Transit Director
Planning Staff
City Clerk
Clerical Staff
Operations Manager

Time: 150 hours

Cost: \$27,967 (10%)

Work Products:

- Technical Committee and Policy Committee meetings/minutes (tentative)
 - Technical Committee Meeting – March and April 2012
 - Policy Committee Meeting – March, May and June 2012
- Conduct Citizen Advisory Committee meetings (as necessary)
- Policy and Technical Committee composition discussions (on-going)

Previous Work:

- Technical Committee and Policy Committee meetings/minutes

Long Range Transportation Plan

Task Objective: Provide framework for orderly, efficient growth of an integrated, multi-modal transportation network.

Project Description: The 2035 Long Range Transportation Plan was adopted by the Transportation Policy Committee on October 12, 2010. The updated LRTP is compliant with SAFETEA-LU requirements. Work activities that have taken place for the update include evaluation of the LUPP for compliance, reviewing traffic impact studies for major site developments, alternative network development and analysis, updated transit analysis, update the transportation model, public participation opportunities, and completion of the final report.

Staff: Administrator (Public Works Director)
Municipal Engineer
Traffic Engineer
Transportation Planner
Transit Planner
Transit Director
Transit Coordinator
Public Works Administrative Assistant
Long Range Planner
Finance Director
Budget Officer
City Clerk/Clerical Staff

Time: 100 hours

Cost: \$13,983 (5%)

Work Products:

- Maintain and amend 2035 LRTP (as necessary)

Previous Work:

- Maintain and amend 2035 LRTP (as necessary)

FY 2013 Budget Summary

FY 2013 Targets		
FTA 5303	\$ 27,658	** Estimate
FHWA PL	\$ 68,572	** Estimate
Carryover Funds		
STP	\$ 122,000	
FTA 5303	\$ -	
FHWA PL	\$ 5,502	
Local Match	\$ 55,933	
TOTAL	\$ 279,665	

Cost Allocation Plan

The local match for salaries and other expenses is a part of the 2012/13 City of Ames Program Budget adopted by the City Council for all personnel and associated expenses. Costs billed will be for those specified. The main source of local-match funds will come from the City of Ames Road Use Tax allocation. New FY 2013 funds have been combined with the carryover amounts for expense allocations. **Carryover funds will be used first before new allocations.** The AAMPO does not charge indirect costs and therefore does not submit a DBE worksheet to Iowa DOT.

Table 4: Budget Summary

Work Element	Total Cost	Federal Funds						Local Match	% of Funding	Total Staff Hours
		FTA 5303 Carryover	FTA 5303 New	FHWA STP Carryover	FHWA STP New	FHWA PL Carryover	FHWA PL New			
Administration	\$ 55,933	\$ -	\$ 5,532	\$ 24,400	\$ -	\$ 1,100	\$ 13,714	\$ 11,187	20%	700
TIP	\$ 48,941	\$ -	\$ 4,840	\$ 21,350	\$ -	\$ 963	\$ 12,000	\$ 9,788	17.5%	600
Comprehensive Planning	\$ 48,941	\$ -	\$ 4,840	\$ 21,350	\$ -	\$ 963	\$ 12,000	\$ 9,788	17.5%	500
Transit Planning	\$ 55,933	\$ -	\$ 5,532	\$ 24,400	\$ -	\$ 1,100	\$ 13,714	\$ 11,187	20%	600
Public Participation	\$ 27,967	\$ -	\$ 2,766	\$ 12,200	\$ -	\$ 550	\$ 6,857	\$ 5,593	10%	350
Committee Support	\$ 27,967	\$ -	\$ 2,766	\$ 12,200	\$ -	\$ 550	\$ 6,857	\$ 5,593	10%	150
L RTP	\$ 13,983	\$ -	\$ 1,383	\$ 6,100	\$ -	\$ 275	\$ 3,429	\$ 2,797	5%	100
Totals	\$ 279,665	\$ -	\$ 27,658	\$ 122,000	\$ -	\$ 5,502	\$ 68,572	\$ 55,933	100%	3,000
% of Total	100%	80%						20%		

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT: AMENDMENT TO THE 2035 LONG RANGE TRANSPORTATION PLAN
(LRTP)**

BACKGROUND:

The Iowa Department of Transportation (Iowa DOT) has started the process for improvements to be completed to the interchange of Interstate 35 and Highway 30 located within the AAMPO's planning boundary. In order for the Iowa DOT to properly complete the preconstruction steps, qualify for federal funding, and keep on their project timeline, the project must be included in the AAMPO's LRTP. Therefore, they have requested the AAMPO amend the 2035 LRTP plan for inclusion of the Interstate 35 and Highway 30 interchange project. Representatives for the Iowa DOT brought this to the attention of the Transportation Technical Committee (TTC) at their March 12, 2012, meeting. A public meeting was held on May 1, 2012, for public review and no comments on the amendment to the 2035 LRTP were received.

ALTERNATIVES:

1. Approve the amendment to the 2035 Long Range Transportation Plan to include the Interstate 35 and Highway 30 Interchange project.
2. Do not approve the amendment to the 2035 Long Range Transportation Plan to include the Interstate 35 and Highway 30 Interchange project.

ADMINISTRATOR'S RECOMMENDATION:

The AAMPO Technical Committee has discussed this amendment and recommends approval of the amendment to the 2035 LRTP. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the amendment to the 2035 Long Range Transportation Plan to include the Interstate 35 and Highway 30 Interchange project.

**AMES AREA METROPOLITAN PLANNING ORGANIZATION (AAMPO)
TRANSPORTATION POLICY COMMITTEE ACTION FORM**

SUBJECT: DRAFT FY 2013 – 16 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND:

In order to receive funds for transportation improvement projects, it is necessary for the projects to be part of the approved statewide plan. The initial step in this process is for the AAMPO to develop a draft Transportation Improvement Plan (TIP). Regulations require the TIP to include transportation projects for four years.

The attached draft plan provides for projects for street improvements, CyRide improvements, and trail projects. In addition, the plan involves annual payments for a pavement management program that is operated statewide, as well as annual support of the Statewide Urban Design and Specifications (SUDAS) program. The pavement management program will provide critical data as decisions are made concerning timing of pavement rehabilitation projects. The SUDAS program brings several benefits, including increasing bidder interest since specifications are uniform and the efficiency of staff time because local specifications do not need to be developed and kept updated.

A number of projects were evaluated as this plan was developed. The FY 2013 street project will be a reconstruction of the following street: State Avenue from Oakwood Road to the U.S. Highway 30 overpass. The enhancement funds for FY 2013 will be banked and used along with the FY 2014 enhancement funds for The Skunk River Trail Extension from East Lincoln Way to South River Valley Park, which is scheduled to be constructed for the FY 2014 trail project. It should be noted, however, that completion of this segment will be subject to granting of access easements by the affected property owners. The draft FY 13-16 TIP is attached. Submission of the draft TIP to the Iowa Department of Transportation is required by June 15, 2012.

ALTERNATIVES:

1. Approve the Draft FY 2013 – 16 TIP and set June 26, 2012, as the date for the public hearing.
2. Modify the Draft FY 2013 – 16 TIP and set June 26, 2012, as the date for the public hearing.

ADMINISTRATOR'S RECOMMENDATION:

These projects correlate to the City of Ames 2012-17 Capital Improvement Plan, and the AAMPO Technical Committee has unanimously recommended approval of this draft plan. Therefore, it is recommended by the Administrator that the Transportation Policy Committee adopt Alternative No. 1, thereby approving the Draft FY 2013 – 16 TIP and setting June 26, 2012, as the date for the public hearing.



TRANSPORTATION IMPROVEMENT PROGRAM

FY 2013 – 2016

DRAFT

May 22, 2012

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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Federal Highway Administration Section

Project Selection

The Ames Area Metropolitan Planning Organization (AAMPO) Transportation Policy Committee (TPC) adopted a project rating criteria system as a means of ranking submitted projects. Highway capacity improvement projects were selected using Level of Service criteria; rehabilitation and reconstruction projects were selected based upon pavement condition index and field review. The highest ranking projects are then presented to the Transportation Technical Committee (TTC) for review and recommendation. A recommendation is then passed on to the TPC for action.

Enhancement projects consist of open space trails that have been developed during the public involvement process for the Long Range Transportation Plan (LRTP) update; new trail segments are identified and ranked by the users and the Parks and Recreation Commission. Trail segments shown in the plan are sized proportionately based upon estimated construction costs.

All highway and enhancement projects are also available for public review and comment through the City of Ames Capital Improvement Plan (CIP) process. This involves public presentations and a formal public hearing before the Ames City Council.

The Transit Board selects operating projects for CyRide as identified in the approved Passenger Transportation Plan (PTP), which serves as a needs assessment for all regional human and health service agencies. The Transit Board also approves matching funds for capital projects based upon identified route expansions.

All projects are consistent with the approved 2035 Long Range Transportation Plan adopted on Oct. 12, 2010.

AAMPO FY 2013 – 16 Transportation Improvement Program

FY 2012 Project Status Report

<i>TPMS #</i>	<i>Project Number</i>	<i>Location</i>	<i>Type of Work</i>	<i>Status</i>	<i>Total Project Cost</i>	<i>Total Federal Aid</i>	<i>Sponsor</i>
19245	STP-U-0155()-70-85	Ash Avenue (Mortensen Pkwy to Knapp St.), Ridgewood Avenue (13th St. to 16th St.), Hayes Avenue (20th St. to 24th St.)	Pavement Rehab	Authorized / Hayes & Ridgewood Completed / Ash March 20, 2012 Letting	\$ 2,959,000	\$ 1,060,000	City of Ames
18655	STP-U-0155(STATE)-70-85	State Avenue (Oakwood Road to US HW 30)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,500,000	\$ 1,062,000	City of Ames
17023	STP-U-0155()-70-85	East Lincoln Way (S. Duff Ave. to Skunk River) and Lincoln Way (Squaw Creek to Oak Ave.)	Pavement Rehab	FHWA Approved / Removed From Programming	\$ 1,785,000	\$ 1,060,000	City of Ames
19248	STP-U-0155()-70-85	24th St. (UPRR to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.)	Pavement Rehab	FHWA Approved / Rolling Over Funding	\$ 1,955,000	\$ 1,062,000	City of Ames
9590	RGPL-PA22(PMS)-ST-85	VARIOUS: PAVEMENT MANAGEMENT	Miscellaneous	FHWA Approved / Rolling Over Funding	\$ 6,000	\$ 5,000	AAMPO
9589	RGPL-PA22(UDS)-ST-85	VARIOUS: STATEWIDE URBAN DESIGN STANDARDS	Miscellaneous	FHWA Approved / Rolling Over Funding	\$ 5,000	\$ 4,000	AAMPO
20889	NHS()-11-85	US 30: University Blvd. in Ames to East of I-35	Pavement Rehab	FHWA Approved / Project Let for 2012 Costruction	\$ 4,900,000	\$ 3,920,000	DOT-D01
16031	STP-E-0155(Youth)-8V-85	Skunk River Trail: Hunziker Youth Sports Complex to Southeast 16th Street	Ped/Bike Grade & Pave	FHWA Approved / Expected 2012 Construction	\$ 436,000	\$ 86,000	City of Ames
14982	STP-E-0155(LW)-8V-85	Skunk River Trail: East Lincoln Way to S. River Valley Park	Ped/Bike Grade & Pave	FHWA Approved / Rolling Over Funding	\$ 860,000	\$ 160,000	City of Ames
16103	RGPL-PA22()-PL-85	Ames MPO Planning: PL Funds for Transportation Planning	Trans Planning	FHWA Approved / Rolling Over Funding	\$ 400,000	\$ 320,000	AAMPO
20551	HDP-0155()-71-85	Grand Avenue: S. 16th St North 0.1 miles to Coldwater Clubhouse Entrance	Grade and Pave	Authorized / Completed	\$ 637,000	\$ 510,000	City of Ames

Fiscal Constraint

The AAMPO FY 2013 programming targets are \$1,292,223 for the highway element and \$98,703 for the enhancement element. The project costs shown in the TIP are in year of expenditure dollars. This is accomplished by developing an estimate of costs in the current bidding environment and then applying an inflation factor of 4% per year. The Ames City Council has programmed these projects in the City of Ames 2012-2017 CIP for the local funding allocation. These funds are generated from the City's annual Road Use Tax Fund (RUTF) distribution, Local Option Sales Tax, and General Obligation (GO) Bonds. The transit program does not have targets, and thus the requests involve significant costs in the anticipation of maximizing the amounts received.

AAMPO FY 2013 – 16 Transportation Improvement Program

Financial Constraint Summary Tables

AAMPO STP Program Federal Aid				
	2013	2014	2015	2016
Surface Transportation Program (STP) Balance (Carryover)	\$1,041,849	\$1,272,072	\$1,504,072	\$1,734,072
STP Target	\$1,292,223	\$1,292,000	\$1,292,000	\$1,292,000
Total Available for Programming	\$2,334,072	\$2,564,072	\$2,796,072	\$3,026,072
Total STP Programmed	\$1,062,000	\$1,060,000	\$1,062,000	\$1,060,000
Balance of STP Funds	\$1,272,072	\$1,504,072	\$1,734,072	\$1,966,072

AAMPO TE Program Federal Aid				
	2013	2014	2015	2016
Transportation Enhancement (TE) Balance (Carryover)	\$37,299	\$136,002	\$75,002	\$174,002
TE Target	\$98,703	\$99,000	\$99,000	\$99,000
Total Available for Programming	\$136,002	\$235,002	\$174,002	\$273,002
Total TE Programmed	\$0	\$160,000	\$0	\$160,000
Balance of TE Funds	\$136,002	\$75,002	\$174,002	\$113,002

AAMPO Forecasted Operations and Maintenance Expenditures on Federal Aid System				
	2013	2014	2015	2016
City Operations	\$402,563	\$418,666	\$435,412	\$452,829
City Maintenance	\$1,175,496	\$1,222,516	\$1,271,416	\$1,322,273
Total Operations and Maintenance	\$1,578,059	\$1,641,181	\$1,706,829	\$1,775,102

Source: 2011 City Street Finance Report

AAMPO Forecasted Non-Federal Funding						
	2011	2012	2013	2014	2015	2016
Total RUTF Receipts	\$4,835,945	\$5,029,383	\$5,230,558	\$5,439,780	\$5,657,372	\$5,883,667
Total Other Road Monies Receipts	\$5,487,506	\$5,707,006	\$5,935,286	\$6,172,698	\$6,419,606	\$6,676,390
Total Receipts Service Debt	\$15,548,031	\$16,169,952	\$16,816,750	\$17,489,420	\$18,188,997	\$18,916,557
Total Non Federal Road Fund Receipts	\$25,871,482	\$26,906,341	\$27,982,595	\$29,101,899	\$30,265,975	\$31,476,614

Source: 2011 City Street Finance Report

AAMPO Funding Programs Summary					
	2013	2014	2015	2016	Total
STP Project Total	\$1,500,000	\$1,480,000	\$1,955,000	\$1,530,000	\$6,465,000
STP Federal Aid	\$1,062,000	\$1,060,000	\$1,062,000	\$1,060,000	\$4,244,000
NHS Project Total	\$0	\$0	\$0	\$0	\$0
NHS Federal Aid	\$0	\$0	\$0	\$0	\$0
ENH Project Total	\$0	\$860,000	\$0	\$860,000	\$1,720,000
ENH Federal Aid	\$0	\$160,000	\$0	\$160,000	\$320,000
PL Project Total	\$11,000	\$411,000	\$11,000	\$11,000	\$444,000
PL Federal Aid	\$9,000	\$329,000	\$9,000	\$9,000	\$356,000
ILL Project Total	\$0	\$1,500,000	\$4,650,000	\$13,100,000	\$19,250,000
ILL Federal Aid	\$0	\$0	\$0	\$0	\$0

Network Operations and Maintenance

The capital investment and other measures necessary to preserve the existing transportation system, as well as operations, maintenance, modernization, and rehabilitation of existing and future transportation facilities are annually reviewed and programmed. Preservation, operating, and maintenance costs are included as a priority for funding. Maintenance and rehabilitation projects are also included in the AAMPO LRTP. In addition to STP funding, the City of Ames utilizes RUTF, Local Option Sales Tax, and General Obligation funding for system preservation projects. A program is also included in the City of Ames 2012-2017 CIP to address shared use path maintenance. The LRTP and Land Use Policy Plan (LUPP) both use an intersection efficiency standard of Level of Service (LOS) C.

Public Participation Process

A notice advising the public about the draft TIP and Transportation Planning Work Program (TPWP) reviewed by the AAMPO Technical Committee will be mailed to 43 neighborhood organization chairpersons, representatives, of the Ames Main Street District, Campustown Action Association, NAACP, Friends of Central Iowa Biking, International Student Council at Iowa State University (ISU), League of Women Voters, and others in accordance with our approved Public Participation Plan (PPP). In addition, as previously noted, projects are available for public review and comment through the City of Ames CIP process. A public input session will be held on May 1st, 2012 to discuss the TIP and receive comments.

Title VI Compliance

The Ames Area MPO adheres to the City of Ames's Title VI of the Civil Rights Act of 1964 Compliance Plan. The AAMPO carries out its transportation planning processes without regard to race, color, or national origin. The Compliance Plan provides information on the Ames Area MPO Title VI compliance policies, complaint procedures, and a form to initiate the complaint process for use by members of the public. For more information or to file a complaint or concern, please contact the AAMPO Administrator at the City of Ames Public Works Administration Office at 515-239-5160.

Self Certification

The AAMPO Policy Committee certified that transportation planning activities in the Ames metropolitan area are being carried out in accordance with governing Federal regulations,

policies and procedures. This certification was at the meeting on March 27, 2012 (a copy of the document is attached in Appendix C).

Revising the TIP

Revisions are defined as changes to a TIP that occur between scheduled periodic updates. There are two types of changes that occur under the umbrella of “revision”. The first is a major revision or “Amendment”. The second is a minor revision or “Administrative Modification”.

Amendment

An amendment is a revision to the TIP that involves a major change to a project included in the TIP. This includes an addition or deletion of a project, a major change in project cost, project or project phase start dates, or a major change in design concept or project scope. Any changes to projects included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for MPO TIP’s involving non-exempt projects in non-attainment and maintenance areas). Changes that affect fiscal constraint must take place by amendment to the TIP.

Administrative Modification

A minor revision to the TIP is an administrative modification. It includes minor changes or project phase costs, minor changes to funding sources of previously included projects, or minor changes to a project or project phase start dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment vs. Administrative Modification

There are four main components that can be used to determine whether a project change constitutes an amendment or an administrative modification. They include the following:

Project Costs – Determination will be made based on the percentage of change or dollar amount of change in federal aid. Projects in which the federal aid has been changed by more than 30% or total federal aid increases by \$2.0 million or more will require an amendment. Anything less can be processed with an administrative modification.

Schedule Change – Changes in schedules to projects which are included in the first four years of the TIP will be considered administrative modifications. Projects which are added to or deleted from the TIP will be processed as amendments.

Funding Sources – Additional federal funding sources to a project will require an amendment. Changes to funding from one source to another will require an administrative modification.

Scope Change – Changing project termini or changing the amount of through traffic lanes will be processed as an amendment. Other examples of changes that require an amendment include changing the type of work from an overlay to reconstruction or changing the project to include widening of the roadway.

Procedural Requirements for Revisions

Amendments are considered major revisions and therefore have more procedural requirements. The main requirement is an opportunity for public input. The second is technical and policy board approval of the amendment. Public involvement for amendments will occur at the local level for all AAMPO amendments.

Statewide public review for Iowa DOT project amendments takes place at the time of inclusion in the Iowa DOT's Statewide TIP (STIP). Iowa DOT sponsored projects within the AAMPO planning boundary must go through the AAMPO's adopted amendment process, which includes public review and approval by the Technical and Policy Committees.

Administrative modifications have simplified procedures which allow more flexibility in the processing of changes. The AAMPO processes changes that qualify as administrative modifications by seeking Policy Committee approval or the administrator may make minor changes if the process is documented and meets the administrative modification requirements.

Finally, each type of revision needs to be processed in Transportation Program Management System (TPMS) and the date of approval by the AAMPO needs to be included in the revision submittal.

Revision Procedures

The AAMPO documents their procedures for processing amendments and administrative modifications by way of Policy Committee action and their respective meeting minutes. They are included in the public participation documents and in the TIP according to procedures in the approved TPWP.

AAMPO FY 2013 – 16 Transportation Improvement Program

Formal amendments should be submitted to the AAMPO staff that is then able to review the amendment for impact on fiscal constraint and other factors. The amendment is then presented to the TTC for review and approval. The TTC considers a recommendation of the amendment to the TPC, whom then too will consider the amendment for approval. The amendment is finally submitted to the Iowa DOT and FHWA / FTA for final approval and for incorporation into the STIP.

The documentation includes the definitions of amendments and administrative modifications. It also includes detailed procedures on how each type of revision is processed. It should be noted the Iowa DOT does not require the AAMPO follow the same procedures for public involvement or administrative processes.

Federal Transit Administration Section

FY 2013 TIP FTA Project Justification

The following transit projects identified within the draft FY2013-2016 TIP were included within the 2013 Passenger Transportation Plan (PTP) Update, meeting the requirements to have all federal and state transit funding within an approved PTP prior to TIP approval. The following narrative describes the projects within the initial year of the plan.

General Operations: This funding supports the day-to-day transit operations of the Ames Transit Authority from Ames' urbanized area federal apportionment, Transit Intensive Cities, and State Transit Assistance funding.

Brown Route Frequency/Hours Expansion: In 2008, CyRide added additional service between campus and North Grand Mall based on demand in the Somerset area during the summer weekdays and weekday nights during the remainder of the year. Weekday nights improved to 40-minute frequencies until 9:00pm instead of ending at 7:00 pm, and Weekday Summer service doubled to 20-minutes. This would provide a sixth year of service for these expanded services.

Midday South Duff Expansion: In 2008, CyRide added mid-day service hours to its Yellow Route to the southeast area of Ames known as the #4A Gray Route. This route operates every 60 minutes alternating between the current Gray Route and this southeast area allowing connections directly to ISU campus instead of transferring at Ames City Hall. Before the route was initiated, only one mid-day trip operated to this area. This would provide a sixth year of service for this hourly mid-day service.

E. 13th Street/Lincoln Way/Dayton Ave. Service Expansion: A new route was added in August 2010 traveling via E. 13 Street/Lincoln Way/Dayton Avenue to the commercial and industrial areas of east Ames. Medical services, human service agencies and industrial businesses are common to the area and many residents are requesting same day transportation to that part of the community. The route would provide access to businesses such as 3M, Mainstream Living, Child Serve, Mary Greeley Dialysis, Wolfe Clinic, National Animal Disease Center and Sauer-Danfoss. Service to this area has been a high priority since 2007 within the annual Passenger Transportation Plan process between transportation providers and human service agencies. This would provide a second year of service to this commercial-industrial area.

Contracted Paratransit (Dial-A-Ride) Service: According to federal regulations, public transit agencies providing fixed-route transit service in their community must also provide door-to-door transportation service within a ¾ mile area of that fixed-route service. Therefore, CyRide purchases transportation service for its Dial-A-Ride operations in order to meet this ADA requirement. This requirement has been expanded to the entire city limits of Ames.

Transit Amenities: CyRide developed a Bus Stop Plan that recommended an implementation plan for bus stop amenities along CyRide's fixed-route system. From the prioritization of recommended stop improvements, concrete pads will be added for easier boarding/alighting during inclement weather as well as replacing bus shelters with lighted bus shelters to improve the accessibility for patrons and CyRide's image throughout the Ames community. In addition, bus tracking technology will be incorporated into CyRide's system allowing better travel information to be communicated to the public. Passengers would be able to obtain in real time when the next two buses would travel past a particular bus stop by plugging in the particular stop number associated with the stop into the website, texting or calling. This feature would allow information to be dispersed to those with disabilities more readily through these methods. However, the stops need to be upgraded to include the stop number on the bus stop sign and the numbers of where to call and text. Additional options include adding LED signs next to approximately 25 high ridership stops that indicate visually when the next two buses are coming.

Heavy Duty Bus Replacement: Eight buses have exceeded FTA guidelines for useful life. Bus numbers are 00963, 00965, 00741, 00144, 00145, 00146, 00147, and 00716. These units will be replaced with 40' heavy-duty buses, equipped with cameras. These replacement vehicles will be ADA accessible.

Ames Intermodal Facility Expansion Phase II: In 2009, CyRide, the City of Ames, and ISU worked collaboratively on developing an Intermodal Transportation Facility project based upon a need to connect transportation modes within the Ames community. The Intermodal Facility would accommodate and link public and private transportation modes (public transit, intercity bus carriers, regional airport shuttle services, carpools/vanpools, taxis, bicycle commuters, and pedestrians) for the residents, students, faculty, and visitors of Ames and the Central Iowa region. On February 17, 2010, CyRide received approximately \$8.465 million through the Transportation Investment Generating Economic Recovery (TIGER) program of the 2009 Recovery Act for the Intermodal project. The facility, which was quickly redesigned to accommodate a lower budget, is currently under construction to be open in July 2012. Since

AAMPO FY 2013 – 16 Transportation Improvement Program

this funding only allowed a portion of the originally conceived project elements to be constructed, it is anticipated that future DOT funding opportunities may be available within the new transportation reauthorization to help completely fund phase II of the Intermodal Facility estimated at approximately \$12 million to complete. The additional vital remaining elements include:

- Two additional bus bays for the public transit operator CyRide
- One additional hybrid biodiesel buses for CyRide
- Automatic Vehicle Location Signage
- Additional 248 parking spaces (339 structured; converting 91 spaces from surface lot to structured) allowing enough revenues to facilitate the operation of a public transit shuttle between campus and the facility.
- Bike path through the ISU arboretum adjacent to the facility connecting west Ames with a high residential area to ISU campus.
- Additional bike lockers (12)

Overall design, construction, bus and contingency funding estimate the following budget for phase two of the Intermodal Facility:

Federal Funds		Dollars	Percent
Total Federal TIGER Request		\$ 10,005,000	79%
Non-Federal Matching Funds		Dollars	Percent
Land Value (Iowa State University)		\$ 2,100,000	
CyRide Capit Budget		\$ 102,000	
CyRide Operating Budget		\$ 50,000	
City of Ames Capital Budget		\$ 22,125	
Iowa State University General Fund		\$ 22,125	
Iowa State University Government of the Student Body		\$ 305,000	
Total Non-Federal Matching Funds		\$ 2,601,250	21%
Total		\$ 12,606,250	100%

Appendix A: FY 2013 – 16 TIP TPMS Printouts

Draft TIP (2013)

In Prep
Submitted
TIP Approved
DOT Approved
FHWA Approved
Authorized

for MPO-22 / AAMPO

MPO-22 / AAMPO
2013 - 2016 Transportation Improvement Program

TPMS Sponsor Appr.Status	Project # Location Funding Program	Length FHWA # Sec:Twncshp:Range	Project Funding	Programmed Amounts				PA:Co:SEQ	
				FY13	FY14	FY15	FY16	PA ID # STIP ID #	
[1] STP - Surface Transportation Program			Inclusion in this list DOES NOT guarantee Federal Aid Eligibility						
Story County - 85									
19248 Ames Submitted	STP-U-0155() --70-85 24TH ST AND BLOOMINGTON RD:24th St. (UPRR tracks to Northwestern Ave.) and Bloomington Rd. (Eisenhower Ave. to west 500 ft.) Pavement Rehab	0.54 Mi -- 0:0:0	Project Total Federal Aid Regional FA	-- -- --	-- -- --	\$1955 \$1062 \$1062	-- -- --	:85:162 -- --	
21262 Ames Submitted	STP-U-0155(Meadow) --70-85 Meadowlane Avenue / E 20th Street:Meadowlane Ave (Carr Dr to E 20th St) and E 20th St (Duff Ave to Meadowlane Ave) Pavement Rehab	0.5 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- \$1060 \$1060	\$1530 -- --	:85:XX -- --	
21261 Ames Submitted	STP-U-0155(SHELDON) --70-85 SHELDON AVENUE:Lincoln Way to Hyland Avenue Pavement Rehab	0.4 Mi --	Project Total Federal Aid Regional FA	-- -- --	\$1480 \$1060 \$1060	-- -- --	-- -- --	:85:XX -- --	
18655 Ames Submitted	STP-U-0155(STATE) --70-85 STATE AVE:Oakwood Road to US HW 30 Pavement Rehab	0.72 Mi -- 16:83:24	Project Total Federal Aid Regional FA	\$1500 \$1062 \$1062	-- -- --	-- -- --	-- -- --	:85:155 -- --	
9590 MPO-22 / AAMPO Submitted	RGPL-PA22(PMS) --ST-85 VARIOUS:PAVEMENT MANAGEMENT Miscellaneous	--	Project Total Federal Aid Regional FA	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	\$6 \$5 \$5	22:85:85 -- --	
9589 MPO-22 / AAMPO Submitted	RGPL-PA22(UDS) --ST-85 VARIOUS:STATEWIDE URBAN DESIGN STANDARDS Miscellaneous	--	Project Total Federal Aid Regional FA	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	\$5 \$4 \$4	22:85:86 -- --	
[5] ENH - Transportation Enhancement Program									
Story County - 85									
14982 Ames Submitted	STP-E-0155(LW) --8V-85 Skunk River Trail:East Lincoln Way to S. River Valley Park Ped/Bike Grade & Pave	0.94 Mi --	Project Total Federal Aid Regional FA	-- -- --	\$860 \$160 \$160	-- -- --	-- -- --	22:85:127 -- --	
21260 Ames Submitted	STP-E-0155(SE16TH) --8V-85 Skunk River Trail:SE 16th Street to East Lincoln Way Ped/Bike Structures, Ped/Bike Miscellaneous	1 Mi --	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- \$160 \$160	\$860 -- --	:85:XX -- --	
[8] PL - Metropolitan Planning									
Story County - 85									
16103 MPO-22 / AAMPO Submitted	RGPL-PA22() --PL-85 Ames MPO Planning:PL Funds for Transportation Planning Trans Planning	--	Project Total Federal Aid Regional FA	-- -- --	-- \$320 --	-- -- --	-- -- --	22:85:145 -- --	
[19] PRF - Primary Road Funds									
Story County - 85									
22052 DOT-D01-MPO22 Submitted	BRFN() --39-85 US 30:US 69 IN AMES (EB) Bridge Deck Overlay	048710	Project Total Federal Aid Regional FA	-- -- --	-- -- --	-- -- --	\$477 -- --	22:85:179 -- --	

TPMS	Project #	Length	Project Funding	Programmed Amounts				PA:Co:SEQ
Sponsor	Location	FHWA #		FY13	FY14	FY15	FY16	PA ID #
Appr.Status	Funding Program	Sec:Twnshp:Range						STIP ID #
[24] ILL - Illustrative Regional Project								
Inclusion in this list DOES NOT guarantee Federal Aid Eligibility								
Story County - 85								
18659	ILL-0155() --93-85	0.36 Mi	Project Total	--	--	--	\$6600	:85:157
Ames	NORTH DAKOTA AVE:Toronto Street to 215th Street	--	Federal Aid	--	--	--	--	
Submitted	Bridge New	32:84:24	Regional FA	--	--	--	--	--
	PA Note: Illustrative Project							
16032	ILL-0155(Grand3) --93-85	1.2 Mi	Project Total	--	\$1500	\$4650	\$6500	22:85:143
Ames	Grand Avenue:South 16th Street to Squaw Creek Drive; S.16th/S.Duff Intersection	--	Federal Aid	--	--	--	--	
Submitted	Grade and Pave, Bridge New	0:0:0	Regional FA	--	--	--	--	--
	PA Note: Illustrative Project							

Draft 2013 Transit Program

(Filtered)

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5316	CyRide	1831 Operations Other	East 13th Street/Lincoln Way/Dayton Ave Service Expansion	Total	55,671	57,340	59,060	60,832
				FA	27,835	28,670	29,530	30,416
				SA				
5309	CyRide	1891 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00970	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1892 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00971	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1894 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00972	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1895 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00973	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1898 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00974	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1899 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00975	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1900 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00976	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1901 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00977	Total				445,833
				FA				370,041
				SA				
5309	CyRide	1902 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00711	Total		420,240		
				FA		348,799		
				SA				
5309	CyRide	1903 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00712	Total		420,240		
				FA		348,799		
				SA				
5309	CyRide	1904 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00713	Total		420,240		
				FA		348,799		
				SA				
5309	CyRide	1905 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00714	Total			432,847	
				FA			359,263	
				SA				
5309	CyRide	1906 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00715	Total		420,240		
				FA		348,799		
				SA				
5309	CyRide	1907 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00716	Total	408,000			
				FA	338,640			
				SA				

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	1908 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00739	Total FA SA		420,240 348,799		
5309	CyRide	1909 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00740	Total FA SA		420,240 348,799		
5309	CyRide	1910 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00742	Total FA SA			432,847 359,263	
5309	CyRide	1911 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00743	Total FA SA		420,240 348,799		
5309	CyRide	1912 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00717	Total FA SA		420,240 348,799		
ICAAP	CyRide	1913 Capital Expansion	AVL Signage/bus stop signage	Total FA SA		100,000 80,000		
5309	CyRide	2427 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00963	Total FA SA	408,000 338,640			
5309	CyRide	2428 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00965	Total FA SA	408,000 338,640			
5309	CyRide	2429 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00741	Total FA SA	408,000 338,640			
5309	CyRide	2430 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00144	Total FA SA	408,000 338,640			
5309	CyRide	2431 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00145	Total FA SA	408,000 338,640			
5309	CyRide	2432 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00146	Total FA SA	408,000 338,640			
5309	CyRide	2433 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00147	Total FA SA	408,000 338,640			
5309	CyRide	2434 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00953	Total FA SA			432,847 359,263	
5309	CyRide	2435 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 954	Total FA SA			432,847 359,263	

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	2436 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00955	Total FA SA			432,847 359,263	
5309	CyRide	2437 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00956	Total FA SA			432,847 359,263	
5309	CyRide	2438 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00957	Total FA SA			432,847 359,263	
5309	CyRide	2439 Capital Replacement	Heavy Duty Bus (40-42 ft.) VSS, BioDiesel Unit #: 00958	Total FA SA			432,847 359,263	
5309	CyRide	2440 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		700,000 581,000		
5309	CyRide	2441 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		700,000 581,000		
5309	CyRide	2442 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		700,000 581,000		
5309	CyRide	2443 Capital Expansion	Heavy Duty Articulated Bus VSS, Low Floor, BioDiesel	Total FA SA		700,000 581,000		
5309	CyRide	2444 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		420,240 348,799		
5309	CyRide	2445 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		420,240 348,799		
5309	CyRide	2446 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		420,240 348,799		
5309	CyRide	2447 Capital Expansion	Heavy Duty Bus (40-42 ft.) VSS, Low Floor, BioDiesel	Total FA SA		420,240 348,799		
5309	CyRide	2448 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00334	Total FA SA			101,846 84,532	
5309	CyRide	2449 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00335	Total FA SA			101,846 84,532	
5309	CyRide	2450 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00336	Total FA SA			101,846 84,532	

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	2451 Capital Replacement	Light Duty Bus (176" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00333	Total FA SA			101,846 84,532	
5309	CyRide	2452 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00337	Total FA SA			96,542 80,130	
5309	CyRide	2453 Capital Replacement	Light Duty Bus (158" wb) Diesel, UFRC, VSS, Low Floor, BioDiesel Unit #: 00338	Total FA SA			96,542 80,130	
5309	CyRide	2454 Capital Replacement	Vehicle Surveillance Systems - 15 units	Total FA SA		120,000 96,000		
5309	CyRide	2455 Capital Replacement	Boilers	Total FA SA		70,000 60,000		
TIGER	CyRide	2456 Capital Expansion	Ames Intermodal Facility	Total FA SA	12,432,125 10,005,000			
STA, 5307	CyRide	914 Operations Misc	General Operations	Total FA SA	8,285,462 1,700,000 533,022	8,616,881 1,768,000 554,343	8,961,556 1,838,720 576,517	9,320,018 1,912,269 599,577
STA	CyRide	915 Planning Misc	I-35 Ames - Des Moines Corridor Planning	Total FA SA		100,000 80,000		
5316	CyRide	916 Operations Expansion	Brown Route Frequency/Hours Expansion	Total FA SA	65,919 32,959	67,896 33,948	69,932 34,966	72,030 36,015
5316	CyRide	917 Operations Expansion	Midday South Duff expansion	Total FA SA	33,434 16,717	34,438 17,219	35,470 17,735	36,534 18,267
5310	CyRide	919 Operations Misc	Contracted Paratransit Service	Total FA SA	180,531 144,425	187,753 150,202	195,263 156,210	203,073 162,458
5310	CyRide	920 Capital Replacement	Transit amenities	Total FA SA	50,000 40,000	50,000 40,000	50,000 40,000	50,000 40,000
5309	CyRide	945 Capital Expansion	Facility cameras/Proximity Card Access - 20 cameras/10 cards	Total FA SA		56,660 45,328		
5309	CyRide	946 Capital Rehabilitation	Electric distribution rehabilitation	Total FA SA		30,000 24,000		
5309	CyRide	951 Capital Expansion	Automatic passenger counters	Total FA SA		500,000 400,000		

MPO-22 / AAMPO (64 Projects)

Fund	Sponsor	Transit # Expense Class Project Type	Desc / Add Ons / Addnl Info		FY13	FY14	FY15	FY16
5309	CyRide	953 Capital Replacement	Re-roof Maintenance facility	Total		500,000		
				FA		400,000		
				SA				
5309	CyRide	954 Capital Expansion	Maintenance Facility Expansion	Total		760,000	760,000	
				FA		608,000	608,000	
				SA				
5309	CyRide	957 Capital Rehabilitation	Resurface ISC Commuter Parking (direct earmark)	Total				1,000,000
				FA				720,000
				SA				
STP, 5303	MPO-22	959 Planning Misc	MPO Transportation Planning	Total	55,933	55,933	55,933	55,933
				FA	44,746	44,746	44,746	44,746
				SA				

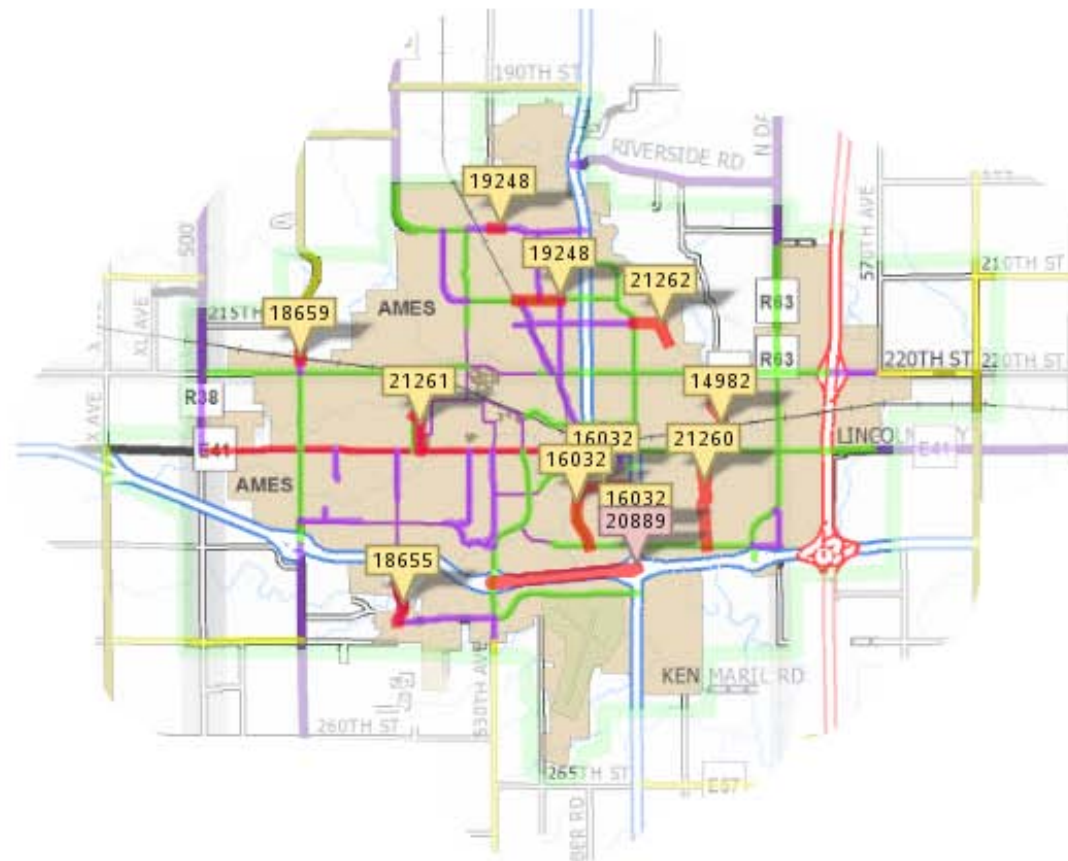
Appendix B: FY 2013 – 16 TIP Roadway Project Information

AAMPO FY 2013 – 16 Transportation Improvement Program

TPMS #		18655	21261	19248	21262	9590	9589	14982	21260	16103	16032	18659
Project Sponsor Government		City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	City of Ames	AAMPO	City of Ames	City of Ames
Federal Funding Source		Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Surface Transportation Program	Transportation Enhancement Program	Transportation Enhancement Program	Metropolitan Planning	Illustrative Regional Project	Illustrative Regional Project
FFY	2013	X				X	X					
	2014		X			X	X	X		X		X
	2015			X		X	X					X
	2016				X	X	X		X		X	X
Route or Street Name		State Avenue	Sheldon Avenue	24 th Street and Bloomington Road	Meadowlane Avenue and East 20th Street	Area Wide	Area Wide	Skunk River Trail	Skunk River Trail	Area Wide	North Dakota Avenue	Grand Avenue
Termini		Oakwood Road to U.S. Highway 30	Lincoln Way to Hyland Avenue	UPRR tracks to Northwestern Avenue and Eisenhower Avenue to west 500 feet	Carr Drive to East 20th Street and Duff Avenue to Meadowlane Avenue	-	-	East Lincoln Way to South River Valley Park	Southeast 16th Street to East Lincoln Way	-	Toronto Street to 215 th Street	Coldwater Club House Entrance to Squaw Creek Drive; Includes S. 16 th and S. Duff Intersection
Bridge Number		-	-	-	-	-	-	-	-	-	New	New
Length in miles		0.72	0.4	0.54	0.5	-	-	0.94	1.0	-	0.36	1.1
Type of Work		Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Rehabilitation	Pavement Management System	Statewide Urban Design and Specification Manual (SUDAS)	Pedestrian / Bike Trail Grade and Pave	Ped/Bike Structures, Ped/Bike Miscellaneous	Transportation Planning	Grade Separation (Union Pacific Railroad)	Grade and Pave, Bridge Construction, and Intersection Improvements
Map Included		Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	Yes	Yes
Total Estimated Cost		\$ 1,500,000	\$ 1,480,000	\$ 1,955,000	\$ 1,530,000	\$ 6,495	\$ 5,488	\$ 860,000	\$ 860,000	\$ 400,000	\$ 6,600,000	\$ 17,750,000
Federal Aid		\$ 1,062,000 STP	\$ 1,060,000 STP	\$ 1,062,000 STP	\$ 1,060,000 STP	\$ 5,249 STP	\$ 4,493 STP	\$ 160,000 STP	\$ 160,000 STP	\$ 320,000 STP	\$ 5,280,000 DEMO	\$ 14,200,000 DEMO
Local Match		\$ 219,000 GO Bond	\$ 420,000 GO Bond	\$ 893,000 GO Bond	\$ 420,000 GO Bond	\$ 1,246	\$ 995	\$ 700,000 LOST	\$ 700,000 LOST	\$ 80,000 RUTF	\$ 1,320,000 GO Bond	\$ 3,550,000 GO Bond
Other		\$ 219,000 SC	\$ -	\$ -	\$ 50,000 EUF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Funding Program Key

GO Bond General Obligation Bonds	LOST Local Option Sales Tax
EUF Electric Utility Fund	RUTF Road Use Tax Fund
SC Story County	DEMO Demonstration Funds
STP Surface Transportation Program	



Roads

FFC

Filtered to be visible where custodian is city or, county.

interstate Principal Arterial Minor Arterial Major Collector Minor Collector

Feature Key

Earth	Gravel	Seal Coat	County Pavement	State Pavement	Divided Hwy
Water	City	Township	Railroad	Bridge	County Hwy
State Hwy	US Hwy				



Appendix C: AAMPO Self Certification

AMES AREA METROPOLITAN PLANNING ORGANIZATION
ANNUAL SELF-CERTIFICATION

In accordance with 23 CFR 450.334, the STATE DEPARTMENT OF TRANSPORTATION and the Ames Area Metropolitan Planning Organization for the Ames, Iowa urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT implementing regulation;
- (8) Older Americans Act, as amended (42 U.S.C. 6101);
- (9) 23 U.S.C. 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27, regarding discrimination against individuals with disabilities.

For AAMPO:


Ann Campbell, Chair
Transportation Policy Committee

3/27/12
Date

***Appendix D: Transportation Policy Committee Meeting
Minutes***

**MINUTES OF JOINT MEETING OF THE AMES CITY COUNCIL AND
HUMAN RELATIONS COMMISSION AND REGULAR MEETING
OF THE AMES CITY COUNCIL**

AMES, IOWA

MAY 8, 2012

**JOINT MEETING OF THE AMES CITY COUNCIL AND
HUMAN RELATIONS COMMISSION**

The Joint Meeting of the Ames City Council and Human Relations Commission (HRC) was called to order by Mayor Ann Campbell at 6:30 p.m. on May 8, 2012, in the City Council Chambers in City Hall, 515 Clark Avenue. Present from the Ames City Council were Jeremy Davis, Matthew Goodman, Jami Larson, Victoria Szopinski, and Tom Wacha. Council Member Peter Orazem was absent. *Ex officio* Member Sawyer Baker was also present. City Project Manager Brian Phillips introduced Aaron Fultz, Chairperson of the Ames Human Relations Commission. Mr. Fultz then introduced other members of the Commission who were present: John Klaus, Lea Vogl, and Barbara Woods. Members of the Commission who were unable to attend were Amy Juhnke, Amy Longenecker, and Amit Shah.

Mr. Fultz summarized the Commission's activities from January through December 2011. Commission Member Klaus acknowledged the support of other volunteers who serve as investigators of complaints and attorneys who review the legal aspects of the cases. Commission Member Woods noted that the Commission had brought in others with a variety of expertise to help the Commission better understand some of the things that seem to be happening in the community.

At the inquiry of Council Member Larson as to the status of United Ames, Commission Member Klaus explained that many of the AmeriCorps volunteers who had energized the United Ames group had moved on. He said that it appears that the United Ames group is no longer very active in the community. It was pointed out by Mr. Klaus that the FACES celebration will be a challenge for the Human Relations Commission without the help of United Ames. Mr. Klaus welcomed assistance from other groups in the community.

Commission Member Klaus noted that there is a "Public Forum" section on the monthly Human Relations Commission agenda, and the Commission would like to hear from groups who would like to work with or have dialogue with the HRC. Council Member Larson spoke of the *Breaking Down the Barriers* group that formerly had met and assisted with the FACES celebration. He noted that, in the past, the City had helped fund a position for facilitating United Ames, and Assistant City Manager Sheila Lundt had played a big role in coordinating those meetings; however, no funding had been requested this year and Assistant City Manager Lundt had retired.

Ex officio Council Member Baker informed the group that the issue of racial stereotyping had been a topic of discussion at Iowa State University.

The Joint Meeting of the Ames City Council and Human Relations Commission adjourned at 6:50 p.m.

REGULAR MEETING OF THE AMES CITY COUNCIL

The Regular Meeting of the Ames City Council was called to order by Mayor Campbell at 6:53 p.m. with Council Members Davis, Goodman, Larson, Szopinski, and Wacha present. Council Member Orazem was absent. *Ex officio* Member Baker was also present.

Mayor Campbell announced that the City Council would be working from an Amended Agenda. An additional item had been listed on the Consent Agenda to approve preliminary plans and specifications for the Southeast Entryway and set the bid due date and date of public hearing.

PROCLAMATION FOR HISTORIC PRESERVATION MONTH: Mayor Campbell proclaimed May 2012 as Historic Preservation Month. Sharon Wirth, representing the Ames Historic Preservation Commission, accepted the Proclamation.

Ms. Wirth advised that she had recently attended a statewide historic preservation conference. She talked about the economic impacts that historic preservation has on communities (tax credits, saving landfill space, reducing the carbon footprint, providing affordable housing, etc.). Ms. Wirth invited all Ames residents to join in observing Historic Preservation Month by taking a self-guided tour of the Ames Historic District. She also advised that the Historic Old Town Neighborhood Association will be hosting a home and garden tour in July.

HISTORIC PRESERVATION AWARDS: Mayor Campbell presented the following Awards. Sharon Wirth gave a description of the improvements to each property that had earned the award.

1. **Historic Rehabilitation:** Delta Upsilon Fraternity and 117 Ash, LLC, 117 Ash Avenue. Jami Larson accepted the Award.
2. **Historic Rehabilitation:** Whiskey River, 132-134 Main Street. David Keller accepted the Award.
3. **Historic Restoration:** 917 Kellogg Avenue. Daniel and Statia Thomas accepted the Award.
4. **Significant Achievement in Historic Preservation:** Historic Old Town Neighborhood Association for Walking Tour Brochure. Roger Volker, Peter Hallock and Kathy Corones accepted the Award.

CONSENT AGENDA: Moved by Davis, seconded by Szopinski, to approve the following items on the Consent Agenda:

1. Motion approving payment of claims
2. Motion approving Minutes of Regular Meeting of April 24, 2012
3. Motion approving certification of civil service applicants
4. Motion approving Report of Contract Change Orders for April 16-30, 2012
5. Motion approving renewal of the following beer permits, wine permits, and liquor licenses:
 - a. Special Class C Liquor – Great Plains Sauce & Dough, 129 Main Street
 - b. Special Class C Liquor – Mongolian Buffet, 1620 S. Kellogg Avenue, #103
 - c. Class C Beer and B Wine – Walgreen's #12108, 2719 Grand Avenue
 - d. Class B Beer – Jeff's Pizza Shop, 2402 Lincoln Way
 - e. Class C Liquor – Mother's Pub, 2900 West Street
 - f. Class C Liquor – Red Lobster #747, 1100 Buckeye Avenue
 - g. Class C Beer – Tobacco Outlet Plus #530, 204 South Duff Avenue
 - h. Class B Beer – Pizza Hut #4303, 436 South Duff Avenue
 - i. Special Class C Liquor – Octagon Center for the Arts, 427 Douglas Avenue
6. RESOLUTION NO. 12-224 approving reappointment of Council Member Tom Wacha to Ames Transit Agency Board of Trustees
7. RESOLUTION NO. 12-225 approving appointment of Heather Johnson to Public Art Commission
8. RESOLUTION NO. 12-226 approving appointment of Nathan Werstein to Building Board of Appeals
9. RESOLUTION NO. 12-227 adopting tax compliance procedures relating to tax-exempt bonds
10. RESOLUTION NO. 12-228 approving 2012/13 Commission On The Arts (COTA) Annual Grants

11. RESOLUTION NO. 12-229 approving 2012/13 Human Services Annual Contracts
 12. 2012 Department Bureau Justice Edward Byrne Memorial Justice Assistance Grant (JAG) Program:
 - a. Motion approving submission of Grant application
 - b. RESOLUTION NO. 12-230 approving Memorandum of Understanding with Story County for disbursement of funds
 13. RESOLUTION NO. 12-231 approving closure of 13th Street for sanitary sewer repairs at intersection of 13th Street and Ridgewood Avenue
 14. RESOLUTION NO. 12-232 approving preliminary plans and specifications for Southeast Entryway; setting May 15, 2012, as bid due date and May 22, 2012, as date of public hearing
 15. RESOLUTION NO. 12-233 approving revised dates of June 13, 2012, (bid due date) and June 26, 2012 (date of public hearing) for MEC Interconnection 161-kV Transmission Line Construction Project
 16. RESOLUTION NO. 12-234 awarding a contract for the purchase of Pebble Lime for FY 2012/13 to Western Lime Corporation of West Bend, Wisconsin, in the amount of \$138/ton
 17. RESOLUTION NO. 12-235 approving Change Order for professional services for flood damage repairs- bank erosion repairs (near 326 North Riverside and Stuart Smith Park)
 18. RESOLUTION NO. 12-236 approving contract and bond for 2010/11 Concrete Pavement Improvements (Lincoln Swing and Oakland Street)
 19. RESOLUTION NO. 12-237 approving contract and bond for Underground for Electric Services (Back-Up Contract)
 20. RESOLUTION NO. 12-238 approving contract and bond for 2011/12 Asphalt Pavement Improvements (Barr Drive and Indian Grass Court)
 21. RESOLUTION NO. 12-239 approving contract and bond for South 4th Street Water Main Repair
 22. RESOLUTION NO. 12-240 accepting completion of Power Plant Unit No. 7 Circulating Water Pipe Rehabilitation Project
 23. RESOLUTION NO. 12-241 accepting completion of 2008/09 Water Systems Improvements (Kellogg Avenue Water Main Replacement)
 24. RESOLUTION NO. 12-242 approving Plat of Survey for 2422 Knapp Street and 410, 412, 420, 426, and 432 Welch Avenue
- Roll Call Vote: 5-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

PUBLIC FORUM: Richard Deyo, 505 Eighth Street, #2, Ames, read some numbers symbolic of a certified mail receipt returned to him from the Post Office, which indicated that he “had sent letters to Obama, Grassley, Harkin, and Latham.” Mr. Deyo reported that he “had received a thank you only from Grassley.”

Ann Kinzel, 720 Duff, Ames, thanked Council Member Wacha for his remarks in today’s *Tribune* about property taxes and their implications on Ames. She felt that his remarks were “right on.”

Linda Feldman, 1111 Stafford, Ames, thanked the City Council for the Neighborhood Improvement Program grant funding received by the Historic Old Town Neighborhood Association/Sunrise Neighborhood Association for its tree planting project. She reported that all 50 trees were planted last weekend despite the rain.

No one else came forward to speak, and the Mayor closed Public Forum.

“TOPOGRAPHICAL ILLUSION II” SCULPTURE: Chad West, Public Art Commission (PAC) Co-Chair, referenced an agreement that had been made with artist Priscilla Sage on September 26, 2009, for the artwork pieces entitled *Topographical Illusion I* and *Topographical Illusion II*. Mr. West

advised that the first piece of art was purchased in 2009, and in accordance with the agreement, the second piece was to be “on loan” with the understanding that payment would be made to Ms. Sage by January 2012. It was reported by Mr. West that, since September 2009, the PAC had been able to fund-raise only \$1,500 of the needed \$8,000 to pay for the second piece of artwork. Since the payment to Ms. Sage has not been made for the second piece of artwork, Ms. Sage had asked that the second piece be returned by her by May 15, 2012. According to Mr. West, the PAC feels removal of the artwork from the City Auditorium would be aesthetically undesirable, and the Commission is requesting the use of unspent funds in the amount of \$6,500 from the 2009/10 and 2010/11 PAC budgets in order to purchase *Topographical Illusion II*. City Manager Schainker clarified that those two years’ allocations were not spent in their entirety.

Moved by Goodman, seconded by Szopinski, to adopt a resolution allocating \$6,500 from the 2009/10 and 2010/11 PAC budgets to purchase *Topographical Illusion II*, with the funds coming from the available balance in the Local Option Sales Tax Fund.

Council Member Larson asked to know the details of the contract, specifically, if it obligated the City to purchase both pieces of artwork. City Attorney Doug Marek advised that Paragraph 9 of the Agreement clearly stated that the sale was contingent upon the PAC raising the \$8,000; therefore, if that did not occur, the City was not obligated to purchase the artwork.

Council Member Goodman noted that the PAC had oftentimes underspent its allocated funding. Council Member Larson advised that he would be more comfortable with the City providing funding if there had been an allocated amount in a certain fund for that purpose. City Manager Schainker clarified that the previously allocated, but unspent, funds go into the General Fund. Council Member Larson said that he did not want to set a precedent by picking up the balance after an agreement had been reached. He would prefer that the PAC attempt to purchase the second piece of artwork at a lower price and/or perhaps have the City provide half of the \$6,500 contingent upon the PAC raising the remainder.

Assistant City Manager Bob Kindred noted that entering into the Agreement was the decision of a previous Commission, who had agreed to aggressively fund-raise. Since then, there had been a large turnover of membership. Mr. Kindred agreed with Mr. West that the second piece of artwork was very complimentary to the first piece of artwork already purchased. He said that Ms. Sage might be willing to negotiate the time frame; however, he did not believe the price was negotiable.

Council Member Wacha asked about the possibility of using part or all of this fiscal year’s and/or next year’s allocation to pay for the second piece of artwork. Mr. West indicated that the Commission was hoping to use some of its current year’s allocation for artwork to be placed at the Intermodal Facility. Although not entirely certain, he felt that perhaps there would be monies remaining in this fiscal year’s allocation.

Council Member Goodman said that he did not want to “punish” the PAC for attempting to fund-raise.

Roll Call Vote: 3-2. Resolution failed.

Moved by Davis, seconded by Larson, to direct that the PAC redirect its left-over funding from the 2011/12 Budget and a portion of its allocation from the 2012/13 Budget to pay the \$6,500 for *Topographical Illusion II*.

Mr. Davis noted that this would entail requesting the artist to wait for two installments. He suggested that staff discuss that arrangement with the artist.

Vote on Motion: 5-0. Motion declared carried unanimously.

REQUESTS FROM AMES PATRIOTIC COUNCIL FOR MEMORIAL DAY PARADE ON MAY 28, 2012: Moved by Wacha, seconded by Goodman, to adopt the following:

- a. RESOLUTION NO. 12-243 closing the south half of Parking Lot M from 9:00 a.m. until approximately 11:00 a.m. for parade staging
- a. RESOLUTION NO. 12-244 approving closure of 5th Street from Grand Avenue to Clark Avenue from 9:00 a.m. until 11:00 a.m. for line-up and start of parade
- b. RESOLUTION NO. 12-245 approving temporary closure of Clark Avenue (from 5th Street to 9th Street), 9th Street (from Clark to Maxwell), 6th Street (at Clark) and Duff Avenue (at 9th Street), as parade moves through intersections

Roll Call Vote: 5-0. Resolutions declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

STATE ENERGY PROGRAM GRANT: Project Manager Brian Phillips explained that staff had recently learned that the Iowa Economic Development Authority (IEDA) Energy Division had potential grant funding remaining in the State Energy Program (SEP). That Program is designed to fund projects that improve energy efficiency, reduce energy costs, and promote economic growth. The funding must be used by August 31, 2012.

According to Mr. Phillips, the requirements of the SEP are similar to the requirements for the Energy Efficiency and Conservation Block Grant Program, from which the City previously received funding and used to successfully complete traffic signal, parking lot, street, and building lighting retrofits. After soliciting proposals from City departments, staff proposed to apply for SEP funds for three projects: (1) Resource Recovery Plant: to convert 223 fluorescent/metal halide lights to LED, (2) Water Wells: to downsize pumps/install variable frequency drives on up to 22 well pumps, and (3) Electric Distribution Warehouse: to replace two heat pumps. Mr. Phillips advised that, because of the short time frame in which the projects must be applied for, approved, and completed, staff was asking for Council approval before the project information is known in greater detail. Meetings with designers of the projects are scheduled to take place in mid-May. According to Mr. Phillips, the three projects would all likely be pursued in the future, either as cost-saving measures or as necessary replacements for failing equipment.

Moved by Davis, seconded by Szopinski, to direct staff to submit the three projects: (1) Resource Recovery Plant: to convert 223 fluorescent/metal halide lights to LED, (2) Water Wells: to downsize pumps/install variable frequency drives on up to 22 well pumps, and (3) Electric Distribution Warehouse: to replace two heat pumps for the State Energy Program and authorize the use of funds from the Resource Recovery budget, Water CIP, and Electric Distribution budget as matching funds for each project.

Vote on Motion: 5-0. Motion declared carried unanimously.

UNIT NO. 8 FEEDWATER HEATER REPLACEMENT: Electric Services Director Donald Kom advised that this project was for a contractor to supply and replace feedwater heaters on Power Plant Unit No. 8. Bid documents were issued to 23 potential bidders. The City received two bids; however, one bid was found to be non-responsive because bid security was not submitted with it. As a result, the only bid remaining for consideration was from SPX Heat Transfer (SPX) from Bethlehem, Pennsylvania. Since SPX is not licensed to collect sales taxes for the State of Iowa, the

City would have to pay applicable Iowa sales taxes in the amount of \$44,654.89.

According to Director Kom, SPX took numerous exceptions to the City's Standard Terms & Conditions on its bid submittal. The City Attorney had identified two exceptions that would pose the greatest risk for the City. Mr. Marek explained those exceptions, which shifted some risk from the contractor to the City.

Noting that one of the two bids received was found to be non-responsive because bid security was not submitted, Council Member Larson asked if that bidder had been contacted to determine why it had not submitted bid security, since it clearly stated in the bid documents that it was required. He also asked if the amount of that bid was known. Director Kom advised that the City's Purchasing Policies follow state law, which dictates that the bid be returned as non-responsive; it is not opened. Mr. Larson pointed out that it is unknown whether that bid might have come in lower. Mr. Kom also informed the Council that when a bid is found non-responsive, oftentimes staff from the Purchasing Division contacts the bidder to ascertain why a certain requirement had not been followed; however, he was unsure if that had occurred in this instance.

Director Kom pointed out that City staff was recommending entering into a contract with SPX Heat Transfer for two reasons: (1) The amount of the bid was below the Engineer's Estimate of \$875,000. (2) SPX Heat Transfer is a very reputable company and the parent company behind the brand of YUBA Feedwater Heaters, which is a recognized top tier supplier of equipment in the power industry.

Council Member Goodman asked how urgent the project was to the operation of Unit No. 8. Director Kom reported that Unit No. 8 could run without it; however, the replacement of the Feedwater Heaters would make the Unit operate more efficiently. He noted that there is an 18-month window of time after receiving a construction permit from the Department of Natural Resources to initiate the project; this is the fourth and final improvement under that permit. He noted, however, that the City does have some time before the expiration of permit.

Moved by Davis, seconded by Goodman, to reject all bids and delay replacement of the Unit No. 8 Feedwater Heaters.

Discussion ensued about the possibility of accepting the report of bids at this meeting and delaying award of the contract. By doing so, it would allow City staff time to negotiate with SPX Heat Transfer in an attempt to get it to remove the exceptions. Council Member Larson felt that it would also be good to know why the other bidder did not submit bid security with its bid if that was not known by City staff already.

Council Member Davis withdrew his motion.

Moved by Davis, seconded by Wacha, to accept the report the bids and delay award of contract until the May 22 Council meeting.

Vote on Motion: 5-0. Motion declared carried unanimously.

AGREEMENT FOR HEALTH BENEFITS AND DENTAL PLAN ADMINISTRATION: Julie Huisman, Human Resources Director, explained the three objectives under the City's self-insured health plan. She advised that the City's service objectives are to keep the average health care cost increases below national and regional averages, keep yearly rate increases below 10%, and to

educate and empower the City's workforce to effectively manage and utilize the healthcare system. Ms. Huisman explained the Plan design changes.

Pertaining to the dental insurance portion, Ms. Huisman reported that there was an increase for 2012/13 of approximately 3% over Delta's 2011/12 rates.

Ms. Huisman advised that the City has a very healthy fund balance in its Dental and Health Administrative Services fund.

City Manager Schainker pointed out that the City is self-insured; however is protected for excess claims.

Moved by Davis, seconded by Szopinski, to adopt RESOLUTION NO. 12-247 approving renewal of Agreement with Wellmark BCBS of Iowa for administrative services, specific and aggregate excess coverage, and network access for health benefits.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

Moved by Davis, seconded by Szopinski, to adopt RESOLUTION NO. 12-248 approving renewal of Administrative Services Agreement with Delta Dental of Iowa for dental benefits.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON 2012/13 ANNUAL ACTION PLAN FOR COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM:

Housing Coordinator Vanessa Baker-Latimer explained that in order to receive federal CDBG funds, the City must submit a Consolidated Plan to the Department of Housing and Urban Development (HUD). The Consolidated Plan also requires that the City develop an Annual Action Plan that outlines the program activities that will be undertaken to address or meet those goals and priorities. Federal regulations require that the Annual Action Plan be submitted to HUD for approval 45 days before the beginning of the program fiscal year; that date is May 17, 2012. Prior to that date, the Plan was made available for a 15-day comment period (from April 22 to May 6) to allow for citizen input on the proposed projects.

Ms. Baker-Latimer brought the Council's attention to a table showing the 2012/13 Annual Action Plan Program activities and the budget for each. The programs being recommended for next year are Home Improvement Rehabilitation, Homebuyer Assistance, Dangerous Buildings, Single-Family Conversion, and Neighborhood Infrastructure Improvements. It was noted by Ms. Baker-Latimer that the programs are the same as 2011/12 and continue to focus on the Council's goal of strengthening neighborhoods. The rationale for recommending the continuation of the programs was provided by Ms. Baker-Latimer. She stated that all of the proposed programs would be of 100% benefit to low- and moderate-income persons and/or neighborhoods.

Mayor Campbell opened the public hearing. No one wished to speak, and the hearing was closed.

Moved by Wacha, seconded by Szopinski, to adopt RESOLUTION NO. 12-249 approving submittal of the City's 2012/13 CDBG Annual Action Plan Program projects, as above-listed, to HUD in connection with the City's Community Development Block Grant Program.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON AMENDMENT TO PLANNED RESIDENCE DISTRICT DEVELOPMENT PLAN (MAJOR SITE DEVELOPMENT PLAN) FOR RINGGENBERG PARK: City Planner Jeff

Benson gave the history of the land in question dating back to 2003 when the 135 acres located on the south side of Oakwood Road was annexed into the City. Mr. Benson advised that Ringgenberg Estates, LLC, is requesting approval of a revised Preliminary Plat/Major Site Development Plan to exclude Outlot E by changing the overall boundary of the area that the Zoning Map designates as Planned Residence District (F-PRD). Thus, a new zoning district must be designated for Outlot E. Outlot E was sold to Iowa State University. According to Mr. Benson, most of the other property in the City that is owned by Iowa State University is designated as Government/Airport (S-GA), which is what is being proposed for Outlot E.

Planner Benson further stated that the proposed rezoning of Outlot E reduces the total F-PRD property from 96.22 acres to 55.30 acres and reduces the total number of lots for single-family detached residences from 199 to 109. The revised Preliminary Plat/Major Site Development Plan modifies the design of streets, utilities, and the storm water management system. It allows the development of 31 lots for single-family detached residences, completing the project.

At the inquiry of Council Member Goodman, Mr. Benson advised that if the University were to later sell Outlot E, the Land Use Policy Plan shows the land as being Residential.

The public hearing was opened by Mayor Campbell. No one came forward to speak, and the Mayor closed the hearing.

Moved by Goodman, seconded by Wacha, to adopt RESOLUTION NO. 12-250 to approve the amendment to the Planned Residence District Development Plan (Major Site Development Plan) for Ringgenberg Park Subdivision that allow changes to the Preliminary Plat and Major Site Development Plan that illustrate layout and design features.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

HEARING ON REZONING PROPERTY LOCATED AT 3799 CEDAR LANE FROM PLANNED RESIDENCE DISTRICT TO GOVERNMENT/AIRPORT (S-GA): Mayor Campbell opened the hearing and closed same after no one came forward to speak.

Moved by Davis, seconded by Larson, to pass on first reading an ordinance rezoning property located at 3799 Cedar Lane from Planned Residence District (F-PRD) to Government/Airport (S-GA).

Roll Call Vote: 5-0. Motion declared carried unanimously.

HEARING ON UNIT NO. 8 SUPERHEATER AND BOILER TUBE REPLACEMENT: The public hearing was opened by the Mayor and closed after no one requested to speak.

Moved by Goodman, seconded by Wacha, to adopt RESOLUTION NO. 12-251 approving final plans and specifications and awarding a contract to AZCO, Inc., of Menasha, Wisconsin, in the amount of \$1,804,300.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON VET MED SUBSTATION CAPACITOR BANK FOUNDATION INSTALLATION: The Mayor opened the hearing. There being no one wishing to speak, the hearing was closed.

Moved by Davis, seconded by Larson, to accept the report of no bids.
Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Davis, seconded by Larson, to direct staff to rebid the project.
Vote on Motion: 5-0. Motion declared carried unanimously.

Moved by Goodman, seconded by Larson, to adopt RESOLUTION NO. 12-252 approving preliminary plans and specifications; setting May 23, 2012, as bid due date and June 12, 2012, as the date of public hearing.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON 2010/11 and 2011/12 ASPHALT RESURFACING AND SEAL COAT REMOVAL/ASPHALT RECONSTRUCTION PROGRAM: The hearing was opened. Mayor Campbell closed same after no one came forward to speak.

Moved by Wacha, seconded by Davis, to adopt RESOLUTION NO. 12-253 approving final plans and specifications and awarding a contract to Manatt's, Inc., of Brooklyn, Iowa, in the amount of \$795,711.65.

Roll Call Vote: 5-0. Resolution declared adopted unanimously, signed by the Mayor, and hereby made a portion of these Minutes.

HEARING ON ZONING ORDINANCE TEXT AMENDMENT TO ADD AN EXCEPTION FOR STRIPING PARKING SPACES DESIGNATED FOR OUTDOOR DISPLAY OF VEHICLES FOR SALE OR LEASE: Council Member Osguthorpe stated that Items No. 38, 39, and 40 pertained to an earlier action of the City Council to refer to staff the request of the owners of Wilson Toyota Scion (Wilson's) to adopt text amendments that would help to facilitate expansion of the auto dealership. It had been alleged that specific zoning code requirements were problematic for the display of vehicles for sale or lease. Mr. Osguthorpe noted that he had met with representatives of Wilson's and prospective owners of a new automobile dealership in Ames concerning the proposed text amendments.

Director Osguthorpe explained that one of the *Code* requirements for which a change had been requested was the requirement that parking spaces for vehicles on outdoor display for sale or lease must be striped in the same manner as parking spaces that are used by customers. Existing *Code* sections pertaining to this issue were summarized by Mr. Osguthorpe.

Mr. Osguthorpe said that, based on the desires of the owners and representatives of the proposed and existing automobile dealerships, staff had prepared an ordinance change that would grant an exception for the striping of parking areas designated for the outdoor display of vehicles for sale or lease. Specifically, Section 29.406(11)(b) would be amended to state that "All parking areas must be striped in accordance with the dimension standards described in Figure 29.406(9) to clearly delineate parking spaces and drive aisles for use by customer, employee, business, and other vehicles, except parking areas designated for outdoor display of vehicles for sale or lease." According to Mr. Osguthorpe, at its meeting of April 18, 2012, the Planning and Zoning

Commission unanimously recommended that the City Council approve that proposed text amendment.

Mayor Campbell opened the public hearing. There being no one else wishing to speak, the Mayor closed the hearing.

Moved by Goodman, seconded by Wacha, to pass on first reading an ordinance to add an exception for striping of parking spaces designated for outdoor display of vehicles for sale or lease.

Roll Call Vote: 5-0. Motion declared carried unanimously.

HEARING ON ZONING ORDINANCE TEXT AMENDMENT TO ADOPT ALTERNATIVE LANDSCAPING STANDARDS FOR AUTO AND MARINE CRAFT TRADE USES:

Director Osguthorpe told the Council that staff had received an application from Wilson Toyota Scion to amend its site plan by incorporating the property directly south of the main dealership. When staff was reviewing the required landscaping for the expanded site, it became evident that some of the current landscaping requirements were at odds with some of the ways auto dealers market their products. According to Mr. Osguthorpe, that was significant because the product line of auto dealers is largely placed outdoors on surface parking lots, and in that sense, the parking lot becomes the dealer's product "showroom." Staff believes that landscaping has a major impact on the way a dealership can arrange and display its product. In addition, landscaping can obscure the visibility of the product to potential customers. It had been alleged that auto dealers use street visibility to gain a market advantage over other dealers.

Mr. Osguthorpe told the Council that it is at the center of the site where landscaping arguably disadvantages auto dealers over retailers that otherwise display products indoors. When the product "showroom" is an outdoor space, the permanently located landscape islands can impede display flexibility. Staff feels that that provides good rationale for allowing auto dealers some flexibility in their landscape design that might not be appropriate for other types of uses. Mr. Osguthorpe noted that the challenge for staff was to provide that flexibility in such a way that does not undermine landscaping requirements for other types of uses. He said that it was important that any alternative landscaping standards for auto dealers not be construed simply as an exemption for which no other use would qualify as that could become a fairness issue. It could also undermine the purpose statements of the current landscaping standards and perhaps negate the City's ability to justify current standards as they apply to other types of uses.

Options for proposed standards and descriptions of the benefits and impacts for each were described by Director Osguthorpe. He advised that the Planning & Zoning Commission, at its meeting of April 18, 2012, had identified changes that would provide clarification. Staff had agreed with the suggested changes and incorporated same into the proposed ordinance, which had been unanimously approved by the Planning and Zoning Commission.

The public hearing was opened by the Mayor. No one came forward to speak on this issue.

Council Member Szopinski reported that she respects the need for flexibility; however, at the same time, does not want the perception that the City is diminishing its expectations for landscaping. She noted that many of the commercial properties are currently not living up to their agreed-to landscaping requirements. Director Osguthorpe reported that the City would not be diminishing its expectations; in fact, staff believes that, if the proposed ordinance is adopted, the quality and locations of landscaping actually would be a positive for the City.

Council Member Goodman said that he had a difficult time visualizing the proposed changes. Mr. Osguthorpe volunteered to provide a hypothetical site plan to show what parking lots would look like under the current requirements and under the proposed requirements.

Also, Council Member Goodman said that he had concerns about passing the text amendment without receiving feedback from the industry, in general. He would like to know if the proposed ordinance would be workable for all the auto dealerships in Ames. Director Osguthorpe reported that he had only met with Wilson's and Deery Brothers.

Moved by Wacha, seconded by Goodman, to continue the hearing until May 22, 2012, and refer this issue back to staff with directives to staff as follows: (1) to contact the remaining auto dealerships in Ames to receive feedback on the proposed ordinance, and (2) to prepare a hypothetical site plan for the Council showing the current requirements and the proposed requirements.

Vote on Motion: 5-0. Motion declared carried unanimously.

ORDINANCE TO ADOPT PROVISIONS FOR INTEGRATED SITE PLAN SUBDIVISIONS:

Mr. Osguthorpe explained that, on January 24, 2012, the Council had referred to staff a request to put in place a binding Site Plan process that would allow division of a site for ownership purposes, but would ensure that the divided lots would function as a single site for purposes of compliance with development standards that would otherwise be applicable to individual lots. Under the current standards, individual lots are subject to all development standards (setbacks, on-site parking, on-site landscaping) even if the lots are commonly owned and collectively part of a larger site plan or project. The proposed amendment would provide a mechanism to bind together individual lots under a common site plan so that it functions as a single site. According to Mr. Osguthorpe, this would be particularly applicable to retail malls, strip malls, or multi-family projects, where the site is designed for common circulation, parking, design, and/or maintenance, but where individual buildings or stores are under separate ownership.

Council Member Larson asked if the City's *Code* addresses condominium offices. Director Osguthorpe said that the City's regulations do not specifically address condominiums. City Attorney Marek advised that all would be subject to Horizontal Property Regime filing; however, the use has to conform to the underlying zoning.

According to Mr. Osguthorpe, originally, the ordinance was written to be applicable to properties zoned as commercial, industrial, medium-density residential, or high-density residential. After receiving input from members of the community, Mr. Osguthorpe recommended that medium-density residential not be included. He also suggested that high-density residential be stricken.

Mr. Osguthorpe reported that, under the proposed concept, compliance with development standards would be determined over the collective site. He gave the following example: setbacks are required only along the outer perimeter of the integrated site plan subdivision, rather than along property lines internal to the subdivision. On-site parking would be determined over the entire site rather than on individual lots. The landscaping can be located anywhere along the perimeter of the total site so long as the amount of landscaping otherwise required for individual site development is not diminished.

David Carter, 709 Douglas, Ames, said that his concerns mainly dealt with residential being included; however, he heard now at this meeting that residential might be removed. Mr. Carter cited his years of experience with development in Ames and noted that the current requirements have seemed to work well for residential development, and he would be hesitant to change them.

Moved by Goodman, seconded by Wacha, to amend the proposed ordinance by striking medium-density and high-density residential.

Roll Call Vote: 5-0. Motion declared carried unanimously.

Moved by Goodman, seconded by Davis, to pass on first reading the revised ordinance pertaining to provisions for integrated site plan subdivisions.

Roll Call Vote: 5-0. Motion declared carried unanimously.

ORDINANCE ESTABLISHING PARKING REGULATIONS FOR TIMBER RIDGE DRIVE:

Moved by Goodman, seconded by Szopinski, to pass on first reading an ordinance establishing parking regulations for Timber Ridge Drive.

Roll Call Vote: 5-0. Motion declared carried unanimously.

ORDINANCE ADOPTING WATER AND SEWER RATES: Moved by Davis, seconded by Goodman, to pass on second reading an ordinance adopting new water and sewer rates.

Roll Call Vote: 5-0. Motion declared carried unanimously.

ORDINANCE INCREASING ILLEGAL PARKING FINES AND REMOVING REFERENCES TO COINS AS FORM OF PAYMENT FOR PARKING METERS:

Moved by Goodman, seconded by Davis, to pass on second reading an ordinance increasing illegal parking fines and removing all references to coins in the form of payment for parking meters.

Roll Call Vote: 5-0. Motion declared carried unanimously.

ORDINANCE ADOPTING 2011 NATIONAL ELECTRIC CODE: Moved by Davis, seconded by Goodman, to pass on third reading and adopt ORDINANCE NO. 4110 adopting the *2011 National Electric Code* with State and City of Ames amendments.

Roll Call Vote: 5-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

ORDINANCE TO CREATE SEPARATE LAND USE FOR DELAYED DEPOSIT SERVICE PROVIDERS AND ENACTING PROHIBITIONS:

Moved by Goodman, seconded by Larson, to pass on third reading and adopt ORDINANCE NO. 4111 to create a separate land use for delayed deposit service providers and enacting prohibitions against their locating in Highway-Oriented Commercial or Gateway Overlay Zones or within 1,000 feet of certain specified facilities.

Roll Call Vote: 5-0. Ordinance declared adopted unanimously, signed by the Mayor, and hereby made a portion of these minutes.

COUNCIL COMMENTS: Moved by Wacha, seconded by Goodman, to refer to staff the email of John Lamont regarding banning gun sales as home occupations.

Vote on Motion: 5-0. Motion declared carried unanimously.

Council Member Goodman explained that he had received a request from a person recommending that, when the City accepts trees and debris that have resulted from storms, it also accept lawn furniture and other items that had been damaged. Mr. Goodman said he was passing the request along to the rest of the Council members in case they were interested in referring it to staff.

Council Member Larson advised that he had been contacted by a rental property owner who was very concerned about the increased fees. He had contacted City Manager Schainker, who recalled that the Council had been sent a report on rental inspection cycles and fees on December 9, 2011.

Moved by Larson, seconded by Davis, to request that the City Manager present the information on rental inspection cycles and fees during a Regular City Council meeting within the next six weeks.
Vote on Motion: 5-0. Motion declared carried unanimously.

ADJOURNMENT: Moved by Davis to adjourn the meeting at 9:11 p.m.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor



REPORT OF CONTRACT CHANGE ORDERS

Period:	<input checked="" type="checkbox"/> 1 st – 15 th
	<input type="checkbox"/> 16 th – end of month
Month and year:	May 2012
For City Council date:	May 22, 2012

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purchasing Contact Person/Buyer
Transit	Ames Intermodal Facility	28	\$7,115,000.00	The Weitz Company, LLC	\$163,723.77	\$743.00	S. Kyras	MA
Transit	Ames Intermodal Facility	29	\$7,115,000.00	The Weitz Company, LLC	\$164,466.77	\$1,000.00	S. Kyras	MA
Transit	Ames Intermodal Facility	30	\$7,115,000.00	The Weitz Company, LLC	\$165,466.77	\$-(1,684.00)	S. Kyras	MA
Transit	Ames Intermodal Facility	31	\$7,115,000.00	The Weitz Company, LLC	\$163,782.77	\$992.00	S. Kyras	MA
Transit	Ames Intermodal Facility	32	\$7,115,000.00	The Weitz Company, LLC	\$164,774.77	\$1,000.00	S. Kyras	MA
Transit	Ames Intermodal Facility	33	\$7,115,000.00	The Weitz Company, LLC	\$165,774.77	\$390.00	S. Kyras	MA

Department	General Description of Contract	Contract Change No.	Original Contract Amount	Contractor/ Vendor	Total of Prior Change Orders	Amount this Change Order	Change Approved By	Purching Contact Person/Buyer
Water & Pollution Control	NCAH Pump Station and Wastewater Metering Improvements Construction	1	\$860,000	C. L. Carroll Company, Inc.	\$0.00	\$575.00	J. Dunn	MA
Water & Pollution Control	Well Rehabilitation Project	1	\$54,460.00	Northway Corporation	\$0.00	\$2,201.30	J. Dunn	MA
Public Works	2010/11 Asphalt Resurfacing & Seal Coat Removal / Asphalt Reconstruction	1	\$306,883.00	Manatt's Inc.	\$0.00	\$9,000.00	T. Warner	MA
Fleet Services	City of Ames Heat Pump Replacement	4	\$724,847.00	Drees Co.	\$454.00	\$12,394.00	Paul H.	MA
			\$		\$	\$		
			\$		\$	\$		
			\$		\$	\$		
			\$		\$	\$		



Memo

Police Department

5a-e

TO: Mayor Ann Campbell and Ames City Council Members

FROM: Commander Geoff Huff – Ames Police Department

DATE: May 7, 2012

SUBJECT: Beer Permits & Liquor License Renewal Reference City Council Agenda
May 22, 2012

The Council agenda for May 22, 2012, includes beer permits and liquor license renewals for:

- Class C Liquor – Pappy’s Meeting House, 823 Wheeler St., Ste. 4
- Class C Liquor – Old Chicago, 1610 S. Kellogg Avenue
- Class B Liquor w/ Outdoor Service – Gateway Hotel & Conference, 2100 Green Hills Dr.
- Class B Beer – King Buffet of Ames, 1311 Buckeye, Suite B
- Class A Liquor w/ Outdoor Service – Green Hills Residents’ Association, 2200 Hamilton Drive #100

A routine check of police records found no violations for Pappy’s Meeting House, Old Chicago, Gateway Hotel & Conference, King Buffet, or Green Hills Residents’ Association. The police department would recommend renewal of all five establishments.

COUNCIL ACTION FORM

SUBJECT: CHANGE TO PURCHASING POLICIES REQUIRED BY FEDERAL TRANSIT ADMINISTRATION (FTA)

BACKGROUND:

The Federal Transit Administration (FTA) recently completed a review and evaluation of FTA-funded activities through the American Recovery and Reinvestment Act (ARRA) for CyRide. The review was conducted on behalf of the FTA by a consultant. During this review, it was determined that an additional requirement needs to be included in the purchasing policies to comply with FTA requirements:

1. A documented independent cost estimate is required when appropriate for FTA funded contracts prior to the receipt of bids or proposals.

The addition of this clause in the purchasing policies is proposed to address the issue. This is proposed to be added to Section 6, Bids, Quotations, and Proposals under the Special Conditions Section 6.07, G Projects Funded by Federal and State Grants.

ALTERNATIVES:

1. Approve changes to the purchasing policies referencing Federal and State grant requirements.
2. Reject proposed change to the purchasing policies.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving changes to the purchasing policy referencing Federal and State grant requirements.

COUNCIL ACTION FORM

SUBJECT: REQUEST APPROVING THE LENDERS AGREEMENT FOR FINANCIAL PARTICIPATION IN CONNECTION WITH THE CDBG HOMEBUYER ASSISTANCE HOUSING PROGRAM

BACKGROUND:

As part of the amended 2011-12 CDBG Action Plan Program Activities effective January 2012, a Homebuyer Assistance Program is outlined for implementation. The objective of the Homebuyer Assistance Program is to provide down payment and closing cost assistance to low- and moderate-income first-time homebuyers. A second objective is to provide the assistance to first time buyers to purchase properties that are part of the Acquisition/Reuse Program. Since approval of the amendment, staff has been working with two original partner lenders to re-create underwriting and program guidelines based on the new loan origination requirements due to the housing crisis market. In a effort to test the market for Ames, the following components are being recommended.

The program will continue to consist of three components:

1. Down Payment Assistance
2. Affordability Assistance (to help reduce the monthly payment) and
3. Closing Cost Assistance

The assistance for Items 1 & 2 will still be in the form of a 2% low interest rate loan repaid over a 12-year period, and the closing cost assistance will be a grant. The program will continue to target first-time homebuyers at incomes at or below 80% of the Story County median income limits.

The partnership consists of the following financial intuitions (banks) that have committed to participate in providing mortgage funds:

- First National Bank
- US Bank

A major highlight of the financial agreement is that the participating lenders will be responsible for verifying income and other eligibility requirements of the program, which will greatly reduce staff workload and allow more time to be devoted to marketing and conducting homebuyer education seminars.

Attached for your approval is a copy of the Agreement for Financial Participation.

ALTERNATIVES:

1. The City Council can adopt a resolution approving the agreement for financial participation with local lenders in connection with the CDBG Homebuyer Assistance Program.
2. The City Council can deny adoption of a resolution approving the agreement for financial participation in connection with the CDBG Homebuyer Assistance Program.
3. The City Council can table this issue and refer it back to staff.

CITY MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative #1. This action will adopt a resolution approving the agreement with local lenders for financial participation in connection with the CDBG Homebuyer Assistance Program.

COUNCIL ACTION:

**CITY OF AMES
AGREEMENT FOR FINANCIAL PARTICIPATION
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)
HOMEBUYER ASSISTANCE PROGRAM**

THIS AGREEMENT, made and entered into between **FIRST NATIONAL BANK**, (hereinafter called “financial institution”), and **CITY OF AMES** (hereinafter called City),

W I T N E S S E T H:

WHEREAS, the City has adopted a policy of assisting in the purchase of single family housing by providing down payment and closing cost assistance to make homeownership affordable to families of low and moderate income; and,

WHEREAS, as a part of said policy the City has undertaken to secure the commitment of the financial institution to make purchase money home loans to the buyers of said homes; and,

WHEREAS, the financial institution is willing to make said loans;

NOW, THEREFORE, the parties hereto have agreed and do agree as follows:

1. The financial institution shall make home purchase loans to buyers who have been determined to meet the City program guidelines, and whom the financial institution determines to be qualified for a loan in accordance with the underwriting guidelines established by this Agreement, for purchase of a home pursuant to the CDBG Homebuyer Assistance Program.
2. The tasks of receiving and processing loan applications shall be performed by the financial institution.
3. The financial institution shall make said loans in accordance with Appendix A attached.
4. The financial institution shall, without prior notice and during regular business hours, permit the City, the Department of Housing and Urban Development (HUD) or its representatives, to examine, audit and/or copy (i) any plans and work details pertaining to the said program, (ii) all of the financial institution’s books, records and accounts pertaining to said program, and (iii) all other documentation or materials related to this agreement. The financial institution shall provide proper facilities for making such examination and/or inspection.
5. The financial institution shall comply with the provisions of 24 CFR 92.350 concerning Equal Opportunity and Fair Housing provisions of Federal Law. The financial institution shall comply with the provisions of federal, state, and local law and regulations to insure that no employee or applicant for employment is discriminated against because of race, religion, color, age, sex, national origin, or disability.

6. The financial institution certifies, to the best of his or her knowledge and belief, that:
- a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the financial institution, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee, or an employee of a member of Congress.
 - b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee, or an employee of a member of Congress in connection with the Federal contract, grant, loan or cooperative agreement, the financial institution shall complete and submit Standard Form LLL, "Disclosure Form to Report Federal Lobbying" in accordance with its instruction.
 - c. The financial institution shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. This certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

7. If a financial institution fails to comply with the terms of this Agreement, the City may, by thirty-(30) days written notice to the financial institution, terminate this Agreement. After such notice, the financial institution shall discontinue all program administration or participation on the effective date of the termination, and on the effective date deliver to the City all program files, accounts and data that may have been accumulated.

FIRST NATIONAL BANK

CITY OF AMES, IOWA

Sara Lehman, Mortgage Loan Officer

Ann H. Campbell, Mayor

**CITY OF AMES
AGREEMENT FOR FINANCIAL PARTICIPATION
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM (CDBG)
HOMEBUYER ASSISTANCE PROGRAM**

THIS AGREEMENT, made and entered into between **U.S. BANK NATIONAL ASSOCIATION**, (hereinafter called “financial institution”), and **CITY OF AMES** (hereinafter called City),

W I T N E S S E T H:

WHEREAS, the City has adopted a policy of assisting in the purchase of single family housing by providing down payment and closing cost assistance to make homeownership affordable to families of low and moderate income; and,

WHEREAS, as a part of said policy the City has undertaken to secure the commitment of the financial institution to make purchase money home loans to the buyers of said homes; and,

WHEREAS, the financial institution is willing to make said loans;

NOW, THEREFORE, the parties hereto have agreed and do agree as follows:

1. The financial institution shall make home purchase loans to buyers who have been determined to meet the City program guidelines, and whom the financial institution determines to be qualified for a loan in accordance with the underwriting guidelines established by this Agreement, for purchase of a home pursuant to the CDBG Homebuyer Assistance Program.
2. The tasks of receiving and processing loan applications shall be performed by the financial institution.
3. The financial institution shall make said loans in accordance with Appendix A attached.
4. The financial institution shall, without prior notice and during regular business hours, permit the City, the Department of Housing and Urban Development (HUD) or its representatives, to examine, audit and/or copy (i) any plans and work details pertaining to the said program, (ii) all of the financial institution's books, records and accounts pertaining to said program, and (iii) all other documentation or materials related to this agreement. The financial institution shall provide proper facilities for making such examination and/or inspection.
5. The financial institution shall comply with the provisions of 24 CFR 92.350 concerning Equal Opportunity and Fair Housing provisions of Federal Law. The financial institution shall comply with the provisions of federal, state, and local law and regulations to insure that no employee or applicant for employment is discriminated against because of race,

- religion, color, age, sex, national origin, or disability.
6. The financial institution certifies, to the best of his or her knowledge and belief, that:
- a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the financial institution, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee, or an employee of a member of Congress.
 - b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee, or an employee of a member of Congress in connection with the Federal contract, grant, loan or cooperative agreement, the financial institution shall complete and submit Standard Form LLL, "Disclosure Form to Report Federal Lobbying" in accordance with its instruction.
 - c. The financial institution shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. This certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

7. If a financial institution fails to comply with the terms of this Agreement, the City may, by thirty-(30) days written notice to the financial institution, terminate this Agreement. After such notice, the financial institution shall discontinue all program administration or participation on the effective date of the termination, and on the effective date deliver to the City all program files, accounts and data that may have been accumulated.

U.S. BANK NATIONAL ASSOCIATION

CITY OF AMES, IOWA

**Lisa M. Ekstrom,
Assistant Vice President
Community Programs Manager**

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

SUBJECT: 2011/12 NEIGHBORHOOD IMPROVEMENT PROJECT GRANT

BACKGROUND:

The City Council annually appropriates Local Option Sales Tax funds to finance the Neighborhood Improvement Program (NIP). As listed in the approved Capital Improvements Plan, \$50,000 has been approved for neighborhood programs, with \$25,000 earmarked for the NIP and the remaining \$25,000 allocated for a broader array of neighborhood projects to be determined by the City Council.

There are two main goals of the NIP: (1) to strengthen a neighborhood's appearance with the addition of permanent physical improvements, and (2) to promote a greater sense of community through resident participation in a neighborhood project.

Each project application is rated on the following 100-point system. A project must achieve at least 50 points to be considered:

Resident Involvement (30 points maximum):*

...the number of residents donating their time and/or labor to accomplish the project

...the number of residents donating funds to the project

*10 points 1-25 people; 20 points 26-50 people; 30 points over 50 people

Project Impact (30 points maximum):**

...the number of residents who will be positively affected by the improvement

**10 points 1-25 people; 20 points 26-100 people; 30 points over 100 people

Safety (10 points maximum):

...enhancement of safety in the neighborhood

Public Space (10 points maximum):

...promotion of social interaction by utilizing public space

Improved Housing (10 points maximum)

Environment (10 points maximum):

...support for the environment

The below-referenced grant application for FY 2011/12 was received on May 4, 2012. It was scored by the Review Panel on May 16, 2012, and received enough points to be recommended for approval by the City Council.

CHILTON CROSSING LANDSCAPING PROJECT: Residents of the Chilton Crossing Neighborhood Association have requested grant funds to plant trees, shrubs, grasses, and flowers in an area on the northeast corner of Burnham Place and Chilton Avenue and in an area on the northeast corner of Roxboro Drive and Chilton Avenue. There is a bike path that runs through the Burnham parcel. The improvements would, therefore, be enjoyed by anyone using the trail. Benches will be placed in each of these common areas for those wishing to rest or visit.

Seven trees and one section of flowers will be planted in the Roxboro/Chilton parcel. Twelve trees and two flower gardens will be added in the Burnham/Chilton parcel. Residents of the area have committed to watering, staking, weeding, and maintaining the areas. A neighborhood get-together will occur on the tree planting day so neighbors can get acquainted with each other.

Tree species to be planted will be consistent with the City's Street Tree Policy. There are utility easements in the area. The applicant has met with staff from the Public Works Department, who ascertained that the easements will not present an issue for this project.

The total cost of the project is \$10,000. Requested City funding is \$5,000, with the neighborhood providing \$4,000 in cash and \$1,000 in labor and in-kind donations (water).

ALTERNATIVES:

1. The City Council can approve the expenditure of \$5,000 to fund a NIP grant for the Chilton Crossing Landscaping Project.
2. The City Council can reject the project for funding at this time.

MANAGER'S RECOMMENDED ACTION:

Supporting projects that strengthen neighborhoods is in keeping with one of the City Council's goals. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative #1, thereby approving a Neighborhood Improvement Program grant in the amount of \$5,000 for the Chilton Crossing Landscaping Project.

COUNCIL ACTION FORM

**SUBJECT: 2011/12 ASPHALT PAVEMENT IMPROVEMENT PROGRAM
(ABRAHAM DRIVE AND TODD CIRCLE)**

BACKGROUND:

This is the annual program for reconstruction of full-depth asphalt streets, typically located within residential neighborhoods. Streets within residential subdivisions have been installed using full-depth asphalt pavement since mid-1970s. Full-depth replacement of these streets has become necessary due to structural pavement failure. This program was created to support the City Council's goal of strengthening our neighborhoods.

The 2011/12 program will consist of roadway reconstruction with seven-inch asphalt paving, repair of damaged curb and gutter, and storm sewer intake replacement. The program will be packaged into four separate contracts in order to better coordinate with construction activities in the respective areas; South Oak Avenue (will be combined with 2011/12 Low Point Drainage Improvements), Ironwood Court (will be combined with 2010/11 Low Point Drainage Improvements), Indian Grass Court and Barr Drive, and Abraham Drive and Todd Circle.

The locations for this project are Abraham Drive and Todd Circle. Staff has completed plans and specifications with estimated construction costs of \$214,000. The project is shown in the 2011/12 Capital Improvements Plans with financing established in the amount of \$2,576,000 from General Obligation Bonds.

The 2011/12 Asphalt Pavement Improvement Program includes expenses as follows:

Barr Drive/Indian Grass Court (Bid Amount)	\$ 458,058
Abraham Drive/Todd Circle (this project)	\$ 214,000
Ironwood Court (Estimated)	\$ 650,000
South Oak Avenue (Estimated)	\$ 750,000
Engineering/Administration (Estimated)	<u>\$ 336,000</u>
Total	\$2,408,058

Any remaining funds will be utilized for contingencies and additional projects.

ALTERNATIVES:

1. Approve the 2011/12 Asphalt Pavement Improvement Program (Abraham Drive and Todd Circle) by establishing June 6, 2012, as the date of letting and June 12, 2012, as the date for report of bids.

2. Do not proceed with this project.

MANAGER'S RECOMMENDED ACTION:

By approving plans and specifications and setting the letting date, it will be possible to move forward with the rehabilitation of these streets during the 2012 construction season. Delay of approval could delay the reconstruction by a year.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 approving the 2011/12 Asphalt Pavement Improvement Program (Abraham Drive and Todd Circle) by establishing June 6, 2012, as the date of letting and June 12, 2012, as the date for report of bids.

COUNCIL ACTION FORM

**SUBJECT: INTERGOVERNMENTAL AGREEMENT WITH HIRTA FOR CYRIDE
DIAL-A-RIDE BUS SERVICE**

BACKGROUND:

In the fall of 2011, CyRide's current Dial-A-Ride (DAR) service provider notified the transit system of its interest to terminate this service contract, citing a belief that the contract revenues were not covering expenses. After analysis of their costs and the revenue generated under the DAR contract, it was mutually determined that this contract was generating sufficient revenue to cover their expenses for overhead and direct operation of service. As a result, the provider agreed to continue its service operation under the existing contract through the end of the fiscal year – June 30, 2012. However, they indicated at that time that they were not interested in providing service past this date. As a result, the Transit Board of Trustees in January 2012 formally took action to terminate the multi-year agreement as of June 30, 2012. This action allowed CyRide to release a Request for Proposal for Dial-A-Ride services to begin operating on July 1, 2012. At that time, four agencies had indicated an interest in potentially providing DAR service for CyRide.

A Request for Proposal was released on January 31, 2012, with proposals due on March 1, 2012. During the proposal phase, a request for a 30-day extension for proposal submittals was received from the Heart of Iowa Regional Transit Authority (HIRTA). This extension was granted and a new submittal date of March 31, 2012 was established. On March 31, 2012, no proposals were received for the operation of Dial-A-Ride service.

Upon further investigation as to why proposals were not received, it was discovered that HIRTA had indicated that it was a timing issue for their agency; however, HIRTA believed that combining Story County and DAR service could benefit everyone. As a result, the HIRTA Executive Director asked the executive committee of the HIRTA Board of Directors (Wayne Clinton from Story County, Bill Lusher from Boone County and Steve Wilson from Warren County) to meet with CyRide staff and herself on Friday, April 6, 2012. Based upon a positive conversation at this meeting, a full presentation was provided to the HIRTA Board of Director's at their April 26th meeting. While the discussions were positive, the HIRTA Board of Directors ultimately tabled action on DAR service until contracts were developed and reviewed by their attorney and board members.

Since the April 26th HIRTA meeting, CyRide staff has developed two agreements for operation of this service – a 28E contract for transportation services and a vehicle use agreements. Both agreements have been reviewed by: CyRide’s Board of Trustees, HIRTA Board of Directors, Iowa DOT, City of Ames Risk Manager, Ames City Attorney and HIRTA attorney.

The important clauses contained in the two contracts are as follows:

28E Contract for Transportation Services

1. **Purpose and Timeframe** – Three year contract with annual renewals upon mutual agreement of both parties prior to 90 days before contract expiration.
2. **Description of Service** – Basic description of the Dial-A-Ride service hours, days, type of service, fare structure, etc. This section is based on Iowa DOT required language as well as language in CyRide’s Request For Proposal for this service.
3. **Vehicle Responsibilities** – Lists HIRTA vehicles that will carry DAR passengers as well as the bus CyRide will lease to HIRTA for DAR service. It also includes how the CyRide vehicle can and cannot be used, for example, for school transportation.
4. **Operations Responsibilities** – This section discusses how HIRTA will manage the service such as drivers will have Commercial Driver’s Licenses, it will have a drug and alcohol program, be required to schedule and dispatch service, etc.
5. **Other HIRTA Responsibilities** – Lists other responsibilities of the organization such as records inspections, billings, audits, etc.
6. **Other CyRide Responsibilities** – Lists what responsibilities CyRide will provide such as holding HIRTA harmless from losses as a result of CyRide employee’s actions or that CyRide sets fares and other policy issues.
7. **Compensation** – The rates have been set to reflect the 2012-2013 rates that had been reflected in the Heartland Senior Services contract. This reflects a 3% increase over the 2011-2012 rates. The fuel surcharge rate has been modified to reflect higher fuel prices. This section also allows for renegotiation of the price if the assumptions reflected in the rates should change.
8. **Reporting** – Lists all Iowa DOT reporting requirements as well as those included in CyRide’s RFP.
9. **FTA Clauses** – Includes all FTA required contract clauses for operation of service.
10. **Entire Agreement** – Indicates that the contract is the only document pertaining to the operation of DAR service.
11. **Amendments** – Indicates that any amendments to the contract will be in writing and mutually agreed upon.
12. **Termination and Suspension** – Termination can be made by either party with 90 days notice.
13. **Saving Clause** – If any portion of the agreement is found to be unlawful, the remainder of the document is still enforceable.

14. **Assignability and Subcontracting** – Indicates that HIRTA cannot subcontract with another provider for DAR without notifying CyRide and the Iowa DOT in writing and gaining their approval, but that it can temporarily subcontract for emergency reasons.

Motor Vehicle User Agreement

1. **Motor Vehicle User Agreement** – Identifies the vehicle to be provided to HIRTA.
2. **Term** – For up to three years, would terminate if the “28E Contract for Transportation Services” is cancelled.
3. **Rent** – No rent for the vehicle.
4. **Maintenance and Repairs** – HIRTA is responsible for completing and paying for all repairs.
5. **Registration, License, Taxes, Inspection Fees, Expenses** – This section indicates that HIRTA is responsible for taking care of the paperwork and expenses of legally operating the vehicle.
6. **Use and Operation** – This section addresses how the vehicle will be used – in “as is” condition, cannot be physically altered, free of liens or other encumbrances, not operated in violation of laws and not without insurance coverage. It also lists where the vehicle cannot be parked when not in use.
7. **Maintenance of Vehicle** – This section sets out the mileage intervals upon which maintenance must be performed as well as reporting to CyRide for maintenance issues.
8. **Indemnification and Insurance** – HIRTA will hold CyRide harmless from issues arising from their employees use of the vehicle as well as listing the insurance requirement and how the vehicle should be addressed if it receives significant damage.
9. **Damage to Vehicle** – If the vehicle is totaled, the contract is terminated and CyRide receives the insurance proceeds. If it is partially damaged, HIRTA is responsible for working with the insurance company to repair or replace the vehicle. If the vehicle is damaged and HIRTA does not receive insurance proceeds, the contract is terminated.
10. **Title** – HIRTA is not entitled to the vehicle title.
11. **Warranties and Waiver** – CyRide is held harmless and not responsible for liability as a result of HIRTA maintenance on the vehicle.
12. **Assignment** – HIRTA is not allowed to transfer the vehicle to anyone else; however, CyRide could reassign the vehicle.
13. **Default** – This section lists the circumstances upon which the contract would be in default – insolvency of HIRTA, sell the vehicle, insurance lapse.
14. **Construction** – Contract was developed under Iowa laws; however, if a section is determined to be invalid, the remainder of the contract stays in force.
15. **Time is of the Essence** – If CyRide does not enforce a section, this does not preclude enforcement at a later date.
16. **Entire Agreement** – This agreement along with the Purchase of Service Agreement contain the entire agreement.

17. **Binding** – Binding on successive administrators.
18. **Notice** – Notice will be provided in writing to signatories.
19. **Information to be Furnished by HIRTA to CyRide** – Lists reporting requirements for vehicle information – mileage, fuel usage, cost.

The benefits of HIRTA's provision of services to Story County and to the City's DAR service are as follows:

- Less confusion for customers with only one provider in Ames
- Efficient operation of service using taxpayer dollars through economies of scale
- Eliminates duplication of service – 2 dispatchers, accounting, etc.
- Allows use of federal dollars for the operation of this service – saving approximately \$172,000 in unbudgeted expenses in CyRide's 2012-2013 budget

On May 9, 2012, the HIRTA board approved the two contracts, contingent upon their attorney's review of the contracts. This review has been completed and the contracts have been approved by their attorney. The contracts were also approved by the Transit Board of Trustees on May 10, 2012.

ALTERNATIVES:

1. Approve the Purchase of Service Contract and Motor Vehicle Use Agreement between HIRTA and CyRide for operation of service and use of a vehicle for Dial-A-Ride service beginning July 1, 2012.
2. Do not approve the Purchase of Service Contract and Motor Vehicle Use Agreement and begin plans to directly operate Dial-A-Ride service as of July 1, 2012.

MANAGER'S RECOMMENDED ACTION:

The provision of DAR service by HIRTA provides a win-win situation for both organizations. By contracting with HIRTA, CyRide will fulfill its federal transit obligations for complementary paratransit service at a lower cost than it could provide service. HIRTA is able to more efficiently provide service within the County by combining DAR and County trips and ultimately provide more service within the city/county. Customers win by having one provider to work with for transit service in the community.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving a contract for Dial-A-Ride services with the Heart of Iowa Regional Transit Authority.

COUNCIL ACTION FORM

SUBJECT: INTERMODAL FACILITY TENANT LEASE WITH LOGHOUSE ENTERPRISES, INC. D/B/A EXECUTIVE EXPRESS

BACKGROUND: Under the Council approved Intermodal Facility operating agreement between the City of Ames and Iowa State University, CyRide staff is to negotiate tenant leases for the terminal area of the building. Over the last six months, staff has worked with the Federal Transit Administration, city legal staff and the transportation carriers to develop these agreements.

Currently, Executive Express' Ames office is located in east Ames. With the completion of the facility, they have indicated an interest in relocating their office to the new facility. In preparing for this location transfer, an Intermodal Facility lease agreement was developed to document the terms of Executive Express' use of the new facility. The arrangement with Executive Express is generally described below.

1. Basic Provisions –

- Official designation of the parties to the agreement
- Definition of exclusive and common areas as well as the address and suite number
- Facility is available 24/7
- Lease starts on July 1, 2012 and expires June 30, 2013 with the renewal option of two additional years (Discussions about the renewal would start in January of each year.)
- \$1,000.00 per month lease rate plus utilities with Producer's Price Index used to calculate the increase if renewals are desired. Rent would be paid to ISU's Parking Division Manager.

2. Premises – That the estimated square footage determines the rent, that the tenant is responsible for furnishings and that alterations must be approved by ISU' Parking Division Manager.

3. Term - Original year plus two extensions are possible. If extensions are taken, all original terms of the agreement still are in force.

4. Representations and Warranties -

- CyRide/City is the sole owner of the facility and has the right to enter into the agreement
- That there are no planned widening of streets in the vicinity
- That there is no condemnation, eminent domain issues, lawsuits or mechanical problems with the facility and that there are no other agreements that would impact their business.

5. **Use –**

- That they will use the facility for its intended purpose
- That there are no hazardous materials, asbestos or environmental issues that would impact their business
- That it will comply with any future laws that impact use of the space
- That it will provide documents as requested within 10 days after receipt
- That it will notify CyRide if there is any pending legal action against their Company
- It will enter the facility from Sheldon Ave. and exit on Hayward Ave. to Lincolnway

6. **Maintenance and Repairs: Improvements, Additions and Alterations –**

Executive Express will keep the facility clean and orderly, that it will repair, at its cost, any damage created by its employees or customers.

7. **Insurance and Indemnity –**

- CyRide/City of Ames is insured again all risk for full replacement cost
- Executive Express will have a comprehensive general liability policy for its premises of single limit liability of \$1 million per occurrence, provide a certificate of insurance to CyRide and a new one upon its expiration, and that, not maintaining this insurance is a material default of the contract
- Each party indemnifies the other for actions of negligence or wrongful acts of its employees and that Executive Express/CyRide will provide their own legal counsel to defend against a claim filed against their firm/agency.
- Each party agrees to discharge the other from claims, losses and liabilities covered under third party insurance. This provision delineates the situations under which this could occur.
- Executive Express can self-insure for auto and general liability, workers compensation, and property damage. The agreement lists the amounts required for a self-insurance retention.

8. **Damage or Destruction –** If the facility is damaged or destroyed, Executive Express will repair or restore the premises with reasonable promptness and diligence. Rent will be abated during this time period. If CyRide does not start repairs within 30 days or is not completed within 90 days, the lease can be terminated.

9. **Real Property Taxes –** CyRide will pay any real estate taxes due.

10. **Assignment and Subletting –** Executive Express may not sublease the space without written approval from CyRide and can only be subleased to an Over-The-Road carrier.

11. **Default; Breach; Remedies –**

- Lists events that would constitute a default: Non-payment of rent, not abiding by lease agreement, subleasing space without approval, receivership, seizure of assets, liens.
- CyRide has the right to remove Executive Express's property; control the leased space and can re-rent the space.
- CyRide defaults if, upon notified by the Executive Express, it fails to meet any terms of the contract within 30 days unless the remedy would take longer than 30 days.

The contract lists the remedies for the tenant – cure the default itself and deduct cost from rent or terminate the lease.

12. **Severability** – The invalidity of a lease provision does not affect the remainder of the contract.
13. **Conditions Precedent** – Contract obligations do not start until CyRide receives a certificate of occupancy. If this is not received by August 1, 2012, Executive Express can terminate the contract.
14. **Time of Essence** – Contract obligations must be addressed as quickly as possible.
15. **Rent Defined** – All monetary obligations in the contract are defined as rent.
16. **No Prior or Other Agreements** – The contract is the entire agreement.
17. **Notices** – All notices to either party must be in writing and delivered to the individuals identified in the agreement.
18. **Waivers** – If CyRide waives a default of the contract, this does not mean other defaults are waived. Also, acceptance of rent does not waive the default.
19. **Holdover** – If the contract expires and tenant remains, a month-to-month rent can be charged.
20. **Cumulative Remedies** – Remedies can be cumulative.
21. **Covenants and Conditions** – All contract provisions are both covenant and conditions.
22. **Binding Effect; Choice of Law** – Binding on all successors or representatives and any possible litigation will be in Story County.
23. **Attorney's Fees** – If litigation occurs, the prevailing party is entitled to reasonable attorney's fees.
24. **Landlord's Access; Repairs** – CyRide or ISU Parking Division can enter Executive Express's space for reasons listed.
25. **Signs** – Executive Express can put signs in the facility with permission of CyRide.
26. **Quiet Possession** – If Executive Express abides by the terms of the contract, CyRide will not interfere with its business.
27. **Performance Under Protest** – Executive Express can pay rent under protest and file suit to recover the full amount.
28. **Authority** – Executive Express confirms that its representative is authorized to sign the lease.
29. **Conflict** – Handwritten/typewritten changes prevail over the printed version of the contract.
30. **Offer** – The contract is not binding until all parties have signed the agreement.
31. **Amendments** – Requires written amendments with all parties signing.
32. **Multiple Parties** – If more than one contact is identified for a party, the actions of one bind the other.
33. **No Interpretation Against Drafter** – It is a legally binding document and each party has consulted with legal counsel; however, CyRide's crafting of the contract provisions does not mean that it is binding and an attorney has drafted its terms.

The agreement has been reviewed and approved by the City of Ames legal counsel and Risk Manager, and Executive Express's owner and legal counsel. It has been sent to

the Federal Transit Administration's (FTA) legal counsel for review and approval; however, no significant changes are expected as previous drafts have been reviewed by their staff.

The 2012-2013 operating budget for the facility includes \$900/month in revenue from leased space in the terminal building. The lease rate contained in this agreement is based upon market rates for office/garage space within Ames and, for the square footage that will be occupied by Executive Express, totals \$1,000 per month.

With the facility scheduled to be substantially completed on June 1, 2012 with landscaping, punch list items and LEED commissioning to be completed after that date, a July 1, 2012 lease date was established for tenants.

ALTERNATIVES:

1. Approve the Ames Intermodal Facility Commercial Tenant Lease with Loghouse Enterprises d/b/a Executive Express, contingent upon approval by the Federal Transit Administration.
2. Direct staff to renegotiate a lease with Loghouse Enterprises d/b/a Executive Express with Council direction on items to be renegotiated.
3. Do not approve a lease with Loghouse Enterprises d/b/a Executive Express for space within the Ames Intermodal Facility.

MANAGER'S RECOMMENDED ACTION:

The lease with Executive Express will allow for this important transportation service to be housed with other transportation services provided within the Ames community. This co-location will allow for coordinated transportation services for residents and visitors to the community.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approved a lease with Loghouse Enterprises d/b/a Executive Express for use of the Ames Intermodal Facility's bus terminal.

COUNCIL ACTION FORM

SUBJECT: CYRIDE INTERMODAL FACILITY CHANGE ORDER #37

BACKGROUND:

In accordance with the City's purchasing policies, City Council approval is needed for "change orders increasing or decreasing the contract in an amount in excess of the lesser of \$50,000 or 20% of the original contract amount...." To date, add and deduct change orders on the Ames Intermodal Facility construction project total \$223,946. With numerous change orders required to complete construction of the Intermodal Facility project, the following details the history of these contract modifications:

- **Change Orders #1- #9** – Approved by city staff administratively during the fall of 2011 totaling \$30,794.
- **Change Order #10** – Approved by the City Council on July 26, 2011 for \$42,289, change order was later reduced to \$41,385.
- **Change Order #11** – Approved by city staff administratively in October 2011 totaling \$7,467.
- **Change Order #12** – Approved by City Council on November 1, 2011 in the amount of \$52,103.
- **Change Orders 13, #14 and #16** – Approved by city staff administratively in January- February 2012 for a deduct amount totaling -\$15,708.
- **Change Order #15** – Approved by the City Council on February 28, 2012 in the deduct amount of -\$9,200.
- **Change Orders #17- #24** – Approved administratively by city staff in March 2012 in the amount of \$40,015.
- **Change Order #25** – Approved by City Council on March 27, 2012 in the amount of \$2,500.
- **Change Orders #26 - #36** – Approved by city staff administratively in March/April 2012 totaling \$23,420.

The Weitz Company is requesting a \$53,000 **add** change order, #37, to correct poor soil conditions encountered during construction of the sanitary sewer system. City Council action on this Change Order is requested at this time. If approved, this change order would bring the total contract amount with Weitz Company to \$7,337,407.85 of the \$7,672,560 available for the project.

The Transit Board of Trustees reviewed and approved this change order at its May 10, 2012 meeting.

ALTERNATIVES:

1. Approve Change Order #37 to Weitz Company for an additional amount of \$53,000 for resolution of poor soil conditions as a result of constructing the Intermodal Facility's sanitary sewer system.
2. Do not approve Change Order #37 for resolution of poor soil conditions.

MANAGER'S RECOMMENDED ACTION:

Approval of this change order will allow the project to move forward expeditiously within its tight timeframe and allow for quality construction of the facility.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving Change Order #37 to the Weitz Company.

Intermodal Facility Change Order Log

Change		Budget		Approval	Pay App.	
Order #	Description	Amt.	Cumm.	Cumm.	Approval	Approved By
1	Add Storm Sewer Manhole at 3L/C-101	\$3,089	\$3,089	\$3,089	4	CyRide
2	No Changes	\$0	\$3,089	\$3,089	0	CyRide
3	Water Main Connection, 8" Valve	\$2,581	\$5,670	\$5,670	3	CyRide
4	Sanitary Structure SA01 Location	\$0	\$5,670	\$5,670	4	CyRide
5	Additional Rubble Removal	\$1,502	\$7,172	\$7,172	4	CyRide
7	Storage Rm 0161 Door and Frame Size Modification	\$224	\$7,396	\$7,396	5	CyRide
6	Floor Drain: FD-2 Outlet Sizes	\$595	\$7,991	\$7,991	6	CyRide
10	Retaining Wall - Sheet Piling	\$41,385	\$49,376	\$49,376	6	Board/Council
8	Revised Struct. Drawings for Accept. Of Alt. #3 - Geo-Piers	\$22,803	\$72,179	\$72,179	6	CyRide
9	Retaining Wall Sheet Piling	\$0	\$72,179	\$72,179	5	CyRide
11	Temporary Road near Retaining Wall	\$7,467	\$79,646	\$79,646	6	Asst City Manager
12	Retaining Wall Over-Excavation	\$52,103	\$131,749	\$131,749	10	Board/Council
13	Disconnect/Meter Makeup at Transformer	\$677	\$132,426	\$132,426	10	Asst City Manager
14	Lighting Protection Credit	-\$14,374	\$118,052	\$146,800	10	Asst City Manager
16	Exit Light in Parking Structure	-\$2,011	\$116,041	\$148,811	10	Asst City Manager
15	Credit for Tree Removal	-\$9,200	\$106,841	\$158,011	13	Board/Council
17	Joint at SOG to Elevated Deck	\$4,709	\$111,550	\$162,720	13	CyRide
18	East Stair Lighting Fixture	\$975	\$112,525	\$163,695	13	CyRide
19	Conduit for Art Pad	\$2,621	\$115,146	\$166,316	13	CyRide
20	Fire Extinguisher in Machine Room	\$87	\$115,233	\$166,403	13	CyRide
21	SAP -04 Realignment	\$11,471	\$126,705	\$177,875	13	Asst City Manager
22	Additional Transaction Window	\$7,953	\$134,658	\$185,828	13	Asst City Manager

23	Storm Sewer Structures	\$893	\$135,550	\$186,720	14	Asst City Manager
Change		Budget		Approval	Pay App.	
Order #	Description	Amt.	Cumm.	Cumm.	Approval	Approved By
24	Polypipe Conduit along south Property Line	\$11,306	\$146,856	\$198,026	14	Asst City Manager
25	Floor Drain Trap Primers	\$2,500	\$149,356	\$200,526	14	Board/Council
26	8 Inch Storm	\$2,302	\$151,658	\$202,828	13	CyRide
27	Traffic Signage and Stall Numbering	\$12,066	\$163,724	\$214,894	14	CyRide
28	Temp. Heat at Masonry at Bus Garage	\$743	\$164,467	\$215,637	15	CyRide
29	Fluid Applied Water Proofing	\$1,000	\$165,467	\$216,637	15	CyRide
30	Overhead Door Supplier Change	-\$1,684	\$163,783	\$218,321	15	CyRide
31	2" Cold Water Line	\$992	\$164,775	\$219,313	15	CyRide
32	Fluid Applied Waterproofing at NE Stair Tower	\$1,000	\$165,775	\$220,313	15	CyRide
33	Hardware Cylinders	\$390	\$166,165	\$220,703	15	CyRide
34	Eccentric Flat Top Lid	\$1,658	\$167,823	\$222,361	15	CyRide
35	Electric Room Relocation	\$1,585	\$169,408	\$223,946	15	CyRide
36	Cast Stone Benches	\$0	\$169,408	\$223,946	15	CyRide
37	Sanitary Sewer - Unsuitable Soils	\$53,000	\$222,408	\$276,946	15	Board/Council

Construction Contingency

App. Change Requests By Owner (AIA Form)

Approved and Pending

\$169,408

\$222,408

COUNCIL ACTION FORM

**SUBJECT: CONTRACT RENEWAL FOR THE PURCHASE OF WATER METERS
AND RELATED PARTS AND SERVICES**

BACKGROUND:

On April 1, 2009, a Request for Proposal (RFP) was submitted to four companies to provide water meters and associated parts. Elster AMCO Meter, Inc. of Ocala, Florida submitted the lowest cost proposal of \$116,969 based on numbers of units anticipated to be purchased. The supplier is giving the City a 20 percent discount from the manufacturer's list price for meter parts and accessories. **The original RFP included renewal options for four additional years at specified unit prices for each type of meter we may purchase in each renewal year. The attached spreadsheet shows the 2012-2013 unit price for the various types of meters / related equipment which the City uses, and the approximate quantities for each type of meter that staff anticipates we may purchase during the coming fiscal year. The city will pay for only those meters actually purchased.**

After reviewing the technical specifications and checking references for Elster AMCO Meter Inc. back in 2009, staff determined that the proposed equipment and services met the requirement of the RFP and that their proposal was the lowest responsive, responsible proposal in the best interest of the Water Utility. Elster AMCO Meter, Inc. meters provide flexibility in the future should the utility pursue automated meter reading options. Additionally, standardization of meters allows the City to more cost-effectively stock parts and accessories.

Elster AMCO Meter, Inc. was awarded a contract on June 9, 2009, which included up to four 12-month renewal periods. As firm unit pricing was submitted for each subsequent renewal, the estimated total, based on anticipated quantities to be purchased, for FY2013 is \$92,456.05. Staff has reviewed the proposal pricing from Elster AMCO Meter, Inc. for FY2012-13 and believes its proposal is still in the best interest of the City. The general adjustment to the unit pricing for all units is approximately 4.9%. The budget available for this anticipated purchase is \$175,000.

ALTERNATIVES:

1. Renew the contract to Elster AMCO Water, Inc. of Ocala, Florida to furnish water meters and related parts and services for the period of July 1, 2012 through June 30, 2013, at the stated renewal unit costs included in original 2009 RFP. The estimated amount of equipment to be purchased in FY2012-13 will total \$92,456.05.
2. Do not renew the contract with Elster AMCO and direct staff to solicit new proposals.

MANAGER'S RECOMMENDED ACTION:

Accurate water metering is essential for the proper allocation of costs for both the drinking water and wastewater utilities. Staff obtained competitive proposals for FY09/10 that included terms for four additional annual renewals. Elster AMCO was awarded the contract for FY09/10, FY10/11, and FY11/12. Staff has reviewed the pricing from Elster AMCO for FY12/13 and concluded that the pricing still provides the best value for our customers.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, approving to renew the contract to Elster AMCO Water, Inc. of Ocala, Florida to furnish water meters and related parts and services for the period of July 1, 2012 through June 30, 2013, at the stated renewal unit costs included in original 2009 RFP. The estimated amount of equipment to be purchased in FY2012-13 will total \$92,456.05.



City Attorney's Office

515 Clark Avenue, P. O. Box 811

Ames, IA 50010

Phone: 515-239-5146 • Fax: 515-239-5142

May 17, 2012

The Honorable Ann Campbell, Mayor,
and Members of the City Council

Re: Termination of Monitoring Well Agreement and Lease with Bourns, Inc.

Dear Mayor Campbell and Members of the City Council:

In 1992 the City entered into an agreement with Bourns, Inc. to enable the company to install temporary monitoring wells on City property adjacent to the Bourns building on Airport Road. Bourns needed the monitoring wells for a period of four months in order to perform environmental testing in accordance with regulations of Iowa DNR.

In 1993, based on the results of the environmental testing, DNR found that Bourns needed to perform groundwater remediation and to continue monitoring the site for possible chemical contamination. The City extended the agreement with Bourns and entered into a lease with Bourns for the 4.5 acres of the airport farm that was affected by the monitoring wells. The terms of the agreement and lease provided that they would continue until such time as monitoring wells were not longer needed. Bourns paid the City \$120 per acre per year from 1993 to 2012.

In February, 2012, Bourns notified the City that the Iowa DNR had issued a site monitoring report that concluded the remediation project was completed. Bourns provided certifications that the monitoring wells had been properly plugged and that Iowa DNR had accepted the certifications as final action for closing environmental activities at the former Bourns facility.

Traffic Engineer Damion Pregitzer inspected the area and determined that Bourns has satisfied the requirements of the 1993 agreement by capping the wells and restoring the property to its original conditions. It is therefore appropriate for the City to release Bourns, Inc. from all obligations under the agreement and to terminate the lease by approval of the attached resolution.

Yours truly,

Douglas R. Marek
City Attorney

cc: Diane Voss, Damion Pregitzer

RESOLUTION NO. _____

**RESOLUTION TERMINATING MONITORING WELL AGREEMENT
AND LEASE WITH BOURNS, INC.**

WHEREAS, the City of Ames in 1993 by Resolution No. 93-159 approved a monitoring well agreement and lease with Bourns, Inc. for the purpose of identifying and monitoring the presence and levels of certain chemicals on City property; and

WHEREAS, Bourns has completed its need for environmental monitoring and remediation, and has plugged the monitoring wells and satisfied all requirements of the agreement and lease.

NOW THEREFORE, BE IT RESOLVED, by the City Council for the City of Ames, Iowa, that the agreement and lease with Bourns, Inc. are hereby terminated.

DONE this _____ day of May, 2012.

By: _____
Ann H. Campbell, Mayor

Attest: _____
Diane Voss, City Clerk

COUNCIL ACTION FORM

SUBJECT: 2011/12 AMES MUNICIPAL CEMETERY IMPROVEMENTS (FENCING PROJECT)

BACKGROUND:

This project was for construction of a black ornamental fence along 13th Street, Maxwell Avenue, and Crawford Avenue bordering the Ames Municipal Cemetery. The powder-coated fence installed is expected to last many years with minimal maintenance. In addition, the decorative fence will enhance the appearance of this City-owned property and will be visually appealing to the neighborhood and to those who travel through the area.

On March 27, 2012, City Council awarded this contract to Taylor Fencing of Clio, Iowa, in the amount of \$42,935.00. The project was completed in the amount of \$42,935.00, and was shown in 2011/12 Capital Improvements Plan in the amount of \$60,000 from Local Option Sales Tax.

ALTERNATIVES:

1. Accept the 2011/12 Ames Municipal Cemetery Improvements (Fencing Project) as completed by Taylor Fencing of Clio, Iowa, in the amount of \$42,935.00.
2. Direct staff to pursue modifications to this project.

MANAGER'S RECOMMENDED ACTION:

This project improved the appearance of the Ames Municipal Cemetery and enhanced the neighborhood. Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the 2011/12 Ames Municipal Cemetery Improvements (Fencing Project) as completed by Taylor Fencing of Clio, Iowa, in the amount of \$42,935.00.

COUNCIL ACTION FORM

SUBJECT: **FINAL PAYMENT OF RUBBER FLOORING
REPLACEMENT AT THE AMES/ISU ICE ARENA**

BACKGROUND:

In March 2012, Council awarded a contract to Rink Systems, Inc. in the amount of \$93,308.60 to replace the rubber flooring in the lobby, restrooms and meeting room at the Arena. No change orders were required to complete this project. The flooring was successfully installed and is an excellent capital improvement for this facility.

ALTERNATIVES:

1. Authorize a final payment in the amount of \$4,665.43 (5% retainage of the \$93,308.60 total) to Rink Systems, Inc for replacing the rubber flooring in the lobby, restrooms, and meeting room.
2. Do not authorize a final payment to Rink Systems, Inc.

MANAGER'S RECOMMENDED ACTION:

It is the recommendation of the City Manager that the City Council adopt Alternative No. 1, authorizing a final payment in the amount of \$4,665.43 (5% retainage of the \$93,308.60 total) to Rink Systems, Inc. for replacing the rubber flooring in the lobby, restrooms, and meeting room at the Ames/ISU Ice Arena.



AMES, IOWA May 2012

Economic Development Support (2011) - \$8,490.00

- Assisted Ames Economic Development through annual support and Partnership Program funding for projects such as a Laborshed Study and a marketing trip.
- Support site location and existing industry through support of LOIS database and Synchronist

Community Support (2011) - \$21,070.00

- Assisted Ames and the surrounding area through support of the United Way, annual support of the Chamber, and through contributions to various events and programs through local dollars and the Alliant Energy Foundation

Environmental Partnership Program Support (2011) - \$3,000.00

- Participation in Branching Out Program and Trees Forever

Energy Efficiency Community Participation and Impacts (2011)

Description		CO2 Emissions Metric Tons/Year	Equivalent: Vehicles	Equivalent: Acres of Forest	Equivalent: Barrels of Oil
Number of Rebates	3,528				
Customer Rebate Incentives	\$859,300.07				
Annual kWh Impact	874,108 kWh	603 metric tons	118 vehicles	129 acres	1,402 barrels
Annual Therm Impact	284,547 therms	1,423 metric tons	279 vehicles	303 acres	3,309 barrels

Community Infrastructure Investment (2011) - \$1,576,432.64

- Electrical Infrastructure Investment - \$129,737.10
- Natural Gas Infrastructure Investment - \$1,446,695.54

Ames and Story County Property Taxes (FY 2011/2012)

- Ames - \$188,868.00
- Story County - \$623,680.00

Employment (2011)

- The Ames operating facility employs 75 people from Ames and the surrounding area

Please visit www.alliantenergy.com/iowacommunities to learn more about Alliant Energy's community programs and services.



Applicant

Name of Applicant: Walgreen Co.

Name of Business (DBA): Walgreens #12108

Address of Premises: 2719 Grand Ave

City: Ames County: Story Zip: 50010

Business Phone: (515) 232-8284

Mailing Address: Liquor Renewals-300 Wilmot Rd. MS 3301

City: Deerfield State: IL Zip: 60015

Contact Person

Name: Laura Milowski

Phone: (847) 527-4516 Email Address: laura.milowski@walgreens.com

Classification: Class E Liquor License (LE)

Term: 12 months

Effective Date: 05/27/2012

Expiration Date: 05/26/2013

Privileges:

Class B Wine Permit (Carryout Wine)
Class C Beer Permit (Carryout Beer)
Class E Liquor License (LE)
Sunday Sales

Status of Business

BusinessType: Publicly Traded Corporation

Corporate ID Number: 51081 Federal Employer ID # 36-1924025

Ownership

Gregory WassonFirst Name: GregoryLast Name: WassonCity: Long GroveState: IllinoisZip: 60047Position President & CEO% of Ownership 0.00 %

U.S. Citizen

Jason DubinskyFirst Name: JasonLast Name: DubinskyCity: DeerfieldState: IllinoisZip: 60015Position Treasurer% of Ownership 0.00 %

U.S. Citizen

John MannFirst Name: JohnLast Name: MannCity: GlenviewState: IllinoisZip: 60025Position Assistant Secretary% of Ownership 0.00 %

U.S. Citizen

Mark WagnerFirst Name: MarkLast Name: WagnerCity: Lake ForestState: IllinoisZip: 60045Position President, Community Mg% of Ownership 0.00 %

U.S. Citizen

Insurance Company InformationInsurance Company: Safeco Insurance CoPolicy Effective Date: 05/27/2012Policy Expiration Date: 01/01/1900Bond Effective Continuously: 2

Dram Cancel Date:

Outdoor Service Effective Date:

Outdoor Service Expiration Date:

Temp Transfer Effective Date:

Temp Transfer Expiration Date:

Applicant

Name of Applicant:	<u>LJPS, Inc</u>		
Name of Business (DBA):	<u>Olde Main Brewing Co</u>		
Address of Premises:	<u>ISU Alumni Center, 420 Beach Ave, Second Floor</u>		
City: <u>Ames</u>	County: <u>Story</u>	Zip:	<u>50010</u>
Business Phone:	<u>(515) 232-0553</u>		
Mailing Address:	<u>316 Main St</u>		
City: <u>Ames</u>	State: <u>IA</u>	Zip:	<u>50010</u>

Contact Person

Name:	<u>Jamie Courtney</u>		
Phone:	<u>(515) 291-8346</u>	Email Address:	<u>jcourtney@oldemainbrewing.com</u>

Classification: Class C Liquor License (LC) (Commercial)Term: 5 daysEffective Date: 06/08/2012Expiration Date: 06/12/2012

Privileges:

Class C Liquor License (LC) (Commercial)**Status of Business**

BusinessType:	<u>Privately Held Corporation</u>		
Corporate ID Number:	<u>286196</u>	Federal Employer ID #	<u>770613629</u>

Ownership

Len Griffen**First Name:** Len**Last Name:** Griffen**City:** Potomac**State:** Maryland**Zip:** 24854**Position** Vice President**% of Ownership** 25.00 %**U.S. Citizen****Scott Griffen****First Name:** Scott**Last Name:** Griffen**City:** Ames**State:** Iowa**Zip:** 50010**Position** President**% of Ownership** 50.00 %**U.S. Citizen****Sue Griffen****First Name:** Sue**Last Name:** Griffen**City:** Potomac**State:** Maryland**Zip:** 24854**Position** Treasure**% of Ownership** 25.00 %**U.S. Citizen*****Insurance Company Information*****Insurance Company:** Founders Insurance Company**Policy Effective Date:****Policy Expiration Date:****Bond Effective Continuously:****Dram Cancel Date:****Outdoor Service Effective Date:****Outdoor Service Expiration Date:****Temp Transfer Effective Date:****Temp Transfer Expiration Date:**

COUNCIL ACTION FORM

SUBJECT: ADDITIONAL REQUESTS FOR ARTWALK ACTIVITIES

BACKGROUND:

The City Council recently approved requests from the Main Street Cultural District (MSCD) for the 18th annual Art Walk occurring on Friday, June 1. The MSCD has since added a chalk drawing competition to the Art Walk activities, and further requests the following of the City Council:

- Use of up to 10 parking spaces in the south row of Parking Lot N (east of City Hall) for chalk drawing competition from 12:00 to 8:00 p.m.
- Waiver of meter fees and enforcement in those spaces from 12:00 to 8:00 p.m.

Washable sidewalk chalk will be used in the chalk drawing competition, and organizers will leave the handicapped stall and reserved parking space unobstructed during this activity. Loss of revenue to the Parking Fund for waiver of meter fees for this activity is expected to be less than \$15. Council already approved a waiver of \$300 in meter fees for Art Walk's original requests, bringing the total estimated cost of Art Walk requests to \$315.

ALTERNATIVES:

1. The City Council can approve the additional requests for Art Walk activities, as requested above.
2. The City Council can deny the requests.

MANAGER'S RECOMMENDED ACTION:

Art Walk is a popular annual event that adds vitality to the Downtown. Because of the City Council's goal of enhancing commercial development in the Downtown, this type of special event should be encouraged.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the additional requests from the MSCD for the 18th annual Art Walk.



May 15, 2012

Mayor and City Council
City of Ames
515 Clark Ave
Ames, IA 50010

Dear Honorable Mayor Campbell and City Council,

The Main Street Cultural District is planning to hold its annual ArtWalk celebration on Friday, June 1 from 5pm to 8pm. The event will showcase area artists in businesses throughout the district. At this time, MSCD requests the council to consider the following additional requests:

1. The use of the south row of parking spaces in Lot N from 12-8pm to host a chalk drawing art competition. This is a new element for ArtWalk and the reasoning behind selecting this particular area is to draw crowds to the areas of the district that tend to get less foot traffic during events.
2. Waiver of parking meter fees and enforcement in the south row of Lot N from 12-8pm

Thank you for your consideration of these requests and continued support of the Main Street Cultural District and the 18th annual *ArtWalk*.

Sincerely,

A handwritten signature in blue ink that reads "Mandy McWherter". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mandy McWherter
Events Coordinator
Main Street Cultural District

Cc: Jeff Benson

Staff Report
**PARKING AGREEMENT WITH YOUTH AND SHELTER SERVICES
FOR MUNICIPAL LOT P**

May 22, 2012

BACKGROUND:

On April 16, 2012, City Council received a letter from Youth and Shelter Services (YSS) regarding a request to renew their parking agreement for Municipal Lot P at 308 5th Street. Municipal Lot P was leased to YSS as part of the Development Agreement for the renovation of the old City Hall at 420 Kellogg Avenue beginning in 1995.

Section 8 of the Development Agreement specified the terms of the parking lease related to the use and maintenance of the lot. YSS was responsible for all routine maintenance such as cleaning, snow removal, and minor crack sealing or filling of potholes, etc.; the City was responsible for any major resurfacing or reconstruction. It should be noted that the agreement became active at the time the deed was transferred to YSS, which was April 8, 1997 – this also is to be used as the start date for the 15 year lease term.

According to the agreement, YSS is entitled to exclusive use of the sixteen parking spaces in Municipal Lot P for a fifteen year period ending in April 8, 2012. The agreement specifies that YSS may use the lot with no charge for the first ten years, and after which YSS needs to pay market rate fees for use of those spaces during the final five years of the agreement. In response to this, YSS approached City Council on February 13, 2007 to negotiate the rate for the last five years when they proposed a rate of \$1 per year for all 16 spaces; at the time the City Council decided to set said rate to be consistent with current policy for reserved stalls at \$35 per month - \$6,720 annually.

Then in April of 2007, YSS approached City Council again after collecting some data related to the annual cost to maintain the lot; those costs were identified to be approximately \$2,880/year, which equates to \$15/space/month. Therefore, their request at that time was to reduce the rate from \$35 to \$20 per stall. Recognizing the significant effort YSS has put into maintaining the lot each year City Council agreed on June 26, 2007 to amend the agreement to this new rate for the remainder of the term - \$3,840 annually. **At that time Mr. Belitsos, Director of YSS, stated that he understood that the final five years of the agreement would serve as a transitional period. He also indicated that YSS expected to pay the full market rate set by the City after the 15-year term ends.** (See attached City Council Meeting Minutes for April 24, 2007)

In the recent letter to City Council, YSS is proposing to keep with past practice of \$20/space/month, reiterating the reduced rate is related to the annual maintenance cost that have held constant over time. YSS is also requesting that with a successful renewal of the lease they would also like to split the cost of a project to repair potholes on the lot

estimated at \$4,500; the cost to the City is then estimated to be \$2,250. The proposed term of the new lease would expire on June 30, 2017; all other provisions of the related to the maintenance, use, and proof of a current liability insurance policy (\$1,000,000 coverage) for the lot will remain the same.

OPTIONS FOR COUNCIL CONSIDERATION:

Since the current parking agreement expired on April 8, 2012, a new agreement is required should the Council decide to offer the parking spaces to YSS for another five year period. In order to approve a new lease, the City Council should determine the terms of the new contract at this meeting and set a hearing date for public review of the lease for a future meeting.

There appears to be, at least, five options for the City Council to consider regarding this matter.

Option 1 - \$20 Per Space Per Month, Share \$2,250 To Fix Potholes, All Other Term Remain

The City Council can support a new parking agreement with YSS to lease 16 spaces in Municipal Lot P for five years at a \$20 per space per month rental rate and agree to share the \$4,500 cost to repairs several potholes on the lot. All other terms of the agreement would be the same as reflected in the current agreement. (This is the recommendation of the YSS Board)

Section 8 b. of the existing agreement clearly specifies that YSS will be responsible for "pot-hole filling." Therefore, if this option is pursued and the City shares the cost of pothole patching, the agreement will have to be modified to allow for this participation.

This option would provide a reduced rental fee in recognition of the lot maintenance costs absorbed by YSS which would normally be the responsibility of the City.

Option 2 - \$20 Per Space Per Month, All Other Term Remain

The City Council can support a new parking agreement with YSS to lease 16 spaces in Municipal Lot P for five years at a \$20 per space per month rental rate, but not agree to share the cost of pothole filling as per the existing agreement.

This option would provide a reduced rental fee in recognition of the lot maintenance costs absorbed by YSS which would normally be the responsibility of the City.

Option 3 - \$35 Per Space Per Month, Share \$2,250 To Fix Potholes, All Other Term Remain

The City Council can support a new parking agreement with YSS to lease 16 spaces in Municipal Lot P for five years at a \$35 per space per month rental rate and agree to share the \$4,500 cost to repairs several potholes on the lot. All other terms of the agreement would be the same as reflected in the current agreement.

Section 8 b. of the existing agreement clearly specifies that YSS will be responsible for "pot-hole filling." Therefore, if this option is pursued and the City shares the cost of pothole patching, the agreement will have to be modified to allow for this participation.

This option reflects a rental fee (\$35 per space per month) that is in keeping with the current fee charged throughout the parking system.

Option 4 - \$35 Per Space Per Month, All Other Term Remain

The City Council can support a new parking agreement with YSS to lease 16 spaces in Municipal Lot P for five years at a \$35 per space per month rental rate, but not agree to share the cost of pothole filling as per the existing agreement.

This option reflects a rental fee (\$35 per space per month) that is in keeping with the current fee charged throughout the parking system and, as the record indicates, the YSS Board indicated a willingness to return to the \$35 rental fee after the first 15 years.

Option 5 – Do Not Rent To YSS For Exclusive Use

The City Council can deny the request to lease 16 spaces in Municipal Lot P to YSS.

STAFF COMMENTS:

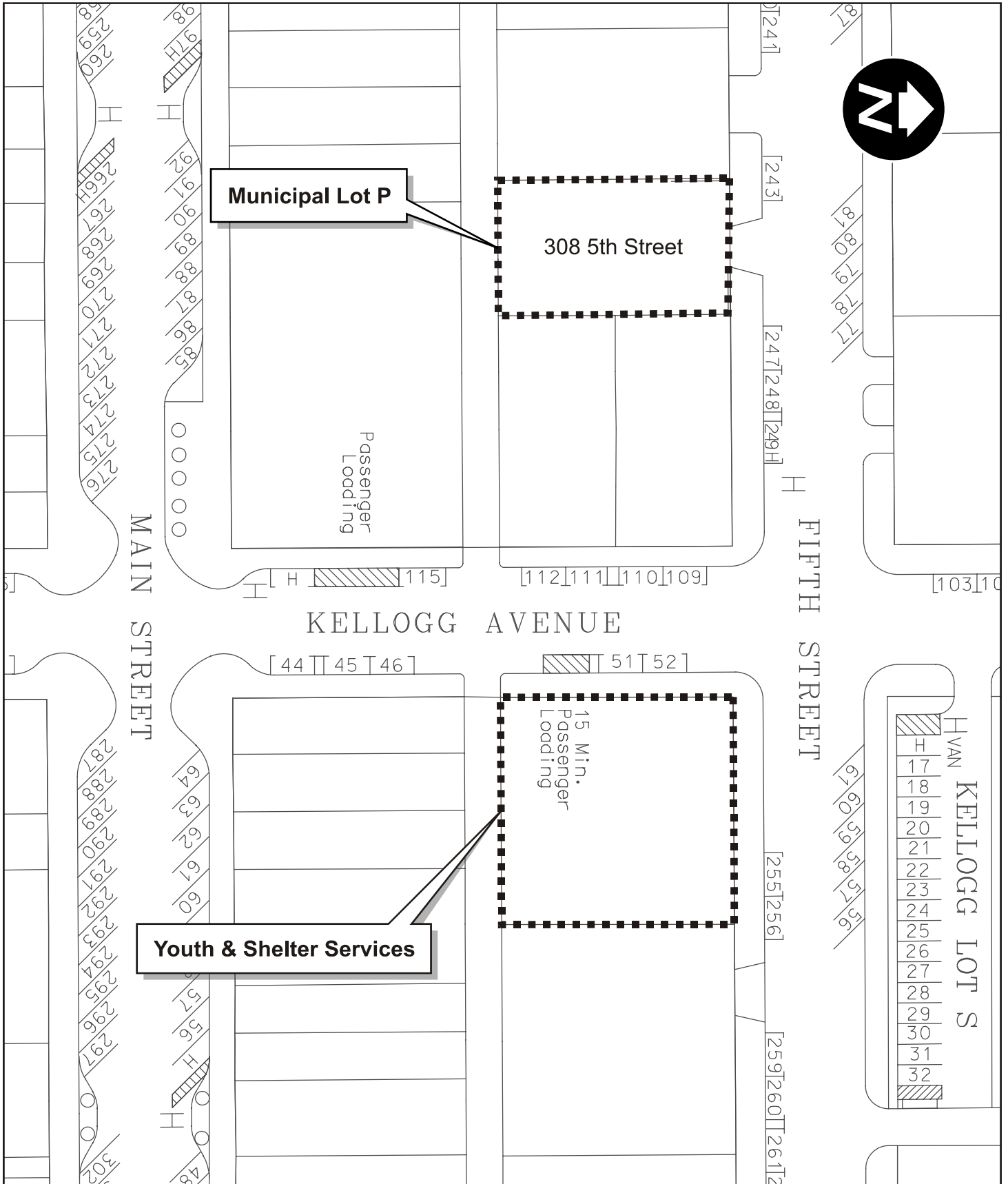
The City staff remains very appreciative of YSS for locating their offices in the Downtown Business District and renovating a historic building for that purpose. In order to assist with the continued viability of their efforts, the staff supports the continued leasing of the 16 parking spaces in Municipal Lot P for an additional five year period YSS.

In addition, the staff is supportive of the terms of the existing agreement pertaining to parking. (See attached section of agreement.) These terms provide for liability protection, assign maintenance responsibilities to the lessee, and allow the City to cancel the agreement after a 90 day notice if the parking on the site is needed for a development project in the Downtown Business District.

The only modifications to the existing agreement language that will be needed are related to the City Council's ultimate decision regarding an appropriate monthly rental fee per space and determination if cost sharing for pothole filling is desired.

In order to approve a new lease, the City Council should determine the terms of the new contract at this meeting and set a hearing date for public review of the lease for a future meeting.

Parking Agreement Youth & Shelter Services: Map of Municipal Lot P



Staff Report

6th Street Bridge Fence Request Staff Report

May 22, 2012

BACKGROUND

In the fall of 2011, during the City Council budget process, a request was made to place a fence along the traffic side of the pedestrian/bicycle areas of the 6th Street Bridge. The cost of this request is estimated at approximately \$8,000 for a four-foot high black chain link fence. This request referenced the safety of the elevated pedestrian/bicycle area with no separation from traffic. **On February 14, 2012, City Council directed staff to have a discussion with bicyclists on possible solutions to improve the safety of the 6th Street Bridge.**

City staff contacted several bicyclists in Ames who have been active in bicycle issues within the City. On May 9, 2012, City staff met with four people on-site to discuss the request in more detail and to be able to look at and discuss the request and issues it may cause and other potential solutions. It is also important to note that the 6th Street Bridge is currently shown for replacement in the fifth year of the Capital Improvement Plan.

FEEDBACK

During the meeting with local bicyclists, the request was discussed and several items were brought to the attention of staff. The following items are the main issues that were discussed at the on-site meeting:

- The bicyclists are concerned about the lack of space to safely cross these areas, especially when hauling a trailer. Therefore, if a fence is to be installed, the bicyclists would prefer to use the street when crossing the bridge. Because of this preference, there would be a need to make transition areas for bicyclists to leave the shared use path areas and enter 6th Street to cross the bridge. There would also be a need for sharrows to alert traffic to expect bicyclists on the road (see Attachment 1).
- Should the bicyclists be required to remain on the raised path, they would prefer that a different railing be used in lieu of the chain link fence. There were concerns that chain link could cause snagging for bicyclists who are trying to pass or avoid other traffic.
- There may be a need for additional signage to warn that passing bicycles on the bridge may not be possible

The City staff also received additional comments from emails in opposition to installing a fence due to concerns regarding the reduction in width of the path and the difficulty in removing snow from this small area.

At the on-site meeting, the four people in attendance thought that placing a fence or railings is not a preferred alternative, although they understand the concerns with safety. If the fencing is approved, they would prefer that sharrows and transitions be placed, and that the City work to inform motorists to expect more bicycle activity on that stretch of roadway.

NEXT STEPS

With this information, the City Council must decide whether or not to move ahead with installation of the fence. If you choose to do so, it is recommended that transitions and sharrows also be installed. Authorization will be needed for the expenditure of \$8,000 from the Road Use Tax Fund balance to accomplish this task.



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Staff Report

DEERY BROTHER'S OFFER

May 22, 2012

BACKGROUND:

A previous recommendation to create an urban revitalization area for the properties along S.E. 16th Street from S. Duff Ave. to S. Dayton Road failed to receive the necessary four Council votes for approval of a tax abatement incentive.

On April 24, 2012 the City Council referred a memo to the City staff regarding a new proposal from the Deery Brothers requesting tax abatement for their three lots along S.E. 16th street in return for 1) the donation of 10.8 acres of land to accommodate the future widening of the Highway 30 bridge if this project is pursued as a flood mitigation technique, and 2) the straightening/widening of the north/south river channel on their site to help mitigate future flooding in the area. The purpose of this latest proposal is to provide substantial value to the City in return for the establishment of a tax abatement incentive for the three lots which will be developed by the Deery Brothers.

ANALYSIS OF PROPOSAL:

The following is an analysis of the advantages and disadvantages of the two-part proposal from the Deery Brothers.

Advantages Of The Land Gift

- The land that is being offered might be needed in the future if the State agrees to widen the Highway 30 Bridge opening. Obtaining the land now, free of charge, will avoid protracted future negotiations or the need for eminent domain. The Deery Brothers' initial claim was that the land is worth \$56,000 per acre, or a total of approximately \$604,800. (It should be emphasized that no appraisal has been made of the property to verify this claim of value.)
- The land that is being offered will be reconfigured and seeded. Once this is accomplished, the owner of the land will have ability to use or sell portions of this land for wetland credits. The consulting engineer for the Deery Brothers, Scott Renaud, estimates the value of these credits to be \$25,000 to \$40,000 in today's market based on the eligibility of approximately one acre. (The staff is relying on information provided to Mr. Renaud from Kevin Griggs, a wetland consultant.)

- The detention pond that is being offered with the 10.8 acres of land will be approximately 14 feet deep at all times and could serve as a public recreation area for fishing, etc.
- The City currently has an easement for our raw water distribution line over the land that is being offered. If the land is transferred to the City, we will own, not only the land under which the raw water line is constructed, but also additional land adjacent to the line. This fact could prove beneficial should the City ever want to move the raw water line outside of the easement area in the future.

Disadvantages Of The Land Gift

- The detention pond that is being offered with the 10.8 acres will be approximately 14 feet deep at all times and, therefore, will pose a liability risk to the City and a requirement for a higher level of on-going maintenance for this floodway property.
- The initial concept is to discharge the storm water runoff from the three developed lots onto the land that is being offered to the City. Under this situation, the City will be maintaining the storm water facility for a private development.
- Once the land that is being offered is transferred to the City's ownership, it will be taken off the tax rolls.
- It is unlikely that all of the 10.8 acres that is being offered will be needed by the State should they decide to widen the Highway 30 Bridge. Currently, State engineers are not certain whether the structure will ever be widened to the east of the channel, even if they decide to make such an improvement.
- Since the City already obtained an easement for the raw water line, its continued existence on this property and our ability to maintain it is already assured.

Advantages Of Straightening/Widening The Channel

- The Deery Brothers have agreed to straighten/widen the channel at their sole expense as part of the development of their dealership lot. **Their consulting engineer, Scott Renaud, has indicated that the straightening/widening of the channel will yield a 1 foot decrease in the flood elevation during a 100 rain storm event on the Wheelock and Deery properties.**

(It should be noted that that City staff has not verified the benefits related to flood mitigation that is being claimed by Mr. Renaud. If the Council desires

such verification, it would be preferable to hire an outside consultant to accomplish this task.)

- Mr. Renaud has estimated that the cost for the City to accomplish this channel adjustment and stabilize the impacted area with appropriate landscaping, if the City chooses to do so at a later date as part of a flood mitigation strategy, would be approximately \$240,000. The staff has reviewed these estimates and believe they are reasonable.

Disadvantages of Straightening/Widening The Channel

- In order to accomplish this channel realignment, approvals will be needed from various governmental entities including the Iowa Department of Natural Resources, the Army Corps of Engineers, and the City of Ames. Working with these governmental agencies could prove to be complex and very time consuming resulting in a delay between the time the City qualifies the three lots for tax abatement and the time decisions are made by the various governmental agencies regarding the requested channel straightening/widening.
- As the water moves faster through the city as a result of the straightening/widening of the channel, banks along the channel will experience destabilization due to increased erosion. In addition, this faster water movement could negatively impact aquatic and plant life in the area.

STAFF COMMENTS:

It appears from the City Council's previous discussion regarding the Deery Brother's proposal that there is some interest in providing tax abatement as long as the value of this incentive is "offset" by benefits that would be received by the City from their offer.

For purposes of this analysis, the "cost" would be the amount of the abatement that would be provided to the developer. Staff has been informed that should an urban revitalization plan be approved, the Deery Brothers hope to utilize the 3-year, 100% tax abatement schedule. Based on the estimated assessed values supplied by the developers, the improvements for the car dealership are expected to be \$4.5 million and the improvements on the two remaining lots are expected to be \$2 million each. **Based on these estimates, the amount of taxes abated from City taxes would be \$273,360 over the three years.** (Remember that the total amount of taxes abated over the three years would be \$823,650. This larger total includes the amounts also abated for the School District, County, etc.)

On the benefit side, staff finds it difficult to conclude that the 10.8 acres of land located in the floodway has a value of \$56,000 per acre as suggested. **While an appraisal could be obtained to verify the actual value, the staff believes the disadvantages**

outweigh the advantages of assuming ownership of the land at this time. However, the Deery Brothers are willing to agree to transfer ownership, sometime in the future, of the portion of their 10.8 acres of land that is necessary to accommodate the widening of the Highway 30 bridge. This should be considered a benefit to the City.

In regards to other aspects of their proposal, the Deery Brothers have agreed to offer the wetland credits to the City free of charge, even if the ownership of the 10.8 acres is not transferred to the City. It is reasonable to conclude the value to the City of receiving wetland credits is approximately \$33,000. In addition, the staff concurs that the cost of widening/straightening the channel that is proposed to be absorbed by the developer is approximately \$240,000.

However, after performing an engineering analysis, it appears that the upstream benefits from the modification to the channel are less than originally expected. According to Mr. Renaud, this work will not mitigate the impact of future flooding beyond the two properties along the south side of S.E. 16th Street (Wheelock and Deery). In order to give credit for this aspect of their proposal, the City Council must decide if this benefit that has been identified would have warranted the City to make this channel modification in the future.

If the Council chooses to move ahead to grant the requested tax abatement, along with creating a urban revitalization plan, the staff will need to prepare a developer agreement to assure that the proposed benefits are received by the City.

Design Consultant
Financing Analysis
Project Coordinator
Sale-Leaseback



General Contractor
Architectural Assistance
Site Selection
Design-Build

Fred Rose, L.C.

dba The Rose Companies

April 23, 2012

Mayor and Ames City Council
515 Clark Avenue,
Ames, IA 50010

Dear Mayor and Council Members,

In the matter of the Deery Brothers desire to build a new Chrysler/Jeep/Dodge automobile dealership at the southwest corner of South Dayton, and 16th Street, we offer the following considerations that we feel bring an entirely new dimension to our request for abatement.

1. We are certainly aware that flooding in general as well as development in floodway fringe areas is an extremely sensitive endeavor that requires extra scrutiny, effort, and study on everybody's part. We have recently learned that straightening the Skunk River channel adjacent to and north of the Highway 30 Bridges along the east side of the channel will significantly help pass water during high water situations like those that occurred in 2010. This will offer some lessening of the backup that occurs up stream as water can drain more quickly. This would occur on Deery's land at their expense which could run as much as \$90,000.00 for the 300' that are to be worked on.
2. Our Engineering firm feels that straightening the channel will allow them to formally certify a "no rise," as well as a "no impact" condition for our lot only. While these two situations are similar they are distinctly different and very difficult to obtain within the conditions of this development.
3. It has been brought to our attention that there is a possibility in the distant future that some work on the Highway 30 Bridges might be considered as they became a bit of a barrier during significant flooding like that of the 2010. That work will require additional land to widen the channel along with lengthening and raising the bridges. We propose donating the lower 10.8 acres to the City after our site work is completed and the lower portion is finished to City standards. The land is costing over \$600,000.00 or \$56,000.00/Acre before we prepare and finish it.

A lot of time has been spent since the last City Council meeting listening to the citizens of Ames concerns, as well as our Engineering firm. Given this additional information it is our sincere desire that you can revisit our request for abatement.

Thank you,

Fred Rose

Staff Report

ADAMS STREET PAVING

May 22, 2012

BACKGROUND

City Council referred to staff a petition from Staci Harper of 1419 Edgewater Court pertaining to paving the graveled portion of Adams Street. This petition requested the City pay to pave a small gravel section between Calhoun Avenue and Dawes Drive. The letter submitted with the petition states that during the winter the area develops large potholes and ruts and gets very muddy and difficult to drive. She requested the paving of this street section be included in the next annual Capital Improvements Plan (CIP). She stated she feels the paving would be beneficial for the City and would increase the safety and aesthetics of their neighborhood streets. The petition was signed by 74 persons/couples, three of whom own property along the unpaved section of roadway. **Ms. Harper requested the City fund this project entirely, due to the increased traffic in this neighborhood traveling to and from Ada Hayden Park and Gilbert schools.**

The estimated cost for paving this segment of Adams Street, including engineering, construction, and construction administration, is **\$160,500**. Four parcels currently exist adjacent to the unpaved portion of Adams Street (see attached map). If a standard assessment process is pursued, three of the four parcels would likely have a deficiency. This means the amount assessed to these properties would exceed the 25% of the property value allowable by State code, and the City would be responsible to pay \$60,940 towards this project. If a special assessment occurred with voluntary agreement from all four properties, the property owners would be required to pay 100% of the project cost based on an agreed cost sharing arrangement. These calculations are shown below:

1	2	3	4	5	6	7	8	9
Parcel Number	Average Frontage	Percent Frontage	Paving Cost	Paving Cost Percent Assessment	2011 Property Assessment	25% of Property Assessment	Deficiency	Potential Assessment for Paving Costs
1	87.2	15.04%	\$24,135	10.71%	\$225,400	\$56,350	\$0	\$24,135
2	158	27.25%	\$43,730	43.43%	\$100,700	\$25,175	-\$18,555	\$25,175
3	167	28.80%	\$46,221	79.42%	\$58,200	\$14,550	-\$31,671	\$14,550
4	167.7	28.92%	\$46,415	32.50%	\$142,800	\$35,700	-\$10,715	\$35,700
CITY OF AMES								\$60,940
	579.90	100.00%	\$160,500				-\$60,940	\$160,500

On August 23, 2011, Council asked staff to meet with the adjacent property owners along Adams Street regarding a potential special assessment. Council also inquired

about pavement impacts to assessed property values. A summary of this can be found below.

On December 20, 2011, Council asked staff to contact neighborhood property owners within the immediate area to determine their interest and willingness to participate in a voluntary assessment for paving Adams Street. A summary of these results are also shown below.

DISCUSSIONS WITH ADJACENT PROPERTY OWNERS

Assessed property values are based in part on the adjacent roadway surface where the driveway is located. The City Assessor estimated the property values of these four parcels would increase as shown below.

Parcel No.	Address	Property Owner(s)	2011 Property Assessed Value	Estimated Increase to Assessed Value after Paving Adams St
1	917 Adams St	Dennis C Wendell	\$ 225,400	\$ 12,600
2	4003 Dawes Dr	Steven G Martin	\$ 100,700	\$ 8,800
3	910 Adams St	Dorothy J Kizer	\$ 58,200	\$ 0 <i>(Majority of frontage off Calhoun)</i>
4	3919 Dawes Dr	Dorothy J Kizer	\$ 142,800	\$ 0 <i>(Driveway off Dawes)</i>

On October 13, 2011, staff met with Mr. Wendell and Mr. Martin. Both property owners expressed their approval for paving Adams Street, but felt a **standard assessment**, which puts a maximum assessment at 25% of their property value, **would be impossible on their fixed incomes**. They both agreed it was more realistic for them to consider an assessment equal to the estimated increase to their assessed value, as noted above (\$21,400 combined of the \$160,500 total cost estimate). Both Mr. Wendell and Mr. Martin expressed paving Adams Street would benefit the City as a whole for the following reasons:

- Adams Street is currently classified as a collector street which serves as a bus route for the Gilbert School.
- Many citizens from neighborhoods west of Calhoun Avenue use this section of Adams Street daily to access City Parks and/or Dawes Drive. Most of these citizens are Ames residents and therefore pay City taxes.
- They feel the existing gravel is a safety concern regarding pedestrians and bicyclists, especially where it ties into existing pavement at adjacent intersections and driveways.

- They acknowledged the City does maintain and plow the gravel street in the winter; however, plowing and ice removal is not as efficient as with paved roadways.

Mr. Wendell and Mr. Martin only represent 50% of the adjacent property frontage. Staff spoke with another adjacent property owner, Mrs. Kizer, over the phone. During those discussions, Mrs. Kizer said she feels the City should pay 100% of the paving costs. When she purchased the property 45 years ago, Adams Street was merely a driveway to Dr. Adams' home. She did not realize she was taking on responsibility of a future road where that driveway to the Adams' house was located. Mrs. Kizer is not sure how she would afford \$50,000 on a fixed income even if this cost were to be spread out over 10 to 12 years.

FEEDBACK FROM NEIGHBORHOOD PROPERTY OWNERS WITHIN THE IMMEDIATE AREA

In March 2012, staff distributed 162 letters and surveys to property owners within the adjacent neighborhoods north of Bloomington Road, west of Grand Avenue, south of Ada Hayden Heritage Park, and both west of and along Hoover Avenue/Edgewater Drive (see attached map). Staff also held a public meeting on Monday, April 2, 2012, at the Ames Public Library.

A total of 59 surveys were returned and eight citizens attended the public meeting. Results and opinions were mixed. Of the responses received, 37% were in favor of paving Adams Street, 39% were indifferent, and 24% were opposed. Only 19% of those responding were either willing to participate or would consider participating in a voluntary assessment to help pay for paving Adams Street. Staff did not ask for any commitment from neighboring property owners at this time.

The neighboring property owners had several comments both on the surveys and during discussions at the public meeting. Those who were opposed to contributing generally relayed past policy, high taxes they already pay, or the fact they do not use it. Property owners who wanted to see Adams Street paved were mixed on who should pay for it. Those willing to consider a special assessment for paving Adams Street generally felt a reasonable assessment was \$250-\$1,000 each, totaling \$4,750. The vast majority who were indifferent to seeing Adams Street paved stated they seldom or never use it.

In summary, the following discussion items were brought up either through surveys or at the public meeting.

- The current gravel is a safety concern, particularly in the winter when icy.
- The proximity to Ada Hayden Heritage Park, Calhoun Memorial Park, and the Bertrand and Mary Adams Memorial Greenway makes this gravel section unique from others around town.

- Other property owners have paid for their streets through lot sales or assessments and felt past precedence should be followed here as well.
- It was suggested the presentation of a potential “assessment” was confusing to people who already pay high taxes and possibly rewording to say a “one-time donation” might encourage more participation.
- Some are willing to consider an assessment for the paving, but are less likely if neighbors do not also contribute.

At the public meeting neighboring property owners requested additional time to contact neighbors who were unable to attend the meeting and share the information they learned to gather support. This time was granted through the end of April; however, Staci Harper has not provided any new information.

TRAFFIC COUNTS

Generally speaking, most property owners along Top-O-Hollow Road reported they did not use this section of Adams Street. Responses were more mixed further north. To determine what the actual usage is, traffic counts were taken for this section of Adams Street over a 1 week time period at the end of April/beginning of May. The average daily traffic (ADT) over that week was 130-140 vehicles per day.

POTENTIAL OPTIONS

Option 1 – Project Funded Totally From Property Taxes (\$160,500)

Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the CIP in a specified year funded entirely by the City of Ames (\$160,500). Since the FY 2012-13 budget has been certified, the soonest this project can be introduced in the CIP is FY 2013-14.

Under this option the paving would be financed through the issuance of G.O. Bonds paid back with property receipts from all taxpayers.

Option 2 - Project Funded By Assessing Four Adjacent Property Owners (\$160,500)

Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the CIP in a specified year, with funding accomplished through a special assessment whereby the owners of the four abutting properties will pay 100% of cost (\$160,500) for this project.

To achieve this option, all of the abutting property owners would need to agree to sign a special assessment agreement waiving the right to protest the assessment and acknowledging their obligation to cover all costs to accomplish the paving project including deficiencies.

Unless all adjacent property owners agreed, this option would not be possible. It should be noted that none of the abutting property owners support Option 2.

Option 3 – Project Funded By Property Taxes (\$139,100) and From Adjacent Property Owners (\$21,400)

Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the CIP in a specified year with funding accomplished through a special assessment whereby the property owners will pay specified amounts equal to the estimated increase in assessed value per parcel (\$12,600 for Parcel 1; \$8,800 for Parcel 2; \$139,100 City).

It should be noted that the owners of Parcels 3 and 4 do not contribute to this project under this alternative since their assessed value would not increase with completion of the paving. Under this option, the two property owners would have to agree to these assessments.

Option 4 – Project Funded By Standard Assessment Procedure Against Adjacent Property Owners (\$60,940 from City and \$99,560 from Property Owners)

Direct staff to include the paving of Adams Street (Calhoun Avenue to Dawes Drive) in the CIP in a specified year, with funding accomplished through a standard assessment procedure. The property owners would pay a maximum of 25% of the assessed value (\$99,560 property owners; \$60,940 City).

Under this option, the four adjacent property owners would not be assessed more than 25% of their assessed valuation, and City taxpayers would fund the deficit. Furthermore, unless all adjacent property owners agreed to this option, the City would need to follow State Code procedures for assessments, thereby subjecting the City to the risk of protest and adjustment of the assessment allocations. Here again, the three property owners do not support this option.

Option 5 – Reject The Request From Neighboring Property Owners To Pave Adams Street At This Time

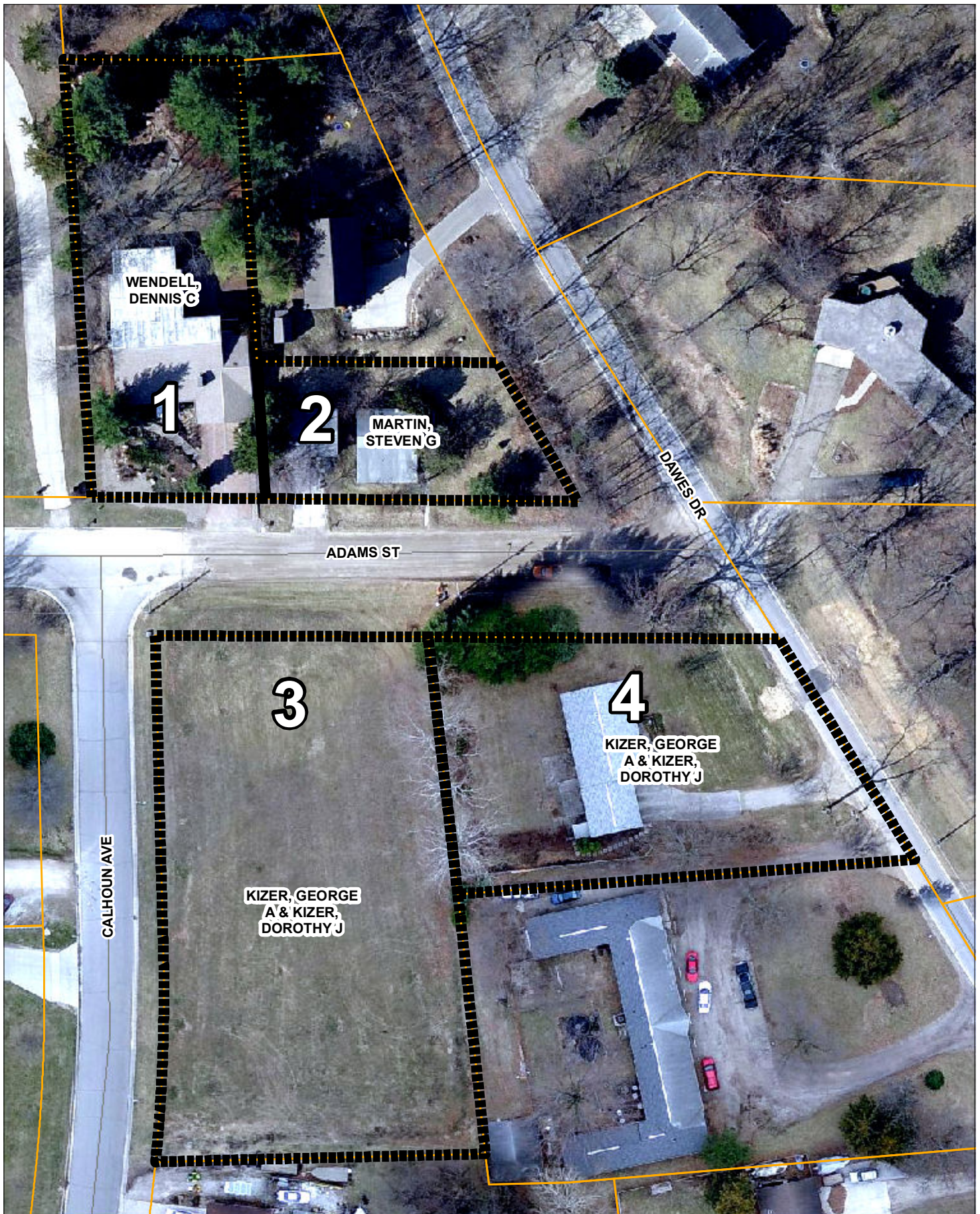
Reject the request for the paving of Adams Street (Calhoun Avenue to Dawes Drive), and do not include the project in the CIP.

Parcel Number	2011 Property Assessed Value (PAV)	Option 1: 100% City. No Assessment	Option 2: Special Assessment (100% PO)	Option 3: Special Assessment (Incr Value)	Option 4: Standard Assessment (25% PAV Max)
1	\$225,400	\$ -	\$ 24,135	\$ 12,600	\$24,135
2	\$100,700	\$ -	\$ 43,730	\$ 8,800	\$25,175
3	\$ 58,200	\$ -	\$ 46,220	\$ -	\$14,550
4	\$142,800	\$ -	\$ 46,415	\$ -	\$35,700
Nearby Neighborhood		\$ -	\$ -	\$ -	\$ -
City of Ames		\$160,500	\$ -	\$139,100	\$60,940
Total		\$160,500	\$160,500	\$160,500	\$160,500

STAFF COMMENTS

Historically, the initial paving of a residential street is paid for by the Developer and passed on to each property owner through the purchase price of the lot. From there, the City assumes ownership of the street and responsibility for its maintenance and replacement. For that reason, City Council has typically required a special assessment paid for by the abutting property owners to accomplish this type of improvement. The special assessment process assures that the property owner pays for the initial street construction while allowing for a reasonable payment arrangement over time at a low interest rate.

The City Council will need to decide which option to pursue in response to this request, which was initiated by property owners whose homes are not adjacent to this gravel street section.



Adams Street Assessment Parcels



Scale: 1 in = 64 ft

Date: 12/14/2011



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ADAMS STREET PAVING ADJ NEIGHBORHOOD MAILING



Sheet 1/1
Scale: 1 in = 500 ft
Date: 5/11/2012

COUNCIL ACTION FORM

SUBJECT: **UNIT 8 FEEDWATER HEATER REPLACEMENT**

BACKGROUND:

On April 11, 2012, two bids were received for the Unit 8 Feedwater Heater Replacement (high pressure heaters Nos. 84 and 85). Staff presented the bidding results along with their recommendation at the May 8, 2012 meeting for Council consideration. The bids received were as followed:

Bidder	Alternate 1: 70-30 Cu-Ni Material	Alternate 2: T-22 Material
SPX Heat Transfer, Inc., Bethlehem, PA	\$825,697	\$752,007
HOLTEC International, Inc., Marlton, NJ	Non-Responsive	

Council may recall that staff wanted to award Alternate 2: T-22 material due to lower cost and a stronger material. Electric Services staff reviewed the bids and determined that the bid submitted by HOLTEC International, Inc., was found to be non-responsive because bid security was not submitted with its bid.

As a result, only one bid remained for consideration from SPX Heat Transfer, Bethlehem, PA (SPX) in the amount of \$752,007 for the supply and installation of the Unit 8 High Pressure Heaters. Staff reviewed the bid and concluded that it was acceptable. SPX is not licensed to collect sales taxes for the State of Iowa. The City would pay applicable Iowa Sales Taxes in the amount \$44,654.89 directly to the State.

After it was presented, City Council decided to defer action on awarding a contract to SPX. Council expressed 1) concern about the SPX's exceptions to City of Ames Standard Terms & Conditions; 2) inquired on the reasons only a single bid was received; and 3) if the non-responsive bidder had also indicated exceptions to City of Ames Standard Terms & Conditions, and why they failed to include a bid bond.

1. Concern With Exceptions

SPX took numerous exceptions to the City of Ames Standard Terms & Conditions on its bid submittal. The City Attorney identified two exceptions taken that would pose the greatest risk for the City. Both exceptions dealt with liability issues. The first would subject the company's liability to the City only for acts of malicious or gross negligence. Normally, the City's liability standard is for ordinary negligence. The second involved capping the company's liability to equal the contract amount. In this case, it would be \$752,007. The City's normal practice would be to require liability coverage for \$1 million per occurrence and \$2 million in the aggregate.

Staff contacted SPX and communicated to them that the City has some major concerns regarding their exceptions. As a result of this communication, Staff was able to negotiate with SPX and they agreed to withdrawal all of the exceptions (including the gross negligence standard) taken in their bid except one.

There is now only one modified exception for City Council to consider. SPX still wants to cap their liability, but is willing to increase the cap to two times the contract amount (\$1,504,014). While this is an improvement over their original proposal, the exception still contradicts sections of the standard terms and conditions of the bidding document.

Staff has reviewed the remaining exception proposed by SPX and the exceptions presented in the non-responsive bid and have determined that it is worth the risk by agreeing to the modified SPX exception. SPX is the parent behind the brand of YUBA Feedwater Heaters which is a recognized top tier supplier of this equipment in the power industry and is manufactured in the United States.

2. Concern with a Single Responsive Bid

Council should note that the invitation to bid was written as “supply and install” approach in order to limit the risk to the City of Ames to any coordination or fit issues between the equipment and the Power Plant’s piping interconnections. Tying the supply with installation keeps the City out of the middle if issues arise at the interface. However, this risk limiting approach may have reduced the number of bids received because several of the equipment suppliers and installation contractors appeared to only be interested in one part of the project and not the total project.

3. Concern with the Non-responsive Bid

City Council should note that Purchasing reviewed the exceptions taken by the non-responsive bidder and identified similar exceptions which would pose similar / identical risks to the City. When asked why a bid bond was not included, the respondent indicated they did not know a bid bond was required but could submit one after-the-fact.

Staff believes that if the decision is made to rebid then there is a high probability that the rebid will have the same two bidders. SPX most likely will have removed their exceptions and the other bidder will have included a bid bond but continue to have their exceptions.

The Engineer’s estimate of the total contractor cost of this project for Unit 8 is \$875,000.

The 2012/13 Capital Improvements Plan includes \$980,000 for Feedwater Tube Replacement for Unit 8, while the 2014/15 CIP includes \$980,000 for the future Feedwater Tube Replacement planned for Unit 7.

ALTERNATIVES:

1. a. Agree to the single exception to the terms and conditions of the City of Ames bidding document.

- b. Award a contract to SPX Heat Transfer, Inc., Bethlehem, PA, for the Unit 8 Feedwater Heater Replacement in the amount of \$752,700 plus applicable sales taxes to be paid directly by the City of Ames to the State of Iowa.
2. Reject all bids, direct staff to rebid and thus delay the replacement of the Unit 8 feedwater heaters.

MANAGER'S RECOMMENDED ACTION:

Both the City's Risk Manager and City Attorney have reviewed the terms and find them acceptable to present to City Council for consideration. SPX has agreed to drop all exceptions except for a cap on their liability. They have however, agreed increase the cap to two times the contract amount. The City has accepted terms and conditions equal to two times the contract amount on past contracts. In this instance, two times the contract amount (\$1,504,014) does approximate the City's normal practice of requiring liability coverage for \$1 million per occurrence and \$2 million in the aggregate.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: **ELECTRIC UTILITY RATE ORDINANCE CHANGES**

BACKGROUND:

In February 2011, City Council approved a contract for an Electric Services cost-of-service study and electric rate design study to SAIC Energy, Environmental & Infrastructure LLC. Using utility cost principles and financial and customer data provided by City staff, SAIC conducted a study to identify the costs of services provided by the City of Ames Electric Utility. After completion of the cost-of-service study, the consultant worked with staff to design cost-based electric rates based on allocated costs. A draft report was presented to the EUORAB on November 1, 2011, and the final report and proposed rate structure were presented at a special joint meeting of the City Council and EUORAB in December 2011.

Summary of Results of the Rate Study

- Cost by customer class was relatively close to revenue by customer class so the new rate structure does not include significant re-allocation between classes of customers.
- Costs of certain cost components of the rate did not match associated revenue and the proposed rate structure reflects better matching of these costs. Most notable are the base billing charges and demand charges, which are both increased in the proposed rate structure.
- Declining block rates did not match cost of service and have been eliminated in the proposed rate structure and replaced with flat rates for all customer classes. However, for residential and small commercial classes, summer and winter rate differentials still apply.
- The base electric rates did not reflect the current cost of energy and have been increased in the proposed rate structure. The additional cost of energy in the current rate structure was reflected in the Energy Cost Adjustment (ECA) rate component. As energy costs are better reflected in base rates, the ECA is lowered, resulting in no net change in revenue.

City Council voted unanimously to receive and file the study. At that time, staff indicated that the rate ordinance implementing these changes would be to Council in spring 2012 for approval. Following Council's adoption of the rate ordinance on first reading, staff will be work on a process of customer notification and feedback on the new rate structure with planned implementation no earlier than November 1, 2012.

The adopted FY 2012/13 Budget did not include an electric rate increase, so the proposed rate structure is revenue neutral. As discussed during review of the study, the impact of the new structure on customer groups will vary based on the cost of services utilized.

In general, the proposed cost based rates reflect increased customer charges for all classes, and increased demand charges with decreased energy charges for those rate classes with a separate demand charge. Below is a summary of changes in the proposed rate ordinance by class of customer:

Residential:

- The monthly customer charge was increased from \$5.25 to \$8.00.
- The proposed summer energy rate will be the same as the current summer energy rate (\$.0866/kWh), plus the estimated ECA rate of \$.03/kWh.
- The proposed winter three-block energy rate will be simplified to a single energy rate of \$.0966/kWh (including ECA) for the eight winter months. The proposed winter rate will be slightly lower than the average of the current winter rates.
- Overall, revenues generated by the residential class from this new rate will be virtually the same. However, individual customers may see changes in their monthly bills.

Small Commercial (General Power):

- The monthly customer charge was increased from \$6.30 to \$15.00.
- The three-block energy rates for each season were simplified to a single energy rate for each season (winter rate will be \$.0948/kWh and summer rate will be \$.1148/kWh, both including the current ECA).
- Overall, revenues generated by the small commercial class from this new rate will be virtually the same. However, individual customers may see changes in their monthly bills.

Commercial (Large Power):

- The monthly customer charge was increased from \$48.00 to \$150.00.
- The three-block energy rates for each season were simplified to a single energy rate for the year. The proposed energy rate for this class of \$.0619/kWh (including the current ECA) is lower than the average of the current energy rates.
- The demand charge in the proposed rates will change from three blocks to one block in both the summer and the winter; and the billing determinant will change

from kilowatt (kW) to kilovolt amp (kVA), which is a more appropriate measure for demand on the system.

- The proposed summer demand rates will increase to \$10.30/kVA from an average of \$4.52/kW, while proposed winter demand rates will increase to \$7.70/kVA from an average of \$3.11/kW. Total demand revenues will be higher than at current rates.
- The overall revenues generated by the large power class from this new rate will be virtually the same. Again, however, individual customers may see changes in their monthly bills.

Industrial:

- The monthly customer charge was increased from \$118.00 to \$150.00.
- As with the Large Power class, the three-block energy rates for each season were simplified to a single energy rate for the year, and the billing determinant will change from kilowatt (kW) to kilovolt amp (kVA).
- The three-block energy rates for each season will be simplified to a single energy rate for the year of \$.0619/kWh, including the current ECA. This rate is lower than the average of the current energy rates.
- The proposed summer demand rate will increase to \$10.00/kVA from \$4.05/kW, while the proposed winter demand rate will increase to \$7.50/kVA from an average of \$2.641/kW. Total demand revenues will be higher than at current rates.
- The overall revenue generated by the industrial class from this new rate will be virtually the same. Again, individual customers may see changes in their monthly bills.

ALTERNATIVES:

1. Approve the proposed revenue neutral Electric Rate Ordinance on first reading and delay the second and third readings of the ordinance to allow time to implement a customer notification process and to solicit feedback from customers.
2. Approve the proposed Electric Rate Ordinance on first reading, and direct staff to move ahead with second and third readings at the next two Council meetings.
3. Refer the electric utility rate ordinance back to staff with direction to develop an alternative rate structure. This alternative would likely require some additional work with the consultant to ensure any newly proposed structure will generate adequate revenue.

MANAGER'S RECOMMENDED ACTION:

Since this is the first significant change in the electric rate structure in several years, customer notification and education on the impact of the changes will be an important part of the implementation process. Because of this, it is recommended that the Council support Alternative #1, thereby approving the first reading of the proposed rate structure and delaying the second and third readings to allow staff time to provide information to customers on the new rates and to solicit customer feedback for the Council.

After initial Council approval of the revised rate structure, staff will take several steps to notify customers of the changes and to gather their input. The notification and feedback process will include articles in the City Side Newsletter, City Cable Channel programs, a Rotary Club presentation, discussions with the Ames Chamber and Main Street Cultural District, and one-on-one meetings with our largest customers. With an implementation date planned no earlier than November 1, there will be time to pursue several methods of providing rate change information to customers, and then to report back to Council and review customer feedback and discuss options for possible adjustments to the proposed rates, if needed, prior to final approval of the rate ordinance.

Sample Bills for Customers on the Commercial Rate

Account: 170443-44216 ISU Research Park Corp (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$2,854.06	\$7,310.04	kW Demand	52.80	160.80	244.00	244.00
			kWh Use	26,880		68,960	
Proposed Rate	\$3,174.46	\$7,274.51	Power Factor	91%		88%	
			kVa	58.02	176.70	277.27	277.27
Difference	\$320.40	-\$35.53	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	11.23%	-0.49%	ECA \$	\$806.40		\$2,068.80	

Account 311-362 Restaurant (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$7,229.81	\$12,364.72	kW Demand	209.60	234.00	296.00	296.00
			kWh Use	80,640		132,560	
Proposed Rate	\$6,999.16	\$11,598.83	Power Factor	97%		94%	
			kVa	216.08	241.24	314.89	314.89
Difference	-\$230.65	-\$765.89	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	-3.19%	-6.19%	ECA \$	\$2,419.20		\$3,976.80	

Account 166991-62764 Large Store (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$36,506.21	\$49,721.70	kW Demand	752.00	752.00	988.00	988.00
			kWh Use	454,000		566,000	
Proposed Rate	\$34,161.20	\$46,127.81	Power Factor	98%		93%	
			kVa	767.35	767.35	1062.37	1062.37
Difference	-\$2,345.01	-\$3,593.89	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	-6.42%	-7.23%	ECA \$	\$13,620.00		\$16,980.00	

Account 477-580 Processing (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$40,227.80	\$59,116.07	kW Demand	850.50	882.00	1,186.50	1,186.50
			kWh Use	487,200		664,650	
Proposed Rate	\$38,392.68	\$55,338.87	Power Factor	84%		87%	
			kVa	1012.50	1050.00	1363.79	1363.79
Difference	-\$1,835.12	-\$3,777.20	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	-4.56%	-6.39%	ECA \$	\$14,616.00		\$19,939.50	

Sample Bills for Customers on the Industrial Rate**Account: 491-594 Industrial Rate**

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$99,698.30	\$167,440.57	kW Demand	2,653.35	2,653.35	3,710.70	3,710.70
			kWh Use	1,261,785		1,958,870	
Proposed Rate	\$102,230.57	\$167,787.82	Power Factor	83%		80%	
			kVa	3196.81	3196.81	4638.38	4638.38
Difference	\$2,532.27	\$347.25	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	2.54%	0.21%	ECA \$	\$37,853.55		\$58,766.09	
Load Factor	60.04%	70.95%	Days	33		31	

Account 501-610 Industrial Rate							
	Winter	Summer		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$130,432.55	\$206,401.15	kW Demand	3,032.40	3,471.30	4,309.20	4,309.20
			kWh Use	1,687,896		2,540,118	
Proposed Rate	\$132,327.29	\$203,225.90	Power Factor	94%		94%	
			kVa	3225.96	3692.87	4584.26	4584.26
Difference	\$1,894.74	-\$3,175.25	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	1.45%	-1.54%	ECA \$	\$50,636.88		\$76,203.54	
Load Factor	70.28%	79.23%	Days	33		31	

Account 192731-43076 Industrial Rate							
	Winter	Summer		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$481,664.30	\$560,973.57	kW Demand	9,432.36	9,432.36	11,004.42	11,004.42
			kWh Use	6,577,830		6,999,804	
Proposed Rate	\$479,504.13	\$551,764.97	Power Factor	98%		93%	
			kVa	9624.86	9624.86	11832.71	11832.71
Difference	-\$2,160.17	-\$9,208.60	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	-0.45%	-1.64%	ECA \$	\$197,334.90		\$209,994.12	
Load Factor	88.05%	85.50%	Days	33		31	

Sample Bills for area Churches

Account 103153-32020 - Heartland Baptist Church (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$524.77	\$827.72	kW Demand	36.52	39.15	50.87	50.87
			kWh Use	3,955		5,558	
Proposed Rate	\$729.76	\$1,076.20	Power Factor	90%		90%	
			kVa	40.58	43.50	56.52	56.52
Difference	\$204.99	\$248.48	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	39.06%	30.02%	ECA \$	\$118.65		\$166.74	
Load Factor	14.60%	13.80%	Days in Cycle	31		33	
LF (Using Ratchet Dmd)	13.60%	13.80%					

Account 535-648 - Des Moines FM Group (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$689.42	\$1,283.06	kW Demand	31.60	53.10	71.20	71.20
			kWh Use	5,320		9,400	
Proposed Rate	\$933.61	\$1,546.69	Power Factor	90%		90%	
			kVa	35.11	59.00	79.11	79.11
Difference	\$244.19	\$263.63	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	35.42%	20.55%	ECA \$	\$159.60		\$282.00	
Load Factor	23.40%	16.70%	Days in Cycle	30		33	
LF (Using Ratchet Dmd)	13.90%	16.70%					

Account 31581-33698 - Episcopal Parish Ames (Commerical Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$911.63	\$1,567.13	kW Demand	40.40	44.40	50.80	50.80
			kWh Use	8,280		14,240	
Proposed Rate	\$1,042.37	\$1,612.79	Power Factor	90%		90%	
			kVa	44.89	49.33	56.44	56.44
Difference	\$130.74	\$45.66	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	14.34%	2.91%	ECA \$	\$248.40		\$427.20	
Load Factor	25.90%	34.40%	Days in Cycle	33		34	
LF (Using Ratchet Dmd)	23.50%	34.40%					

Account 173-190 - Collegiate Methodist Church (Commercial Rate)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$1,914.63	\$2,607.80	kW Demand	64.00	88.20	106.40	106.40
			kWh Use	18,560		21,840	
Proposed Rate	\$2,053.46	\$2,719.56	Power Factor	90%		90%	
			kVa	71.11	98.00	118.22	118.22
Difference	\$138.83	\$111.76	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	7.25%	4.29%	ECA \$	\$556.80		\$655.20	
Load Factor	39.00%	26.70%	Days in Cycle	31		32	
LF (Using Ratchet Dmd)	28.30%	26.70%					

Account 229-258 - St Thomas Aquinas Church (Commercial Rae)

	<u>Winter</u>	<u>Summer</u>		Jan-11	bill dmd/kVa	Aug-11	bill dmd/kVa
Current Rate	\$2,432.40	\$3,085.10	kW Demand	72.80	111.00	139.20	139.20
			kWh Use	23,920		25,200	
Proposed Rate	\$2,580.29	\$3,302.98	Power Factor	90%		90%	
			kVa	80.89	123.33	154.67	154.67
Difference	\$147.89	\$217.88	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	6.08%	7.06%	ECA \$	\$717.60		\$756.00	
Load Factor	40.30%	24.30%	Days in Cycle	34		31	
LF (Using Ratchet Dmd)	26.40%	24.30%					

Small Commercial Examples:**Account 31583-32114 - Ames Jewish Congregation (Small Commercial)**

	<u>Winter</u>	<u>Summer</u>		Jan-11	Aug-11
Current Rate	\$89.75	\$207.50	Usage	794	1593
Proposed Rate	\$90.27	\$197.88	ECA \$/kWh	\$0.03	\$0.03
Difference	\$0.52	(\$9.62)	ECA \$	\$23.82	\$47.79
% Impact on Bill	0.58%	-4.64%			

Account 12573-12860 -University Lutheran Center (Small Commercial)

	<u>Winter</u>	<u>Summer</u>		Jan-11	Aug-11
Current Rate	\$364.18	\$559.60	Usage	3600	4680
Proposed Rate	\$356.28	\$552.26	ECA \$/kWh	\$0.03	\$0.03
Difference	(\$7.90)	(\$7.34)	ECA \$	\$108.00	\$140.40
% Impact on Bill	-2.17%	-1.31%			

Account 171235-18822 - St Andrews Lutheran Church (Small Commercial)

	<u>Winter</u>	<u>Summer</u>		Jan-11	Aug-11
Current Rate	\$349.41	\$725.65	Usage	3440	6160
Proposed Rate	\$341.11	\$722.17	ECA \$/kWh	\$0.03	\$0.03
Difference	(\$8.30)	(\$3.48)	ECA \$	\$103.20	\$184.80
% Impact on Bill	-2.38%	-0.48%			

Sample Bills for area Schools

**Account 431-886 - 300 20th St. –
Meeker Elementary School**

	<u>Winter</u>	<u>Summer</u>		February	bill dmd/kVa	September	bill dmd/kVa
Current Rate	\$2,028.98	\$3,069.81	kW Demand	86.40	87.60	120.00	120.00
			kWh Use	20,160		26,480	
Proposed Rate	\$2,107.92	\$3,090.21	Power Factor	95%		95%	
			kVa	90.95	92.21	126.32	126.32
Difference	\$78.94	\$20.40	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	3.89%	0.66%	ECA \$	\$604.80		\$794.40	
Load Factor	33.50%	29.70%	Days in Cycle	29			31
LF (Using Ratchet Dmd)	33.10%	29.70%					

**Account 431-882 - 3521 Jewel Dr. –
Kate Mitchell Elementary School**

	<u>Winter</u>	<u>Summer</u>		February	bill dmd/kVa	September	bill dmd/kVa
Current Rate	\$2,613.81	\$3,873.84	kW Demand	97.60	126.00	177.60	177.60
			kWh Use	25,280		31,840	
Proposed Rate	\$2,736.08	\$4,046.48	Power Factor	95%		95%	
			kVa	102.74	132.63	186.95	186.95
Difference	\$122.27	\$172.64	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	4.68%	4.46%	ECA \$	\$758.40		\$955.20	
Load Factor	37.20%	24.10%	Days in Cycle	29			31
LF (Using Ratchet Dmd)	28.80%	24.10%					

**Account 431-892 - 1400 McKinley Dr. –
Fellows Elementary School**

	<u>Winter</u>	<u>Summer</u>		February	bill dmd/kVa	September	bill dmd/kVa
Current Rate	\$2,997.44	\$4,358.12	kW Demand	117.60	117.60	165.60	165.60
			kWh Use	31,120		38,640	
Proposed Rate	\$3,029.51	\$4,337.31	Power Factor	95%		95%	
			kVa	123.79	123.79	174.32	174.32
Difference	\$32.07	-\$20.81	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	1.07%	-0.48%	ECA \$	\$933.60		\$1,159.20	
Load Factor	36.80%	31.40%	Days in Cycle	30			31
LF (Using Ratchet Dmd)	36.80%	31.40%					

**Account 431-56302 - 3915 Mortensen Rd.
Ames Middle School**

	<u>Winter</u>	<u>Summer</u>		February	bill dmd/kVa	September	bill dmd/kVa
Current Rate	\$12,154.50	\$15,979.92	kW Demand	417.00	465.75	594.00	594.00
			kWh Use	132,000		148,200	
Proposed Rate	\$11,980.30	\$15,696.71	Power Factor	98%		96%	
			kVa	425.51	475.26	618.75	618.75
Difference	-\$174.20	-\$283.21	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	-1.43%	-1.77%	ECA \$	\$3,960.00		\$4,446.00	
Load Factor	45.50%	33.50%	Days in Cycle	29			31
LF (Using Ratchet Dmd)	40.70%	33.50%					

**Account 431-902 - 1921 Ames High Dr.
Ames High School**

	<u>Winter</u>	<u>Summer</u>		February	bill dmd/kVa	September	bill dmd/kVa
Current Rate	\$9,376.99	\$15,974.59	kW Demand	313.60	547.80	676.00	676.00
			kWh Use	91,520		139,280	
Proposed Rate	\$10,119.23	\$15,949.61	Power Factor	98%		97%	
			kVa	320.00	558.98	696.91	696.91
Difference	\$742.24	-\$24.98	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	7.92%	-0.16%	ECA \$	\$2,745.60		\$4,178.40	
Load Factor	40.50%	27.70%	Days in Cycle	30			31
LF (Using Ratchet Dmd)	23.20%	27.70%					

**Account 431-900 - 1921 Ames High Dr. ADD
Ames High School**

	<u>Winter</u>	<u>Summer</u>		February	bill dmd/kVa	September	bill dmd/kVa
Current Rate	\$6,761.06	\$11,480.40	kW Demand	200.00	296.40	402.40	402.40
			kWh Use	70,008		108,560	
Proposed Rate	\$6,788.80	\$11,099.15	Power Factor	99%		98%	
			kVa	202.02	299.39	410.61	410.61
Difference	\$27.74	-\$381.25	ECA \$/kWh	\$0.03		\$0.03	
% Impact on Bill	0.41%	-3.32%	ECA \$	\$2,100.24		\$3,256.80	
Load Factor	48.60%	36.30%	Days in Cycle	30			31
LF (Using Ratchet Dmd)	32.80%	36.30%					

ORDINANCE NO.

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY REPEALING CHAPTER 28 SECTION 28.101(3), 28.102, 28.103(2)(a)(b)(i)(ii), 28.103(3), 28.104(1),(2)(a)(b)(i)(ii), (3),(4)(iii), 28.105(1),(2)(a)(b)(i)(ii)(c),(3)(d),(5),(8)(c),(9)(b)(i)(ii), 28.106(1),(2)(a)(b)(i)(ii), (3)(d), (5), (8)(c), (9)(b)(ii), 28.107(2)(b) AND ENACTING A NEW CHAPTER 28 SECTION 28.101(3), 28.102, 28.103(2)(a)(b)(i)(ii)(c), 28.103(3), 28.104(1),(2)(a)(b)(i)(ii)(c), (3),(4)(iii), 28.105(1),(2)(a)(b)(i)(ii)(c),(3)(d),(8)(c),(9)(b)(i)(ii), 28.106(1),(2)(a)(b)(i)(ii), (3)(d),(8)(c), (9)(b)(ii), 28.107(2)(b) THEREOF, FOR THE PURPOSE OF IMPLEMENTING COST OF SERVICE AND RATE STUDY; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting a new Section as follows:

“Sec. 28.101. GENERAL CONDITIONS FOR ELECTRIC RATES.

The following general conditions are applicable to the following as indicated in each rate schedule:

- (1) Service shall be provided subject to Ames Municipal Electric System rules and regulations.
(Ord. No. 2975, Sec. 1, 5-19-87; Ord. No. 2977, Sec. 1, 6-9-87)
- (2) The schedule will be applied to each meter and point of delivery and in no event will meter readings be combined except when it has been determined necessary by the Ames Municipal Electric System.
(Ord. No. 3885, 07-5-06)
- (3) **Where a residence and a business are combined on one premise, service for the combined use will be considered residential only if the predominant use is for residential purposes. If the use is predominantly for business purposes, the customer is required to take all service under the applicable Small Commercial or Commercial rate.**
- (4) The standard approved type of electric water heater shall have a single 120 volt heating element no larger than 1500 watts or shall have multiple thermostatically controlled noninductive 240-volt heating elements of not more than 5000 watts per element with such multiple elements connected interlocking so that only one element may operate at a time.
- (5) The utility may assess an excess facilities charge when necessary to meet costs of an unusual installation.
(Ord. No. 2921, Sec. 1, 4-9-85; Ord. No. 3199, Sec. 1, 9-24-92)

Sec. 28.102. ENERGY COST ADJUSTMENT.

The net monthly billing based on rates will be increased or decreased by an amount corresponding to the increase or decrease in the average cost to the Ames Municipal Electric System for power plant fuel in the preceding month. The incremental charge will be computed by multiplying the number of kilowatt-hours used by the customer times the difference between the base fuel cost and the average fuel cost of the preceding month. The base fuel cost is \$0.0495 per kilowatt-hour. The average fuel cost shall be determined by multiplying the unit fuel cost in the previous month times the quantity of fuel used in the twelve (12)-month period prior to the previous month divided by the actual kilowatt-hour sales during the same period.

(Ord. No. 2921, Sec. 2, 4-9-85; Ord. No. 2975, Sec. 1, 5-19-87; Ord. No. 2977, Sec. 1, 6-9-87; Ord. No. 3199, Sec. 1, 9-24-92)

Sec. 28.103. RESIDENTIAL ELECTRIC RATES.

(1) **Availability:** Electrical energy and service shall be available at the "Residential Rate" for all single-phase domestic uses in separately metered, dwelling units that are intended for occupancy by a single family as defined by the Ames Zoning Ordinance, as distinguished from group domiciles such as rooming houses, fraternity or sorority houses, supervised group homes, and residential care facilities of various kinds.

(2) **Rate per billing period.** For each monthly billing period a residential rate customer:

(a) shall be charged eight dollars (\$8.00) as a customer service charge, and
(b) in addition, shall be charged for energy consumption during the billing period as follows:

(i) for bills mailed on or between July 1 and October 31 (summer period):

\$0.1166 per kWh, or

(ii) for bills mailed on or between November 1 and June 30 (winter period):

\$0.0966 per kWh

(c) All charges above shall also be subject to the current applicable energy cost adjustment per Sec. 28.102.

and

(3) **Minimum bill:** The minimum charge per billing period shall be eight dollars (\$8.00).

(Ord. No. 3885, 07-25-06; Ord. No. 3955, 05-27-08; Ord. No. 3987, 05-12-09)

(4) **Conditions:** The residential rate shall be subject to the general conditions set forth in Section 28.101(1), (2), (3), (4) and (5).

(5) **Load Management Credit:** Any dwelling unit that qualifies under the Residential Electric Rate and is equipped with a properly installed central air conditioner shall be eligible to participate in the Residential Load Management Program. Customers who agree to allow the utility to install and maintain a Load Management Switch on their central air conditioner will receive the following credits to their electric bills:

(a) \$5 credit for each installed Load Management Switch for bills mailed on or between July 1 and October 31.

(b) The total annual credit for each customer shall not exceed \$20 for each central air conditioner on which a Load Management Switch has been installed.

(Ord. No. 3277, Sec. 1, 5-24-94)(Ord. No. 822, Sections 2, 3; Code 1956, Sections 26-2, 26-3; Ord. No. 1038, Sec. 1, 9-4-62; Ord. No. 2172, Sec. 2, 2-7-67; Ord. No. 2271, Sec. 1, 2, 10-22-68; Ord. No. 2505, Sec. 1, 2, 4-22-75; Ord. No. 2586, Sec. 2, 2-22-77; Ord. No. 2657, Sec. 2, 6-6-78; Ord. No. 2723, Sec. 2, 7-24-79; Ord. No. 2895, Sec. 1, 5-22-84; Ord. No. 2921, Sec. 3, 4-9-85; Ord. No. 3199, Sec. 1, 9-24-92)

Sec. 28.104. SMALL COMMERCIAL RATE.

(1) **Availability:** Electrical energy and service shall be available at the "Small Commercial Rate" to all customers except those that qualify for another rate schedule, for all single-phase or three-phase, single-metered usage, where the metered demand does not exceed 55 kVA.

(2) **Rate per billing period:** For each monthly billing period a small commercial rate customer:

(a) shall be charged fifteen dollars (\$15.00) as the customer service charge; and,

(b) in addition, shall be charged for energy consumption during the billing period as follows:

(i) for bills mailed on or between July 1 and October 31 (summer period):

\$0.1148 per kWh

(ii) for bills mailed on or between November 1 and June 30 (winter period):

\$0.0948 per kWh

(c) All charges above shall also be subject to the current applicable energy cost adjustment

per Sec. 28.102.

(3) **Minimum bill:** The minimum charge per billing period shall be fifteen dollars (\$15.00).

(4) Conditions: The small commercial rate shall be subject to:

(a) the general conditions of section 28.101 (1), (2), (3) and (5); and,

(b) the following specific conditions:

(i) Unless three-phase service is determined by the Ames Municipal Electric System to be economically available, motors up to and including 5 hp shall be single-phase. Motors above 5 hp shall be three-phase. Three-phase service will normally be 120/208 volt, 4 wire. Where conditions warrant (outside the business district area), 4-wire 120/240 volt or 277/480 volt service may be furnished if mutually agreeable to the Ames Municipal Electric System and the customer.

(ii) Fluctuating loads. Loads requiring excess transformer capacity because of large momentary current requirements, or to provide close voltage regulation, shall be subject to an additional charge of \$0.327 per rated kVA of capacity above normal capacity requirement for the diversified demand. The kVA subject to an additional charge will be adjusted no more than once a year. No charge shall apply if the customer furnishes the transformers.

(Ord. No. 3885, 07-25-06; Ord. 3987, 05-12-09)

(iii) Should the electrical energy furnished under this schedule for any reason be metered on the primary side of the service transformers, the energy metered shall be reduced by 1-1/2 per cent before calculating the energy charge.

(5) Load Management Credit: Any facility that qualified and is equipped with a properly installed central air conditioner shall be eligible to participate in the Load Management Program. Customers who agree to allow the Ames Municipal Electric System to install and maintain a Load Management Switch on their central air conditioner will receive the following credits to their electric bills:

(a) Five dollars (\$5.00) credit for each installed Load Management Switch for bills mailed on or between July 1 and October 31.

(b) The total annual credit for each customer shall not exceed twenty dollars (\$20.00) for each central air conditioner on which a Load Management Switch has been installed.

(Ord. No. 822, Sections 4, 5; Code 1956, Sections 26-4, 26-5; Ord. No. 1038, Sec. 1, 9-4-62; Ord. No. 2172, Sec. 2, 2-7-67; Ord. No. 2271, Sec. 1, 2, 10-22-68; Ord. No. 2505, Sec. 1, 2, 4-22-75; Ord. No. 2586, Sec. 2, 2-22-77; Ord. No. 2657, Sec. 2, 6-6-78; Ord. No. 2723, Sec. 1, 2, 7-24-79; Ord. No. 2921, Sec. 4, 4-9-85; Ord. No. 3199, Sec. 1, 9-24-92; Ord. No. 3885, 07-25-06)

Sec. 28.105. COMMERCIAL RATE.

(1) Availability. The Commercial rate shall be optional for any non-residential customer whose consumption in any billing period exceeds 10,000 Kwh. The Commercial rate shall be mandatory for any non-residential customer whose metered demand at any time exceeds 55 kVA. If at any time, a non-residential customer's metered demand exceeds 55 kVA, all consumption for the billing period in which that occurs, and for the next succeeding eleven billing periods, shall be charged at the Commercial rate. Any customer for whom the Commercial Rate became mandatory, who subsequently has a metered demand of less than 55 kVA for 12 consecutive months, will again become an optional Commercial rate customer with a choice between Small Commercial and Commercial rates. Any customer for whom the Commercial rate is optional shall not switch rates more than once in a period of 12 months. Any customer on the Commercial rate who has a metered demand of less than 55 kVA, and a consumption of less than 10,000 Kwh, for twelve consecutive months, shall be changed to the Small Commercial rate.

(2) Rate per Billing Period. For each monthly billing period, a Commercial rate customer:

(a) shall be charged one hundred fifty dollars (\$150.00) as a customer service charge, and

(b) in addition, shall be charged for demand and energy consumption during the billing period as follows:

(i) for bills mailed on or between July 1 and October 31 (summer period)
a customer shall be charged a demand of:

\$10.30 per kVA and an energy charge of:
\$0.0619 per kWh

(ii) for bills mailed on or between November 1 and June 30 (winter period) a
customer shall be charged a demand charge of:

\$7.70 per kVA and an energy charge of:
\$0.0619 per kWh

(Ord. No. 3987, 05-12-09)

(c) All charges above shall also be subject to the current applicable energy cost
adjustment per Sec. 28.102.

(3) **Billing Demand:** The "Billing Demand" shall be the greater of:

(a) The peak 15-minute demand measured during the present monthly billing period; or
(b) Seventy-five percent (75%) of the peak demand measured during the most recent four
months of the summer period; or

(c) Sixty percent (60%) of the peak demand measured during the last eleven billing periods.

(d) **Provided, however, that the demand used for billing shall in no case be less than 15
kVA after discounts.**

(4) **Minimum bill:** The minimum bill shall be the customer charge plus the current demand charge.

(5) **RESERVED**

(6) **Service facilities:** The Ames Municipal Electric System shall furnish as a standard installation
facilities adequate to supply service at a single point of delivery to a normal load equal to the maximum 15-minute
demand of the customer. Each standard installation shall include, where necessary, facilities for one standard
transformation and the demand and energy consumption of the entire premises.

(7) **Excess facilities charge:** In the event service facilities in addition to, or different from, a standard
installation are requested by the customer, or are required to serve the customer's load, the Ames Municipal Electric
System shall furnish, install, and maintain such facilities subject to the following considerations:

(a) The type, extent, and location of such service facilities shall be determined by agreement
between the Ames Municipal Electric System and the customer.

(b) Such service facilities shall be the property of the Ames Municipal Electric System.

(c) The customer shall pay a monthly rental charge on those facilities in excess of the
facilities included in a standard installation.

(d) If the optional or nonstandard facilities are used for other customers also, the rental
payable by the customer shall be that portion of the total rental which is reasonably assignable to the customer.

(8) **Primary service:** Customers who take service at primary voltage shall be granted discounts
to demand and energy as follows:

(a) 1-1/2% of the billing demand and measured energy where metering is on the high voltage
side of utility-owned transformers.

(b) 5% of the billing demand and 1-1/2% of the measured energy where metering is on the
high voltage side of customer-owned transformers.

(c) **A minimum billing demand after discount shall be 15 kVA.**

(d) Voltages below 8,000/13,800 Y nominal are considered secondary voltage.

(9) **Conditions:** The Commercial Rate shall be subject to

(a) the general condition in section 28.101 (1), (2), (3) and (5); and,

(b) **the following specific conditions:**

(i) **The customer's total usage on a single premise shall determine whether the
customer qualifies for service under this rate structure. In no event will the customer be billed on both the
Small Commercial and Commercial rates. A premise is defined as the main building of a commercial or
industrial establishment, and shall include the outlying or adjacent buildings used by the same provided the
use of service in the outlying buildings is supplemental and similar to the service used in the main building.**

(ii) **Fluctuating loads.** If use of energy is intermittent or subject to violent
fluctuation, the Ames Municipal Electric System may add to the 15-minute measured demand an amount
equal to 65% of the rated capacity in kVA of the apparatus which causes such fluctuations.

(10) **Load Management Credit:** Any facility that qualified and is equipped with a properly installed central air conditioner shall be eligible to participate in the Load Management Program. Customers who agree to allow the Ames Municipal Electric System to install and maintain a Load Management Switch on their central air conditioner will receive the following credits to their electric bills:

(a) Five dollars (\$5.00) credit for each installed Load Management Switch for bills mailed on or between July 1 and October 31.

(b) The total annual credit for each customer shall not exceed twenty dollars (\$20.00) for each central air conditioner on which a Load Management Switch has been installed.

(Ord. No. 822, Sections 4, 5; Code 1956, Sections 26-4, 26-5; Ord. No. 1038, Sec. 1, 9-4-62; Ord. No. 2172, Sec. 2, 2-7-67; Ord. No. 2271, Sec. 1, 2, 10-22-68; Ord. No. 2505, Sec. 1, 2, 4-22-75; Ord. No. 2586, Sec. 2, 2-22-77; Ord. No. 2657, Sec. 2, 6-6-78; Ord. No. 2723, Sec. 1, 2, 7-24-79; Ord. No. 2921, Sec. 4, 4-9-85; Ord. No. 3199, Sec. 1, 9-24-92)(Ord. No. 3885, 07-5-06)

Sec. 28.106. INDUSTRIAL RATE.

(1) **Availability:** The Industrial rate shall be mandatory for any non-residential customer whose metered demand at any time exceeds 2,500 kVA. If at any time, a non-residential customer's metered demand exceeds 2,500 kVA, all consumption for the billing period in which that occurs, and for the next succeeding eleven billing periods, shall be charged at the Industrial rate.

(2) **Rate Per Billing Period.** For each monthly billing period, an industrial rate customer

(a) shall be charged one hundred fifty dollars (\$150.00) as a customer service charge, and

(b) in addition, shall be charged for demand and energy consumption during the billing period as follows:

(i) for bills mailed on or between July 1 and October 31 (summer period) a customer shall be charged a demand charge of \$10.00 per kVA of billing demand, and an energy charge of: \$0.0619 per kWh

(ii) for bills mailed on or between November 1 and June 30 (winter period) a customer shall be charged a demand charge of:

\$7.50 per kVA of billing demand, and an energy charge of:

\$0.0619 per kWh

(Ord. No. 3955, 05-27-08; Ord 3987, 05-12-09)

(c) All charges above also shall be subject to the current applicable energy cost adjustment per Sec. 28.102.

(3) **Billing Demand.** The 'Billing Demand' shall be the greater of:

(a) The peak fifteen (15) minute demand measured during the current monthly billing period, or

(b) Seventy-five percent (75%) of the peak demand measured during the most recent four months of the summer period; or

(c) Sixty percent (60%) of the peak demand measured during the last eleven billing periods.

(d) **Provided, however, that the demand used for billing shall in no case be less than 2,500 kVA after discounts.**

(4) **Minimum Bill.** The minimum monthly bill shall be the customer charge plus the current demand charge plus the energy charge and energy cost adjustment for 600,000 Kwh.

(5) **RESERVED**

(6) **Service Facilities.** The Ames Municipal Electric System shall furnish as a standard installation facilities adequate to supply service at a single point of delivery to a normal load equal to the maximum 15-minute

demand of the customer. Each standard installation shall include, where necessary, facilities for one standard transformation and the demand and energy consumption of the entire premises.

(7) **Excess Facility Charge.** In the event service facilities in addition to, or different from, a standard installation are requested by the customer, or are required to serve the customer's load, the Ames Municipal Electric System shall furnish, install, and maintain such facilities subject to the following considerations:

(a) The type, extent, and location of such service facilities shall be determined by agreement between the Ames Municipal Electric System and the customer.

(b) Such service facilities shall be the property of the Ames Municipal Electric System.

(c) The customer shall pay a monthly rental charge on those facilities in excess of the facilities included in a standard installation.

(d) If the optional or nonstandard facilities are used for other customers also, the rental payable by the customer shall be that portion of the total rental which is reasonably assignable to the customer.

(8) **Primary service: Customers who take service at primary voltage shall be granted discounts to demand and energy as follows:**

(a) 1-1/2% of the billing demand and measured energy where metering is on the high voltage side of utility-owned transformers.

(b) 5% of the billing demand and 1-1/2% of the measured energy where metering is on the high voltage side of customer-owned transformers.

(c) **A minimum billing demand after discount shall be 2,500 kVA**

(d) Voltages below 8,000/13,800 Y nominal are considered secondary voltage.

(9) **Conditions. The Industrial rate shall be subject to the following specific conditions.**

(a) the general condition in section 28.101 (1), (2) and (5) and

(b) **the following specific conditions:**

(i) The customer's total usage on a single premise shall determine whether the customer qualifies for service under this rate structure. In no event will the customer be billed on more than one rate. A premise is defined as the main building of a commercial or industrial establishment, and shall include the outlying or adjacent buildings used by the same provided the use of service in the outlying buildings is supplemental and similar to the service used in the main building.

(ii) **Fluctuating loads. If use of energy is intermittent or subject to violent fluctuation, the Ames Municipal Electric System may add to the 15-minute measured demand an amount equal to 65% of the rated capacity in kVA of the apparatus which causes such fluctuations.**

(Ord. No. 2827, 6-15-82; Ord. No. 2832, 9-21-82; Ord. No. 2921, Sec. 1, 4-9-85; Ord. No. 3199, Sec. 1, 9-24-92)

Sec. 28.107. STREET AND SECURITY LIGHTING RATE.

(1) **Availability.** Lighting energy and service shall be available for street lighting and for security lighting where it is impossible or impractical to meter the electrical energy through the customer's normal metering location.

(2) **Rate per Billing Period. For each monthly billing period the lighting customer:**

(a) shall be charged for service per lamp:

(i) for bills mailed on or after July 1, 2009:

	Monthly Charge	Monthly Consumption Lamp (kWh per Lamp)
1000 Watt - Mercury Vapor	24.45	383
700 Watt - Mercury Vapor	17.80	268
400 Watt - Mercury Vapor	11.15	153
400 Watt - Mercury Vapor-Ornamental	13.50	153
250 Watt - Mercury Vapor	8.00	96
250 Watt - Mercury Vapor-Ornamental	11.90	96
175 Watt - Mercury Vapor	6.60	67
175 Watt - Mercury Vapor-Ornamental	8.90	67

400 Watt - High Pressure Sodium	12.05	153
400 Watt - High Pressure Sodium-Ornamental	13.50	153
360 Watt - High Pressure Sodium	11.40	138
360 Watt - High Pressure Sodium-Ornamental	12.90	138
250 Watt - High Pressure Sodium	8.75	96
250 Watt - High Pressure Sodium-Ornamental	12.35	96
200 Watt - High Pressure Sodium	8.45	77
200 Watt - High Pressure Sodium-Ornamental	12.35	77
150 Watt - High Pressure Sodium	7.30	60
150 Watt - High Pressure Sodium-Ornamental	9.65	60
100 Watt - High Pressure Sodium	5.90	38
100 Watt - High Pressure Sodium-Ornamental	8.00	38
70 Watt - High Pressure Sodium	5.15	27
70 Watt - High Pressure Sodium-Ornamental	7.35	27

Ornamental fixtures are units on poles other than wood.

(Ord. No. 2975, Sec. 1, 5-19-87; Ord. No. 2977, Sec. 1, 6-9-77; Ord. No. 3885, 07-25-06; Ord. No. 3955, 05-27-08; Ord. No. 3987, 05-12-09)

(b) and all lamps shall be charged any applicable energy cost adjustment, per Sec. 28.102, based on the stated average monthly kWh consumption per lamp.

(3) Conditions. The street and security lighting rate will be subject to 28.101(1) and (5) and the following specific conditions:

(a) new service agreements shall be 3 years minimum

(b) new installation for "security lights" will only be made with 175, 400, or 1000 watt mercury vapor or with 70, 100, 150, 200, or 250 watt sodium fixtures on existing poles with a maximum of a 150 foot span of wire.

(c) Customers desiring a change from mercury to sodium fixtures after less than 3 years under an existing service agreement will be charged for conversion costs.

(d) Flood lights, where available from utility stock, shall have an additional monthly charge of \$0.65 per lamp.

(Ord. No. 3885, 07-25-06; Ord. No. 3955, 05-27-08; Ord. No. 3987, 05-12-09)

(e) No new 360 watt sodium fixtures will be installed.

(Ord. No. 2921, Sec. 6, 4-9-85; Ord. No. 3199, Sec. 1, 9-24-92)

(f) Contract for energy only charges will be billed at a rate of \$0.080 per kilowatt hour plus the applicable energy cost adjustment.

(Ord. No. 3955, 05-27-08; Ord. No. 3987, 05-12-09)

Section Two. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Three. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor

COUNCIL ACTION FORM

SUBJECT: ENERGY RESOURCE OPTIONS STUDY

BACKGROUND:

In recent years, certainly since 2008, the electric utility industry, especially those with fossil-fueled generation resources has been challenged by the introduction of several imposing environmental regulations promulgated by the United States Environmental Protection Agency (EPA). At the same time, the price and supply of natural gas has improved significantly, due primarily to the additional supply of natural gas in the United States made available as a result of “fracking,” but also in part related to the softening of the demand for natural gas as a result of the economic recession. These two factors, severe environmental regulations and the low price and abundance of natural gas, together has caused the industry to seriously evaluate its strategies of how to generate electric power in the future. Likewise, the City of Ames, with two coal-fired generating units 45 and 30 years old, must now evaluate their future role of supplying power for the City of Ames electric ratepayers in light of these same forces.

The City of Ames municipal electric utility, Ames Municipal Electric System (AMES), is soliciting the services of an architect-engineering (AE) firm with vast and current knowledge and experience pertaining to the design, engineering, costs, and application of equipment associated with electric power generation, including environmental control processes and equipment.

The City is in need of a study to assess the electric generating and power supply options to satisfy the City’s future electrical power requirements, especially in light of the variables and constraints that currently exist and for those that are expected in the future, most notably the rules and regulations recently proposed or finalized by the United States Environmental Protection Agency (EPA).

The basic scope of work is as follows:

Starting with AMES existing electric utility infrastructure including its power generation assets and resources, evaluate all possible (and credible) options for generating electricity and supplying power to satisfy the City’s electrical power requirements for 2015 and beyond.

On March 21, 2012, the request for proposal (RFP) document was issued to nine firms for the solicitation of proposals. On April 27, 2012, staff received competitive proposals from six firms. These proposals were then sent to a committee for evaluation. The committee consisted of the Assistant City Manager, the Director of Electric Services, the Assistant Director of Electric Services, the Power Plant Manager, the Electric Services Maintenance Superintendent, the Electric Services Operations Superintendent, the Energy Procurement Coordinator, a Power Plant Engineer, and the Resource Recovery Superintendent.

The committee members independently evaluated and scored all six of the proposals in two separate steps.

STEP 1:

In the first step the written proposals were evaluated and scored considering the following:

- Assigned staff's knowledge and experience – especially pertaining to EPA regulations, price forecasting of energy commodities and electrical power, engineering and costing of SCCTs and CCCTs, and retrofitting coal-fired power plants with BACT equipment
- Firm's experience and capability to perform the study
- Comprehension of the RFP and the completeness of the proposal
- Availability of staff and other resources to meet schedule
- Price

Based on the matrix, the averaged weighted scores for Step 1 are:

Offerors	Averaged Scores	Not-to-Exceed Amount
Black & Veatch Corporation Kansas City, MO	789.78	\$375,000
Stanley Consultants, Inc. Des Moines, IA	783.44	\$338,000
Kiewit Power Engineers Co. Lenexa, KS	749.89	\$478,799 ¹
Zachry Engineering Minneapolis, MN	694.56	\$530,000 ²
SAIC Energy, Environment & Infrastructure, LLC, St. Paul, MN	682.22	\$159,981
Sega Inc., Overland Park, KS	665.00	\$269,900

¹ Kiewit Power's price includes three options of \$60,104, \$24,094, and \$13,391 added to their base price of \$381,210 to make their proposal essentially equivalent to the other proposals. Kiewit's price does not include costs for the four (4) required meetings.

² Zachry Engineering's price is an estimated price – it is not a "not-to-exceed" price. The price does include an adder for \$100,000 for consultations with the boiler OEM's regarding the conversion of the boilers to natural gas.

Each score was based on a scale of 1 to 10. Overall, 1,000 possible points were available cumulatively for each firm's written proposal. The overall weighted score was a function of the aforementioned evaluation factors.

STEP 2:

The evaluation team invited the top three firms for oral presentations. Each firm brought as many key members (especially the team leader or project manager) of their study team to the presentation. Each firm was also allowed up to four hours time to make their presentation to the City.

Presentations were evaluated and scored considering the following:

- Knowledge and relevant experience of staff assigned to perform the study
- Study process and methodology
- Commitment and enthusiasm for the project
- Comprehension of the scope of work
- Quality and thoroughness of the presentation

Based on the matrix, the averaged weighted scores for the semi-finalists are:

Offerors	Averaged Scores	Not to Exceed Amount
Black & Veatch Corporation Kansas City, MO	852.50	\$375,000
Stanley Consultants, Inc. Des Moines, IA	789.38	\$338,000
Kiewit Power Engineers Co. Lenexa, KS	706.88	\$478,799 ¹

¹ Kiewit Power's price includes three options of \$60,104, \$24,094, and \$13,391 added to their base price of \$381,210 to make their proposal essentially equivalent to the other proposals. Kiewit's price does not include costs for the four (4) required meetings.

Each score was based on a scale of 1 to 10. Overall, 1,000 possible points were available cumulatively for each firm and their presentation. The overall weighted score was a function of the aforementioned evaluation factors.

Based on the averaged weighted scores and a unanimous decision by the evaluation committee, staff recommends that a contract be awarded to Black & Veatch Corporation, Kansas City, MO, in the not-to-exceed amount of \$375,000. Payments would be calculated based on unit prices (as proposed) for actual work performed.

There were very specific reasons why Black & Veatch Corporation stood out as the strongest firm to conduct this study for the City of Ames, even though their proposal was not the lowest price. These include:

1. First and foremost, Black & Veatch's ability to model in detail our utility's generation resources and transmission capabilities in relation to the MISO footprint and the Midwestern United States interconnected electric grid was deemed to be far

superior. As an example, their model has the ability to estimate the price of power at a specific grid (node) location due to the impact of environmental regulations upon specific power plants, including the retirement of some and the increased production cost of others due to the retrofitting of environmental control equipment. Their model also has the ability to calculate the price of power due to the ability or the inability (constraint) of the electric transmission system to move power.

2. The demonstration during the Presentation of their knowledge of the current and proposed environmental regulations and the potential impact upon our power plant.
3. Their portfolio of relevant and similar work, plus the wide and deep knowledge base and experience Black & Veatch has in all areas necessary to perform the study.
4. They are the only firm who identified and suggested consideration of temporary or portable solutions for compliance, given the tight timeframes EPA has identified for compliance (with CSAPR and MATS) – compliance timeframes that the industry has strongly informed EPA were inadequate.
5. The ability of Black & Veatch to model in detail the City of Ames electric utility energy resource options, optimizing how and when to produce power, purchase allowances, purchase power, etc.

Council should note that price in this proposal process was intentionally not a majority weighting factor in the overall evaluation, in deference to the more important aspects of qualifications, experience, and ability to perform the work.

The funding for this study will come from the Electric Administration's "Outside Professional Services" budget (\$45,000 in 11/12, and \$50,000 in 12/13), and from the Fuel & Purchased Power budget which has available funds due to less than anticipated usage of coal and fuel oil, and pricing for purchased power less than anticipated.

ALTERNATIVES:

1. Award a contract to Black & Veatch Corporation, Kansas City, MO, for the Energy Resource Options Study in the not-to-exceed amount of \$375,000.
2. Reject all proposals.

MANAGER'S RECOMMENDED ACTION:

This study is an essential tool that the Ames Municipal Electric System and the City of Ames needs in order to be able to make the decisions necessary to comply with the environmental regulations and to continue to provide power for its ratepayers and citizens.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1 as stated above.

COUNCIL ACTION FORM

SUBJECT: **REMOTE PARKING EASEMENT FOR 119 & 127 STANTON AVENUE**

BACKGROUND:

A Minor Site Development Plan for 127 Stanton for a mixed use building is pending administrative approval. The proposed building replaces the existing wood frame residence with a three-story “amenity building” that provides recreational and leisure facilities residents of all of the properties that Campus Acquisitions owns in Campustown. The building will include facilities for yoga, weight, circuit, and cardio training, as well as tanning and sauna. In the back of the building there are exterior decks and patios that contain a swimming pool, hot tub, and seating areas. The third story of the building contains four residential units with a total of nine bedrooms.

No parking is required for the leisure uses, but the required minimum parking for the residential use is one parking space per unit regardless of the number of bedrooms. Therefore, a total of 4 parking spaces are required and there will be insufficient space on the site for parking.

Campus Acquisitions also owns property at 119 Stanton, next door to the north, the Legacy Tower. This property currently includes 250 parking spaces, of which only 96 are required for the 96 residential units. The property owner is seeking a Remote Parking Easement to use 4 spaces from the 119 Stanton site to meet the parking requirement for the new building on 127 Stanton. (See Attachment A)

Ames *Municipal Code* Section 29.406 (18) allows remote parking to satisfy required parking needed in the Campustown Service Center zoning district. This proposal satisfies the requirement of the Code section that the remote parking be located on a lot within 300 feet of the lot on which the principle building is located. The required Remote Parking Easement formalizing this method of meeting the City’s parking requirements has been signed by the property owner and approved by the City’s Legal Department and is attached for City Council approval.

ALTERNATIVES:

1. The City Council can approve the attached Remote Parking Easement for 119 and 127 Stanton.
2. The City Council can deny the attached Remote Parking Easement for 119 and 127 Stanton.

3. The City Council can refer this item to staff for further information.

MANAGER'S RECOMMENDED ACTION:

For a Minor Site Development Plan to be approved, parking must be provided that meets minimum City requirements. This proposal meets the standards for remote parking in the Zoning Ordinance.

Therefore, it is the recommendation of the City Manager that the City Council approve Alternative #1, thereby approving the attached Remote Parking Easement for 119 and 127 Stanton.

ATTACHMENT A

REMOTE PARKING EASEMENT

The undersigned Grantors, Campus Investors IS, LLC, their successors and assigns, in consideration of the sum of One Dollar and other good and valuable consideration in hand paid, do hereby grant and convey to Campus Investor IS, LLC, his/her successors and assigns, and to the City of Ames, Grantees, the right, title and easement to park or direct and permit the parking of not more than 4 motor vehicles of the business invitees for the Campus Town Amenity business premises at 127 Stanton, Ames, Iowa, on the land located at 117 Stanton in Ames, Story County, to wit:

(See attached plat.)

The 4 parking spaces provided for hereunder shall at all times be clearly marked as such by the Grantor and the Grantor shall maintain the said spaces and access routes to and from the spaces in a passable and usable condition, clear of snow accumulations, ponded water, brush, weeds, or other conditions that could impede or discourage use of the spaces.

The forgoing shall be a covenant running with the land. If said rights and obligations are defeated, annulled or undone through forfeiture, default or breach of land purchase contract, mortgage foreclosure, bankruptcy, or other event or process, Grantors shall be bound hereby to Grantees to acquire and provide replacement parking rights under the same terms at a site within 300 feet of the building or buildings on the business premises at 127 Stanton, Ames, Iowa.

The foregoing shall not be released, abandoned, or conveyed except by resolution of the Ames City Council.

GRANTORS

BY: Campus Investors IS, LLC
BY: [Signature] Manager

[Select on of the following notary blocks]

STATE OF IOWA, STORY COUNTY ss:

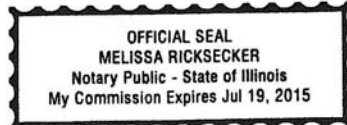
This instrument was acknowledged before me on _____, 2008, by _____.

Notary Public in and for the State of Iowa

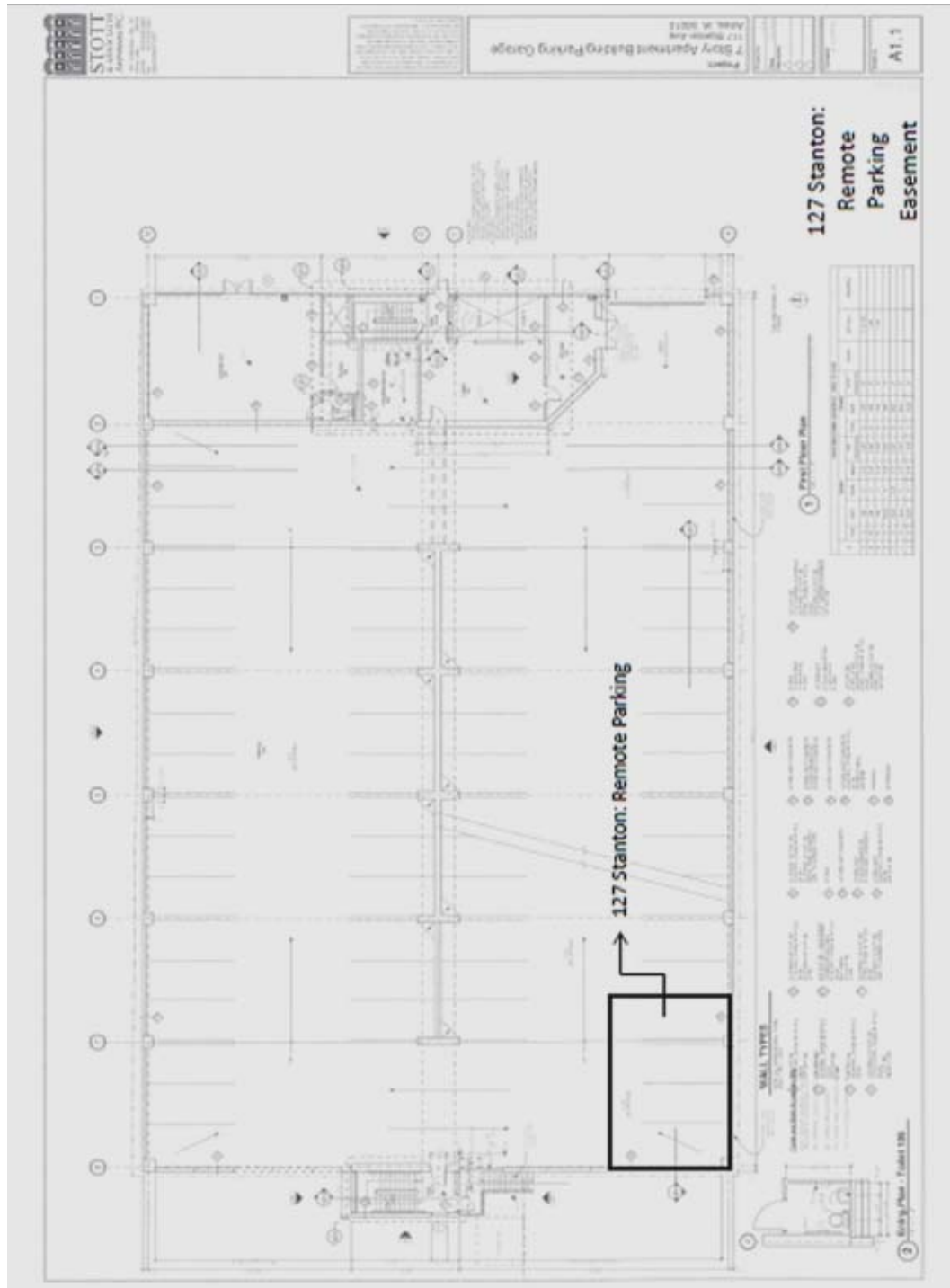
STATE OF IOWA, STORY COUNTY ss:

This instrument was acknowledged before me on 5/10/12, ~~2008~~ by Thomas M. Scott, as Manager of Campus Investors IS, L.L.C.

[Signature]
Notary Public in and for the State of Iowa



ATTACHMENT A



COUNCIL ACTION FORM

**SUBJECT: URBAN REVITALIZATION TAX EXEMPTION FOR PROPERTY
LOCATED AT 127 STANTON (THE RESORT)**

BACKGROUND:

Each year, property owners who have developed, redeveloped, rehabilitated, or remodeled property within the Urban Revitalization Areas of the city claim tax exemption for work that has been done, as provided for in Chapter 404 of the *Code of Iowa*. Campus Acquisitions, the property owner of 127 Stanton (The Resort, south of Legacy Tower in Campustown) is requesting prior approval for a 10-year tax exemption on increased value by the proposed improvements. The property is within the already-established Campustown Urban Revitalization Area. (See Attachment A Location Map and Attachment B Request for Prior Approval)

The proposed improvements replace the existing wood frame residence with a three-story "amenity building" that provides recreational and leisure facilities for the residents of all of the properties that Campus Acquisitions owns in Campustown. The building will include facilities for yoga, weight, circuit, and cardio training, as well as tanning and sauna. The third story of the building contains four residential units with a total of nine bedrooms. Parking will be provided in the existing parking structure in Legacy Tower, if City Council approves the Remote Parking Agreement, a separate item on this City Council agenda. In the back of the building there are exterior decks and patios that contain a swimming pool, hot tub, and seating areas.

To be eligible for Tax Abatement the project must comply with the criteria established by the approved Campustown Urban Revitalization Plan. (See Attachment C) Before the pre-existing building was demolished, the Building Inspections Division staff examined the building and determined that the building was a blight upon the neighborhood and a public nuisance, and therefore complies with the City of Ames Urban Revitalization Program definition of slum and blight. (See Attachment D Building Official Determination) City staff have reviewed the building and site plans and determined that the design meets the Urban Revitalization "Design Standards" criteria. In particular, 100% of the visible area of facades will be faced with clay brick. Note that this exceeds the zoning requirements for the Campustown Service Center Zoning District. The project also meets the zoning requirement that more than 50% of the ground floor portion of the façade that faces the street be transparent glass.

To be eligible for Tax Abatement, a third set of criteria must be met for any residential uses. Due to the specific facilities provided and the relationship of this site between the Legacy Tower to the north and the bar to the south, the property owner has been working for several months with the Police Department to make the proposed facility safe and secure. Some of the detailed criteria of the Campustown Urban Revitalization Plan were developed with much larger residential uses in mind and are not applicable to this project. Other measures needed for the safety of the proposed project are not

included in the listed criteria for Tax Abatement. **The Campustown Urban Revitalization Plan includes a provision for City Council approval of criteria equivalent to the specific criteria listed.** The applicant seeks approval of the equivalent criteria as described below.

1. Listed criterion: *Limit commercial space in the same building to the ground floor.*
Although two floors contain commercial uses, due to site topography both are ground floors. Also, it is not necessary to go through the residential area to access the commercial uses, which is an improvement to the arrangement of uses in the Legacy Tower that has led to difficulties in controlling access to the residential areas.
2. Listed criterion: *Provide separate entrances for commercial and residential uses.*
The access to the amenity facilities will be completely separate from access to the residential units by design.
3. Listed criterion: *Locate all residential entrances to be visible from the street and provide secure access control at each.*
These entrances will be visible from Stanton and an electronic locking system will be installed.
4. Listed criterion: *Prevent access from the exterior to the interior through doors that serve only as fire exits.*
The hardware for all fire exits allow exiting but prevent access, with a monitoring system to indicate when doors are left open.
5. Listed criterion: *Prohibit public access to structured parking, using overhead door and secure access control.* (No additional structured parking will be built.)
6. Listed criterion: *Provide transparent glass windows into all stairwells.*
All stairwells include transparent glass windows and/or a camera monitoring system.
7. Listed criterion: *Provide camera monitoring of all pedestrian and vehicle entrances and areas.*
Cameral monitoring is provided to all entrances. The only access to the amenity facilities is through the amenity building and a staffed monitoring station. In addition, an infrared monitoring system will be installed to monitor the exterior area when it is closed.
8. Listed criterion: *Minimum widths of all exit routes: 48" for halls, 42" for doors, 60" between rails for stairs.*
Equivalent criterion: Due to the small number of residential units, providing wide exit routes from the residential floor is not a high priority. The interior and exterior amenity areas will be provided with exits to meet the occupant loads.
9. Listed criterion: *No balconies are permitted.* No balconies will be included.
10. Listed criterion: *Provide for natural daylight requirements of applicable codes with exterior windows.* Natural daylight is provided.

11. & 12. Listed criteria: *On facades facing any street use only fixed windows. & Design of all other windows to prevent passing of sphere larger than 4" diameter.*

Equivalent criteria: Due to the small number of residential units, preventing objects from being thrown from the street facade windows is not as important as controlling access to the outdoor pool area and preventing objects from being thrown from the balconies on the south façade of Legacy Tower. Therefore, the following equivalent elements will be included in the project

- a. Access from the west is prevented by an 8-foot tall green fence, a sturdy metal mesh structure with vines planted on it.
- b. Access from the bar to the south is prevented by a 12-foot tall, roofed, green building, which has been specifically designed to deter patrons who are using the raised deck of the bar next door from throwing things into the pool area of the subject site.
- c. Screens will be installed on all of the balconies on the south façade of Legacy Tower designed to prevent throwing any object more than four inches in diameter down to the pool area.

13. Listed criterion: *Prevent by physical means access to all roofs.*

Access to roofs is prevented by separation from any surrounding means of access.

14. Listed criterion: *Where access is not required, provide security fencing controlling access to all areas between new or existing buildings*

The measures described above under 11 & 12 meet these criteria for access control.

15. Listed criterion: *Provide a minimum of four 100-watt metal halide light fixtures on each building façade: two at elevation between first and second floors and two at elevation between third and fourth floor.*

Security lighting and a camera monitoring system will be installed.

The attached Minor Site Development Plan includes all of these features. However, for many of these features to be effective requires consistent maintenance and operational control. Attachment E describes these maintenance and operational requirements. Agreements are being prepared that commit this and any future property owners of both this facility and Legacy Tower to control and maintain these systems. It should be noted, however, that once the project is completed and the tax abatement has been approved and established, the tax abatement cannot be rescinded if the property owners fail to perform as agreed.

The Police Department has carefully considered the security and safety issues of this project and finds that with an operations and maintenance agreement in place, the proposed features described above are equivalent to the criteria listed for residential uses in Campustown Urban Revitalization Plan.

ALTERNATIVES:

1. The City Council can give prior approval to tax abatement for the improvements at 127 Stanton under the following conditions:

- a. The project is constructed in compliance with the approved Minor Site Development Plan (Case #SDP-12-07)

- b. An agreement regarding the operational and maintenance issues listed in Attachment E is executed and presented to City Council before Tax Abatement is applied for.

2. The City Council can deny the request for prior approval of the proposed project.

MANAGER'S RECOMMENDED ACTION:

As new apartment projects have been developed in Ames, the inclusion of amenities for residents has increased, which is a plus for renters. Providing safe leisure activities to more than 1200 residents in 15 buildings in Campustown is a plus for the community, as well. However, it is important that the facility meets the challenges of its location and that it does not increase the demand for City services. Outdoor swimming pools anywhere in the community require some Police services, but there is substantial potential for increased Police calls due to an outdoor pool in Campustown. Campus Acquisitions and its architect, GE Wattier, have made a sincere and concerted effort to work cooperatively with City staff to incorporate workable responses to these challenges of this project. All of these features are beyond what the zoning ordinance requires, but staff believes they do meet the criteria for Tax Abatement in the Campustown Urban Revitalization Area.


Therefore, it is the recommendation of the City Manager that the City Council adopt **Alternative #1**, giving prior approval to tax abatement for the improvements at 127 Stanton under the following conditions:

- a. The project is constructed in compliance with the approved Minor Site Development Plan (Case #SDP-12-07) and other Plan documents.
- b. An agreement regarding the operational and maintenance issues listed in Attachment E is executed and presented to City Council before Tax Abatement is applied for.

LOCATION MAP



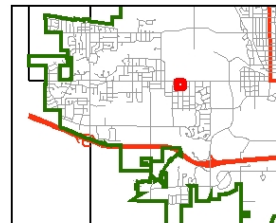
**Location Map
127 Stanton Ave.**

 Subject Property



80 40 0 80
Feet

Prepared by Planning & Housing Department
Map Prepared: 5/17/12



Attachment B

LETTER REQUESTING PRIOR APPROVAL OF TAX ABATEMENT



Campus Acquisitions
161 N. Clark, Suite 4900
Chicago, Illinois 60601
(312) 994-1880 Phone
Campusacquisitions.com

May 18, 2012

TO: City of Ames Planning Department
Attn: Jeffrey D. Benson
515 Clark Avenue
Ames, IA 50010

FROM: Michael Yeagle
Campus Acquisitions
161 N. Clark Street, Suite 4900
Chicago, IL 60601

Dear Jeff,

The purpose of my correspondence is to request prior approval of tax abatement eligibility for the proposed improvements to 127 Stanton Avenue located in the Campustown Urban Revitalization Area. The improvements will include a new 3 story structure containing a fitness a recreational facility to serve the residents of the apartment building owned and operated by Campus Investors IS, LLC, Campus Investors 217 Welch, LLC, 309 Lynn, LLC, and Ames Housing, LLC. Additional the building will contain 4 apartments consisting of 9 bedrooms. The outdoor recreational facility will include a swimming pool, hot tub, BBQ grills, and a sundeck.

We anticipate the total costs for the project to be \$1,000,000 and the estimated completion date is October 1, 2012. We are requesting the 10 year exemption plan following the schedule below.

For the first year,	80%
second	70%
third	60%
fourth	50%
fifth	40%
sixth	40%
seventh	30%
eighth	30%
ninth	20%
tenth	20%

The following page includes an image of the proposed development. If you have any further questions please do not hesitate to contact me.

Best regards,

Michael T. Yeagle
Campus Acquisitions



CAMPUSTOWN URBAN REVITALIZATION PLAN

Criteria for Renovation or New Construction				
PROJECT MUST MEET CRITERIA OF ONE OF THESE COLUMNS		AND	PROJECT MUST MEET CRITERIA OF ONE OF THESE COLUMNS	
Slum and Blighted Properties where a majority of the assessed valuation of the properties has been determined to be substantially unsafe or to have an unsafe use by the City Council.	Parking A minimum of 70% of the total required parking is provided in a structure. If utilizing a parking deck, the restrictions in Chapter 29.406 of the Municipal Code must be adhered to. AND Mixed Use The first floor must be used for permitted commercial and retail uses as shown in Table 29.803(2) of the Municipal Code. The second floor must be used for either commercial or retail uses as shown in the Table 29.803(2) or for household living. All floors above the second floor must be used for household living.	Adaptive Reuse The building on the site was originally built before 1941. AND 70% of the area of existing exterior walls of the structure will remain AND Historic materials and designs are preserved and/or restored.	Underrepresented Properties that are to include a business use where that actual sales of the business use is below the expected sales for the business use as determined by the City Council to be of benefit to the City (should be supported by a retail leakage study).	Design Standards Retail and office uses on the first floor adjacent to a public sidewalk must have direct access to the public sidewalk. AND Signage The signage design, scale, materials, and colors shall be in proportion to and consistent with the architecture of the building and support the business identity. AND
<div>OR</div>				
		Brick Material 100% of the front and 80% of the three remaining sides of the structure shall be faced with clay brick for the first four stories. On stories five through seven any other building materials except vinyl will be allowed.	Alternative Siding Material If historically significant - use and repair of historically appropriate siding material is permitted and must be maintained for the term of the selected tax abatement schedule.	
ALL RESIDENTIAL USES SHALL ALSO MEET THE FOLLOWING CRITERIA OR EQUIVALENT AS APPROVED BY THE CITY COUNCIL				
1. Limit commercial space in the same building to the ground floor 2. Provide separate entrances for commercial and residential uses 3. Locate all residential entrances to be visible from the street and provide secure access control at each 4. Prevent access from the exterior to the interior through doors that serve only as fire exits 5. Prohibit public access to structured parking, using overhead door and secure access control 6. Provide transparent glass windows into all stairwells 7. Provide camera monitoring of all pedestrian and vehicle entrances and areas		8. Minimum widths of all exit routes: 48" for halls, 42" for doors, 60" between rails for stairs 9. No balconies are permitted 10. Provide for natural daylight requirements of applicable codes with exterior windows 11. On facades facing any street use only fixed windows 12. Design of all other windows to prevent passing of sphere larger than 4" diameter 13. Prevent by physical means access to all roofs 14. Where access is not required, provide security fencing controlling access to all areas between new or existing buildings 15. Provide a minimum of four 100 w. metal halide light fixtures on each building façade: two at elevation between first and second floors and two at elevation between third and fourth floor		

BUILDING OFFICIAL'S DETERMINATION



Fire Department - Inspections Division

515 Clark Avenue
P.O. Box 811
Ames, IA 50010
Phone: 515-239-5153
Fax: 515-239-5261

February 14, 2012

Jeff Benson
City of Ames Planning and Housing Department
515 Clark Avenue
Ames, IA, 50010

Re: Vacant multi family dwelling at 127 Stanton, Ames, Iowa

Mr. Benson:

An inspection of this property was recently made by this office at the request of the owner, to determine whether the multifamily dwelling located thereon may be considered a slum and blighted structure.

The inspection was conducted on Friday February 3, 2012. Natalie Herrington and I made the inspection, accompanied by two of your employees.

The vacant structure is in a general state of disrepair, and appears to have been so vacant for several months. Much of the interior has been vandalized and damaged by either prior tenants or subsequent trespassers. Mechanical, electrical, plumbing systems and fixtures are in a hazardous state of disrepair. Several windows have been broken and subsequently boarded up. There is visible deterioration of the roof covering and all exterior siding, soffits, gutters, downspouts, stairways, doors. The general appearance and interior condition presents a blight upon the neighborhood and constitutes a public nuisance to the extent that it meets the City of Ames Urban Revitalization Program definition of slum and blight:

Properties with a principal building that has been determined by the Building Official as meeting the definition of "Public Nuisance" in the Ames Municipal Code, Chapter 5, "Building, Electrical, Mechanical and Plumbing Code" (Currently Section 5.401(7)).

Respectfully,

David Brown
Building Official

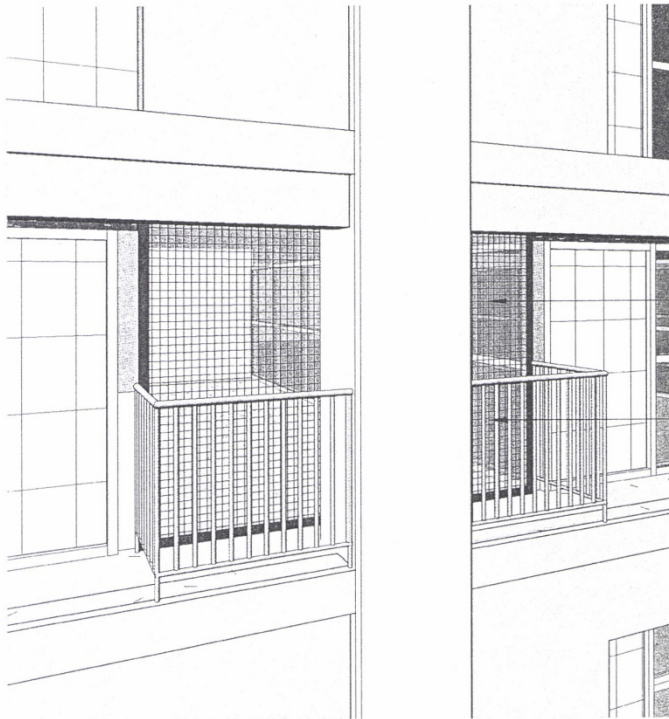
Cc: **Michael T. Yeagle**, michael@campusacquisitions.com
Campus Acquisitions | **Regional Vice President**
161 N. Clark Suite 4900
Chicago, Illinois 60601

Operations and Maintenance for Safety and Security Systems

The Resort, 127 Stanton, Ames, Iowa

May 10, 2012

1. Supervise, operate and maintain key fob access control system allowing for specific access rights to individual interior and exterior doors of the facility and the elevator. Among the purposes of this activity is to allow access to the amenity areas only to renters in properties owned by Campus Investors and to limit access to the entire facility after open hours only by renters in 127 Stanton.
2. Maintain in proper working order and provide monitoring and supervision of an infrared detection system for the exterior amenity area that detects intruders to any part of the secure exterior area after hours. Take appropriate action in reference to the intruders.
3. Maintain security lighting and maintain and monitor a camera system to detect activities that endanger residents, damage property and violate lease conditions and take appropriate action in response.
4. Maintain structures intended to prevent entry from neighboring properties and to prevent objects being thrown into the property from neighboring areas.
5. Maintain screens to be installed on all balconies on the south-facing façade of the adjacent building to the north sufficient to prevent people jumping or falling from the balconies and to prevent objects larger than 4 inches in diameter from being thrown from balconies. Materials and connections will comply with specifications to be approved by City staff. (This will need to be agreed to by the owner of the property to the north and will need to be binding on future owners of that property.)



NEW TUBE STEEL & WIRE
MESH FRAME SET BACK
FRONT EDGE

EXISTING GUARDRAIL TO
REMAIN (OPTIONAL)

ENLARGED BALCONY CONCEPT VIEW



EXISTING TUBE STEEL
RAILING

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COUNCIL ACTION FORM

SUBJECT: **PARKING LEASE FOR WELCH LOT T**

BACKGROUND:

On January 22, 2002, City Council approved a 10-year extension of a lease with the owner of Pizza Pit for the Welch Lot T (209 Welch Avenue) parking lot property. This private property, which is located along the west side of Welch Avenue (south of Pizza Pit), is being utilized as a public parking lot. The lot contains 29 spaces including 10 rented and 19 metered spaces. The City funded the construction of this new lot in 1992 for \$74,000 after a lease was obtained for the property.

The initial 10-year lease agreement in 1992 called for a fee of \$12,600 per year, plus reimbursement of the property taxes for the portion used by the City of Ames, which is calculated to be 44.9% of the land. The second extension in 2002 followed those provisions with the addition of a 15% increase over the life of the lease (1.5% / year) to try and offset the cost of inflation. Currently, the annual lease and City's share of the property tax expenses are \$14,490 and \$10,829 (\$24,188 total taxes) respectively, or a total of \$25,319.

The current lease agreement expires at the end of May 30, 2012, and does not have another option to renew. The proposed new lease provides for a 15% increased fee over the current fee for a term to be determined by City Council. As part of the new lease, the City will continue to pay its portion of the property taxes for the lot. With a new 10 year lease, the expense will increase to \$16,663.50, and therefore the total costs will increase to \$27,492.50 per year. In addition, the annual maintenance costs on this lot are approximately \$2,500.

It should be noted that the operating revenue from the rental and metered spaces is approximately \$8,600 per year and, therefore, does not cover this cost. In the past years, several measures have been implemented to enhance revenue for this lot including lowering meter rates from \$.35 to \$.25 to promote usage and increasing the number of monthly rental spaces. These measures increased revenues by approximately \$1,500 per year since the time the lease was last renewed; however, was not enough to offset operational losses for the lot.

The current owner of the Pizza Pit property, Tom Northrop, has provided the Mayor and City Council a letter of support from members of the Campustown Action Association and other affected Campustown business owners voicing their support of a new lease. In their letter they expressed the continued need for Lot T as a public parking lot as it relates to the success of their businesses.

Considering this lease will expire before the opening of the new Ames Intermodal Facility, which will add 384 new parking stalls to the Campustown area, Staff approached Mr. Northrop about the possibility of a 3 or 5 year lease to allow the City to be responsive to potential affects this new facility may have on Campustown parking. A shorter term also gives Staff time to finically evaluate its affect on the Parking Fund. Mr. Northrop indicated a short lease period would be acceptable, and expressed his preference for a 5 year term.

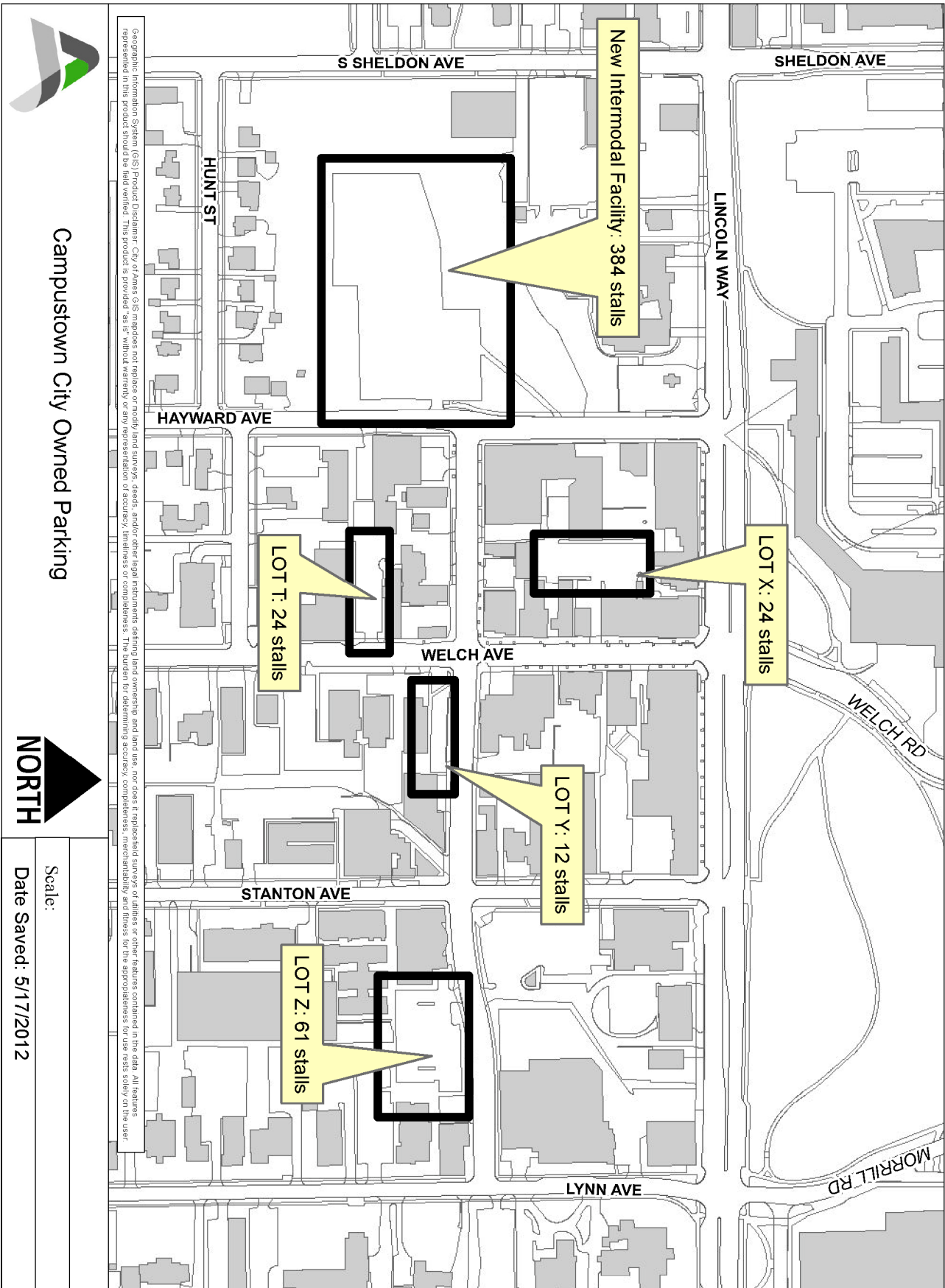
ALTERNATIVES:

1. Approve a **3-year** lease extension for the Welch Parking Lot T at the rate of **\$15,142.05** per year, and for 44.9% of the annual property taxes.
2. Approve a **5-year** lease extension for the Welch Parking Lot T at the rate of **\$15,576.75** per year, and for 44.9% of the annual property taxes
3. Approve a **10-year** lease extension for the Welch Parking Lot T at the rate of **\$16,663.50** per year, and for 44.9% of the annual property taxes.
4. **Do not approve a lease extension.** With the additional parking that will be available in the new intermodal facility, these additional spaces might no longer be justified, given that expenditures currently are estimated to exceed revenues by almost \$21,500 per year.

MANAGER'S RECOMMENDED ACTION:

The leasing of Lot T has created an annual net loss to the Parking Fund given the cost to rent the spaces, maintain the lot, and reimburse the cost of the City's portion of the property taxes compared to the combined revenue generated by parking meters and reserved stalls. Therefore, from a business perspective this arrangement has not directly benefited the City's Parking Fund balance.

However, regardless of the financial situation, parking throughout Campustown has been an important issue for the City Council and business owners alike. Over the years a consistent theme in both Campustown and Downtown Districts has been the need for affordable parking adjacent or near to businesses providing access for their customers. For this reason, the staff supports the renewal of the lease for these parking spaces at this time. However, because of the significant subsidy for this lot and the fact that there will be a substantial number of new parking spaced provided at the intermodal facility, it is the recommendation of the City Manager that the City Council support Alternative #1 and approve a shorter term lease (3 years) for Municipal Lot T.



COUNCIL ACTION FORM

**SUBJECT: COST-SHARING & ENGINEERING SERVICES AGREEMENTS FOR
NORTHERN GROWTH PUBLIC IMPROVEMENTS**

BACKGROUND:

The northern growth area, generally located north of Bloomington Heights Subdivision to 109th Street between the UPRR tracks and Ada Hayden Heritage Park, has been identified by the Council for residential development. To facilitate this growth, Council directed that the water main and sanitary sewer main extension to serve this area be included in the 2012/13 Budget and Capital Improvements Plan. The City will up-front the costs to design and install these improvements, and assessment or connection districts will be established to recover those costs as residential properties and developments connect to these mains.

In addition to the installation of water and sewer mains, Grant Avenue will also need to be paved to residential collector standards through this area. Cost-sharing arrangements for this road were previously negotiated between the three abutting developers and the City itself, which accepted responsibility for the road adjacent to Ada Hayden Heritage Park. This cost sharing was established at 17% for Quarry Estates, 37% for Rose Prairie, and 23% each for Hunziker and the City. Under this arrangement, Rose Prairie accepted responsibility for costs of constructing the street in front of the Sturges property just south of Rose Prairie. Further, the City, Hunziker and Quarry Estates have tentatively accepted responsibility for constructing the street in front of six other residential properties along the road, none of whom desired to be annexed or to pave the street.

As design work commences on the street, it is proposed that these four major parties pay for these engineering costs using the percentages shown above. The owners of the Hunziker, Quarry Estates and Rose Prairie developments have signed agreements confirming this cost sharing. (Two different Hunziker LLCs own the two Hunziker parcels, so there are a total of four different cost-sharing agreements.)

In addition, a proposed engineering services agreement has been negotiated for development of a firmer construction cost estimate for these street improvements. Knowing those costs is a top priority for Hunziker before they are willing to consider a pre-annexation agreement with the City. All three developers agree that this engineering study is important to keep the northern growth effort moving forward in accordance with City Council's direction.

Civil Design Advantage (CDA) of Grimes, Iowa has already performed extensive planning and engineering study level work in this area on behalf of the former owners of

Rose Prairie. They already have a strong understanding of the proposed development areas and proposed infrastructure needs. Thus, DCA would be able to quickly proceed with and complete project design to a final plan stage at a lower fee structure than other firms starting from “square one”. **Because of this, it is being proposed that City Council waive the traditional written professional service solicitation policy and procedures, and enter into an engineering services contract for this work with CDA.**

CDA proposed that this street design be performed for a not-to-exceed price of \$65,000. For the reasons mentioned above, staff feels that this price is very favorable to the City.

In addition to this cost proposal, CDA submitted a companion proposal to perform collective engineering design services for final design of the water and sewer mains to serve this area. Building upon economies of scale and efficiencies for performing a collective design, design of the water and sewer mains could be added to the paving design for \$54,756. This would bring the total contract to \$119,756. CDA has indicated that, should the utility design be delayed until a later date, the estimated fee could rise up to \$62,000 due to cost of remobilizing field crews and the design team.

As was mentioned above, the incremental cost of performing this water and sewer main design would be paid by the City only, and will be recovered later through connection fees.

Design work for all contracted elements will be completed by late fall 2012. This could allow for construction during spring and summer 2013, with the possibility that work could even begin in late 2012.

ALTERNATIVES:

1. Approve the cost sharing agreements with Quarry Estates, Hunziker and Rose Prairie; waive the City’s policy for solicitation of professional services; and enter into a contract with Civil Design Advantage of Grimes, Iowa for design of both Grant Avenue paving and the extension of water main and sanitary sewer in the northern growth area at a cost of \$119,756. In addition, approve \$15,000 from savings in previous General Obligation Bond projects for the City’s portion of the street design work.
2. Approve the cost sharing agreements with Quarry Estates, Hunziker and Rose Prairie; waive the City’s policy for solicitation of professional services; and enter into a contract with Civil Design Advantage of Grimes, Iowa for design of the Grant Avenue paving only, in the amount of \$65,000.
3. Proceed with a traditional solicitation of engineering services.

MANAGER'S RECOMMENDED ACTION:

It is estimated that typical engineering services for this type of work for a firm coming in at the entry level of this type of project would be around \$300,000 for the combined paving and utility work. Utilizing the background work and knowledge already attained by CDA, design work for paving and utility work could be completed under the same contract for substantial savings.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the cost sharing agreements with Quarry Estates, Hunziker and Rose Prairie; waiving the City's policy for solicitation of professional services; and entering into a contract with Civil Design Advantage of Grimes, Iowa for design of Grant Avenue paving, as well as extension of water main and sanitary sewer in the northern growth area, at a combined cost of \$119,756.

Under this alternative, Hunziker, Quarry Estates and Rose Prairie will share the costs for design of the street improvements, while the City will pay the entire cost of designing the water and sewer mains. The City's 23% share of the street design contract is slightly less than \$15,000, and will be paid from savings in previous General Obligation Bond projects. In addition, funding for the \$54,756 to design the water and sewer lines to the north is included in the approved 2012-13 budget.

FLOOD ACTIONS & UPDATE

May 22, 2012

ACTION	TIME FRAME/STATUS
Coordination with ISU, Story County & IDOT	<ul style="list-style-type: none"> • August 2010 – ongoing
Coordination with Iowa Flood Center (IFC)	<ul style="list-style-type: none"> • September 2010 - ongoing
Development of LiDAR mapping for Ames' watersheds	<ul style="list-style-type: none"> • Iowa Flood Center began mapping in 2011 • Key input for local flood study • Current completion goal May/June 2012
Detailed flood plain mapping of College Creek & Worle Creek	<ul style="list-style-type: none"> • 2 year IDNR-funded project • Work commenced December 2011 • Planned completion August 2012
Squaw Creek basin road-flooding forecasting system	<ul style="list-style-type: none"> • 2-year pilot project conducted by IFC • \$350,000 funding from Iowa Highway Research Board and IDNR • Work commenced late 2011 • Will provide much more accurate potential flooding prediction at each roadway crossing
Create Squaw Creek Watershed Authority (WMA) to address flooding & water quality issues across the entire watershed	<ul style="list-style-type: none"> • Initial work began late 2011 • First watershed-wide effort to address flooding issues across jurisdictions • City Council will consider Intergovernmental (28E) Agreement creating WMA 6/12/2012
Update detailed aerial mapping of Ames	<ul style="list-style-type: none"> • Included in Ames City Assessor's budget for 2012/13 • Input for implementation of local flood study
Public input on flood study	<ul style="list-style-type: none"> • Pilot citizen focus group held 4/18/2012 • Additional public input meetings will be coordinated with flood study consultant's work
Comprehensive flood study*	<ul style="list-style-type: none"> • Request for Qualifications (RFQ) issued 4/6 • Proposals due 4/27 • Eight proposals evaluated 5/10 • Finalist interviews 5/23-30 • Contract negotiation June 1-15 • Council consideration of contract and potential award on 6/12 • Draft report submitted by 11/1 • Final report submitted by 12/1
City Council actions	<ul style="list-style-type: none"> • Adopt CIP projects to implement study findings – January to March 2013 • Initiate cooperative projects with other jurisdictions – beginning January 2013 • Adopt updated flood plain policies – beginning January 2013

* Selected pages from the Request for Qualifications are attached. The study scope is described on pages 4-6, public involvement on page 8, and the project timeline on page 9.

City of Ames, Iowa

Request for Qualifications AMES FLOOD MITIGATION STUDY

April 5, 2012

PROJECT SUMMARY

Following the intense rainfalls and damaging flooding of 2010, the Ames City Council established a goal to mitigate both river flooding and localized flooding in the community. They have initiated a process to determine how best to achieve these goals, with collaboration from the public, involvement of other affected jurisdictions, and professional expertise.

This solicitation is for a variety of professional services to assist City staff in developing options and recommendations that will be presented to the Ames City Council for consideration and adoption.

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- Project Background
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- Selection Criteria
- Proposer's Costs
- Pre-submittal Meeting and Inquiries

SUBMITTAL DELIVERY ADDRESS

John Dunn, PE
Director, Water and Pollution Control Department
300 E 5th Street, Bldg. 1
Ames, IA 50010
515-239-5150

SUBMITTAL DEADLINE: 4:00 p.m. CDT on April 26, 2012

Request for Qualifications AMES FLOOD MITIGATION STUDY

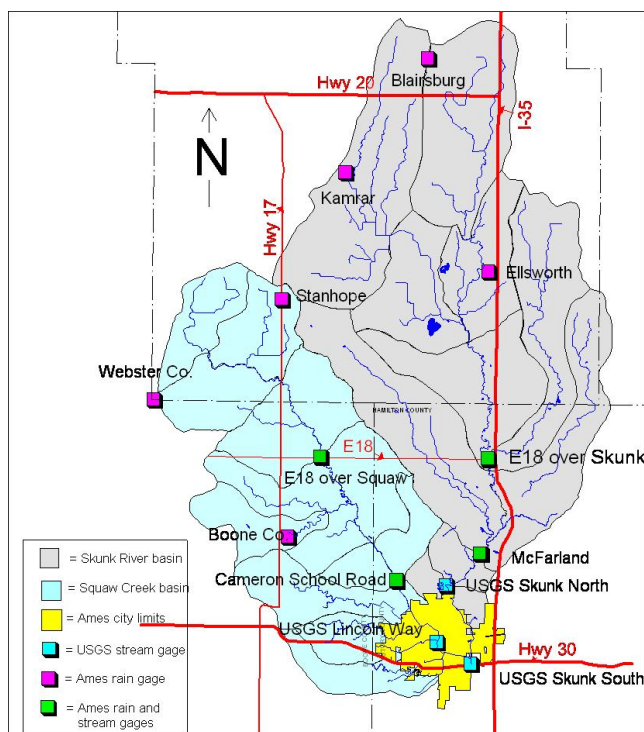
PROJECT BACKGROUND

The City of Ames is a river town, situated at the confluence of Squaw Creek and South Skunk River. The community has considerable residential and commercial development adjacent to the floodplains. In recent years, the community has experienced repeated flooding from these waterways. Major floods in the Ames area occurred in 1965, 1975, 1990, twice in 1993, 1996, 2007, 2008, and 2010. The flood of record occurred on Wednesday, August 11, 2010, eclipsing the previous peak by more than a foot.

As a result of the floods of 2010, the Ames City Council established a goal to mitigate the impact of future flooding on the Ames community. As a result of that goal, the City of Ames is soliciting proposals from qualified consultants to develop a Comprehensive Flood Plain Management Study. This study will update and build upon the *Skunk River/Squaw Creek Flood Plain Management Study*, prepared by Snyder and Associates following the 1993 floods.

Existing Hydrologic Modeling. As a mitigation measure following the 1993 floods, a 28E inter-governmental cooperative agreement was signed between the City of Ames, Story County, Iowa State University, and Iowa Department of Transportation. The purpose of the agreement, which is still in place, is to provide a flood-warning system that would provide the funding partners with advance warning for the purpose of protecting their respective facilities and interests.

The flood-warning system is made up of two parts. The first is a data collection system comprised of ten rain gauges and four stream gauges distributed throughout the Squaw Creek and South Skunk River basins. These gauges transfer rainfall and stream stage information to the Ames Water Plant via cell phone. The data are also shared with the National Weather Service, which subsequently provides the stream gauge data to the public through its Advanced Hydrologic Prediction Service. The four stream gauges maintained by the City of Ames are in addition to three gauging stations maintained by the U.S. Geological Survey.



The second part of the flood-warning system is a hydrologic model for Squaw Creek and South Skunk River. The model was originally developed as a HEC-1 model in 1995 and was converted to a HEC-HMS model in approximately 2000. The model was recalibrated in 2011 to account for changes in land use, as well as to reparameterize the model's curve numbers, impervious area, lag times, and rating curves to reflect the current conditions of the Ames area watersheds. The model is maintained by the City of Ames and is available to proposing firms. Electronic data (MS Excel) of rainfall and stream stage gathered from the Ames flood-warning system are available from 2005 to the present. Scanned data of select events prior to 2005 are also available. See information later in this document for instructions on how to access the model and other data.

Current FEMA Mapping Under Way. FEMA is in the process of a Physical Map Revision (PMR) for College Creek and Worle Creek. The PMR will result in enhanced floodplain mapping for approximately 14 stream miles (four miles for College Creek and ten miles for Worle Creek and two tributaries). The project is being done under FEMA's RiskMAP program and will use the City's LIDAR data. The project will create new Hydraulic and Hydrologic models for these watersheds.

The project began in early 2012, with an estimated six months for the engineering analysis and initial mapping. It will be about 24 months for the total project which will result in the adoption of new maps. The contact for the project is Britton Wells, Water Resources Engineer with AMEC Environment & Infrastructure.

(britton.wells@amec.com)

Current Planning and Zoning Information. Information related to planning and zoning inside the City of Ames, including the City's "Flood Plain Zoning Regulations," is available from the Planning and Housing Department's pages on the City of Ames web site. (<http://www.cityofames.org/index.aspx?page=581>)

Current Public Works Information. Information related to the City of Ames GIS systems and storm sewer utility is available from the Public Works Department's pages on the City of Ames web site. (<http://www.cityofames.org/index.aspx?page=163>)

DESIRED SCOPE OF WORK

The Ames Flood Mitigation Study will serve as a multi-year planning document to guide the City of Ames in establishing a prioritized list of actions that can be undertaken to reduce the impact of flooding on the Ames community. The study will serve as the basis for establishing flood mitigation priorities and recommending possible mitigation activities. Implementation of any recommendations reached is beyond the scope of this Request for Qualifications.

The ultimate deliverable of the study will be a written report that documents the following activities, including the following major components.

1. Baseline Flood Discharge Update.
 - a. Using the recommended methodology contained in the U.S. Geological Survey's Bulletin #17B, "Guidelines for Determining Flood Flow Frequency," estimate the 2-, 5-, 10-, 25-, 50-, 100-, and 500-year discharges at the three USGS gauge locations.
 - b. When developing the discharges, give consideration to the variations induced by the timing of the peaks on each stream. Evaluate the impact of coincidental peaks versus offset peaks.
 - c. Using FEMA's "Guidelines and Specifications for Flood Hazard Mapping," determine if the updated 100- and 500-year discharges are statistically different from the existing base flood discharge.
 - d. Included in the evaluation of the flood flow frequencies should be a sensitivity analysis based on a range of possible future rainfall estimates. Up to five rainfall scenarios will be developed by City staff in conjunction with researchers at Iowa State University, with each scenario differing in the way historical rainfall trends are extrapolated into the future. The purpose of this analysis is to help the City Council and the public consider a range of possible flood impacts resulting from climate variability. The results from this sensitivity analysis will be used when considering possible mitigation activities and strategies.
2. Floodplain Mapping Update. Submit updated models and maps to the City for review and comment.
 - a. A HEC-RAS model is currently being developed by the Iowa Flood Center and is expected to be ready by mid-May. The model's boundary extends from Ken Maril Road (on the South Skunk River) to Riverside Road (South Skunk River) to Cameron School Road (Squaw Creek). The model will include bridges and in-line structures and will be calibrated with water surface elevation measurements.

- i. The hydraulic model should be reviewed and validated to ensure that the results are reasonable and that the modeling parameters provide an accurate simulation.
 - b. Transfer the model results to a GIS format to delineate the flood inundation for each storm event analyzed.
 - i. Manually refine, as necessary, the plots to reflect the calculated base flood elevations for each storm interval analyzed.
 - ii. Prepare floodplain maps displaying the 2-, 5-, 10-, 50-, 100, and 500-year floodplain overlain on aerial photographs. Include maps that show the relative differences in the extent of the floodplain as a result of the rainfall scenarios described in paragraph 1d above.
 - iii. Tabulate the addresses of structures which, based on the flood inundation maps, would potentially be impacted for each of the storm intervals studied, including the various rainfall scenarios. Flood entry elevations were compiled as a part of the previous floodplain management study. Subsequent property development and the potential for an expended floodplain definition may necessitate the collection of new or updated flood entry elevations. This activity involves the identification of those locations where data are needed. Collection of actual flood entry elevations is outside the scope of work requested.
 - c. While submission of updated models and maps to FEMA for adoption and publication may ultimately be requested by the City of Ames, it is not included in the requested scope of work. If desired by the City, it will be included through a change order via a separate contract.
- 3. Alternatives Analysis. The core of the study will be to identify, evaluate, and recommend a list of possible flood mitigation alternatives. **Public participation and input is central to this portion of the study.** (See the Public Involvement section later in this document.)
 - a. Working with City staff and the other governmental partners, develop a list of possible flood mitigation efforts that could be undertaken. At the initial alternatives development stage, all ideas should be considered as “on the table.”
 - b. Conduct a public meeting where the full range of possible mitigation measures is presented. The intent is to gather public input and suggestions on the possible measures presented and on additional possible measures to be considered.

- c. After development of the list of possible mitigation measures, conduct a feasibility analysis of each that considers things such as constructability, permitting constraints, cost, impacts to land and property owners, reduction in base flood elevations, environmental impacts, and other benefits and impacts.
- d. For those alternatives deemed “feasible,” conduct supplemental hydrologic and hydraulic analyses necessary to evaluate the alternatives. In particular, this will be required for any options that may involve detention or storage components or road and bridge modifications.
- e. Conduct a workshop meeting with the Ames City Council to present the results of the alternatives analysis, including the methodology for determining which measures were ultimately recommended and how public input was incorporated into the final recommendations.

OVERALL MANAGEMENT OF AMES FLOOD MITIGATION STUDY

The Ames City Council chartered the study and retains the ultimate responsibility and authority for adopting any recommendation or enacting any decisions regarding flood regulation and mitigation within the Ames community. The contract for professional services that will result from this Request for Qualifications will be with the City of Ames.

The Ames Flood Mitigation Study will be administered by the City of Ames, with significant input and assistance from a core team comprised of staff from the City of Ames, Iowa State University, Story County, and the Iowa Department of Transportation. As partners, the Story County Board of Supervisors, Iowa State University Administration, and Iowa Department of Transportation are responsible for making flood-related decisions that affect their respective jurisdictions.

Lead staff members forming the core team are as follows:

City of Ames

Bob Kindred, Assistant City Manager
John Dunn, Director, Water and Pollution Control
John Joiner, Director, Public Works
Steve Osguthorpe, Director, Planning and Housing

Story County

Leanne Harter, Director, Planning and Zoning
Darren Moon, Story County Engineer

Iowa State University

David Miller, Associate Vice President for Facilities

Iowa Department of Transportation

Tony Gustafson, Assistant District 1 Engineer
Scott Dockstader, District 1 Engineer

PUBLIC INVOLVEMENT

Input from interested members of the Ames community will play an essential role in forming the ultimate conclusions and recommendations of the study. Multiple meetings are envisioned to allow and encourage the public-at-large to lend their input, questions, and concerns.

Ahead of the consultant beginning work on the Ames Flood Mitigation Study, a series of six public meetings will be held. Two meetings will be facilitated by staff from Iowa State University and will primarily reach out to the student and academic part of the community. Two meetings will be led by Story County, one with a broad, county-wide public audience and one that is targeted more specifically to emergency responders. Finally, two meetings will be facilitated by City of Ames staff, with a broad public audience. The selected consultant will not be required to prepare for or attend these meetings. City staff will work with the other entities to gather summaries of the key input and feedback from these meetings and will provide the compilation to the consultant.

As the consultant begins its work, it is envisioned that the initial task would be a workshop with City of Ames staff, with representatives from other interested governmental agencies in attendance. The majority of the workshop would include a small working group from the City of Ames, Iowa State University, Story County, and Iowa Department of Transportation. A portion of the meeting may involve a larger group of staff from these organizations who can share their organization's experiences, concerns, and desired outcomes from the study.

It is also envisioned that the consultant would play a significant role in at least four public meetings.

- A workshop-style meeting with the Ames City Council and other local governmental bodies following the conclusion of the technical analyses, to present the results of the hydrologic and hydraulic modeling efforts.
- A public meeting to gather input and feedback on possible mitigation strategies. While the meeting may include city staff and the consultant presenting a range of possible mitigation measures, the intent is to gather public input before any suite of measures have been evaluated or selected as the "preferred" recommendations.
- A second workshop-style meeting with the Ames City Council at the conclusion of the study to present possible mitigation measures and receive additional guidance from the City Council.
- A final presentation to the Ames City Council of the final evaluated recommendations incorporating technical, financial, and policy criteria developed in conjunction with City staff and the City Council.

PROJECT TIMELINE

Development of the Ames Flood Mitigation Study is intended to begin immediately after the consulting firm is selected. It is anticipated that the process will begin immediately and will proceed through the end of 2012. Ideally, the study will be to a point that at least conceptual recommendations can be made to the Ames City Council in September 2012. This timeline will allow cost estimates and funding options to be developed in advance of the Ames City Council's January 2013 Capital Improvements Plan and February 2013 operating budget reviews. The schedule below is meant as guidance; firm project deadlines will be negotiated by the City of Ames and the selected consulting team.

Anticipated Project Schedule:

Distribute Request for Qualifications <i>(this document)</i>	April 5, 2012
Pre-submittal Informational Meeting <i>10:00 -11:30 am CDT Conference Room 235 Ames City Hall 515 Clark Avenue Ames, IA 50010</i>	April 19, 2012
RFQ Response Deadline	April 26, 2012
On-site Interviews	May 7-11, 2012*
Professional Services Agreement Awarded by Ames City Council	May 22, 2012*
Draft Report Submitted	November 1, 2012
Final Report Submitted	December 1, 2012

[* Dates later delayed]

CONSULTANT SELECTION PROCESS

The consultant selection process will be conducted by the City of Ames.

The selection process will follow the general three-step process described below.

1. Request For Qualifications. The release of this document constitutes an open, formal Request for Qualifications (RFQ).
 - a. City staff will be evaluating the submitted qualifications based on the skill and ability to work with the City to develop the right approach for the Ames community.
 - b. A pre-submittal informational meeting will be held to allow interested firms to clarify the purpose and intent of the RFQ as well as the desired end product of the study. Additional information on the pre-submittal meeting is provided at the end of this document.
 - c. City staff will use the selection criteria described below to review and rank the Statements of Qualifications received in order to establish a list of preferred firms for participation in the formal interview step.
 - d. As a part of its evaluation, the City may conduct reference investigations, as necessary, to evaluate and determine the past performance record of the top-ranked firms prior to extending invitations for formal interviews. Reference checks may include inquiries as to the ability of the firm to perform the size and type of work included under this RFQ and to determine the likely quality of services being offered. Such reference investigations may include inquiries of past clients and contractors on prior projects and will include both the overall firm and the consultant's proposed key team members.
 - e. The City also reserves the right to investigate and confirm a firm's financial responsibility and viability. Unfavorable responses to these investigations may be considered by the City when ranking firms for additional consideration. **By submitting a Statement of Qualifications (SOQ), the submitting firm authorizes the City of Ames to conduct such reference investigations.**
2. Formal Interviews. Based on the information submitted in the SOQ, the City will invite approximately three firms to participate in formal interviews with the selection team. Interviews will be conducted on site at the City of Ames. The format and expectations for the formal interviews will be shared with the invited firms in advance. Interviews are tentatively planned for the week of May 7, 2012. The exact number of firms invited to interview is at the discretion of the City.

3. Negotiation of Final Scope. Following the formal interviews, the City of Ames will negotiate a final contract for professional services and associated scope of services with the preferred firm. Once an agreement has been reached that City staff determines to be fair, competitive, and reasonable, the selection team will submit the negotiated contract to the Ames City Council which will make the final decision on contract award.

Once a contract has been awarded by the Ames City Council, a City of Ames purchase order will be issued for the project. No work may begin until a purchase order has been issued.

All materials submitted shall become the property of the City of Ames. Note that all materials received by the City of Ames become “public records” and will be made available for review to any person upon request. Any materials submitted to the City of Ames are subject to potential public records requests. Proposing firms should clearly indicate to the City any material, submitted in any format, which is considered “proprietary.” In the event of a public records request for items so designated, the City will provide notice to the firm that a public records request has been received. The firm would then be responsible for seeking an injunction to block the release of the documents.

It is expected that the results of the Ames Flood Mitigation Study will form the basis of an on-going program of mitigation measures. However, **the scope of work covered by this solicitation is for development of the Ames Flood Mitigation Study only.** There is no guarantee that the firm selected to prepare the plan will be retained for any later portions. Future execution of the study’s recommendations will most likely include additional competitive solicitations for professional services.

STATEMENT OF QUALIFICATIONS CONTENTS

The Statement of Qualifications (SOQs) will form the basis of selecting the “short list” of firms that will be asked to meet with the City in a formal interview setting.

The Statement of Qualifications should include the following components. When submitting their SOQ, firms are asked to provide the materials in the order listed below. **SUBMITTING FIRMS ARE RESPONSIBLE FOR REVIEWING AND UNDERSTANDING THE REQUIREMENTS OF THIS SOLICITATION.** Careful attention must be given to ensure that all requested items contained in this RFQ are included in the submittal and sections comply with applicable page limits.

1. Cover Letter. A cover letter is required, stating the firm’s interest in being considered for the project. The letter should clearly identify the main point of contact for the submitting firm.
2. General Profile. A one-page general profile of the firm is required. For Statements of Qualifications that involve multiple firms submitting as a single project team, one additional page is permissible. The profile should describe the general nature of services provided by the firm, the location of main and branch offices, and the number of years the firm has provided services similar to those requested by this RFQ. Any sub-consultants which are proposed to be a part of the design team must be identified.
3. Key Personnel. A one-page summary is required that includes the names of the key personnel to be involved in preparing the Ames Flood Mitigation Study, along with a brief summary of their areas of expertise and their intended role in the project. (Resumes and CVs may be appended to the submittal but cannot substitute for the required summary page.) Please indicate those persons possessing the licenses and certifications necessary to perform the type of work being requested.

Additionally, a one-page organizational chart for this project shall be provided. Indicate the key personnel and their relationship to the overall project. Note that it is a requirement of the City of Ames that the key personnel identified during the consultant selection process will be required to participate in and execute the project. Substitution of personnel after an award of contract will require approval by the City of Ames.

4. References. A listing of no more than five reference projects of similar size and scope shall be provided. Particular emphasis should be placed on innovative, cost-effective solutions on similar projects, including projects involving analysis of potential rainfall events in excess of historical levels. Indicate which members being proposed for the Ames Flood Mitigation Study were involved in the reference projects and what their role in the reference projects was. Please provide contact information for the project owners, the nature of the firm’s scope

of work on the project, and the date the contract started and ended. Each project listing shall be no longer than one page in length.

5. Multiple Firms. For Statements of Qualifications that involve multiple firms submitting as a single project team, provide a maximum two-page summary of the roles each firm will play and the project management approach that will be used to provide seamless delivery of the end product.
6. Estimate of Resources. Based on the firm's understanding of the scope of work required, provide a maximum two-page preliminary estimate of the firm's resources that could be dedicated to the project. This can be in a form of the firm's choosing but should clearly convey a sense of the amount of effort and resources the firm believes will be required for the Needs Assessment phase of the project. As an example, an estimate of staff hours would be an acceptable method to meet this requirement. A statement of availability should also be included that confirms that these resources can be committed to allow the work to progress within the Project Timeline described earlier.

A preliminary fee proposal should not be included at this stage. During the subsequent formal interview step, a "two envelope" proposal process will be used to allow proposed scopes to be evaluated separately from fee proposals. **The City of Ames is committed to a qualifications-based evaluation and selection process.** If the proposed scope and associated fee of the preferred team appears to be "unreasonable" when compared to the proposed scope and fee of the other teams, the City of Ames reserves the right to take this into consideration when making its ultimate selection.

7. Supplemental Information. Firms are encouraged to submit any additional or supplemental information that they believe may be important to the City's selection team when narrowing the list of firms invited to participate in formal interviews. Please discuss any critical assumptions, extenuating circumstances, or other factors that may be critical to understanding the submitted qualifications. There is no page limit for this supplemental information; however, firms are encouraged to limit the additional information to topics relevant to the specific scope of work under consideration.

Any requests for clarification on the submittal requirements or review process must be received by City of Ames no less than three days prior to the submission deadline listed below.

SELECTION CRITERIA

The intent of the selection process is to select the most qualified, responsive, and responsible firm based on the identified needs of the City of Ames. The following table identifies the scoring rubric that the City of Ames will use to rate and compare submittals. The areas identified reflect those skills, expertise, and capabilities that the City of Ames believes are highly desirable in the selected consulting firm. Firms are encouraged to use this list when preparing their SOQ to ensure that the submitted materials address the selection team's priorities.

Criteria	Points Available	Points Awarded
General Firm Profile		
Depth of resources and technical support in the disciplines necessary for this project	15	
Breadth of expertise in evaluating multiple flood mitigation techniques and measures	15	
General Firm Profile Subtotal	30	
Proposed Project Team Profile		
Expertise in performing and evaluating hydrologic and hydraulic modeling.	15	
Demonstrated success in securing FEMA support for recommendations and conclusions	15	
Exemplary public education and involvement strategies	10	
Experience incorporating sensitivity analyses into flood inundation predictions	10	
Proposed Project Team Profile Subtotal	50	
Statement of Qualifications		
Quality of the submittal is representative of the quality that would be acceptable for the final Flood Mitigation Study report (includes grammar, spelling, formatting, etc.)	5	
Presentation of information is clear and logical; all required components submitted	5	
Specific SOQ Elements Subtotal	10	
Overall Impression		
Appropriateness of the firm's qualifications	10	
Overall Impression Subtotal	10	
Overall Firm Score	100	

The selected firm will have a demonstrated record of successfully completing similar projects. Representatives from the selected firm will become integral members of the City's flood mitigation team and will assist the City in developing a conceptual plan, establishing major philosophical requirements and expectations, and identifying and evaluating various alternatives to meet the current and future needs of the Ames community.

The scores generated by applying this rubric will provide a framework for the City to evaluate and compare submissions. While the general concept would be for the highest scoring firms to be invited to interview, the City of Ames reserves the right to consider other topics not included in the rubric and to exercise professional judgment and discretion when extending invitations. **In all cases, the City of Ames reserves the right to select a firm and award a contract that is in the best interests of the City.**

COUNCIL ACTION FORM

SUBJECT: **APPROVAL OF PLANS AND SPECIFICATIONS FOR THE
RENOVATION OF CITY HALL**

BACKGROUND:

From 1988 to 1990, the former Central Junior High School was remodeled into our current City Hall to consolidate numerous city offices and functions that previously were located in eight different locations. With this consolidation, the Information Technology Division of Finance still remained in an upstairs, rented space outside of City Hall on 5th Street. Since then, there has been only minor remodeling done in City Hall to accommodate changes in staffing levels and service functions.

Three years ago a Space Needs and Use Study was done to determine more efficient ways to use the space in this facility. This study was triggered by several issues:

1. The detention space in Police has been decommissioned and is no longer being used. It is unused space that could be better utilized.
2. The Emergency Operations Center (EOC) is too small and does not function as well as needed during emergencies.
3. The Information Technology Division is operating from rented, non-handicapped accessible quarters outside of City Hall.
4. Storage space and retention of official records has filled the designated areas and additional space or changes in records retention are needed.

As a result of these issues, a project team of City employees surveyed and discussed all the spaces, functions, and use of spaces in City Hall. Ultimately, a consultant was hired to analyze the facility and complete a conceptual plan that would resolve the four issues listed above without expanding the existing building footprint.

The consultant's findings determined that, with major remodeling in the Police Department and the lower level (basement), all four issues could be resolved without building additional space at this time. Accomplishing these goals will involve converting the public hallway along the south side of the Police Department into office space and the new EOC.

Final plans and specifications for this remodeling have now been completed by the original architectural firm, and are ready for Council approval. The total estimated cost of the project is \$1,400,000, and the project is estimated to take 12 months to complete.

Estimated costs and budgeted funding for the renovation project are as follows:

Cost Estimates:

Design	\$ 115,000
Construction Management	30,000
Construction/remodeling	<u>1,255,000</u>
Total	\$1,400,000

Funding:

Homeland Security Grant (EOC)	\$ 600,000
General Fund (from balance)	<u>800,000</u>
Total	\$1,400,000

ALTERNATIVES:

1. Approve the plans and specifications and issue a Notice to Bidders, and set June 26, 2012, as the bid due date and July 10, 2012, as the date for public hearing and award.
2. Do not approve the plans and specifications at this time.

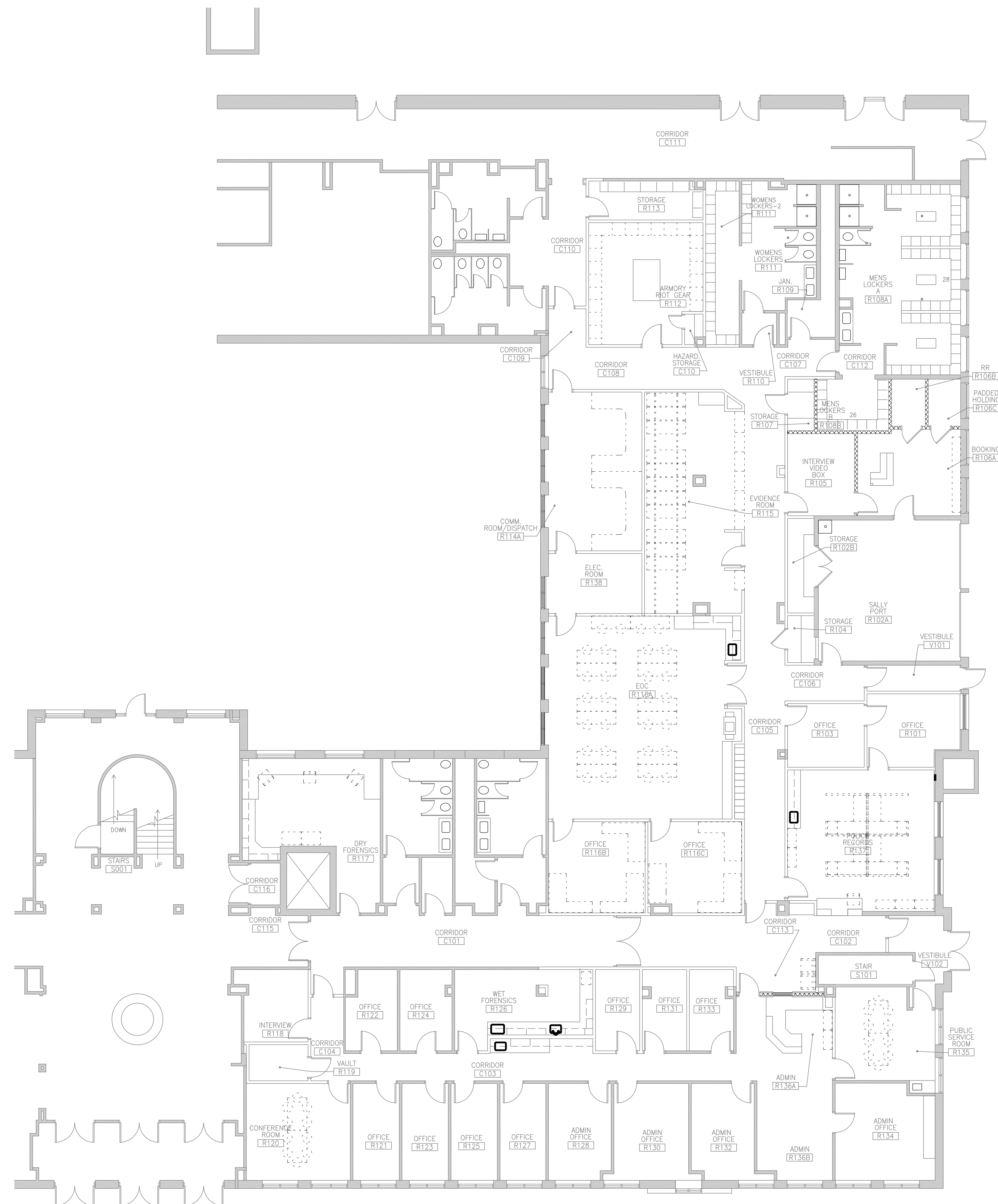
MANAGER'S RECOMMENDED ACTION:

Since moving into this building in 1990, the space needs have increased to a point where significant renovation is necessary to allow City staff to adequately perform their duties. An extensive amount of time has been devoted to this project by staff from Fleet Services/Facilities, Police, Public Works, Finance and the City Manager's Office as well as construction advisory services from ISU Facilities Planning & Management (FP&M). City staff who are impacted by this project were involved in reviewing the spaces and identifying the features needed to perform the services for which they are responsible.

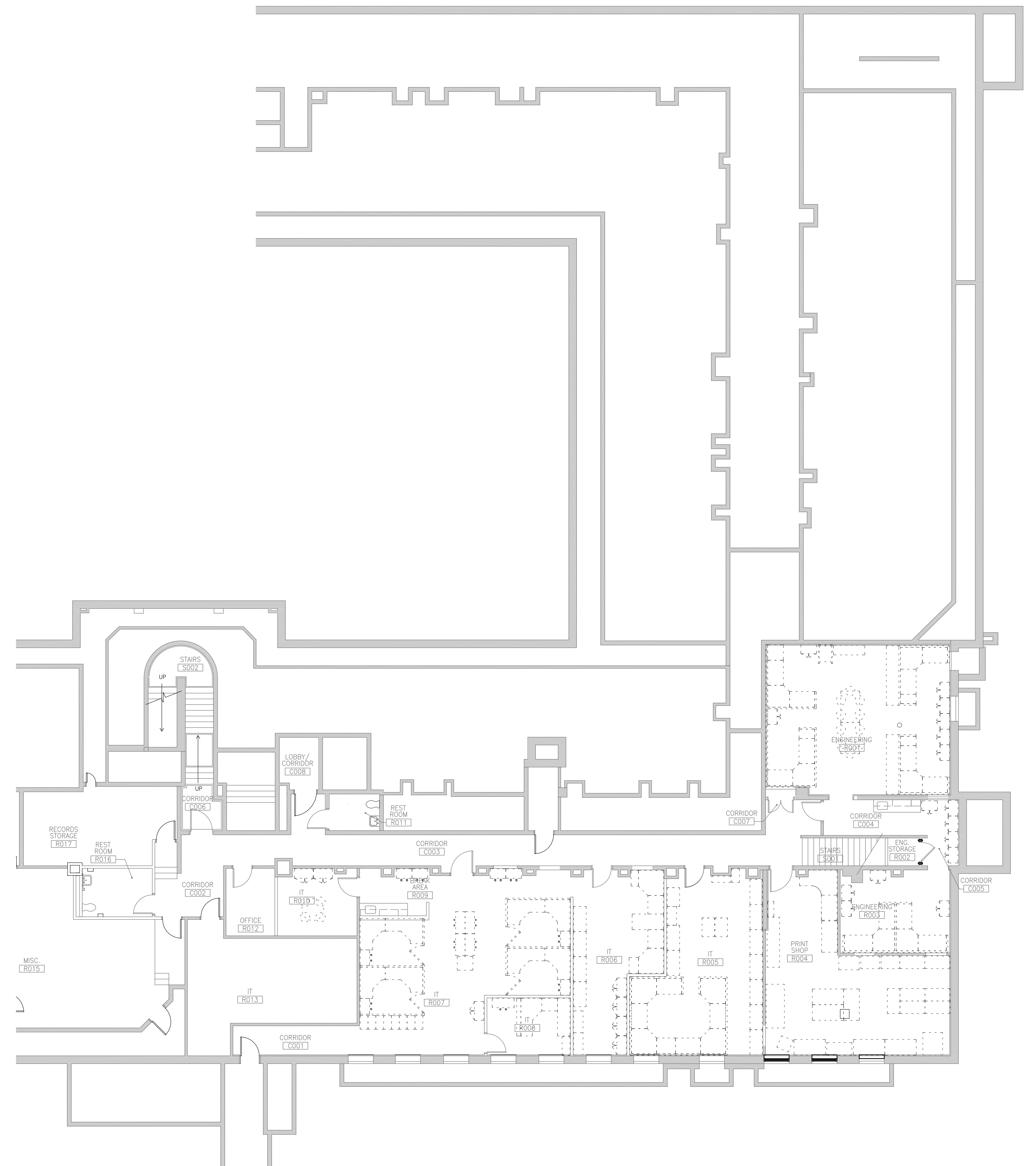
Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby approving the plans and specifications and issuing a Notice to Bidders, and setting June 26, 2012, as the bid due date and July 10, 2012, as the date for public hearing and award.

2012 AMES CITY HALL RENOVATION

AMES, IOWA



GROUND FLOOR



BASEMENT

SHIVEHATTERY
ARCHITECTURE+ENGINEERING

1601 48th Street Suite 200 | West Des Moines, Iowa 50266
515.223.8104 | fax: 515.223.0622 | shive-hattery.com

Iowa | Illinois | Missouri | Illinois Firm Number: 184-000214

Staff Report

EMERGENCY RESPONSE TIME POLICY GUIDANCE

May 22, 2012

On April 24, 2012 the City staff presented a report regarding the topic of emergency response times for the City of Ames. This report was in response to the City Council's recent decision to allow growth to the southwest, northwest, and southwest in addition to discussions about expanding to 590th Street to the east. Based on current approach to measuring response times to these parts of the city would be outside of the City's goal. Therefore, the Council requested that the emergency response time issue be revisited and that other cities be survey to determine how they are addressing this issue.

The report concludes with a number of policy questions for the City Council to consider regarding this topic. It was agreed that Council would be prepared to give direction regarding the various policy issues at the next meeting. **The staff would appreciate direction regarding the following issues.**

WHO SHOULD ADOPT THE RESPONSE TIME GOAL?

It should be noted that most of the cities surveyed are relying on an internal Fire Department indicators which were not formally adopted by the City Council and most of these cities are not even meeting their stated goal.

Since the word "goal" carries the connotation that a city is bound to take action if the goal is not met, it may be more appropriate for the City Council not to formally approve a response time goal. **Rather, the staff would recommend that the Fire Department should track emergency response times as one of its many "performance measures" that are provided to the City Council to consider.**

WHAT RESPONSE TIME SHOULD BE MEASURED?

The decision as to what an appropriate emergency response time should be resides solely with the City Council. A review of the comparable cities that were surveyed indicates that there is no one preferred measurement. The measurements range from Ankeny's 80% within 8 minutes to Marshalltown's 100% within 4 minutes.

Staff believes that a measurement of 85% of calls within a 5 minute travel time would be in the middle of the range for other comparable cities that were surveyed and, therefore, should be used as a performance measure.

In addition, staff believes that it might be possible to have a different, longer response time performance measure for industrial areas, depending on how the area ultimately builds out. We will explore this possibility for the future.

HOW SHOULD RESPONSE TIME BE MEASURED?

All of the surveyed cities measure response time based on actual calls for service. As we have shifted away from a targeted growth strategy and are poised to grow in four directions, our current technique for measuring response time based on area covered no longer seems warranted. **Therefore, staff believes it would be more advisable to measure response times based on actual calls.** Furthermore, In order to avoid aberrations that might occur from year to year, a rolling five year period should be used to accomplish this measurement.

For purposes of informing the City Council of the possible impact of future land use decisions, the staff can now utilize more sophisticated GIS tools for planning purposes. This technique would allow us to analyze response time patterns from existing developed areas in the city and project this information onto undeveloped areas that are being considered for annexation to better project anticipated response times from these new areas.

Another alternative suggested at our April 24th meeting would be to measure response time not only for actual calls, but also measure the percent of developed properties that fall within the proposed measurement of 85% within five minute travel time.

SHOULD THERE BE A SEPARATE RESPONSE TIME MEASURE FOR FIRE AND MEDICAL ASSIST CALLS?

None of the cities surveyed measure response times for fire and medical calls separately. **Since Mary Greeley Medical Center is the primary provider of ambulance service in the community, staff believes the City should work with them to establish an appropriate medical response time measure as well as develop cost-effective options for achieving the performance expectation.**

Currently, the Medical Center is implementing a new computer-aided dispatching system. They have indicated more data is needed from this new system before they will be in a position to recommend a medical response time measure. **Until this happens, the City will be focusing on one performance measure.** We will, however, be analyzing all calls in more precise categories.

WHAT CITY COUNCIL DECISIONS CAN HELP THE CITY BETTER MEET THE RESPONSE TIME PERFORMANCE MEASURE?

The staff pointed out in the April 24th report that the Council could consider two strategies to help the City better meet the response time performance measure.

First, when making LUPP and zoning decisions, the City Council could give more consideration locating high density residential and assisted living/retirement communities closer to the urban core. However, there was no indication from our survey that other cities have adopted this land use approach.

Second, the City Council could require more stringent fire protection requirements related to sprinklers, smoke detectors, construction standards. Here again, this approach would place out of the mainstream in comparison with other cities and at a competitive disadvantage for those considering developing in Ames.

This technique is utilized in the developer agreement with the owners of the Rose Prairie who are required to provide sprinklers in home in this proposed development. We have also included this requirement in proposed agreements with Hunizker and Quarry Estates. Due to our new approach to fire response performance measuring, the Council might want to revisit this requirement as we annex additional land to the north of the current City limits.

COUNCIL ACTION FORM

SUBJECT: SOUTHEAST ENTRYWAY PROJECT

BACKGROUND:

This project is a continued partnership between the City of Ames and the South Ames Business Neighborhood (SABN) to complete improvement features to the Southeast Entryway, including installation of light columns and planting of trees, native plants and flowers. A portion of the Southeast Entryway has already been improved with grading and plantings at the intersection of Dayton Avenue and S.E. 16th Street, extending up to the Dayton Avenue overpass over U.S. Highway 30.

On December 16, 2008, Council approved an Iowa Department of Transportation (Iowa DOT) funding agreement for the project. On December 16, 2010, a public meeting was held to provide project specific information and to receive feedback regarding the proposed project concepts. From that feedback, a plan was developed. On July 12, 2011, Council authorized staff to negotiate a sole source contract with RDG Dahlquist Art Studio for fabrication and installation of lighted sculptures for this project. The Iowa DOT also approved this firm as the sole source provider for fabrication and installation of the lighted sculptural columns. RDG Dahlquist Art Studio has been involved with initial concepts, public input, and cost estimating for the project as a sub-consultant on the Engineering Services Contract for the project design.

On October 25, 2011, Council approved a sole source contract with RDG Dahlquist Art Studio for the fabrication and installation of 12 sculptural light columns and two pedestrian scale sculptural light columns in the amount of \$555,495. Since that time, the cost estimate has been revised to \$554,820. An alternate bid item is also included that would add two more full-size light columns for an additional \$69,500. That alternate could be awarded if favorable construction bids are received.

Because project funding includes federal funds, the contract was required to be let by the Iowa Department of Transportation (Iowa DOT). On Tuesday, May 15, 2012, bids were received and read by the Iowa DOT as follows:

<u>Bidder</u>	<u>Amount</u>
Engineer's Estimate	\$239,758
Truelsen Blumenthal DBA Soil-Tek	\$343,416

Due to this project receiving federal funding, staff has been notified by the DOT that there are strict regulations regarding communications with the apparent low bidder prior to the contract award. Staff is evaluating the bid and bidding documents to explore potential options. Additionally, staff is exploring the ability to obtain a discretionary DOT

landscaping grant to supplement the funding shortfall for the project. Staff will report back to Council with a recommendation on how to proceed in June 2012.

Plans and specifications for this project, which includes fence removal/replacement, sculptural footing installation, and restoration, were completed by Snyder & Associates of Ankeny, Iowa. Costs for engineering and construction administration are estimated to be \$160,000, bringing the total estimated cost for this location, including fabrication and installation of the light columns by RDG Dahlquist Art Studio, to \$1,058,236.

In the Capital Improvements Plan, Council approved the use of City funds in the amount of \$148,000 from General Obligation bonds that are being abated through property owner assessments, \$99,000 from Local Option Sales Tax funds, and private funding received from SABN in the amount of \$46,000 left over from the previous phase. These sources more than cover the 20 percent local match required for the \$683,000 state-wide Transportation Enhancement grant previously awarded to the City. However, the total available revenue from those sources is \$1,006,000, which does not now cover the estimated expenses for this project.

ALTERNATIVES:

- 1a. Accept the report of bids for the Southeast Entryway Project.
- b. Approve the final plans and specifications for the Southeast Entryway Project.
2. Direct Staff to pursue other options.

MANAGER'S RECOMMENDED ACTION:

Lighted sculptural columns are a key component of the Southeast Entryway Project that will create a stronger sense of arrival into Ames. By accepting the report of bids and approving the final plans and specifications, staff will have time to evaluate ways in which the funding shortfall might be addressed. Hopefully the entryway project can still move forward towards construction during the 2012 construction season.

Therefore, it is the recommendation of the City Manager that the City Council adopt Alternative No. 1, thereby accepting the report of bids and approving the final plans and specifications for the Ames Southeast Entryway Project.



Memo

Department of Planning & Housing

35

TO: Honorable Mayor and City Council

FROM: Steve Osguthorpe, Planning & Housing Director

DATE: May 16, 2012

**SUBJECT: REQUEST FOR CONTINUANCE – ALTERNATE LANDSCAPING
STANDARDS FOR AUTO AND MARINE CRAFT TRADE USES**

A proposed ordinance adopting alternative landscaping standards for auto and marine craft trade uses was presented to the City Council on May 8, 2012. This was one of three proposed text amendments requested by Wilson Toyota to facilitate expansion plans for the dealership, and which could also facilitate a proposed new dealership by the Deery Brothers along Highway 30. The Council acted on two of the requested amendments (i.e., parking lot striping and integrated site plan subdivision provisions) but continued the alternative landscaping provisions to the May 22 meeting in order for staff to:

1. Prepare a hypothetical site plan showing how an auto dealership site would be landscaped under the current code requirements versus the proposed alternative standards, and
2. Contract the remaining auto dealerships in Ames to receive feedback on the proposed ordinance.

Staff is working on development of the hypothetical site plan requested by the Council. Staff will then invite all auto-dealer representatives in the city to attend a meeting where the plan and proposed alternative standards will be presented and car dealer input will be sought. Staff will not be able to have these tasks complete in time for the May 22 meeting. **Staff is therefore requesting that this item be continued to the June 12, 2012 meeting.**

SO\clh

COUNCIL ACTION FORM

SUBJECT: NOXIOUS WEED ORDINANCE

BACKGROUND:

Currently the City does not have an ordinance prohibiting noxious weeds within the City. Iowa Code Chapter 317 defines noxious weeds and grants the County Weed Commissioner authority and responsibility for the eradication of noxious weeds within the county. At the present time, however, the County Weed Commissioner does not actively enforce any weed eradication programs within the City of Ames.

Because the Inspections Division receives and responds to complaints about weeds within the City, an ordinance was requested that would declare noxious weeds to be a public nuisance and make their existence punishable as a municipal infraction. The City Council considered the matter on March 27, 2012, and directed the City Attorney's Office to draft an ordinance in response to this request.

The attached ordinance adopts by reference the definition and list of noxious weeds specified in Section 317.1A of the Iowa Code. Upon adoption of the ordinance, the same weeds will be prohibited within the City that are prohibited throughout the state. The ordinance creates a new Division IX within Chapter 5 of the Municipal Code so that this ordinance stands out from the rest of the Building Code.

Because the ordinance is located within Chapter 5, the penalties and alternative enforcement provisions of the Chapter are available to situations involving noxious weeds. This gives the Inspections Division flexibility and provides the option to cite violations as municipal infractions and seek enforcement through the Court. Alternatively, the Inspections Division has the ability to abate noxious weeds as a public nuisance, while also giving the property owner the means to appeal through an administrative process.

ALTERNATIVES:

1. Approve on first reading the attached ordinance declaring noxious weeds to be a public nuisance and providing for penalties.
2. Refer the matter back to staff with direction to make changes in the draft ordinance.
3. Oppose the approval of the attached ordinance declaring noxious weeds to be a public nuisance and providing for penalties.

CITY MANAGER'S RECOMMENDATION:

In keeping with the Council's directive to develop an ordinance that would allow the Inspections staff to better respond to weed complaints within the City, it is the recommendation of the City Manager that the City Council support Alternative #1. This action will approve on first reading the attached ordinance declaring a specific list of noxious weeds to be a public nuisance and providing for penalties.

Under this new ordinance the same noxious that are prohibited in the State Code will be prohibited in the City of Ames. It is possible in the future that the Council might want to modify the list of prohibited weeds to address our local concerns.

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE MUNICIPAL CODE OF THE CITY OF AMES, IOWA, BY ENACTING A NEW CHAPTER 5, DIVISION IX, SECTION 5.901 THEREOF, FOR THE PURPOSE OF DECLARING NOXIOUS WEEDS TO BE A NUISANCE AND PUNISHABLE AS A MUNICIPAL INFRACTION; REPEALING ANY AND ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT TO THE EXTENT OF SUCH CONFLICT; PROVIDING A PENALTY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Ames desires to have the ability to locally enforce the abatement of noxious weeds; and

WHEREAS, Chapter 317 of the Code of Iowa defines those noxious weeds within the State; and

WHEREAS, a local ordinance, punishable as a municipal infraction, will assist the inspections department in eradicating noxious weeds and will enable them to better respond to customer complaints regarding the presence of weeds.

Therefore, BE IT ENACTED, by the City Council for the City of Ames, Iowa, that:

Section One. The Municipal Code of the City of Ames, Iowa shall be and the same is hereby amended by enacting a new Chapter 5, Division IX, Section 5.901 as follows:

“DIVISION IX NOXIOUS WEEDS

Sec. 5.901. WEED ORDINANCE.

1. Words and Terms Defined

- a. Noxious Weeds: Primary and secondary classes of weeds as defined by Iowa Code Section 317.1A.
- b. Weed Official: Person designated by the city manager to enforce this section.

2. Nuisance Declared; Penalty

- a. It shall be a public nuisance for any owner or person in the possession or control of any land to allow any noxious weeds to grow thereon.
- b. Duty To Cut Noxious Weeds: Each owner and each person in the possession or control of any land shall cut or otherwise destroy, in whatever manner prescribed by the weed official, all noxious weeds thereon and shall keep said lands free of such growth.
- c. Interference With Weed Official: No persons shall interfere with the weed official or any appointed assistant while engaged in the enforcement of this chapter.”

Section Two. Violation of the provisions of this ordinance shall constitute a municipal infraction punishable as set out by law.

Section Three. All ordinances, or parts of ordinances, in conflict herewith are hereby repealed to the extent of such conflict, if any.

Section Four. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Passed this _____ day of _____, _____.

ATTEST:

Diane R. Voss, City Clerk

Ann H. Campbell, Mayor



FINAL AMENDMENTS

for the

**2011/12
PROGRAM
BUDGET**

CITY OF AMES, IOWA

CITY OF AMES, IOWA

2011/12

AMENDMENT REPORT

The format of this report explains the significant changes to the various fund balances since the earlier estimate provided in February as part of the annual budget process.

Following those explanations, there is a spreadsheet of the citywide revenues and expenses. Then all the fund summary sheets in the same format as the budget document are provided for informational purposes.

The date of the public hearing for these amendments has been scheduled for May 22, 2012.

Please contact me if you have any questions.

Carol Collings
Budget Officer

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FINAL AMENDMENT CHANGES BY FUND

GENERAL FUND

General Fund

Change from earlier adjustment:	Revenue	+ 134,687
	Expense	+ 129,280
	Net Change	+ 5,407

The General Fund's total revenue increased by \$134,687 and included the following:

Increase in various inspection permits and fees	+ 91,059
Airport revenues including farm	+ 24,211
Miscellaneous Public Works' revenues	+ 13,749
Parks and Recreation's Wellmark 3-pt. play revenue	+ 8,455
Other Parks and Recreation revenue decreases	- 2,787
	+ 134,687

The General Fund's expenses increased by \$129,280 and include the following changes:

Increase in Parks and Recreation costs of \$53,718 including fleet costs, +\$31,072, and the purchase of large limestone blocks to serve as bollards in the parks, +\$10,000	+ 53,718
Increase in the cost of street light electricity	+ 25,000
City's share of Resource Recovery's per capita charge increased for 2011 and the City pays current, so six months of increase for 2012	+ 14,693
Increased labor and fleet costs at cemetery	+ 10,567
Increased cost in City Manager's office for a retirement pay out, recruitment, and new furniture	+ 9,549
General Fund's portion of City Hall increases in wall repairs, fleet costs, sump repair, water heater, cooling center repair, and plumbing repairs	+ 8,970
Increase in all other Public Works' General Fund	+ 6,565
Increased costs at Airport for fleet and utility charges	+ 5,540
Increase in Inspection's fleet costs	+ 2,142
City Clerk's adjustment included reduced election costs and purchase of a scanner for the records project	- 7,464
	+ 129,280

SPECIAL REVENUES

Local Option

Change from earlier adjustment:	Revenue	0
	Expense	+ 45,681
	Net Change	- 45,681

The Local Option Sales Tax Fund expenses were \$45,681 higher in the final amendments.

The project to develop Northridge Heights Park was included in the FY 12/13 CIP. The project will begin (+\$64,531) in FY 11/12 with the opportunity to acquire clean fill dirt from Harold Pike Construction at a cost of 50% of the trucking.

Two Public Works Traffic Engineering projects were completed: Walkway east side of S. Dakota -\$30,510; and RR Quiet Zone +\$1,894.

The City's share of startup cost for Eyerly Ball to begin mental health services in Ames is included for \$23,560. The Center for Childcare Resources closed in FY 11/12 and the \$14,294 in budgeted funds were returned to the Local Option Sales Tax Fund balance.

The final retirement payout costs for the Assistant City Manager increased Human Services Administration by \$500.

Hotel/Motel

Change from earlier adjustment: **No Change**

Leased Housing

Change from earlier adjustment:	Revenue	0	
	Expense	+ 21,294	
	Net Change	- 21,294	

After the final settlement was released by HUD to CIRHA, \$21,294 remained in the fund and was shifted to the Affordable Housing Fund.

Road Use Tax

Change from earlier adjustment:	Revenue	0	
	Expense	- 140,138	
	Net Change	+ 140,138	

The mild winter resulted in over \$400,000 in savings including labor, fleet cost, \$100,000 savings in salt and calcium chloride purchases, and \$70,000 savings in contracted snow removal. Much of the savings was offset by shifting the labor force to increased street patching and repairs.

Final amendment changes in Public Works' operations include:

Savings in snow and ice removal	- 404,887
Increases in street maintenance activities	+ 272,901
Increases in street cleaning	+ 33,016
Increases in sign and signal maintenance	+ 2,437
Increases in pavement markings	+ 91
Decreases in right-of-way maintenance	- 2,018
Decreases in traffic engineering	- 2,505
Decreases in engineering/GIS	- 36,456
	- 137,421

CIP changes include the completion of a bridge rehab project, -\$3,440.

The Road Use Taxes portion of City Hall expense increased +\$723.

City-Wide Affordable Housing			
Change from earlier adjustment:	Revenue		+ 21,294
	Expense		+ 2,815
	Net Change		+ 18,479

The Leased Housing Fund was closed into the City-wide Affordable Housing Fund, +\$21,294.

Miscellaneous housing costs not related to block grant funding are paid in this fund and are \$2,815 higher.

Community Development Block Grant			
Change from earlier adjustment:	Revenue		0
	Expense		+ 1,104
	Net Change		- 1,104

Actual costs on the curb replacement project were \$1,104 higher.

Don & Ruth Furman Aquatic Facility Construction Fund		
Change from earlier adjustment:		No Change

Fire/Police Pension Retirement		
Change from earlier adjustment:		No Change

Employee Benefit Property Tax		
Change from earlier adjustment:		No Change

Miscellaneous Special Revenues			
Change from earlier adjustment:	Revenue		+ 97,343
	Expense		+ 5,095
	Net Change		+ 92,248

Final amendment revenue changes in the Miscellaneous Special Revenues include:

Increased donation from the G. Winakor Estate	+ 71,593
Additional Police forfeiture revenue	+ 9,000
Increased Animal Shelter donations	+ 9,000
Increased interest earnings in Parks & Rec Trust	+ 7,000
Miscellaneous donations	+ 750
	+ 97,343

Expenditure changes include:

Increase in Police forfeiture spending	+ 5,000
Memorial purchases	+ 720
Decrease in Project Share Assistance	- 625
	<hr/>
	+ 5,095

This Miscellaneous Special Revenue Fund started the year in a deficit position because of the flood and wind damage in 2010. In FY 10/11, flood and wind related expenses totaled \$876,472, but the FEMA revenue was just \$405,651, a \$470,821 deficit. Additional FEMA reimbursements are received as claims are finalized and the State of Iowa's 10% match is received after all projects are settled.

Library Donations

Change from earlier adjustment:	Revenue	+ 178,490
	Expense	+ 192,380
	Net Change	<hr/> - 13,890

Donations from the Ames Public Library Friends Foundation for the building project increased from \$160,000 to \$280,000 and are reflected in the revenues and in the expenses.

The Library received a \$60,000 R. Carver charitable trust grant and that amount is in both the revenues and expenses.

The Library Board approved an additional \$12,000 for the building project from bequest accounts and the building project bequest expense account increased for that amount.

Other miscellaneous revenues decreased \$1,510 and collection expenses increased \$380.

Developer Projects

Change from earlier adjustment: **No Change**

Economic Development

Change from earlier adjustment: **No Change**

PERMANENT FUNDS

Cemetery

Change from earlier adjustment: **No Change**

Don & Ruth Furman Aquatic Center Operations Fund

Change from earlier adjustment: **No Change**

DEBT SERVICE

Debt Service

Change from earlier adjustment:

No Change

CAPITAL PROJECTS

Special Assessments

Change from earlier adjustment:

No Change

Street Construction

Change from earlier adjustment:

Revenue	+ 58,656
Expense	+ 42,823
Net Change	+ 15,833

Revenues and expenses reflect \$41,395 from Alliant Energy for the Main Street alley repair.

Revenues also show \$17,261 for the sale of the Sumner Avenue right-of-way.

Expense changes include the above mentioned Main Street alley project and a small adjustment on the arterial project on Duff/Lincoln Way to 7th.

Airport Construction

Change from earlier adjustment:

Revenue	+ 87,910
Expense	+ 175,148
Net Change	- 87,238

Final amendment adjustments include actual revenue, +\$162,810, and costs, +\$171,379, for the recently completed taxiway project. The project to rehab the west apron is now funded at 90%, not 95%, so revenues, -\$29,900, and expenses, +\$41,500, are based on recent bids. A project to reconstruct the driveway and parking areas was reduced to the new 90% revenue split, so -\$45,000 in revenues.

The final amendments reflect a change to share one-half of the cost of a snow blower, +\$37,731, with the Road Use Tax Fund. It was determined the equipment was available for snow removal activities on streets with limited access.

These final amendment changes result in a negative fund balance for the Airport Construction Fund. The fund will receive two years of Airport profits to restore the local match requirements required before the projects are complete.

ARRA Energy Block Grant

Change from earlier adjustment:

No Change

Construction Grants

Change from earlier adjustment:	Revenues	- 24,557
	Expenses	- 24,557
	Net Change	0

The second round of energy construction grants using leftover ECC Block Grant funds included five projects for \$25,816. Only two projects used small amounts of the grants, and the rest of the grants have been released as uncommitted.

Bond Proceeds

Change from earlier adjustment:	Revenue	0
	Expense	- 38,545
	Net Change	- 38,545

Several projects funded by bonds have been adjusted to reflect final costs:

South Grand extension at S. 16 th	+ 73,077
Main Street alley	+ 17,250
Arterial Dayton Avenue	+ 7,306
Asphalt paving	+ 1,813
N. Hazel/N. 3 rd CDBG	+ 762
E. 13 th Street, I-35 to 570 th Street	+ 698
Arterial, North Dakota/Delaware	- 25,000
CyRide Route – Ontario	- 56,272
South Duff Avenue Improvement Project	- 58,179
	- 38,545

ENTERPRISE FUNDS**Water**

Change from earlier adjustment:	Revenue	+ 136,417
	Expense	+ 58,959
	Net Change	+ 77,458

The adjustments in revenues for the Water Fund include:

Additional labor reimbursements	+ 68,555
Increase in ISU's contract	+ 29,000
Sale of scrap metals	+ 14,898
Water meter installations	+ 9,000
Water tapping fees	+ 8,973
Farm revenues	+ 4,891
Rural water sales	+ 1,100
	+ 136,417

Expenditures were \$58,959 higher which included the early start of the FY 12/13 water system improvement project for \$70,000.

So, operational costs in water were actually lower and included these changes:

Water's portion of Public Works Engineering and GIS	+ 52,005
Water Plant operations	+ 7,002
Customer Service	+ 2,200
Internal Service charges	+ 2,051
Water's share of City Hall's costs	+ 596
Utility locating	- 1,016
Utility Maintenance – fewer water main repairs	- 73,879
	<hr/>
	- 11,041

Water Construction

Change from earlier adjustment: **No Change**

Sewer

Change from earlier adjustment:	Revenue	- 85,514
	Expense	+ 580,725
	Net Change	<hr/> - 666,239

Several contracts for sewer were adjusted lower based on the results of the annual settlements, or based on this year's activity.

ISU contract sales	- 163,000
NADC contract sales	- 42,000
NVSL contract sales	- 7,800
Kelley's participation	- 5,900
	<hr/>
	- 218,700

Additional revenues were noted for:

Sale of Terragators and pump	+ 61,686
High strength surcharge	+ 53,000
Labor and fees	+ 18,500
	<hr/>
	+ 133,186

On the expenditure side, significant changes in the CIP increased expenses.

City Council approved the early purchase of the final year of the replacement pumps at WPC. That \$496,000 increase is the FY 11/12 final amendment and will lower the planned project in the FY 12/13 CIP by \$418,000, so \$78,000 must be allocated from the available Sewer Fund balance.

A second CIP change is the failure of methane engine generator #2 at WPC and its estimated \$129,000 repair.

Savings were realized in the completed clarifier painting project of -\$53,449. So, the overall increase in WPC CIP projects was \$571,551.

Operational expenditures were close to break-even with the following changes:

Sanitary sewer maintenance – more repairs	+	74,506
Additional metering costs	+	7,788
Additional sanitary sewer CIP costs	+	2,804
Internal Services	+	2,051
Sewer's share of Customer Service	+	2,000
Sewer's share of City Hall repairs	+	445
Utility locating	-	1,933
Sewer's share of Public Works Engineering and GIS	-	5,710
WPC Plant operations savings in natural gas, hauling biosolids, and legal costs	-	72,777
	+	9,174

Sewer Improvement

Change from earlier adjustment:

No Change

Electric

Change from earlier adjustment:

Revenue	-	2,897,636
Expense	-	2,135,434
Net Change	-	762,202

The large changes in both revenues and expenses relate to lowered metered sales and thus lower fuel costs. ISU's revenues from sales are also lower which reduces revenues and their fuel expenses.

Final amendment adjustments:

Revenue – metered sales - 1,600,000

Expenses:

Purchased power included cheaper rates	-	1,100,000
Coal	-	800,000
Fuel oil	-	200,000
MAPP and MISO charges	-	200,000
RDF	-	20,000
Wind	+	500,000

Total Expenses - 1,820,000

ISU revenues were \$554,000 lower and that change is balanced in fuel adjustments of \$900,000 less in electricity purchases and \$346,000 more in wind energy purchases.

Another large revenue decrease was the realization that ISU's participation in the Vet Med Substation improvements was billed in September 2010 after the audit cut-off, but was accrued to FY 10/11 because of its significance. So, almost \$1.3 million in FY 11/12 revenues was already reflected in FY 10/11's revenues and FY 11/12 revenues were lowered to correct.

The Prime Time Power revenue account has always been a negative revenue as it reflected credits given to customers for the interruption of air-conditioning units. This account has been shifted to the Demand Side Management CIP expense account to better reflect these costs.

Several additional revenue changes:

Return of accumulated replacement funds for the track-mobile that will not be replaced	+ 185,632
Sale of scrap metals	+ 61,732
Sale of renewable energy credits	+ 58,000
Increase in streetlight revenue	+ 35,000
Fly ash sales	+ 10,000
	<hr/>
	+ 350,364

Expense changes beyond the fuel and Demand Side Management changes include:

Additional dues to MAPP, APPA, and IAMU	+ 59,823
Increase in meter reading due to a retirement	+ 12,043
Internal Service charges	+ 4,304
Electric's share of City Hall's increased costs	+ 1,102
Completed CIP lighting projects	- 38,706
	<hr/>
	+ 38,566

Parking

Change from earlier adjustment:	Revenue	- 16,100
	Expense	- 22,997
	Net Change	<hr/> + 6,897

Revenue projections show illegal parking ticket proceeds lower by \$20,000. An offsetting decrease in expenses is shown by lowering the costs of the Parking Community Safety Officers due to vacancies.

The other revenue adjustment has \$3,900 additional in monthly rentals in the Downtown area.

Additional expenditure final amendment changes:

Savings on snow and ice removal	- 4,700
Additional parking and sidewalk maintenance	+ 1,364
Parking's share of City Hall's increased costs	+ 339
	<hr/>
	- 2,997

Transit Operations Fund

Change from earlier adjustment:	No Change
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Transit Capital Reserve

Change from earlier adjustment:	Revenue	- 21,221
	Expense	- 26,696
	Net Change	+ 5,475

The net adjustment on Transit's Capital Reserve Fund to actual activity includes \$21,221 less in grant revenue and \$26,696 less in grant expenses for a positive change of \$5,475.

Transit GSB Fund

Change from earlier adjustment:	No Change
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Intermodal Facility

Change from earlier adjustment:	No Change
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Storm Sewer

Change from earlier adjustment:	Revenue	- 13,836
	Expense	+ 14,041
	Net Change	- 27,877

Storm sewer revenues were lowered by \$13,836 for fewer lot development permits, less labor reimbursements, and fees.

Public Works' expense changes for Storm Sewer include:

Final costs on Eastgate water retention facility	+ 11,414
Storm sewer maintenance additional repairs and fleet costs	+ 21,977
Storm Sewer's share of engineering and GIS costs	- 19,350
	+ 14,041

Ames/ISU Ice Arena

Change from earlier adjustment:	Revenue	+ 4,689
	Expense	+ 12,710
	Net Change	- 8,021

Revenues were adjusted to the season's actual amounts, including \$7,400 more in admission, partially offset by small decreases in rentals, concessions, and pro shop sales.

The expenditure increase of \$12,710 included the purchase of a floor scrubber, increases in temporary wages and resale purchases.

Ames/ISU Ice Arena Capital Reserve

Change from earlier adjustment:	Revenue	0
	Expense	+ 115,448
	Net Change	- 115,448

A project to replace the rubber flooring at the Ice Arena was advanced from the FY 12/13 CIP to allow completion of the project during the month of May when the facility is closed.

Homewood Golf Course

Change from earlier adjustment:	Revenue	0
	Expense	+ 2,591
	Net Change	- 2,591

Homewood Golf's expenses were increased for fleet costs and an engineer's evaluation of the footbridge.

Resource Recovery

Change from earlier adjustment:	Revenue	- 193,875
	Expense	+ 70,975
	Net Change	- 264,850

Revenue for Resource Recovery has been lowered because of increased downtime from Electric's boiler projects and optimistic projections based on an exceptional FY 10/11 year.

Revenue decreases include:

RDF sales to Electric Plant	- 180,000
Commercial accounts	- 100,000
Over the scale revenues	- 28,000
Interest revenue	- 9,000
	- 317,000

Several revenues increased, but by smaller amounts:

Sale of metals	+ 74,200
The City's share of Resource Recovery per capita charge increased for 2011 and the City pays current, so six months due in 2012	+ 14,693
Public fees	+ 13,000
Out-of-county revenue	+ 10,000
USDA's contract	+ 6,232
Miscellaneous revenue	+ 5,000
	+ 123,125

Expenses were increased by \$70,975, including \$37,950 additional needed on the Alternative Feed System CIP project. Operational costs were \$33,025 higher, even after decreases in the metal recovery operation, reject disposal, and glass reduction operations.

The net change in these final amendments of a decrease in the Resource Recovery Fund balance of -\$264,850 is significant. Fortunately, the fund balance remains over \$2.1 million even after this decrease.

INTERNAL SERVICES

Fleet Services

Change from earlier adjustment:	Revenue	+ 69,800
	Expense	+ 76,516
	Net Change	- 6,716

Fleet Services' operational expenses increased, and thus revenues collected from departments increased \$74,300 to cover \$104,000 more in fuel costs partially offset by \$29,700 less in contracted repairs. Collision repair costs and the cost of operating the motor pool were also higher.

Operational costs for the Fleet/Public Works facility on Edison Street were reduced \$9,000. The mild winter reduced natural gas usage by \$7,000 and a project to grade the back lot saved \$2,000 in gravel cost by using recycled crushed concrete. Revenues for the building user fees from other funds were reduced \$4,500 for one-half of the savings.

Fleet Replacement Funds

Change from earlier adjustment:	Revenue	+ 141,411
	Expense	+ 425,567
	Net Change	- 284,156

Revenues for the Fleet Replacement Fund now include \$53,011 more in replacement funds from departments, \$50,000 from Electric for the purchase of a material handler with forks and bucket, and \$38,400 from the sale of equipment.

The increase in expenditures of \$425,567 includes a transfer of funds back to the Electric Fund since a track-mobile will not be replaced, -\$185,632.

Additional equipment purchases in the final amendments total \$239,935 and include:

Wheel loader for Resource Recovery	+ 150,000
Replacement truck for Public Works Engineering	+ 36,000
Replacement truck for Water	+ 19,500
Conversion cost to create a tree service truck for ROW and Parks	+ 18,035
Replacement Mower Homewood	+ 9,500
Material broadcaster at Homewood	+ 4,800
New trailer at Homewood	+ 2,100
	+ 239,935

Information Technology**Change from earlier adjustment:****No Change****Computer Replacement Fund****Change from earlier adjustment:**

Revenue	0
Expense	+ 35,609
Net Change	- 35,609

Additional purchases out of the computer replacement fund total \$35,609 and include:

Electronic pay stub program	+ 12,875
Additional WiFi connection costs	+ 8,151
Three new laptops for new employees	+ 10,655
Police DVD burner robot workstation	+ 3,928
	+ 35,609

Risk Management**Change from earlier adjustment:****No Change****Health Insurance****Change from earlier adjustment:**

Revenue	+ 168,806
Expense	+ 440,000
Net Change	- 271,194

Health insurance claims are trending \$240,000 higher and pharmacy claims \$200,000 higher. These amounts were partially offset by an increase in the revenue from stop loss recoveries of \$168,806.

The fund balance in the Health Insurance Fund remains “healthy” at just over \$2.7 million. Budget estimates for FY 12/13 for a health insurance premium increase of 5% appears sufficient at this time.

SUMMARY OF TOTAL REVENUES AND EXPENDITURES

ALL FUNDS - REVENUE SUMMARY

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
Property Taxes	22,760,946	23,473,005	23,471,233	23,471,233	0
Utility Excise Tax	60,441	63,196	63,196	63,196	0
Local Option Sales Tax	6,047,930	6,168,889	6,935,154	6,935,154	0
Hotel/Motel Taxes	1,416,830	1,316,000	1,460,000	1,460,000	0
Other Taxes	7,525,201	7,548,085	8,458,350	8,458,350	0
Licenses & Permits	1,197,770	1,179,439	1,220,615	1,325,963	8.6
Federal Grants	7,841,543	6,827,793	12,392,198	12,498,887	.9
State Road Use Taxes	5,013,273	4,768,714	5,380,556	5,380,556	0
Monies and Credits	15,990	15,800	17,040	17,040	0
State Grants	5,416,356	12,215,003	16,551,703	16,496,146	-.3
County Contributions	195,064	185,943	160,915	160,915	0
Government Cont/Participation	4,345,812	4,327,062	4,521,368	4,516,032	-.1
Intergovernmental Revenue	22,828,038	28,340,315	39,023,780	39,069,576	.1
Utility Charges	70,713,718	73,273,650	77,353,190	74,087,463	-4.2
Other Charges for Services	9,836,217	9,956,425	9,966,207	9,847,183	-1.2
Charges for Services	80,549,935	83,230,075	87,319,397	83,934,646	-3.9
Fines, Forfeit, & Penalty	791,931	767,000	754,600	734,600	-2.7
Interest	913,965	965,334	884,850	886,600	.2
Other Uses of Money	864,680	739,257	1,027,831	1,046,565	1.8
Use of Money & Property	1,778,645	1,704,591	1,912,681	1,933,165	1.1
Proceeds from Bonds	12,670,000	6,800,000	6,675,000	6,675,000	0
Other Miscellaneous Revenues	2,923,454	1,611,502	3,660,109	4,176,760	14.1
Miscellaneous Revenues	15,593,454	8,411,502	10,335,109	10,851,760	5.0
Internal Services	13,367,557	13,067,377	13,572,098	13,913,715	2.5
Total Before Transfers	166,393,477	167,721,389	186,067,863	183,693,008	-1.3
Transfers	12,694,061	11,865,140	13,105,337	13,328,222	1.7
Grand Total Revenues	179,087,538	179,586,529	199,173,200	197,021,230	-1.1

ALL FUNDS – EXPENDITURES

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
OPERATIONS					
Public Safety:					
421 Law Enforcement	7,660,534	7,695,363	8,019,264	8,024,264	.1
422 Fire Safety/Admin	5,261,763	5,709,863	5,695,960	5,695,960	0
423 Inspection/Building Safety	972,307	1,084,538	1,198,011	1,200,153	.2
424 Traffic Control	849,413	882,921	911,620	910,147	-.2
428 Other Community Protection	688,943	700,000	704,500	729,500	3.5
Total Public Safety	15,432,960	16,072,685	16,529,355	16,560,024	.2
Utilities:					
481 Resource Recovery	3,429,144	3,637,185	3,674,576	3,707,546	.9
482 Water Utility	4,600,926	4,742,429	4,799,180	4,737,142	-1.3
483 Storm Water Diversion	195,601	238,818	343,615	365,592	6.4
484 Wastewater Disposal	3,181,865	3,415,394	3,472,976	3,474,705	0
485 Electric Operations	43,643,634	49,349,283	51,166,267	48,852,090	-4.5
486 Utility Customer Service	1,408,723	1,487,690	1,404,041	1,419,659	1.1
Total Utilities	56,459,893	62,870,799	64,860,655	62,556,734	-3.6
Transportation:					
431 Street System	3,050,960	2,971,172	3,107,223	3,012,140	-3.1
434 Public Parking	718,619	716,648	732,279	708,751	-3.2
426 Transit System	7,543,127	7,872,416	8,031,773	8,031,773	0
438 Airport	130,225	188,584	192,929	160,738	-16.7
Total Transportation	11,442,931	11,748,820	12,064,204	11,913,402	-1.2
Community Enrichment:					
451 Recreation/Administration	2,530,318	2,732,855	2,640,213	2,673,550	1.3
452 Parks	1,142,960	1,124,862	1,177,289	1,212,971	3.0
455 Library Services	3,287,838	3,427,746	3,454,942	3,454,942	0
456 Library Grants/Donations	98,316	90,950	106,055	106,435	.4
441 Health & Sanitation	176,428	134,163			
442 Animal Sheltering/Control	346,101	344,148	349,946	349,946	0
444 Human Services	1,075,949	1,131,629	1,136,413	1,146,179	.9
445 Art Services/Agencies	137,987	161,540	178,417	178,417	0
461 Cemetery	112,636	133,606	132,675	143,242	8.0
462 Leased Housing	1,034,428				
463 Citywide Affordable Housing	249,915	3,715	36,148	38,963	7.8
464 Community Dev. Block Grant	475,423	587,022	1,235,297	1,236,401	.1
465 Economic Development	160,417	223,074	334,478	334,478	0
466 FEMA Disaster Activity	876,472		675,000	675,000	0
467 Cable TV	134,822	124,745	157,633	157,633	0
Total Community Enrichment	11,840,010	10,220,055	11,614,506	11,708,157	.8

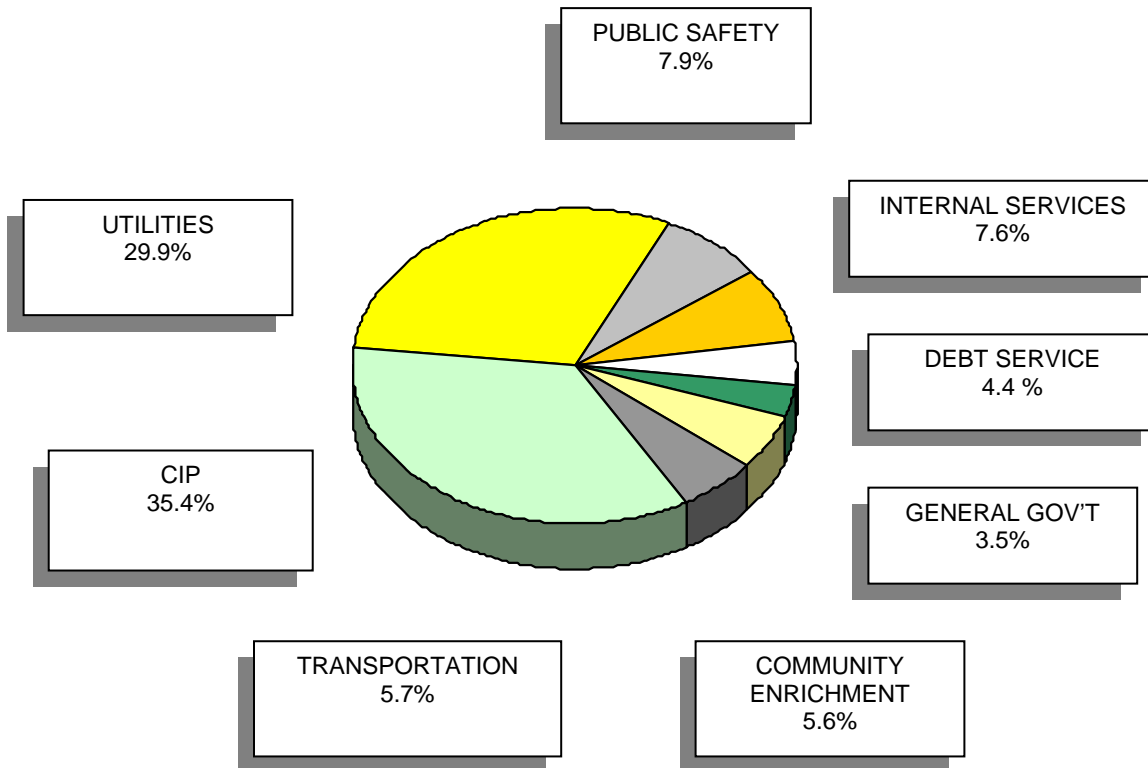
ALL FUNDS – EXPENDITURES, continued

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
General Government:					
410 City Council Special Allocation	208,087	114,000	134,461	134,461	0
411 Legislative	417,472	455,153	468,910	462,710	-1.3
412 City Council Contingency	8,262	50,000	140,583	140,583	0
413 Executive	616,270	646,261	682,525	699,216	2.4
414 Financial Services	1,256,064	1,292,558	1,241,717	1,241,717	0
415 Administrative Services	1,815,272	1,963,662	1,947,941	1,947,941	0
416 Public Works Admin/Engr	1,607,110	1,810,981	1,978,744	1,971,581	-.4
417 Merit Adjustment		167,758			
418 Public Buildings	482,273	482,338	592,066	595,345	.6
Total General Government	6,410,810	6,982,711	7,186,947	7,193,554	.1
TOTAL OPERATIONS	101,586,604	107,895,070	112,255,667	109,931,871	-2.1
CIP					
419 General Government CIP	769,080	486,050	2,856,664	2,856,664	0
429 Public Safety CIP	1,320,682	886,143	2,974,199	2,934,267	-1.3
489 Utilities CIP	8,506,102	32,701,300	29,274,216	30,167,935	3.1
439 Transportation CIP	15,846,424	14,034,600	34,767,234	34,915,549	.4
459 Community Enrichment CIP	541,788	899,500	2,749,579	3,109,037	13.1
529 Internal Services CIP			60,000	60,000	0
TOTAL CIP	26,984,076	49,007,593	72,681,892	74,043,452	1.9
DEBT SERVICE					
471 General Obligation Bonds	14,918,311	9,267,800	9,103,363	9,103,363	0
478 Bond Costs	134,389		73,246	73,246	0
TOTAL DEBT SERVICE	15,052,700	9,267,800	9,176,609	9,176,609	0
INTERNAL SERVICES					
511 Information Technology	1,827,393	1,753,794	1,938,820	1,974,429	1.8
512 Telephone & WiFi Systems	228,477	266,509	273,467	273,467	0
513 Purchasing Services	419,643	435,198	437,448	437,448	0
521 Risk Administration	1,892,831	1,809,075	2,167,621	2,167,621	0
522 Health Insurance Management	5,665,119	6,505,250	6,179,081	6,619,081	7.1
525 Fleet Maintenance Services	1,819,806	1,710,503	1,743,250	1,828,725	4.9
526 Fleet Acquisition & Disposal	1,384,332	1,505,201	2,351,022	2,590,957	10.2
TOTAL INTERNAL SERVICES	13,237,601	13,985,530	15,090,709	15,891,728	5.3
TOTAL EXPENDITURES BEFORE TRANSFERS	156,860,981	180,155,993	209,204,877	209,043,660	-.1

ALL FUNDS – EXPENDITURES, continued

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
TRANSFERS					
598 Transfers	12,694,061	11,865,140	13,105,337	13,328,222	1.7
531 Hotel/Motel Pass Thru	1,011,617	940,000	1,042,857	1,042,857	0
TOTAL TRANSFERS	13,705,678	12,805,140	14,148,194	14,371,079	1.6
GRAND TOTAL EXPENDITURES	170,566,659	192,961,133	223,353,071	223,414,739	0

WHERE THE MONEY IS SPENT... 2011/12 FINAL AMENDMENT

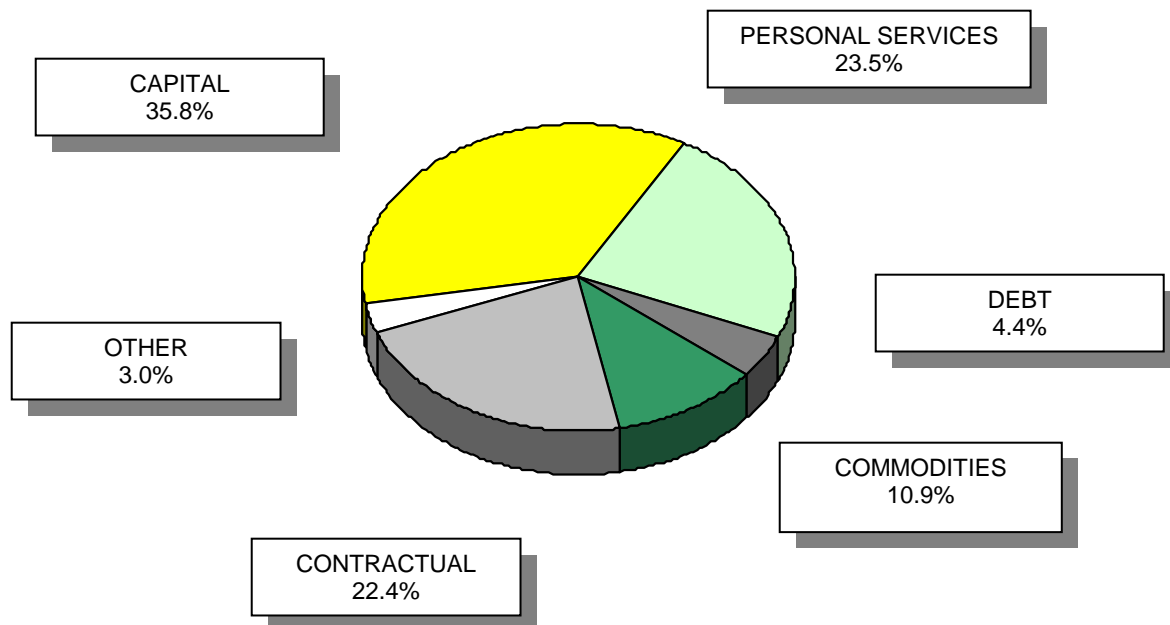


Excluding Transfers

ALL FUNDS - EXPENDITURES BY CATEGORY

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
Personal Services	46,999,294	49,688,432	49,126,714	49,119,227	0
Contractual	44,086,996	41,693,379	46,339,576	46,959,689	1.3
Commodities	22,037,671	23,201,220	23,949,156	22,756,169	-5.0
Capital	23,072,502	50,231,520	74,789,755	74,796,758	0
Debt	15,052,700	9,267,800	9,176,609	9,176,609	0
Other (Refunds, Insurance Claims, etc.	5,611,818	6,073,642	5,823,067	6,235,208	7.1
Transfers	13,705,678	12,805,140	14,148,194	14,371,079	1.6
Total Expenditures	170,566,659	192,961,133	223,353,071	223,414,739	0

BREAKDOWN BY MAJOR EXPENSE CATEGORY 2011/12 FINAL AMENDMENT

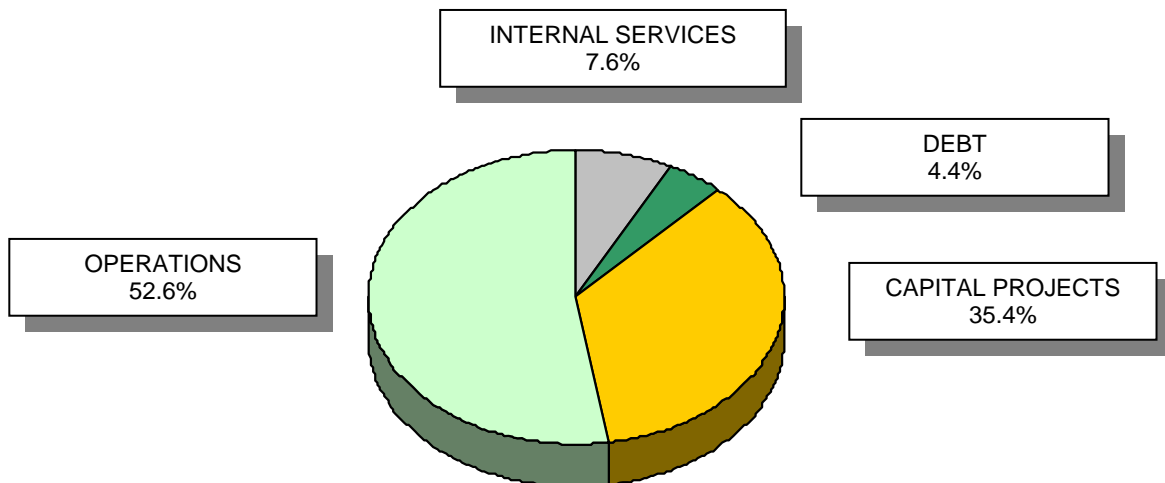


Excluding Transfers

ALL FUNDS - EXPENDITURES BY TYPE

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
Operations	101,586,604	107,895,070	112,255,667	109,931,871	-2.1
CIP	26,984,076	49,007,593	72,681,892	74,043,452	1.9
Debt	15,052,700	9,267,800	9,176,609	9,176,609	0
Internal Services	13,237,601	13,985,530	15,090,709	15,891,728	5.3
Sub-Total Before Transfers	156,860,981	180,155,993	209,204,877	209,043,660	-.1
Transfers	13,705,678	12,805,140	14,148,194	14,371,079	1.6
Total Expenditures	170,566,659	192,961,133	223,353,071	223,414,739	0

EXPENDITURES BY TYPE 2011/12 FINAL AMENDMENT



Excluding Transfers

SUMMARY OF PROGRAM EXPENDITURES

	2010/11 Actuals	2011/12 Adopted	2011/12 Adjusted	2011/12 Final Amended	% Change From Adjusted
PUBLIC SAFETY:					
Operations	15,432,960	16,072,685	16,529,355	16,560,024	.2
CIP	1,320,682	886,143	2,974,199	2,934,267	-1.3
Total Public Safety	16,753,642	16,958,828	19,503,554	19,494,291	0
UTILITIES:					
Operations	56,459,893	62,870,799	64,860,655	62,556,734	-3.6
CIP	8,506,102	32,701,300	29,274,216	30,167,935	3.1
Total Utilities	64,965,995	95,572,099	94,134,871	92,724,669	-1.5
TRANSPORTATION:					
Operations	11,442,931	11,748,820	12,064,204	11,913,402	-1.2
CIP	15,846,424	14,034,600	34,767,234	34,915,549	.4
Total Transportation	27,289,355	25,783,420	46,831,438	46,828,951	0
COMMUNITY ENRICHMENT:					
Operations	11,840,010	10,220,055	11,614,506	11,708,157	.8
CIP	541,788	899,500	2,749,579	3,109,037	13.1
Total Community Enrichment	12,381,798	11,119,555	14,364,085	14,817,194	3.2
GENERAL GOVERNMENT:					
Operations	6,410,810	6,982,711	7,186,947	7,193,554	.1
CIP	769,080	486,050	2,856,664	2,856,664	0
Total General Government	7,179,890	7,468,761	10,043,611	10,050,218	.1
DEBT SERVICE:	15,052,700	9,267,800	9,176,609	9,176,609	0
INTERNAL SERVICE:					
Operations	13,257,601	13,985,530	15,090,709	15,891,728	5.3
CIP			60,000	60,000	0
Total Internal Service	13,257,601	13,985,530	15,150,709	15,951,728	5.3
Total Before Transfers	156,880,981	180,155,993	209,204,877	209,043,660	-1
Transfers	13,705,678	12,805,140	14,148,194	14,371,079	1.6
CITY EXPENDITURES					
GRAND TOTAL	170,586,659	192,961,133	223,353,071	223,414,739	0

GENERAL FUND

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Property Taxes:				
General	12,872,110	12,984,147	12,984,147	12,984,147
Excise Tax	34,245	34,985	34,985	34,985
Other	25,433	24,289	22,289	22,289
Transit Levy	1,297,997	1,372,952	1,372,952	1,372,952
Excise Tax	3,447	3,704	3,704	3,704
Total Tax Revenues	14,233,232	14,420,077	14,418,077	14,418,077
Non-Tax Revenues:				
General Services:				
Licenses and Permits	67,007	72,900	73,050	73,050
Cable TV Franchise	422,051	437,750	434,712	434,712
State Gov't Revenues	15,990	15,800	17,040	17,040
Fees/Service Charges	87,217	69,021	60,148	60,148
Metropolitan Planning Org.	58,409	66,677	68,238	68,238
Miscellaneous Revenue	5,508	14,839	15,848	15,848
Interest Earnings	136,384	200,000	150,000	150,000
Hotel/Motel Taxes	1,416,830	1,316,000	1,460,000	1,460,000
Streets:				
State Gov't Revenues	29,243	29,243	29,999	29,999
Fees/Service Charges	71,301	87,605	103,591	113,340
Intra-Gov't. Service Charge	642,331	655,000	655,000	655,000
Police and Fire:				
Licenses and Permits	695,090	649,789	693,453	802,301
Fees/Service Charges	1,729,651	1,912,146	1,845,739	1,827,923
Fines & Forfeitures	172,448	145,000	150,000	150,000
Miscellaneous Revenue	110,922	119,371	97,048	97,075
Airport	177,178	180,694	180,694	204,905
Library	363,155	365,443	279,737	279,737
Cemetery	116,201	115,100	119,500	123,500
Recreation:				
Fees/Service Charges	1,201,951	1,222,192	1,196,616	1,192,921
Miscellaneous Revenues	127,937	137,125	119,175	128,538
Total Non-Tax Revenues	7,646,804	7,811,695	7,749,588	7,884,275
Total Before Transfers	21,880,036	22,231,772	22,167,665	22,302,352

GENERAL FUND, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
TRANSFERS:				
Local Option Tax Receipts	3,628,758	3,701,333	4,161,092	4,161,092
Electric - In Lieu of Taxes	1,814,794	1,871,746	1,871,746	1,871,746
Police/Fire Retirement	166,613	195,000		
Empl. Benefit Prop. Taxes	1,075,290	1,457,923	1,457,923	1,457,923
Hotel/Motel	121,564	112,800	124,543	124,543
Total Transfers	6,807,019	7,338,802	7,615,304	7,615,304
TOTAL REVENUES	28,687,055	29,570,574	29,782,969	29,917,656
EXPENSES:				
Public Safety:				
Crime Prevention/Police Svcs.	4,562,139	4,870,851	4,951,594	4,951,594
General Investigation	984,888	1,030,798	1,049,005	1,049,005
Emergency Communications	918,585	990,895	975,363	975,363
Police Admin & Records	736,646	754,438	780,604	780,604
Shared Communications Proj.	43,590	48,381	42,028	42,028
Fire Administration/Support	905,645	980,793	982,806	989,135
Fire Suppression	4,231,057	4,595,566	4,579,783	4,573,215
Fire Prevention/Safety Ed	125,061	133,504	133,371	133,610
Structural Code Enforcement	468,982	506,910	596,038	599,292
Rental Housing Code	247,472	304,548	320,523	315,723
Electric Code Enforcement	72,584	78,240	85,445	87,354
Plumbing & Mechanical	79,813	91,445	90,056	90,582
Property Maint. Inspections	103,456	103,395	105,949	107,202
Traffic Control/Engineering	94,121	83,860	140,288	138,792
Civil Defense	11,461	10,000	14,500	14,500
Street Lights	677,482	690,000	690,000	715,000
Public Safety Total	14,262,982	15,273,624	15,537,353	15,562,999
Transportation:				
Street Surface Maintenance	4,070	14,739	4,200	8,743
Right-of-Way Maintenance	316			1,170
Airport	130,225	113,584	117,929	123,469
Transportation Total	134,611	128,323	122,129	133,382

GENERAL FUND, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Community Enrichment:				
Animal Control	326,638	331,448	336,746	336,746
Health & Sanitation	176,428	134,163		
Library Circulation Services	433,196	460,795	464,421	461,521
Library Information Services	487,783	508,174	523,802	524,475
Library Youth Services	356,410	374,465	385,751	385,142
Library Outreach Services	271,680	291,990	290,802	287,025
Collection Development	770,893	789,062	758,089	773,279
Library Network Services	157,657	170,539	171,185	167,684
Library Administration	810,219	832,721	860,892	855,816
Instructional Programs	225,296	249,126	232,222	231,732
Athletic Programs	188,557	205,534	190,385	183,271
Wellness	258,437	258,198	265,749	270,646
Com Ctr/Auditorium/Bandshell	234,724	281,776	263,760	273,359
Aquatics	584,188	666,161	634,766	630,505
Turf Maintenance	251,417	250,193	253,486	273,742
Forestry	89,375	80,608	86,893	86,765
Parks Structural Maintenance	500,061	469,455	495,300	507,398
Park Administration	286,149	308,437	313,659	315,653
Parks/Recreation Admin	332,660	360,229	332,364	347,769
Dog Park Operations	15,958	16,169	18,913	19,141
Mosquito Control			9,038	10,272
Cable TV	134,822	124,745	157,633	157,633
Cemeteries	112,636	133,606	132,675	143,242
Community Enrich Subtotal	7,005,184	7,297,594	7,178,531	7,242,816
General Government:				
City Council	113,139	132,945	128,908	128,908
Executive Management	355,424	372,658	390,403	399,952
Legal Services	396,257	340,853	335,693	335,693
City Clerk	240,427	257,904	278,186	270,722
Human Resources	227,167	272,816	255,443	255,443
Accounting & Reporting	311,953	323,953	308,025	308,025
Finance Administration/Budget	68,578	71,159	68,611	68,611
Public Relations	75,903	78,341	79,164	79,164
Facilities	283,548	273,943	376,907	385,877
Ames Veterans Memorial	314	1,500	500	500
Public Works Engineering	606,269	671,500	662,852	665,200
Long-Term Planning	335,487	353,166	352,926	352,926
Current Planning	332,403	352,276	352,576	352,576
VEISHEA	8,000			
Airport Signage	3,000			

GENERAL FUND, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
General Government, continued:				
Youth Sports Complex	10,000			
Flood Mitigation/Studies			250,000	250,000
Visioning	77,005		7,995	7,995
City Council Contingency	8,262	50,000	140,583	140,583
Merit/Payroll Adjust		98,956		
Purchasing Services	37,950	36,593	36,974	36,974
General Gov't Sub-Total	3,491,086	3,688,563	4,025,746	4,039,149
General Government CIP:				
City Hall Space Re-use			800,000	800,000
General Gov't Total	3,491,086	3,688,563	4,825,746	4,839,149
Total Before Transfers	24,893,863	26,388,104	27,663,759	27,778,346
TRANSFERS:				
Transit Levy	1,306,309	1,376,656	1,376,656	1,376,656
Resource Recovery	423,475	423,475	423,475	438,168
Hotel/Motel	1,416,830	1,316,000	1,460,000	1,460,000
Airport Construction	40,821	66,339	46,953	46,953
Library Donations	6,929			
Internal Services			175,000	175,000
Total Transfers	3,194,364	3,182,470	3,482,084	3,496,777
TOTAL EXPENSES	28,088,227	29,570,574	31,145,843	31,275,123
Excess (Deficit) Revenues				
Over (Under) Expenses	598,828	0	(1,362,874)	(1,357,467)
Beginning Balance	7,322,677	6,484,418	7,921,505	7,921,505
Ending Balance	7,921,505	6,484,418	6,558,631	6,564,038

SPECIAL REVENUE - LOCAL OPTION TAXES

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Local Option Taxes:				
60% Tax Relief	3,628,758	3,701,333	4,161,092	4,161,092
40% Community Betterment	2,419,172	2,467,556	2,774,062	2,774,062
S.E. Entryway IDOT/DNR Grant	61,726		651,274	651,274
Miscellaneous Revenues				
Total Before Transfers	6,109,656	6,168,889	7,586,428	7,586,428
TRANSFERS:				
Hotel/Motel	81,043	75,200	83,428	83,428
Total Transfers	81,043	75,200	83,428	83,428
TOTAL REVENUES	6,190,699	6,244,089	7,669,856	7,669,856
EXPENSES:				
Public Safety CIP:				
Firearms Training Range	62,434			
Bike Trails and Paths	34,350	350,000	871,249	871,249
Mobile Data Terminals – Police			13,912	13,912
Fire Mobile Data		25,143	25,143	25,143
Police CAD/Dispatching	31,447		77,466	77,466
RR Quiet Zone Improvements	39,732			1,894
Pedestrian Walkway Program	357,221		30,510	0
Railroad Crossing – 16 th /UPRR	2,082			
Railroad Crossing 9 th & UPRR	1,569			
RR Medians – North-South			100,000	100,000
Public Safety Total	528,835	375,143	1,118,280	1,089,664
Transportation CIP:				
Asphalt Resurfacing	100,000		100,000	100,000
Sidewalk Safety	249	50,000	101,443	101,443
Shared Use Path Pavement	102,257	50,000	91,220	91,220
Greenspace 13 th & Grand	17,019			
Transportation Total	219,525	100,000	292,663	292,663
Community Enrichment CIP:				
Public Art	10,242	30,000	46,877	46,877
Art Services & Agencies	127,681	131,540	131,540	131,540

SPECIAL REVENUE - LOCAL OPTION TAXES, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Community Enrich. CIP, cont.				
Human Services	1,054,986	1,111,437	1,111,437	1,120,703
City Staff – Human Services	20,963	20,192	24,976	25,476
Park Development	104,198		25,512	90,043
Municipal Band	26,009	25,308	27,383	27,383
Merit/Payroll Adjustments		169		
S.E. Entryway	83,381		744,505	744,505
Neighborhood Improv Program	11,094	50,000	57,644	57,644
City Hall Improvements		50,000	169,357	169,357
Library RFID Tagging		125,000	125,000	125,000
Parks & Rec Facility Maint.	99,256	332,000	346,631	346,631
Municipal Pool Maintenance		42,500	152,500	152,500
Playground Equipment		135,000	135,000	135,000
AHHP Fishing Pier	(55)		3,000	3,000
Munn Woods Connection			84,000	84,000
EECBG Energy Grants	19,071			
Disc Golf Course Improvements			1,237	1,237
Cool Cities Mech/Structural	105,866	136,050	294,134	294,134
Cemetery Improvements		100,000	100,000	100,000
Ada Hayden Heritage Park		45,000	45,000	45,000
Downtown Façade		50,000	50,000	50,000
Community Enrichment Total	1,662,692	2,384,196	3,675,733	3,750,030
General Government:				
Ames Historical Society	16,000	18,000	18,000	18,000
Youth Sports Complex	25,000	25,000	25,000	25,000
Ames Partner City	3,000	3,000	3,000	3,000
Main St. Cultural District	29,000	30,000	30,000	30,000
United Ames	900	13,000	13,000	13,000
Campustown Action Assn.	5,982			
FACES Celebration			4,466	4,466
VEISHEA Pancakes			8,000	8,000
Homecoming Pancakes				
General Government Total	79,882	89,000	101,466	101,466
Total Before Transfers	2,490,934	2,948,339	5,188,142	5,233,823

SPECIAL REVENUE - LOCAL OPTION TAXES, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
TRANSFERS:				
To General Fund (Tax Relief)	3,628,758	3,701,333	4,161,092	4,161,092
To Ice Arena	20,000	20,000	20,000	20,000
Total Transfers	3,648,758	3,721,333	4,181,092	4,181,092
TOTAL EXPENSES	6,139,692	6,669,672	9,369,234	9,414,915
Excess (Deficit) Revenues Over (Under) Expenses	51,007	(425,583)	(1,699,378)	(1,745,059)
Beginning Balance	4,466,235	2,311,161	4,517,242	4,517,242
Ending Balance	4,517,242	1,885,578	2,817,864	2,772,183

SPECIAL REVENUE - HOTEL/MOTEL TAX

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Hotel/Motel Taxes	1,416,830	1,316,000	1,460,000	1,460,000
TOTAL REVENUES	<u>1,416,830</u>	<u>1,316,000</u>	<u>1,460,000</u>	<u>1,460,000</u>
EXPENSES:				
Community Environment:				
Human Resources	363	437	524	524
Merit		600		
City Staff Economic Develop.	68,503	71,140	71,544	71,544
Economic Dev. Projects	90,000	150,000	150,000	150,000
Chamber of Commerce Dues	1,914	1,934	1,934	1,934
FACES Celebration	3,971	5,000		
Downtown Façade	6,337		124,163	124,163
Historic Preservation Comm.			27,625	27,625
ACVB Convention/Mktg. Study	5,000			
Refund & Withholdings:				
Ames Convention & Visitors	1,011,617	940,000	1,042,857	1,042,857
Total Before Transfers	<u>1,187,705</u>	<u>1,169,111</u>	<u>1,418,647</u>	<u>1,418,647</u>
TRANSFERS:				
General Fund	121,564	112,800	124,543	124,543
Local Option	81,043	75,200	83,428	83,428
Total Transfers	<u>202,607</u>	<u>188,000</u>	<u>207,971</u>	<u>207,971</u>
TOTAL EXPENSES	<u>1,390,312</u>	<u>1,357,111</u>	<u>1,626,618</u>	<u>1,626,618</u>
Excess (Deficit) Revenues				
Over (Under) Expenses	26,518	(41,111)	(166,618)	(166,618)
Beginning Balance	371,975	311,370	398,493	398,493
Ending Balance	<u>398,493</u>	<u>270,259</u>	<u>231,875</u>	<u>231,875</u>

SPECIAL REVENUE - LEASED HOUSING

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Federal Rental Assistance	1,183,385			
Miscellaneous Revenue	11,354			
Interest Earnings	1,702			
TOTAL REVENUES	1,196,441			
EXPENSES:				
Merit/Payroll Adjustment				
Rental Assistance	1,534,430			
Total Before Transfers	1,534,430			
TRANSFERS:				
Affordable Housing				21,294
TOTAL EXPENSES	1,534,430			21,294
Excess (Deficit) Revenues Over (Under) Expenses	(337,989)			(21,294)
Beginning Balance	359,283	284,912	21,294	21,294
Ending Balance	21,294	284,912	21,294	0

SPECIAL REVENUE - ROAD USE TAX

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
State Shared Revenue	5,013,273	4,768,714	5,380,556	5,380,556
TOTAL REVENUES	5,013,273	4,768,714	5,380,556	5,380,556
EXPENSES:				
Public Safety:				
Sign & Signal Maintenance	670,877	678,672	688,431	690,959
Traffic Engineering	84,415	120,389	82,901	80,396
Sub-Total	755,292	799,061	771,332	771,355
Public Safety CIP:				
RR Quiet Zones	4,553			
Long-Range Transportation Pln	21,756			
Signal – 28 th & Grand			40,000	40,000
Traffic Engineering Studies	14,796	50,000	135,204	135,204
Signal – S. Dayton/S.E. 16 th			160,000	160,000
Permanent Traffic Ct. Stations		175,000	175,000	175,000
Signal – Lincoln Way/Sheldon	1,500		116,930	116,930
Signal – Lincoln Way/Ash	1,500		122,260	122,260
Signal - Lincoln Way/Hayward	552			
CIP Sub-Total	44,657	225,000	749,394	749,394
Public Safety Total	799,949	1,024,061	1,520,726	1,520,749
Transportation:				
Street Surface Maintenance	1,318,546	1,347,426	1,389,564	1,662,465
Street Surface Cleaning	173,683	194,484	193,648	226,664
Snow & Ice Control	998,040	943,272	962,244	557,357
Right-of-Way Maintenance	551,671	466,756	553,496	551,478
Sub-Total	3,041,940	2,951,938	3,098,952	2,997,964
Transportation CIP:				
Neighborhood Curb Program	122,239	75,000	95,213	95,213
Asphalt Resurfacing	651,938		480,255	480,255
Bridge Rehab			3,440	0
Retaining Wall Reconstruction	41,843	80,000	80,000	80,000
CIP Sub-Total	816,020	155,000	658,908	655,468
Transportation Total	3,857,960	3,106,938	3,757,860	3,653,432

SPECIAL REVENUE - ROAD USE TAX, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
General Government:				
Human Resources	29,667	35,692	33,364	33,364
Accounting & Reporting	11,240	11,440	11,077	11,077
Facilities	22,436	22,082	23,526	24,249
Merit/Payroll Adjustments		6,757		
Public Works Administration	83,552	85,128	88,653	88,653
Public Works Engineering		63,203	123,598	87,142
Purchasing Services	13,462	13,093	13,257	13,257
General Gov't Total	160,357	237,395	293,475	257,742
Total Before Transfers	4,818,266	4,368,394	5,572,061	5,431,923
TRANSFERS:				
Fleet Services			15,000	15,000
TOTAL EXPENSES	4,818,266	4,368,394	5,587,061	5,446,923
Excess (Deficit) Revenues				
Over (Under) Expenses	195,007	400,320	(206,505)	(66,367)
Beginning Balance	1,611,596	231,401	1,806,603	1,806,603
Ending Balance	1,806,603	631,721	1,600,098	1,740,236

SPECIAL REVENUE – CITY-WIDE AFFORDABLE HOUSING

	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
FUND SUMMARY				
REVENUES:				
Repayments	62,748			
Iowans Helping Iowans	73,947			
TRANSFERS:				
Leased Housing				21,294
TOTAL REVENUES	136,695	0	0	21,294
EXPENSES:				
Merit/Payroll Adjustment				
Miscellaneous Housing	6,815	3,715	36,148	38,963
Iowans Helping Iowans	73,946			
County-wide Refunds	169,154			
TOTAL EXPENSES	249,915	3,715	36,148	38,963
Excess (Deficit) Revenues				
Over (Under) Expenses	(113,220)	(3,715)	(36,148)	(17,669)
Beginning Balance	937,318	689,772	824,098	824,098
Ending Balance	824,098	686,057	787,950	806,429

SPECIAL REVENUE – COMMUNITY DEVELOPMENT BLOCK GRANT

	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
FUND SUMMARY				
REVENUES:				
Program Repayments	7,841	4,718	4,870	4,870
Sale of Homes	3,012	50,000	103,000	103,000
CDBG Admin	92,914	106,909	89,074	89,074
Community Dev. Block Grant	371,656	427,636	1,006,763	1,006,763
CDBG R. Recovery			31,640	31,640
TOTAL REVENUES	475,423	589,263	1,235,347	1,235,347
EXPENSES:				
Merit and Payroll Adjustments		963		
CDBG Administration	68,589	138,136	112,227	112,227
CDBG Programs	406,834	448,886	1,091,430	1,092,534
CDBG R Ecosmart			31,640	31,640
TOTAL EXPENSES	475,423	587,985	1,235,297	1,236,401
Excess (Deficit) Revenues				
Over (Under) Expenses	0	1,278	50	(1,054)
Beginning Balance	43,990	59,310	43,990	43,990
Ending Balance	43,990	60,588	44,040	42,936

SPECIAL REVENUE - TAX INCREMENT FINANCING (TIF)

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest	212		228	228
TRANSFERS:				
2009 G.O. Bonds	279,951			
TOTAL REVENUES	280,163	0	228	228
EXPENSES:				
South Bell TIF Project				
TRANSFERS:				
Debt Service	117,808	117,065	117,065	117,065
TOTAL EXPENSES	117,808	117,065	117,065	117,065
Excess (Deficit) Revenues Over (Under) Expenses	162,355	(117,065)	(116,837)	(116,837)
Beginning Balance	2,137	197,483	164,492	164,492
Ending Balance	164,492	80,418	47,655	47,655

SPECIAL REVENUE – DON & RUTH FURMAN AQUATIC FACILITY CONSTRUCTION

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest Earnings	1,178			
Donation	20,448			
TOTAL REVENUES	21,626	0	0	0
EXPENSES:				
Don & Ruth Furman Aquatic Ctr	95,448		58,903	58,903
TOTAL EXPENSES	95,448	0	58,903	58,903
Excess (Deficit) Revenues Over (Under) Expenses	(73,822)		(58,903)	(58,903)
Beginning Balance	132,725		58,903	58,903
Ending Balance	58,903	0	0	0

SPECIAL REVENUE - FIRE/POLICE PENSION RETIREMENT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest Earnings	11,688	10,434	15,000	15,000
TOTAL REVENUES	11,688	10,434	15,000	15,000
EXPENSES:				
Financial Services	12,125	12,527	12,473	12,473
TRANSFERS:				
Transfer to General	166,613	195,000		
TOTAL EXPENSES	178,738	207,527	12,473	12,473
Excess (Deficit) Revenues Over (Under) Expenses	(167,050)	(197,093)	2,527	2,527
Beginning Balance	1,534,276	1,350,134	1,367,226	1,367,226
Ending Balance	1,367,226	1,153,041	1,369,753	1,369,753

SPECIAL REVENUE - EMPLOYEE BENEFIT PROPERTY TAX

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Property Taxes	1,072,441	1,454,000	1,454,000	1,454,000
Utility Excise Tax	2,848	3,923	3,923	3,923
TOTAL REVENUES	1,075,289	1,457,923	1,457,923	1,457,923
EXPENSES:				
Transfers – General	1,075,289	1,457,923	1,457,923	1,457,923
TOTAL EXPENSES	1,075,289	1,457,923	1,457,923	1,457,923
Excess (Deficit) Revenues Over (Under) Expenses	0	0	0	0
Beginning Balance	0	0	0	0
Ending Balance	0	0	0	0

MISCELLANEOUS SPECIAL REVENUES

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Project Share Donations	20,586	21,500	20,500	20,500
Alternative Energy Donations	621			
Animal Shelter Donations	12,466	15,000	13,200	22,200
Public Art	1,561			
FEMA	405,651		895,821	895,821
Police Grants	391,952	9,248	215,883	215,883
Police Forfeiture	24,572		5,000	14,000
Emergency Generator Grant	43,310			
State E911 Grant			134,369	134,369
E911 Radio Consoles			33,592	33,592
Misc. Police/Fire Donations	(350)			30
Park & Rec Trust:				
Interest Earnings	615	2,200	7,350	14,350
Park Facilities	3,050	3,050	3,050	3,050
Park & Rec Misc. Donations	3,285		12,200	12,920
DZ Triangle	17,167		2,703	2,703
Adams Property			145,000	145,000
G. Winakor Donation			1,600,000	1,671,593
Park & Rec Trust Total	24,117	5,250	1,770,303	1,849,616
TOTAL REVENUES	924,486	50,998	3,088,668	3,186,011
EXPENSES:				
Community Enrichment:				
Moore Park Improvements	28,158		34,500	34,500
Ada Hayden Heritage Park	5,243		4,925	4,925
Mary Adams Estate	11,630		75,762	75,762
Solar Trash Compactors	8,857		3,386	3,386
Bandshell	947			
DZ Triangle	17,720		2,150	2,150
Animal Control	19,463	12,700	13,200	13,200
Memorials	3,198		200	920
Public Art	64			
FEMA 2010 Wind/Flood	876,472		425,000	425,000
Brookside Audubon Trail			12,000	12,000
Adams Greenway Development			17,249	17,249
Gartner Sculpture			2,243	2,243
Community Enrichment Total	971,752	12,700	590,615	591,335

MISCELLANEOUS SPECIAL REVENUES, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Public Safety:				
Police Forfeiture	20,781		5,000	10,000
Police Grants	393,878		213,959	213,959
Police Radio Consoles			167,961	167,961
Shared Use Path Improvements			17,055	17,055
Miscellaneous Public Safety	27		2,054	2,054
Emergency Generator Grant	43,311			
Public Safety Total	457,997		406,029	411,029
Utilities:				
Project Share Assistance	20,720	21,500	20,500	19,875
TOTAL EXPENSES	1,450,469	34,200	1,017,144	1,022,239
Excess (Deficit) Revenues				
Over (Under) Expenses	(525,983)	16,798	2,071,524	2,163,772
Beginning Balance	345,332	212,212	(180,651)	(180,651)
Ending Balance	(180,651)	229,010	1,890,873	1,983,121

SPECIAL REVENUE - LIBRARY DONATIONS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest Earnings	11,059	14,600	10,300	10,050
Library Friends Foundation Don.	54,290	44,450	53,150	54,490
Library Direct State Aid	11,277	14,000	9,261	9,261
Donations	5,340	6,000	5,000	1,800
Project Smyles Donations	2,033	2,000	3,000	3,600
Miscellaneous	2,671		3,000	3,000
Library Renovation Donations			160,000	280,000
R. Carver Charitable Trust				60,000
Total Before Transfers	86,670	81,050	243,711	422,201
TRANSFERS:				
General Fund	6,929			
TOTAL REVENUES	93,599	81,050	243,711	422,201
EXPENSES:				
Administration	3,685	6,450	4,171	4,171
Collections	11,234	11,000	16,188	16,568
Youth Services	11,263	10,500	12,500	12,500
Information Services	6,393	7,000	8,000	8,000
Building Project Bequest	138,057		1,105,774	1,117,774
Project Smyles	65,741	56,000	65,196	65,196
Library Renovation Project Don.			160,000	280,000
R. Carver Charitable Trust				60,000
TOTAL EXPENSES	236,373	90,950	1,371,829	1,564,209
Excess (Deficit) Revenues				
Over (Under) Expenses	(142,774)	(9,900)	(1,128,118)	(1,142,008)
Beginning Balance	1,429,678	1,181,955	1,286,904	1,286,904
Ending Balance	1,286,904	1,172,055	158,786	144,896

SPECIAL REVENUE - DEVELOPER PROJECTS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest	375			
TOTAL REVENUES	375	0	0	0
EXPENSES:				
Oakwood Road Path			5,500	5,500
TOTAL EXPENSES	0	0	5,500	5,500
Excess (Deficit) Revenues Over (Under) Expenses	375	0	(5,500)	(5,500)
Beginning Balance	148,469	175,248	148,844	148,844
Ending Balance	148,844	175,248	143,344	143,344

SPECIAL REVENUE - ECONOMIC DEVELOPMENT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Loan Repayments	42,421			
TOTAL REVENUES	42,421	0	0	0
EXPENSES:				
Community Investment Fund			50,000	50,000
BIVI			61,000	61,000
TOTAL EXPENSES	0	0	111,000	111,000
Excess (Deficit) Revenues Over (Under) Expenses	42,421	0	(111,000)	(111,000)
Beginning Balance	602,559	627,273	644,980	644,980
Ending Balance	644,980	627,273	533,980	533,980

PERMANENT FUND - CEMETERY

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Sale of Cemetery Lots	9,784	10,500	10,500	10,500
TOTAL REVENUES	9,784	10,500	10,500	10,500
EXPENSES:				
None				
TOTAL EXPENSES	0	0	0	0
Excess (Deficit) Revenues				
Over (Under) Expenses	9,784	10,500	10,500	10,500
Beginning Balance	870,103	880,603	879,887	879,887
Ending Balance	879,887	891,103	890,387	890,387

PERMANENT FUND – DONALD & RUTH FURMAN AQUATIC CENTER OPERATIONS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest	9,141	11,000	9,000	9,000
TOTAL REVENUES	9,141	11,000	9,000	9,000
EXPENSES:				
None				
TOTAL EXPENSES	0	0	0	0
Excess (Deficit) Revenues				
Over (Under) Expenses	9,141	11,000	9,000	9,000
Beginning Balance	1,071,480	1,082,481	1,080,621	1,080,621
Ending Balance	1,080,621	1,093,481	1,089,621	1,089,621

DEBT SERVICE

	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
FUND SUMMARY				
REVENUES:				
Proceeds from Bonds	5,980,000			
Miscellaneous Revenue	197,459			
Property Taxes	7,492,807	7,637,617	7,637,617	7,637,617
Excise Tax	19,901	20,584	20,584	20,584
ISU Participation	45,090	48,744	48,256	48,256
Interest	50,677	52,000	51,000	51,000
Total Before Transfers	13,785,934	7,758,945	7,757,457	7,757,457
TRANSFERS:				
Water	330,715	328,716	328,716	328,716
Special Assessment	215,551	215,075	213,592	213,592
T.I.F.	117,808	117,065	117,065	117,065
G.O. Bonds – Sewer			372,978	372,978
Transfer Total	664,074	660,856	1,032,351	1,032,351
TOTAL REVENUES	14,450,008	8,419,801	8,789,808	8,789,808
EXPENSES:				
Bond Costs	56,953			
Ada Hayden Heritage Park	2,452,513	280,288		
July 2002 G.O. Corp. Purpose	2,259,420	592,682		
July 2003 G. O. Bonds	2,820,103	622,118		
July 2004 G.O. Bonds	704,988	704,838	704,838	704,838
July 2005 G.O. Bonds	384,053	388,552	388,552	388,552
Summer 2006 G.O. Bonds	569,600	568,000	568,000	568,000
Summer 2007 G.O. Bonds	1,044,438	1,046,500	1,046,500	1,046,500
Summer 2008 G.O. Bonds	913,208	909,770	909,770	909,770
Summer 2009 G.O. Bonds	1,141,550	1,134,350	1,134,350	1,134,350
Summer 2010 G.O. Bonds		649,925	649,925	649,925
2009A Refunding Bonds	2,153,025	1,677,400	1,677,400	1,677,400
Summer 2011 G.O. Bonds	475,413	693,377	627,960	627,960
2011A Refunding			1,396,068	1,396,068
TOTAL EXPENSES	14,975,264	9,267,800	9,103,363	9,103,363
Excess (Deficit) Revenues Over (Under) Expenses	(525,256)	(847,999)	(313,555)	(313,555)
Beginning Balance	2,467,668	1,923,168	1,942,412	1,942,412
Ending Balance	1,942,412	1,075,169	1,628,857	1,628,857

CAPITAL PROJECTS - SPECIAL ASSESSMENT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Collections	262,707	380,000	340,000	340,000
Total Before Transfers	262,707	380,000	340,000	340,000
TOTAL REVENUES	262,707	380,000	340,000	340,000
EXPENSES:				
General Government:				
Accounting/Reporting	4,932	4,991	4,757	4,757
S. E. Entryway			148,000	148,000
Total Before Transfers	4,932	4,991	152,757	152,757
TRANSFERS:				
Debt Service	215,551	215,075	213,592	213,592
Total Transfers	215,551	215,075	213,592	213,592
TOTAL EXPENSES	220,483	220,066	366,349	366,349
Excess (Deficit) Revenues				
Over (Under) Expenses	42,224	159,934	(26,349)	(26,349)
Beginning Balance	(6,951)	4,587	35,273	35,273
Ending Balance	35,273	164,521	8,924	8,924

CAPITAL PROJECTS - STREET CONSTRUCTION

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Stimulus Funding	455,671		172,991	172,991
Developer Contributions	69,919	1,384	1,384	1,384
I-JOBS	269,603			
MPO/STP/IDOT Funds	1,234,707	1,196,000	2,780,611	2,780,611
Recreation Trail Grant			25,000	25,000
Miscellaneous Revenue	118,292		48,863	66,124
Federal Earmark Grand Ave Ext.		1,200,000	510,292	510,292
Main Street Alley Alliant				41,395
TRANSFERS:				
Sewer	76,023			
TOTAL REVENUES	2,224,215	2,397,384	3,539,141	3,597,797
EXPENSES:				
Transportation:				
Arterial 13 th /Stange/RR	650,344		242,493	242,493
10/11 Asphalt – I-JOBS			269,603	269,603
Arterial ND/Delaware/Ontario	597,254			
Grand Avenue Extension		1,200,000		
11/12 Collector AHS/Hayes		1,060,000	1,060,000	1,060,000
09/10 Asphalt – I-JOBS	221,578			
10/11 Arterial - Duff/L-Way/7th			688,000	688,888
S. Grand Ext. S.E. 16 th Street			510,292	510,292
Stimulus Duff Rehab 6-13 th	494,397		134,181	134,181
Stim. GWC Stange-Bloomington	84			
Main Street Alley				41,935
Transportation Total	1,963,657	2,260,000	2,904,569	2,947,392
Public Safety:				
Wilder Avenue	76,023			
Signal Lincoln Way/Ash			50,000	50,000
Long-Range Transportation Plan	87,027			
Skunk Rvr Trail SE 16 th /SRV Pk			157,175	157,175
Skunk River Trail Ext AHHP			176,175	176,175
Path – Gartner/AMS	68,369			
Skunk River Trail HYSC–SE 16 th		86,000	166,000	166,000
Permanent Traffic Ct. Stations		50,000	50,000	50,000
Signal 28 th & Grand			155,000	155,000
Public Safety Total	231,419	136,000	754,350	754,350

CAPITAL PROJECTS - STREET CONSTRUCTION, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
General Government:				
Purchasing Services	10,180	12,629	12,787	12,787
TOTAL EXPENSES	2,205,256	2,408,629	3,671,706	3,714,529
Excess (Deficit) Revenues				
Over (Under) Expenses	18,959	(11,245)	(132,565)	(116,732)
Beginning Balance	390,991	115,448	409,950	409,950
Ending Balance	409,950	104,203	277,385	293,218

CAPITAL PROJECTS - AIRPORT CONSTRUCTION

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Federal Government Revenues	359,439	855,000	2,706,926	2,794,836
Total Before Transfers	359,439	855,000	2,706,926	2,794,836
TRANSFERS:				
General	40,821	66,339	46,953	46,953
TOTAL REVENUES	400,260	921,339	2,753,879	2,841,789
EXPENSES:				
Airport Const. Fund Improv.		75,000	75,000	37,269
9/10 Rehab Taxiway A1	441,273		565,048	736,427
Runway Rehab 13/31	(22,013)			
10/11 West Apron Rehab	78,599		1,266,254	1,307,754
11/12 Driveways/Parking		900,000	900,000	900,000
TOTAL EXPENSES	497,859	975,000	2,806,302	2,981,450
Excess (Deficit) Revenues				
Over (Under) Expenses	(97,599)	(53,661)	(52,423)	(139,661)
Beginning Balance	158,079	80,069	60,480	60,480
Ending Balance	60,480	26,408	8,057	(79,181)

CAPITAL PROJECTS – ARRA ENERGY BLOCK GRANT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
ARRA Energy Block Grant	432,786		97,715	97,715
TOTAL REVENUES	432,786	0	97,715	97,715
EXPENSES:				
ARRA Energy Block Grant	514,733		15,768	15,768
TOTAL EXPENSES	514,733	0	15,768	15,768
Excess (Deficit) Revenues Over (Under) Expenses	(81,947)	0	81,947	81,947
Beginning Balance	0	0	(81,947)	(81,947)
Ending Balance	(81,947)	0	0	0

CAPITAL PROJECTS – VARIOUS CONSTRUCTION GRANTS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
EECBG Energy Grants	37,184		25,816	1,259
Emergency Op Center Grant			600,000	600,000
TOTAL REVENUES	37,184	0	625,816	601,259
EXPENSES:				
Park Office Lighting			1,900	843
Park Maintenance Lighting			2,000	416
Ice Arena Lighting			9,000	0
City Hall Gym Lighting			1,600	0
Fire Station #3 Temp Controls			11,316	0
13 th Street LED Lights	10,848			
City Hall West Lot Lights	8,223			
LED Traffic Signals	18,113			
Emergency Op Center Grant			600,000	600,000
TOTAL EXPENSES	37,184	0	625,816	601,259
Excess (Deficit) Revenues				
Over (Under) Expenses	0	0	0	0
Beginning Balance	0	0	0	0
Ending Balance	0	0	0	0

CAPITAL PROJECTS - BOND PROCEEDS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Bond Proceeds	6,690,000	6,800,000	6,675,000	6,675,000
Interest	108,272		1,800	1,800
TOTAL REVENUES	6,798,272	6,800,000	6,676,800	6,676,800
EXPENSES:				
Debt Service:				
Bond Costs	77,436		73,246	73,246
Debt Service Total	77,436	0	73,246	73,246
Public Safety:				
Fire Engine #2	530,370			
Public Safety Total	530,370	0	0	0
Transportation:				
11/12 Asphalt Resurfacing		765,500	765,500	765,500
11/12 Asphalt Paving	2,100	2,576,000	2,573,900	2,573,900
11/12 Collector – Ash/Hayes	68,624	1,898,500	1,829,876	1,829,876
11/12 Arterial – Dayton Avenue	244	60,000	59,758	67,064
Douglas – Main to 7 th Street		750,000	750,000	750,000
South Grand Avenue		300,000	300,000	300,000
Dotson/L'Way Intersection		150,000	150,000	150,000
Asphalt Paving Arizona Avenue	3,409			
Collector Street Pavement	1,273,716			
Grand Ave Curbs/Intakes-IDOT			67,600	67,600
Main Street Alley	4,055		32,750	50,000
08/09 CyRide Rt Toronto/Hutch.	(8,636)			
Stim GWC/Stange/Bloomington	36,618			
Burnett Ave Main to 7 th	564,331			
08/09 Arterial ND/Delaware/Ont	202,087			(25,000)
08/09 CyRide NW 28 th -30 th	(4,163)			
Stim L'Way/Hickory/Franklin	2,000			
Stimulus Duff Rehab 6 th -13 th	28,459		1,991	1,991
S. Duff Improvement Project			63,179	5,000
09/10 CyRide Rt - Ash/Knapp	264,202			
S. Grand Extension – S.E. 16 th	75,977		79,023	150,000
U.S. 69 Grand Ave Extension	2,895			
East 13 th Street – I35 to 570th	2,646		135,910	136,608
N. 4 th Street Paving	16,047			
Bridge Rehabilitation			165,000	165,000
Kellogg Ave L'Way to Main	(8,165)			
Arterial 13 th Stange – RR	275,509		1,280	1,280

CAPITAL PROJECTS - BOND PROCEEDS, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Transportation, continued:				
09/10 Concrete Pavement	118,780		1,502,661	1,502,661
09/10 & 10/11 Asphalt Pave	11,156		944,521	946,334
10/11 Collector Storm Street	128,284		721,574	721,574
08/09 Concrete Paving	1,149,393		136,886	136,886
S.E. 16 th Paving & Bridge	3,550		17,750	19,850
10/11 Arterial Duff/L'Way/7 th	7,712		238,309	251,320
10/11 Arterial 6 th /Grand/NW	427,099		72,901	59,890
Kellogg Avenue & Main Street	481,068		1,018,790	1,018,790
10/11 Concrete Pavement	103,327		894,499	894,499
N. Hazel/N. 3 rd CDBG	10,355		31,645	32,407
10/11 CyRide – Ontario	252,239		647,619	591,347
Transportation Total	5,494,918	6,500,000	13,202,922	13,164,377
Utilities:				
Gateway Stormwater Rehab			39,324	145,885
S. Duff Area Storm Sewer	(27,574)		106,561	0
SW Stormwater Greenbriar			203,063	203,063
Utilities Total	(27,574)	0	348,948	348,948
General Government:				
Facilities	65,100	300,000	84,900	84,900
Accounting & Reporting	2,400	2,400	2,400	2,400
Purchasing Services	54,130	57,114	57,830	57,830
General Government Total	121,630	359,514	145,130	145,130
Total Before Transfers	6,196,780	6,859,514	13,770,246	13,731,701
TRANSFERS:				
To Debt Service			372,978	372,978
TIF 2008/09 South Bell	279,951			
TOTAL EXPENSES	6,476,731	6,859,514	14,143,224	14,104,679
Excess (Deficit) Revenues				
Over (Under) Expenses	321,541	(59,514)	(7,466,424)	(7,427,879)
Beginning Balance	8,420,437	(780,397)	8,741,978	8,741,978
Ending Balance	8,741,978	(839,911)	1,275,554	1,314,099

ENTERPRISE - WATER UTILITY

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Homeland Security Grant	20,379			
IDNR Rvr Valley Low Head Dam		75,000		
Fees/Service Charges	63,558	56,554	94,290	111,845
Contract Sales	621,000	975,000	773,000	802,000
Metered Sales	6,812,296	7,716,800	7,476,500	7,486,573
Miscellaneous	22,281	10,100	20,000	34,898
Interest Earnings	64,144	70,000	70,000	70,000
Internal Service Charges	70,487	55,000	70,000	130,000
Cell Tower Lease	15,870	15,870	17,060	17,060
Farm Land Rental	12,474	11,815	12,137	17,028
Sprint PCS Land Rental	32,040	33,120	33,120	33,120
USDA Pump Station Repay			142,608	142,608
Total Before Transfers	7,734,529	9,019,259	8,708,715	8,845,132
TRANSFERS:				
Fleet Services	22,150			
Total Transfers	22,150			
TOTAL REVENUES	7,756,679	9,019,259	8,708,715	8,845,132
EXPENSES:				
Utilities:				
Water Production	386,315	387,027	343,872	333,872
Water Treatment	1,475,643	1,576,310	1,625,191	1,632,273
Water Metering	410,612	424,846	423,065	432,584
Water Pumping	270,745	266,796	305,037	305,037
Water Administration	604,909	623,316	596,907	598,718
Water Conservation Marketing	49,653	52,898	51,954	51,954
Water Laboratory	184,962	191,246	191,199	189,789
Water Customer Service	376,464	395,720	370,900	373,100
Utility Locating	81,058	72,454	75,745	74,729
Water Distribution Maintenance	810,235	810,208	847,582	773,703
Sub-Total	4,650,596	4,800,821	4,831,452	4,765,759
Utilities CIP:				
Security Improvements		90,000		
Water System Improvements	693,496	900,000	2,235,284	2,305,284
Water Meter Test Bench	109,078			
24-inch Supply Line Expansion			75,000	75,000
Water Supply Capacity Study			3,550	3,550

ENTERPRISE - WATER UTILITY, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Utilities CIP, continued:				
Bloomington Elev. Tank Improv.	319,331			
East Ames Utilities Extension			15,400	15,400
Water Plant Expansion	258,258	150,000	120,000	120,000
River Valley Low Head Dam	4,923		120,077	120,077
NADC Pump Station Improv	42,416		553,000	553,000
CIP Sub-Total	1,427,502	1,140,000	3,122,311	3,192,311
Utilities Total	6,078,098	5,940,821	7,953,763	7,958,070
General Government:				
Executive Management	63,383	66,483	70,983	72,718
Legal Services	30,174	57,380	56,522	56,522
City Clerk	14,984	14,826	15,454	15,770
Human Resources	28,992	34,881	31,908	31,908
Accounting & Reporting	70,457	71,913	69,334	69,334
Finance Admin/Budget	51,435	53,369	51,460	51,460
Public Relations	15,180	15,668	15,833	15,833
Public Works Administration	83,551	85,129	88,652	88,652
Public Works Engineering	194,673	215,079	234,570	286,575
Facilities	18,507	18,216	19,407	20,003
Merit/Payroll Adjustment		9,148		
Purchasing Services	29,743	28,500	28,857	28,857
Sustainability Coordinator	6,300	6,250	6,250	6,250
Amortization	(2,314)			
General Government Total	605,065	676,842	689,230	743,882
Total Before Transfers	6,683,163	6,617,663	8,642,993	8,701,952
TRANSFERS:				
Fleet Services			15,000	15,000
Debt Service	330,715	328,716	328,716	328,716
Total Transfers	330,715	328,716	343,716	343,716
TOTAL EXPENSES	7,013,878	6,946,379	8,986,709	9,045,668
Excess (Deficit) Revenues				
Over (Under) Expenses	742,801	2,072,880	(277,994)	(200,536)
Beginning Balance	7,370,848	4,572,624	8,113,649	8,113,649
Ending Balance	8,113,649	6,645,504	7,835,655	7,913,113

ENTERPRISE – WATER CONSTRUCTION

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Drinking Water – State Rev. Loan		4,798,000	3,040,000	3,040,000
TOTAL REVENUES	0	4,798,000	3,040,000	3,040,000
EXPENSES:				
Utilities CIP:				
Water Plant Expansion		4,798,000	3,040,000	3,040,000
TOTAL EXPENSES	0	4,798,000	3,040,000	3,040,000
Excess (Deficit) Revenues Over (Under) Expenses	0	0	0	0
Beginning Balance	0	0	0	0
Ending Balance	0	0	0	0

ENTERPRISE - SEWER UTILITY - OPERATIONS (Also referred to as **WATER POLLUTION CONTROL (WPC)**)

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Customer Billings	4,549,256	5,059,500	5,153,400	5,206,400
Other Gov't Participation	31,194	32,400	32,600	26,700
Fees/Service Charges	8,611	19,900	18,400	18,400
Interest Earnings	43,614	54,000	51,000	51,000
Farmland Income	88,444	60,000	100,000	100,000
Miscellaneous Revenue	48	100	3,565	65,251
Internal Service Charge	27,235	35,000	26,000	44,500
Contract Sales	668,201	849,000	1,000,800	788,000
Flood Warning Maint. Charge	29,175	11,500	16,400	16,400
USDA Pump Station Repay			98,256	98,256
Total Before Transfers	5,445,778	6,121,400	6,500,421	6,414,907
TRANSFERS:				
Fleet Services	347,306			
TOTAL REVENUES	5,793,084	6,121,400	6,500,421	6,414,907
EXPENSES:				
Utilities:				
Sanitary Sewer System	387,083	427,400	479,213	553,719
Administration	701,065	695,337	682,861	669,150
Flood Warning System	44,497	18,372	27,347	27,347
Plant Maintenance	604,428	709,920	789,604	759,293
Plant Operation	1,060,690	1,155,883	1,083,453	1,057,318
Laboratory	343,500	355,170	355,084	352,464
Farm Operations	40,602	53,312	55,414	55,414
Metering	279,825	291,479	287,983	295,771
Sewer Customer Service	343,984	362,370	340,050	342,050
Utility Locating	49,283	45,849	50,645	48,712
Utilities Sub-Total	3,854,957	4,115,092	4,151,654	4,161,238
Utilities CIP:				
Sanitary Sewer Rehabilitation	521,953	300,000	965,806	968,610
Clear Water Diversion	305,655	25,000	112,816	112,816
Sanitary Sewer System Eval	6,876	1,060,000	1,553,124	1,553,124
Automation Study/Upgrade	22,922		468,605	468,605
East Ames Utilities Expansion			31,400	31,400
Water Pump Station Paint		92,000	92,000	92,000
Lagoon Liners			125,000	125,000
Long-Range WPC Facility Plan		193,000	193,000	193,000
NADC Pump Station Improv	42,416		381,000	381,000
Methane Engine Overhaul	896		121,400	250,400

ENTERPRISE - SEWER UTILITY - OPERATIONS (Also referred to as WATER POLLUTION CONTROL - WPC), continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Utilities CIP, continued:				
WPC Alternate Energy Study	26,600			
WPC Electric Repairs	4,992	80,000	133,200	133,200
WPC Bar Screen/Grinder	29,123			
Clarifier Painting	236,551		53,449	0
WPC Diesel Storage Tank			140,000	140,000
WPC Plant Disinfection	43,480		229,000	229,000
Vertical Turbine Pumps	22,727	350,000	620,000	1,116,000
CIP Sub-Total	1,264,191	2,100,000	5,219,800	5,794,155
Utilities Total	5,119,148	6,215,092	9,371,454	9,955,393
General Government:				
City Clerk	14,984	14,826	15,454	15,770
Executive Management	63,383	66,483	70,983	72,718
Legal Services	9,679	57,380	56,522	56,522
Human Resources	24,584	29,577	27,891	27,891
Accounting & Reporting	47,148	48,311	46,955	46,955
Finance Admin/Budget	51,435	53,369	51,460	51,460
Public Relations	15,180	15,668	15,833	15,833
Public Works Admin	83,551	85,129	88,652	88,652
Public Works Engineering	169,522	213,368	235,832	230,122
Facilities	13,811	13,593	14,482	14,927
Merit/Payroll Adjustments		9,068		
Purchasing Services	13,514	13,777	13,949	13,949
Sustainability Coordinator	6,300	6,250	6,250	6,250
General Gov't Total	513,091	626,799	644,263	641,049
Total Before Transfers	5,632,239	6,841,891	10,015,717	10,596,442
TRANSFERS:				
Debt Service				
Fleet Services			15,000	15,000
Street Construction – Wilder	76,023			
Total Transfers	76,023	0	15,000	15,000
TOTAL EXPENSES	5,708,262	6,841,891	10,030,717	10,611,442
Excess (Deficit) Revenues				
Over (Under) Expenses	84,822	(720,491)	(3,530,296)	(4,196,535)
Beginning Balance	5,619,794	2,276,380	5,704,616	5,704,616
Ending Balance	5,704,616	1,555,889	2,174,320	1,508,081

ENTERPRISE – SANITARY SEWER IMPROVEMENTS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
State Clean Water Rev. Loan		1,779,000	775,000	775,000
TOTAL REVENUES	0	1,779,000	775,000	775,000
EXPENSES:				
Utilities CIP:				
WPC Residuals Handling		429,000		
WPC Plant Disinfection		1,350,000	775,000	775,000
CIP Total	0	1,779,000	775,000	775,000
TOTAL EXPENSES	0	1,779,000	775,000	775,000
Excess (Deficit) Revenues				
Over (Under) Expenses	0	0	0	0
Beginning Balance	0	0	0	0
Ending Balance	0	0	0	0

ENTERPRISE - ELECTRIC UTILITY

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Metered Sales	52,339,648	52,200,000	56,000,000	54,400,000
Adjustment to Sales	(185,220)	(200,000)	(200,000)	0
Fly Ash Sales	53,573		20,000	30,000
Renewable Energy Credits	32,756	50,000	2,000	60,000
Other Power Sales	1,824,033	2,300,000	2,300,000	1,400,000
ISU Interconnection	40,377	1,658,500	1,072,140	1,072,140
ISU Transmission System Share	1,528,127	220,000	1,304,000	10,000
ISU Wind Purchases	614,971	504,000	504,000	850,000
Street Lights	675,665	680,000	680,000	715,000
Security Lighting Rental	115,315	115,000	115,000	115,000
Subdivision Construction	16,912	10,000	70,000	70,000
Street Lighting Construction	44,362	10,000	10,000	10,000
Fees/Service Charges	99,516	105,000	98,000	98,000
Miscellaneous Revenue	345,109	360,000	320,000	381,732
Interest Earnings	275,017	320,000	310,000	310,000
Total Before Transfers	57,820,161	58,332,500	62,605,140	59,521,872
TRANSFERS:				
Fleet Services				185,632
	0	0	0	185,632
TOTAL REVENUES	57,820,161	58,332,500	62,605,140	59,707,504
EXPENSES:				
Public Works Engineering:				
Electric Relocations	45,781	75,000	454,219	415,513
Utilities:				
Electric Production	9,802,897	10,348,588	12,052,142	12,052,142
Plant Fuel Purchases	27,358,442	31,545,226	31,164,923	28,790,923
Electric Distribution – Operation	2,386,766	2,827,091	2,907,335	2,907,335
Electric Distribution - Extension	1,033,264	1,398,223	1,594,700	1,594,700
Electric Technical Services	918,116	1,031,416	1,060,031	1,060,031
Electric Engineering	571,382	809,619	824,462	824,462
Electric Administration	1,572,767	1,389,120	1,562,674	1,622,497
Utility Deposit Interest	3,817			
Electric Customer Service	661,615	706,040	670,466	682,509
Utilities Sub-Total	44,309,066	50,055,323	51,836,733	49,534,599
Utilities CIP:				
Inlet Heating for GT2	32,065		19,315	19,315
Feed Water Heater Tube		1,000,000	40,000	40,000
#8 Air Heater Basket	10,171	150,000	75,000	75,000
Plant Dist Substation Expansion			100,000	100,000
Ames Stange In-Town 161 kV	786		2,000	2,000

ENTERPRISE - ELECTRIC UTILITY, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
Utilities CIP, continued:				
Unit #8 Boiler Repair	20,819	2,500,000	3,407,139	3,407,139
Interconnection Improvements	187,136	7,750,000	5,010,000	5,010,000
Power Plant Fire Protection	10,167	250,000	400,000	400,000
Cooling Tower Repair #8			1,220,000	1,220,000
Vet Med Substation	3,784,792		156,092	156,092
MGMC Steam Line Evaporator	46,415			
Demand Side Management	685,380	1,000,000	1,000,000	1,200,000
#7 Nitrogen Oxide Control		200,000	230,000	230,000
Unit #8 Turb/Gen Overhaul		1,900,000		
#7 & #8 Oil Gun Upgrade	39,340	925,000		
GT-1 Inspection & Overhaul	45,382	250,000		
Unit 7 & 8 Dist Control System	182,646			
Street Light/Line Relocations	65,309			
Unit 8 Nitrogen Oxide Control		1,300,000	1,380,000	1,380,000
Unit 7 Cooling Tower Repair		50,000	50,000	50,000
Unit 8 Mercury Capital		300,000		
Turbine Controls Upgrade		450,000		
Unit 7 Cooling Tower Piping		500,000	500,000	500,000
Unit 7 Mercury Capital		200,000		
Ash Pond Storage Area		50,000	50,000	50,000
Electric Services Storage Bldg.		125,000	125,000	125,000
Unit 7 Mercury CE Monitor		320,000	320,000	320,000
Vet Med Substation Volt Supprt			350,000	350,000
CIP Sub-Total	5,110,408	19,220,000	14,434,546	14,634,546
Utilities Total	49,419,474	69,275,323	66,271,279	64,584,658
General Government:				
Executive Management	134,080	140,637	150,156	153,828
Legal Services	89,954	90,660	89,304	89,304
Public Records	29,967	29,652	30,908	31,540
Human Resources	85,836	103,271	96,540	96,540
Accounting & Reporting	270,801	276,165	266,350	266,350
Finance Admin/Budget	144,018	149,433	144,087	144,087
Public Relations	30,361	31,336	31,666	31,666
GIS Reimbursables	16,823	19,935	20,539	20,539
Facilities	34,182	33,644	35,843	36,945
Merit/Payroll Adjustments		23,102		
Purchasing Services	234,121	249,265	249,265	249,265
Sustainability Coordinator	6,300	6,250	6,250	6,250
General Gov't Total	1,076,443	1,153,350	1,120,908	1,126,314
Total Before Transfers	50,541,698	70,503,673	67,846,406	65,710,972

ENTERPRISE - ELECTRIC UTILITY, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
TRANSFERS:				
Payment in Lieu of Taxes	1,814,794	1,871,746	1,871,746	1,871,746
TOTAL EXPENSES	<u>52,356,492</u>	<u>72,375,419</u>	<u>69,718,152</u>	<u>67,582,718</u>
 Excess (Deficit) Revenues				
Over (Under) Expenses	5,463,669	(14,042,919)	(7,113,012)	(7,875,214)
Beginning Balance	<u>37,654,295</u>	<u>32,040,479</u>	<u>43,117,964</u>	<u>43,117,964</u>
Ending Balance	43,117,964	17,997,560	36,004,952	35,242,750

ENTERPRISE - PARKING OPERATIONS AND IMPROVEMENT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Miscellaneous	74,394	3,840	3,940	3,940
Illegal Parking	288,169	300,000	290,000	270,000
Overtime Parking	155,556	146,000	155,000	155,000
Interest Earnings	2,744	2,200	3,000	3,000
Fines/Clerk of Court	3,872	5,000	200	200
East District – Downtown	186,911	191,100	186,400	190,200
West District – Campustown	140,671	140,920	140,920	141,020
Collection Agency Fees	23,053	12,000	23,000	23,000
TOTAL REVENUES	875,370	801,060	802,460	786,360
EXPENSES:				
Transportation:				
Parking Operation/Maintenance	256,612	230,870	240,917	237,389
Parking Law Enforcement	311,001	327,771	329,065	309,065
Parking Violation Collection	151,006	158,007	162,297	162,297
Right-of-Way Maintenance	4,634	4,495	4,071	4,263
Transportation Total	723,253	721,143	736,350	713,014
General Government:				
Legal Services	36,682	37,903	34,672	34,672
Human Resources	5,757	6,926	5,473	5,473
Accounting & Reporting	19,612	20,057	19,340	19,340
Finance Admin/Budget	3,429	3,558	3,431	3,431
Facilities	10,508	10,342	11,018	11,357
Merit/Payroll Adjustments		1,568		
Purchasing Services	488	534	540	540
General Government Total	76,476	80,888	74,474	74,813
TOTAL EXPENSES	799,729	802,031	810,824	787,827
Excess (Deficit) Revenues				
Over (Under) Expenses	75,641	(971)	(8,364)	(1,467)
Beginning Balance	246,623	251,029	322,264	322,264
Ending Balance	322,264	250,058	313,900	320,797

ENTERPRISE - TRANSIT AGENCY – OPERATIONS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Metro Planning Org Reimb	34,416	31,000	34,000	34,000
FTA Section 5307	1,490,918	1,550,000	1,528,279	1,528,279
IDOT Oper Asst & Reimb	722,987	717,600	793,134	793,134
ISU Administration	576,808	599,880	599,880	599,880
Fees/Service Charges	715,877	749,694	776,294	776,294
Miscellaneous Revenue	54,142	9,500	22,000	22,000
Interest Earnings	9,327	26,000	10,000	10,000
ISU Tuition	3,008,118	3,128,442	3,204,263	3,204,263
ISU Tuition Excess	424,305	220,000	320,000	320,000
Total Before Transfers	7,036,898	7,032,116	7,287,850	7,287,850
TRANSFERS:				
General Levy (Property Tax)	1,306,309	1,376,656	1,367,906	1,367,906
Government of the Student Body		60,000		
Transfer Total	1,306,309	1,436,656	1,367,906	1,367,906
TOTAL REVENUES	8,343,207	8,468,772	8,655,756	8,655,756
EXPENSES:				
Transportation:				
Fixed Route Service (Cy-Ride)	5,860,578	6,108,020	6,188,167	6,188,167
Dial-a-Ride Service	142,718	149,202	155,334	155,334
Transit Admin/Support	1,539,831	1,615,194	1,688,272	1,688,272
Total Before Transfers	7,543,127	7,872,416	8,031,773	8,031,773
TRANSFERS:				
Government of the Student Body	424,305	220,000	320,000	320,000
Transit Capital Reserve	632,000	239,812	208,812	208,812
Total Transfers	1,056,305	459,812	528,812	528,812
TOTAL EXPENSES	8,599,432	8,332,228	8,560,585	8,560,585
Excess (Deficit) Revenues				
Over (Under) Expenses	(256,225)	136,544	95,171	95,171
Beginning Balance	819,465	595,754	563,240	563,240
Ending Balance	563,240	732,298	658,411	658,411

ENTERPRISE - TRANSIT CAPITAL RESERVE

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Insurance Proceeds	780,910			
IDOT Revenues	3,100,590	3,539,660	6,480,881	6,459,660
ISU Parking	17,000	17,000	17,000	17,000
Shuttle Revenue		40,000	40,000	40,000
Interest Revenue	10,109	17,000	10,000	10,000
Total Before Transfers	3,908,609	3,613,660	6,547,881	6,526,660
TRANSFERS:				
Transit	632,000	239,812	208,812	208,812
Government of the Student Body		40,000	260,000	260,000
Total Transfers	632,000	279,812	468,812	468,812
TOTAL REVENUES	4,540,609	3,893,472	7,016,693	6,995,472
EXPENSES:				
Capital Improvements	3,457,841	4,194,600	8,403,539	8,376,843
Flooding Damage	780,911			
TOTAL EXPENSES	4,238,752	4,194,600	8,403,539	8,376,843
Excess (Deficit) Revenues				
Over (Under) Expenses	301,857	(301,128)	(1,386,846)	(1,381,371)
Beginning Balance	1,177,646	322,384	1,479,503	1,479,503
Ending Balance	1,479,503	21,256	92,657	98,132

ENTERPRISE – GSB TRANSIT TRUST

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest	7,965	7,500	12,000	12,000
Total Before Transfers	7,965	7,500	12,000	12,000
TRANSFERS:				
Transit	424,305	220,000	320,000	320,000
TOTAL REVENUES	432,270	227,500	332,000	332,000
EXPENSES:				
Transfer to Operations	0	100,000	260,000	260,000
TOTAL EXPENSES	0	100,000	260,000	260,000
Excess (Deficit) Revenues Over (Under) Expenses	432,270	127,500	72,000	72,000
Beginning Balance	667,187	834,388	1,099,457	1,099,457
Ending Balance	1,099,457	961,888	1,171,457	1,171,457

ENTERPRISE – TRANSIT AGENCY INTERMODAL FACILITY

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
ISU Admin			8,750	8,750
IA 78-0001-00 Tiger	2,056,388		5,969,112	5,969,112
IA – 04-0115-00	350,000			
ICB-CY11 Ames			300,000	300,000
Total Before Transfers	2,406,388	0	6,277,862	6,277,862
TRANSFERS:				
General Fund			8,750	8,750
TOTAL REVENUES	2,406,388	0	6,286,612	6,286,612
EXPENSES:				
Const. of Intermodal Facility	2,493,889		6,269,112	6,269,112
TOTAL EXPENSES	2,493,889	0	6,269,112	6,269,112
Excess (Deficit) Revenues				
Over (Under) Expenses	(87,501)	0	17,500	17,500
Beginning Balance	0	0	(87,501)	(87,501)
Ending Balance	(87,501)	0	(70,001)	(70,001)

ENTERPRISE - STORM SEWER

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Fees & Service Charges	908,705	1,046,850	1,046,850	1,046,850
Developer Reimbursement	1,622	5,000	3,000	1,500
I-Jobs Retention Cells	597		32,223	32,223
SW Permits and Reviews	12,000	14,000	14,000	12,000
Interest Earnings	11,546	13,000	11,000	11,000
Internal Service Charges	34,793	76,000	51,000	40,100
Miscellaneous Revenue	2	200	20,000	20,564
Watershed Improv. Review Bd.			30,444	30,444
HMPG Hazard Mitigation		2,683,000		
TOTAL REVENUES	969,265	3,838,050	1,208,517	1,194,681
EXPENSES:				
Utilities:				
Engineering	285,304	285,881	346,244	326,894
Maintenance	195,601	238,818	343,615	365,592
Merit/Payroll Adjustments		1,527		
Human Resources	1,608	1,934	2,154	2,154
Customer Service	2,123	2,060	2,125	2,125
Sub-Total	484,636	530,220	694,138	696,765
Utilities CIP:				
Storm Sewer Intake Rehab	11,221			
Low Point Drainage	44,187	908,000	447,444	447,444
Outlet Erosion Control	315,461	660,000	223,901	223,901
S. Water Facility Rehab	54,427		247,374	258,788
Storm Sewer Improvements		1,665,000	510,000	510,000
Sub-Total CIP	425,296	3,233,000	1,428,719	1,440,133
TOTAL EXPENSES	909,932	3,763,220	2,122,857	2,136,898
Excess (Deficit) Revenues Over (Under) Expenses	59,333	74,830	(914,340)	(942,217)
Beginning Balance	1,385,476	373,658	1,444,809	1,444,809
Ending Balance	1,444,809	448,488	530,469	502,592

ENTERPRISE - AMES/ISU ICE ARENA

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Pro Shop Sales	4,260	4,700	4,000	3,400
Equipment Rental	22,994	22,000	23,000	25,200
Skate Sharpening	4,618	4,000	4,600	4,600
Admissions	48,572	47,000	50,300	57,700
Dasher Board Advertising	6,600	6,681	6,644	7,031
Ice Rink Rental	325,463	314,552	319,646	316,923
Concessions	51,519	52,250	51,300	50,100
Interest Earnings	5,163	5,500	5,200	5,200
Miscellaneous Revenue	7,988	5,505	8,000	7,225
TOTAL REVENUES	477,177	462,188	472,690	477,379
EXPENSES:				
Ames/ISU Ice Arena	456,514	456,050	468,053	480,763
Merit & Payroll Adjustments		1,015		
TOTAL EXPENSES	456,514	457,065	468,053	480,763
Excess (Deficit) Revenues Over (Under) Expenses	20,663	5,123	4,637	(3,384)
Beginning Balance	162,133	174,850	182,796	182,796
Ending Balance	182,796	179,973	187,433	179,412

ENTERPRISE - ICE ARENA CAPITAL RESERVE

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Transfer from Local Option	20,000	20,000	20,000	20,000
ISU Participation	20,000	20,000	20,000	20,000
TOTAL REVENUES	40,000	40,000	40,000	40,000
EXPENSES:				
Ice Arena Improvements	11,700	20,000	8,300	123,748
TOTAL EXPENSES	11,700	20,000	8,300	123,748
Excess (Deficit) Revenues				
Over (Under) Expenses	28,300	20,000	31,700	(83,748)
Beginning Balance	394,643	434,643	422,943	422,943
Ending Balance	422,943	454,643	454,643	339,195

ENTERPRISE - HOMEWOOD GOLF COURSE

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest Earnings	818	1,100	800	800
Golf Course Fees/Rentals	170,781	193,643	176,900	176,900
Pro Shop Sales	2,104	2,400	2,400	2,400
Concessions	22,406	23,000	24,000	24,000
Cell Tower Lease	25,099	26,040	26,040	26,040
TOTAL REVENUES	221,208	246,183	230,140	230,140
EXPENSES:				
Homewood Golf Course	223,933	230,473	225,531	228,122
Merit & Payroll Adjustments		715		
TOTAL EXPENSES	223,933	231,188	225,531	228,122
Excess (Deficit) Revenues Over (Under) Expenses	(2,725)	14,995	4,609	2,018
Beginning Balance	90,044	105,262	87,319	87,319
Ending Balance	87,319	120,257	91,928	89,337

ENTERPRISE - RESOURCE RECOVERY - OPERATIONS AND IMPROVEMENTS

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Per Capita Charges	299,954	299,954	299,954	299,954
ISU Charges	192,609	225,000	200,000	200,000
Other Contracts	30,939	19,540	22,540	28,772
Sale of Metals	430,998	304,800	304,800	379,000
Electric Plant RDF	970,438	960,000	960,000	780,000
Public Fees	51,442	37,000	37,000	50,000
Other Customers	2,584,309	2,600,000	2,600,000	2,500,000
Interest	17,622	15,000	25,000	16,000
Other Revenues	113,534	30,000	83,500	70,500
Total Before Transfers	4,691,845	4,491,294	4,532,794	4,324,226
TRANSFERS:				
General Fund	423,475	423,475	423,475	438,168
TOTAL REVENUES	5,115,320	4,914,769	4,956,269	4,762,394
EXPENSES:				
Utilities:				
Resource Recovery Process	2,501,890	2,708,501	2,745,572	2,786,252
Landfill Operations	17,637	18,809	19,129	19,129
Yard Waste Management	22,137	36,500	36,500	36,790
Processing Reject Disposal	887,480	873,375	873,375	865,375
Sub-Total	3,429,144	3,637,185	3,674,576	3,707,546
Utilities CIP:				
Recyclables Building	93,870		254,408	254,408
Resource Rec. Renovations	159,314	266,300	412,587	366,587
RR Bldg/Truck Bay/Fire System	159	165,000	214,841	260,841
Alternative Feed System	14,794		23,056	61,006
CIP Sub-Total	268,137	431,300	904,892	942,842
Utilities Total	3,697,281	4,068,485	4,579,468	4,650,388

ENTERPRISE - RESOURCE RECOVERY - OPERATIONS AND IMPROVEMENTS, continued

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
General Government:				
Human Resources	14,055	16,910	15,779	15,779
Legal	14,803	14,919	14,696	14,696
Accounting & Reporting	123,556	125,360	119,711	119,711
Finance Admin/Budget	13,716	14,232	13,723	13,723
Public Relations	15,180	15,668	15,833	15,833
Facilities	1,694	1,667	1,776	1,831
Merit/Payroll Adjustments		2,437		
Purchasing Services	22,863	20,217	20,470	20,470
Public Works Administration	83,551	85,129	88,652	88,652
Sustainability Coordinator	6,300	6,250	6,250	6,250
General Government Total	295,718	302,789	296,890	296,945
Total Before Transfer	3,992,999	4,371,274	4,876,358	4,947,333
TRANSFERS:				
Debt Service				
TOTAL EXPENSES	3,992,999	4,371,274	4,876,358	4,947,333
Excess (Deficit) Revenues				
Over (Under) Expenses	1,122,321	543,495	79,911	(184,939)
Beginning Balance	1,176,504	1,359,945	2,298,825	2,298,825
Ending Balance	2,298,825	1,903,440	2,378,736	2,113,886

INTERNAL SERVICES – FLEET MAINTENANCE SERVICES

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest Earnings	675	1,000	1,000	1,000
Operational Dept Charges	1,987,277	1,922,599	1,946,277	2,016,077
Total Before Transfers	1,987,952	1,923,599	1,947,277	2,017,077
TRANSFERS:				
Fleet Purchases Interest	91,888			
Road Use Tax Transfer			15,000	15,000
Water Transfer			15,000	15,000
Sewer Transfer			15,000	15,000
Total Transfers	91,888	0	45,000	45,000
TOTAL REVENUES	2,079,840	1,923,599	1,992,277	2,062,077
EXPENSES:				
General Government:				
Accounting & Reporting	42,657	43,487	41,962	41,962
Finance Admin/Budget	6,858	7,116	6,861	6,861
Facilities	97,301	108,569	108,807	99,848
Merit/Payroll Adjustments		2,882		
Purchasing Services	3,192	3,476	3,519	3,519
General Government Total	150,008	165,530	161,149	152,190
Internal Services:				
Fleet Maintenance Services	1,819,411	1,710,503	1,743,250	1,828,725
Fleet Acquisition & Disposal	181,957	160,701	144,297	144,297
Facility Improvements			60,000	60,000
Internal Services Total	2,001,368	1,871,204	1,947,547	2,033,022
TOTAL EXPENSES	2,151,376	2,036,734	2,108,696	2,185,212
Excess (Deficit) Revenues				
Over (Under) Expenses	(71,536)	(113,135)	(116,419)	(123,135)
Beginning Balance	335,206	150,229	263,670	263,670
Ending Balance	263,670	37,094	147,251	140,535

INTERNAL SERVICES – FLEET REPLACEMENT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest Earnings	60,115	70,000	60,000	60,000
Equip. Replacement Charges	1,635,148	1,252,253	1,560,989	1,702,400
TOTAL REVENUES	1,695,263	1,322,253	1,620,989	1,762,400
EXPENSES:				
Fleet Acquisition & Disposal	1,202,770	1,344,500	2,206,725	2,446,660
Total Before Transfers	1,202,770	1,344,500	2,206,725	2,446,660
TRANSFERS:				
Water Fund	22,150			
Sewer Fund	347,306			
Fleet Maintenance Services	91,888			
Electric Fund				185,632
Total Transfers	461,344			185,632
TOTAL EXPENSES	1,664,114	1,344,500	2,206,725	2,632,292
Excess (Deficit) Revenues Over (Under) Expenses	31,149	(22,247)	(585,736)	(869,892)
Beginning Balance	7,010,398	5,987,430	7,041,547	7,041,547
Ending Balance	7,041,547	5,965,183	6,455,811	6,171,655

INTERNAL SERVICES – INFORMATION TECHNOLOGY

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Information Technology Charges	1,330,502	1,352,717	1,344,864	1,344,864
Communication Services	226,749	227,234	227,234	227,234
TOTAL REVENUES	1,557,251	1,579,951	1,572,098	1,572,098
EXPENSES:				
General Government:				
Merit/Payroll Adjustments		6,684		
Internal Services:				
Information Technology	1,330,502	1,352,717	1,344,864	1,344,864
Communication Services	226,749	227,234	227,234	227,234
City Hall IT Remodel				
Internal Services Total	1,557,251	1,579,951	1,572,098	1,572,098
TOTAL EXPENSES	1,557,251	1,586,635	1,572,098	1,572,098
Excess (Deficit) Revenues				
Over (Under) Expenses	0	(6,684)	0	0
Beginning Balance	147,526	147,526	147,526	147,526
Ending Balance	147,526	140,842	147,526	147,526

INTERNAL SERVICES – COMPUTER REPLACEMENT FUND

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Interest	20,659	24,000	20,000	20,000
Equip. Replacement Funds	431,115	206,575	276,617	276,617
Shared Comm. ISU	29,814	48,381	41,218	41,218
Shared Comm. Story County	32,622	48,381	44,026	44,026
Shared Comm. E911 Board	29,691	26,854	23,834	23,834
Shared Comm. Ames Police	43,590	48,381	42,028	42,028
Shared Comm. Fire				
Total Before Transfers	587,491	402,572	447,723	447,723
TRANSFERS:				
General Fund			175,000	175,000
TOTAL REVENUES	587,491	402,572	622,723	622,723
EXPENSES:				
Replacement Computer Equip.	154,015	117,713	319,781	330,631
Info Technology Computer Purch	219,064	111,367	123,071	147,830
Phone System Purchases	1,728	39,275	46,233	46,233
Shared Communication Project	123,812	171,997	151,104	151,104
TOTAL EXPENSES	498,619	440,352	640,189	675,798
Excess (Deficit) Revenues				
Over (Under) Expenses	88,872	(37,780)	(17,466)	(53,075)
Beginning Balance	2,303,972	2,020,026	2,392,844	2,392,844
Ending Balance	2,392,844	1,982,246	2,375,378	2,339,769

INTERNAL SERVICES - RISK MANAGEMENT

FUND SUMMARY	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
REVENUES:				
Department Insurance Charges	1,278,897	1,326,922	1,412,875	1,412,875
Interest Earnings	7,413	5,000	7,000	7,000
City Contrib. Workers' Comp	740,866	758,426	770,501	770,501
TOTAL REVENUES	2,027,176	2,090,348	2,190,376	2,190,376
EXPENSES:				
General Government:				
Merit/Payroll Adjustments		831		
Internal Services:				
Risk Management Admin	85,783	85,749	134,463	134,463
Workers Comp Claims	244,732	325,000	415,000	415,000
Workers Comp Admin	89,316	93,042	111,201	111,201
Liability Insurance	156,237	162,485	156,794	156,794
Auto Insurance	55,576	58,355	49,155	49,155
Excess Insurance	62,171	65,280	63,745	63,745
Liability Claims	128,877	29,000	34,000	34,000
Transit Insurance	107,610	112,990	119,046	119,046
Property Insurance	508,979	508,178	685,895	685,895
Prof. Liability Claims	26,885	28,229	27,092	27,092
Internal Safety Training	152,092	162,763	162,706	162,706
411 Medical	247,902	150,000	180,000	180,000
Police Professional Insurance	26,671	28,004	28,524	28,524
TOTAL EXPENSES	1,892,831	1,809,906	2,167,621	2,167,621
Excess (Deficit) Revenues				
Over (Under) Expenses	134,345	280,442	22,755	22,755
Beginning Balance	771,452	798,030	905,797	905,797
Ending Balance	905,797	1,078,472	928,552	928,552

INTERNAL SERVICES - HEALTH INSURANCE

	2010/11 ACTUAL	2011/12 ADOPTED	2011/12 ADJUSTED	2011/12 FINAL AMENDED
FUND SUMMARY				
REVENUES:				
Miscellaneous Revenue	89,767		25,761	194,567
Employee/Retiree Contributions	716,610	819,612	745,109	745,109
Medicare Supplement Contribut.	29,596	29,000	29,000	29,000
Interest Earnings	28,366	30,000	28,000	28,000
City Contributions	5,215,410	5,380,972	5,476,180	5,476,180
COBRA Contributions	25,672	9,000	25,000	25,000
TOTAL REVENUES	6,105,421	6,268,584	6,329,050	6,497,856
EXPENSES:				
General Government:				
Merit/Payroll Adjustments		1,336		
Internal Service:				
Health Administration	77,020	87,904	76,675	76,675
Medical Claims	3,613,098	4,036,565	3,996,015	4,236,015
Dental Claims	305,538	334,113	323,870	323,870
Pharmacy Claims	962,365	1,263,555	1,023,795	1,223,795
Medicare Supplement Premium	31,142	29,000	29,000	29,000
Specific Excess Insurance	138,890	149,778	142,414	142,414
Aggregate Excess	20,421	21,431	20,424	20,424
Reinsurance	33,119	34,278	33,923	33,923
Access Fee	58,843	62,708	60,020	60,020
Health Promotion	166,382	204,358	202,469	202,469
ASO Medical	174,612	182,630	182,993	182,993
ASO Dental	21,349	21,911	22,203	22,203
Pharmacy Outcomes	23,870	26,040	26,040	26,040
Disease Management	38,470	50,979	39,240	39,240
TOTAL EXPENSES	5,665,119	6,506,586	6,179,081	6,619,081
Excess (Deficit) Revenues				
Over (Under) Expenses	440,302	(238,002)	149,969	(121,225)
Beginning Balance	2,462,511	2,417,882	2,902,813	2,902,813
Ending Balance	2,902,813	2,179,880	3,052,782	2,781,588

**NOTICE OF PUBLIC HEARING
AMENDMENT OF CURRENT CITY BUDGET**

The City Council of Ames in STORY County, Iowa
will meet at City Hall, 515 Clark Avenue

at 7 Pm on May 22, 2012
(hour) (Date)

,for the purpose of amending the current budget of the city for the fiscal year ending June 30, 2012
(year)
by changing estimates of revenue and expenditure appropriations in the following functions for the reasons given.
Additional detail is available at the city clerk's office showing revenues and expenditures by fund type and by activity.

		Total Budget as certified or last amended	Current Amendment	Total Budget after Current Amendment
Revenues & Other Financing Sources				
Taxes Levied on Property	1	23,453,005		23,453,005
Less: Uncollected Property Taxes-Levy Year	2			0
Net Current Property Taxes	3	23,453,005	0	23,453,005
Delinquent Property Taxes	4	0		0
TIF Revenues	5	228	0	228
Other City Taxes	6	8,476,350	0	8,476,350
Licenses & Permits	7	1,220,615	105,348	1,325,963
Use of Money and Property	8	10,662,681	20,484	10,683,165
Intergovernmental	9	38,914,702	45,796	38,960,498
Charges for Services	10	251,719,387	-3,404,751	248,314,636
Special Assessments	11	340,000	0	340,000
Miscellaneous	12	2,926,661	339,935	3,266,596
Other Financing Sources	13	23,437,164	399,601	23,836,765
Total Revenues and Other Sources	14	361,150,793	-2,493,587	358,657,206
Expenditures & Other Financing Uses				
Public Safety	15	15,058,722	2,142	15,060,864
Public Works	16	6,393,804	-100,941	6,292,863
Health and Social Services	17	1,136,413	9,766	1,146,179
Culture and Recreation	18	7,097,473	64,665	7,162,138
Community and Economic Development	19	3,713,703	3,919	3,717,622
General Government	20	2,558,757	11,786	2,570,543
Debt Service	21	9,103,363	0	9,103,363
Capital Projects	22	28,774,626	385,064	29,159,690
Total Government Activities Expenditures	23	73,836,861	376,401	74,213,262
Business Type / Enterprises	24	281,665,562	-879,235	280,786,327
Total Gov Activities & Business Expenditures	25	355,502,423	-502,834	354,999,589
Transfers Out	26	13,105,337	222,885	13,328,222
Total Expenditures/Transfers Out	27	368,607,760	-279,949	368,327,811
Excess Revenues & Other Sources Over (Under) Expenditures/Transfers Out Fiscal Year	28	-7,456,967	-2,213,638	-9,670,605
Continuing Appropriation	29		N/A	0
Beginning Fund Balance July 1	30	461,539,160		461,539,160
Ending Fund Balance June 30	31	454,082,193	-2,213,638	451,868,555

Explanation of increases or decreases in revenue estimates, appropriations, or available cash:

Reduced electric charges for service due to mild weather; reduction in snow removal expense due to very mild winter;
reduction in electric expenses due to reduced costs of generation.

There will be no increase in tax levies to be paid in the current fiscal year named above. Any increase in expenditures set out above will be met from the increased non-property tax revenues and cash balances not budgeted or considered in this current budget. This will provide for a balanced budget.

Diane R. Voss

City Clerk/ Finance Officer Name

NOTES