

Randolph County Commissioners

August 17, 2020

The Randolph County Commissioners met at their regular meeting at 9:00AM in the Commissioners and Council Room in the Courthouse with the following members present: Board President Michael Wickersham, Tom Chalfant and Gary Girton. Also present was Randolph County Auditor Laura J Martin, Sheriff Art Moystner and County Attorney Meeks Cockerill.

Michael Wickersham, President presided over the meeting.

Pledge of Allegiance

Perry Knox - Two federal aid applications Bridge 32 and 85

Perry said he would like to talk about a couple of bridges. We have been working with the highway department on the bridges and some of the needs for Randolph County. I'm here to talk about a couple of bridges that are pretty good-sized bridges and some funding options for us. A couple of housekeeping items here, the first thing I want to talk to you about is today starts your county wide bridge inventory. Our inspectors are in the north west part of the county and will be here through the rest of August and September doing inspections on all the bridges in Randolph County. There has been no formal announcement of federal aid, as you know, Community Crossings round two was cancelled this year with the pandemic situation I think budgets were cut back state wide in a lot of areas and that was one of the budgets that was cut so there will be no Community Crossings round two opportunities for the county this year to secure extra funding for highway projects. The next opportunity for monies outside of the county will be what is called NOFA which is noticed of funding availability which a lot of people call federal aid or fall call for federal projects. We are anticipating that call to be in November of this year because that's typically when they come out however I want to note that there has been no formal announcement that they will have that call. What I want to talk to you about today is two bridges, Randolph County bridge 32 which is 100 W over the White River, there is some information here as far as specifics, it is a large bridge, its 92 feet long. It is a two-span bridge that has a center pier in the river. As you can see there is a little time line there where the bridge was actually closed back in 2018 and then reopened to one lane traffic, it has a broken box beam on one side of the bridge. When it was reopened it was set at a low posting to reduce the amount of load traffic that is on that bridge, it was reduced to 10 ton. In January of last year, we entered into an agreement to do a contract for a rehabilitation of that bridge, at the time we were looking at rebuilding the center pier in the water because of the swelling of the concrete on the piers, rebuilding the critical portions on both ends of the bridge and then putting a new super structure on the bridge which is the deck and the wearing surfaces. We worked with Mike Haffner who had a mini excavator here in the county, the county had no existing plans for the bridge. One of the processes that we go by that we have to verify if we are going to rehabilitate a bridge is to

make sure what is there that we are going to reuse is in good enough condition to reuse it for the project. When we got out there back in April we discovered after excavating that the piles, that is the posts that hold and go down to the bedrock were substandard, they were made of wood. We had no idea of knowing what those were, they were buried. Wood piles were fairly common up to the 1950's. We do see some late 50's and in this case a 1961 bridge that had wood piles. Being buried in mud and water for all those years, the piles had some problems. So, we cannot reuse that part of the bridge therefore it was our recommendation then that we couldn't rehabilitate the current structure we would have to replace it. That particular project stopped to try to determine some funding mechanism to replace the bridge. We did some preliminary estimates and I have them there in front of you. On bridge 32 the construction were estimating \$1.2 million again I do have to make the statement that this is a very rough estimate because we haven't done any hydraulics, we haven't determined the final size of the structure, we haven't determined the final width of the structure that is going to go in there and working with these construction estimates and taking them out four and five years who knows what the construction cost will be then. So, these are very rough estimates. Preliminary engineering you are looking at about \$250,000.00, construction engineering which is your inspection is \$35,000.00 and then right of way we put in a \$50,000.00 number because we just don't have any idea if there will be any right of way costs and what those will be, so they are unverified at this point. We are looking at this as a preliminary estimate at \$1,535,000.00. We have a couple of options here for funding, you could fund it internally that is up to you, if you have that kind of monies in your budget. What we are here to talk about today are two funding mechanisms, we have a community crossings matching grant which assuming that, that program is still viable next year, when that program comes out, we could submit that bridge for community crossings, more than likely we could possibly get that thing ready for submissions by July of 2021 but more likely it would be January of 2022 before we would be in position to be able to submit that bridge for application. The bridge has to be designed and shovel ready when you apply for community crossing matching grant and the project has to be completed within 18 months of award. In order to do that we have to have that bridge shovel ready by the time we do application. You can see there if you utilize the community crossing matching grant and assuming that we can get these expenses qualified, which again in our application process we have had some success in getting more and sometimes we get less. Again, a rough estimate would be the community crossings doing

\$900,000.00 and a match to the county of \$635,000.00. This particular funding mechanism would get the bridge hopefully completed and construction by July of 2023. For federal aid, federal aid pays a little more and pays 80% and pays in more areas or contributes in more areas I should say. On the federal aid side, you would be looking at the federal aid match at \$1,188,000.00 with a county match of \$347,000.00 for replacement of that bridge. A couple things to note is that you would anticipate a 2026 construction in federal aid versus the July 2023 construction for community crossings. If you do community crossings in 2021 the county is eligible for \$1,000,000.00 annual award, so if you put that bridge on 2021 there won't be a lot left there to get monies for other road projects. I made a statement here as with any application for funding Randolph Counties match for these projects assumes the above expenses will be qualified for reimbursement, the example county matches are only preliminary estimates at this time. We have had some successes in getting preliminary engineering paid for through federal aid, construction engineering paid for through federal aid, so there is a lot more in the application process for federal aid than is involved in community crossings but there is a lot more that we

can potentially recapture through the federal aid mechanism. I will move on to bridge 85, if you have any questions on bridge 32, I would take them right now.

Tom asked do they always come out equal, the state and the federal construction cost, you are assuming they are both going to cost a million and a half.

Perry said yes, that is our preliminary estimate, that would be the construction cost of the project, so when you put it out for bid, it would be a bid process, you would have local contractors submit the bids.

Tom said so the specs are all the same.

Perry said yes, we would actually have the design documents and all of the build sheets and itemized what materials they would need and then they would present bids based on those. One of the things I know about bridge 32, you have a clear roadway width on that bridge currently of 22.3 feet, if you decide its viable to make that roadway width wider which seems like in a lot of the county bridge cases, they want a little wider for agricultural and that sort of thing, would add an additional cost to the bridge.

Mike said I presume if we make application for federal aid, we can't also make application for state aid.

Perry said the state aid is not available this year, if you make federal application in November, there would be and I haven't seen a bridge project turned down on a federal aid call. Because there is priority right now on federal aid for bridges. The reason being is 4% of state-owned bridges are structurally deficient, while county owned bridges are 8 to 12% state wide and INDOT is trying to prioritize county owned assets to bring them more in line with the states owned asset percentage of 4%. Assuming that some reason you were denied funding, you would know that in January, then you could pursue community crossings after that because you were denied the federal aid.

Mike said if they give us community crossing opportunity in July of next year, you don't think we could have this bridge ready by July of next year.

Perry said no, and the reason being because on community crossings you have to design and pennit the bridge, the delay is not so much on our part, it's the state agency issuing the permit. A lot of the time those pennits are taking a year. That seems to be the hang up when we have these other projects going throughout the state is that once we get the preliminary design and the hydraulics done, we submit for permits and then we go into the next stage of our design. We are always waiting on those permits and we are not shovel ready until those permits our issued.

Mike said 2026 is a long time to wait for that bridge 32 to be rebuilt is what concerns me about applying for federal aid although I see the traffic count is not as much as I would have anticipated, 136 vehicles per day.

Perry said that was from your last inspection report which was done in 2018, I believe those were for 2016 traffic counts.

Mike said federal aid saves us based on these numbers \$288,000.00.

Perry said yes.

Mike said okay, I don't have any other questions, Gary do you have any questions on this one?

Gary said no.

Perry said I will go ahead and talk about bridge 85. Bridge 85 is a little different its just north of town and it is the highest traffic count bridge of the Randolph County inventory, over 2000 vehicles per day. It is a two-span reinforced concrete arch bridge, those are difficult to work with to say the least. Rehabilitation expenses are considerably higher on those types' structures. In July of 2015 the bridge was posted at 16 tons, there was a fire station built on the north side of the bridge and we evaluated the county in November entered into an agreement to do a load capacity analysis of that structure. When it was posted in 2015 it was posted at 16 ton for engineering judgement. What that means is there was no formal load capacity done on the bridge, so we did a formal load capacity analysis, when we did it our report in June is that we were able to remove the 16 ton posting on the bridge, that the bridge currently can accommodate HL93 design loading which is your EB2 and EB3 emergency vehicles, so those vehicles from that fire station can utilize that bridge, there is a comment, that report was pretty extensive, I think it was 40 some pages and the comment that I want to make here to the Commissioner's is that from our engineering staff that although the existing load capacity is adequate for all legal loads in Indiana, the condition of the bridge will continue to deteriorate as more swelling occurs do to reinforcing steel corrosion, deterioration will occur more rapidly as heavier trucks are allowed on the bridge. Arch bridges are some of the strongest structures known for bridge design, the roman's used them, they are earth filled concrete reinforced. It didn't surprise me that the load rating was removed, what we need to understand is that the bridge is in a very deteriorating condition as far as the concrete along the arches, the railing and a lot of other elements of the bridge. Currently the bridge has an efficiency rating of 57 two of the four main condition ratings are five, we need to get one of those condition ratings to four to make it eligible for federal aid replacement, currently it is eligible for federal aid rehabilitation. I had discussions with Cathy McKalip of INDOT on a bridge like this the rehabilitation expenses on an earth filled arch bridge will sometimes exceed the cost of replacement on a new bridge which would not be an arch filled structure, so they will look at that strongly on an application for replacement, there are some other things we can look at like hydraulic capacity, the adequacy of what is there now. There are a lot of reason why we think we could get that for federal aid replacement rather than rehabilitation. I think the last thing we would want to do is to rehabilitate the bridge which maybe close to the same cost of just replacing it with a modem structure. The estimated cost on bridge 85 and construction we are looking at about \$2.2 million. The preliminary engineering on that is \$270,000.00, construction engineering which is your inspection at \$100,000.00. Right a right of way estimates which is unverified at \$50,000.00, we are looking at a preliminary estimate of that project of \$2,620,000.00. I ran some numbers for community crossing which on something that large that would max out your community crossings at a \$1,000,000.00 and the

county match would be \$1,620,000.00. I am not recommending that we look at that bridge for community crossings. On federal aid you can see there that we would be hoping to recapture \$2,056,000.00 with a county match of \$564,000.00 for this project. Very similar to bridge 32 we anticipate a 2026 construction, I did not mention on 32 but both projects 32 and 85 can be accelerated to 2025, after award we talk to Cathy, a lot of those projects can be accelerated. We would have to get the preliminary engineering and permitting started right of way and be uninterrupted in order to have that bridge ready for 2025 construction.

Mike said when would you need that \$564,000.00 in the bank.

Perry said federal aid for example if you are awarded in January, you would authorize us to begin preliminary engineering and you would be reimbursed at 80% for your expenses for engineering. So, about the second quarter of 2021 is when you could assume to begin a notice of receipt, I think billings could start to arrive in the 3rd quarter of 2021. In my opinion I always try to get the counties to budget, for example \$564,000.00, try to budget an equal amount over the next five years so that you are ready when construction hits the ground and you're not thinning your budget. This is a huge commitment for the county, I always advise that part of the application process is a representative of the county will go for an interview with INDOT officials. What they are looking for is a level of commitment that the county understands the expenses involved and are prepared to meet the budgetary requirements over the next five years, that's what they are looking for, a lot of these projects, what they don't want is that they secure the federal funding they want you keep it. Honestly, I'm not expecting an answer today, just because I think that not just the Commissioner's but the council need to be on board with the budgetary requirements and which method of application funding that they want go with. In order to do a federal aid application, I presented two proposals here one for each bridge. SJCA will prepare the elements needed for application for federal aid for a cost of \$1500.00. The counties ERC actually submits the application, we will prepare all the elements which is we run and 811 ticket, we do right a way analysis, we do a preliminary design estimate and assist the county with that application submission. On federal aid, if you can submit the application in the early part of the cycle. INDOT will review the federal aid application and if they see anything that needs to be changed, they will allow us to make changes in that applications so that it is successful for the announcement for funding. Bridges are a priority for INDOT and they do not turn down bridge project as long as the applications have no fatal flaws.

Tom said how does this work then, does INDOT still control it?

Perry said that is correct. Yes, they actually do the awards, they get a sum of money from the federal government and then everybody applies and then they have certain monies set aside for certain projects with bridges being a priority. I had talked with Cathy McKalip, assuming they do this then notice of funding availability in November they're going to set aside \$5,000,000.00 of the total federal aid package and that will be specifically to assist the counties with engineering costs, which a lot of times were not paid for in the past. This is to basically incentivize counties to move bridge projects forward because they understand the expense involved in engineering of bridge projects. If there is not a federal aid application call in November, we will continue to assist the county in doing any kind of an update to that application for a future call.

Tom asked Perry if he wanted to explain the Ordinance to us?

Perry said I gave Tom a copy of an Ordinance that was done in Boone County, its primarily just for budgeting purposes, it was an approved Ordinance that was done in Boone County for the purpose of budgeting and creating line items for federal aid projects. It seems to work really well for them, it separates the federal aid projects from their bridge cum and allows a separate line item to be able to track each of these federal aid projects. What they do, is go to their council and let's say on a \$500,000.00 project they budget \$100,000.00 annually over the next five years. Then they know that is in the budget to drop that in that line item, which is set aside for that federal aid project which they know will be coming out in five years. It keeps the bridge cum clean so that Mike Haffner can have a better handle on local bridge projects and monies that he needs to do and not be so concerned about having to pull money out of a bridge cum fund to go into federal aid and then running himself short on some of these other projects. I gave Tom a copy of the ordinance, there is a string of e-mail there with State Board of Accounts that Laura could look at, it would be something that you could look at for budgeting if you choose to go after federal aid for this project.

Mike said if we make two applications, there is no draw back on doing that as well?

Perry said you can make as many applications on federal aid as you can afford the match, there is no ceiling on it.

Mike said based on this time line it looks like bridge 32 and 85 could be closed at the same time.

Perry said could be closed as far as?

Mike said in 2025 and 2026 as we are rebuilding those, replacing them.

Perry said you mean closed to the traffic?

Mike said yes.

Perry said I am more concerned about 32 than I am 85, I think that 85, you may have a posting limit after some inspection, but unless there is something that goes significantly wrong with the bridge we are still at a five on two of the four major railings, you have several bridges in the county that are rural that have lower ratings than that, that are still open.

Mike said I'm talking about if we're approved for federal aid and we go forward with these projects, when time for replacement comes, they will both could very well be closed at the same time, could they not?

Perry said you mean during the construction, that is correct. Not looking to far forward on maintenance and traffic, its all these lower costs to close these bridges than to try to build half the bridge on one side and half on the other. Which we do sometimes with INDOT to maintain traffic. I would assume that those bridges would be closed.

Mike said Perry you don't have any feel for community crossings.

Perry said I do not.

Mike said in July or January.

Perry said I don't. Nobody knew that they were going to not do a community crossing round two, we were all surprised. Covid has definitely hit some budgets hard.

Gary said your comment in reference to prioritizing bridges, we push harder on 32 as far as trying to get money for it that we do on 85 or are both the same.

Perry said I think they both have priority for different reasons, bridge 32 with one lane closed and now we discovered in June that it has substandard piles. We will be doing a routine inspection on the overall bridge by the end of next month, I don't know what that inspection is going to yield, once they get all that information, for that reason, that particular bridge bothers me because we have these substandard wood piles. We have already got a lane closed. That is why that one is a priority. Bridge 85 is a priority because it is your highest traffic count of the county owned inventory, when you get a bridge that has the highest traffic count in your system, that concerns me, when it gets down to ratings that low.

Gary said you told me before that you had raised the rate in the last couple of months on 85.

Perry said the load posting, yes.

Gary said what would be the step down then, we would go back to 16.

Perry said I don't know what that would be, that would be the engineer after a routine inspection, they would run another load analysis and see if it had deteriorated any more. We are keeping track of bridge 85, under the bridge and I have been under it several times, there is a lot of concrete falling, a lot of exposed rebar is beginning to rust, so depending on how accelerated that happens, also debris coming down that river could hit that bridge and do something. It's a strong structure because its earth filled, reinforced concrete but it is deteriorating and the rail is definitely deteriorating.

Gary said what would be the lowest load rating that the emergency trucks can pass over it?

Perry said with 16 ton you could not do EB2 or EB3. Right now, they are allowed to.

Gary said so if there were a change then probably it would be off limits to them? Of any condition.

Perry said that is correct. Heavy truck traffic or anything like that would be limited from not going over that bridge. Right now, the bridge is not posted.

Tom said on bridge 32, if that wood rots out completely can that be repaired or would it have to be closed?

Perry said it would have to be closed because the wood piles are encapsulated in the concrete abutment which is actually, the bridge deck is two spans with box beams so the abutment is holding one side of that beam, to remove a pile would be taking out the whole bridge and your incessance replacing the bridge. That particular structure also, it got a big tum there in the water and that is one of your two under water bridge inspections, there are a lot of hydraulics going on there. I would anticipate some changes to the length of the structure once we get in to our preliminary design because of the heavy flow of the stream because it is one of your two underwater inspections that we have to do. We are anticipating surprises on both of those structures. Bridge 85 has a lot of utilities and there is a lift station there on the north west comer.

Mike said did you anticipate these surprises in these estimates?

Perry said I do anticipate there will be some changes, yes.

Mike said but did you anticipate these surprises in these estimates.

Perry said there are contingencies in those estimates.

Mike said as Perry said we probably should have the presentation to the council because if we budget it, which seems to be a stretch at least this year budget another \$100,000.00 for bridges, but we do have other funds that the two groups together could ear mark \$100,000.00 a year or even more. The decision is we do nothing and live with them the way they are.

Perry said if you did both bridges you would be looking at \$564,000.00 and \$347,000.00, so you would be looking at about \$900,000.00 over the next five years.

Mike said and that is if we did both federal.

Perry said yes.

Mike said if we did one community crossing and one federal we would get one bridge done a lot quicker, three years quicker for another \$288,000.00 which would take us over a million-dollar investment.

Perry said that is correct. Community crossings is a little bit of a risk because it has to be shovel ready and engineering costs are not covered under community crossings, the county would incur that expense. Again, we would be waiting on permitting, so assuming we were shovel ready at the time of applications, there is no reason to believe that we wouldn't get the money.

Mike said if we didn't get the money then we could do federal at that time, could we not?

Perry said correct.

Mike said which would take us probably into 2028.

Perry said and then we would ask for an accelerated schedule because we would have the engineering done.

Mike said or county government may just choose to do it on our own at that time.

Mike Haffner said keep in mind on your community crossing, you have to have all that engineering money up front and if you don't get it and it goes into federal aid you don't get that money back.

Gary said if we give you the go ahead on both bridges as far as design, engineering work, what's going to be our yearly expense before we start construction?

Perry said what we are talking about today is just simply getting an application ready which would push us out to January potentially for selection for the funding.

Gary said if we see that we are getting the money you will start the engineering work.

Perry said no, actually the county puts the project out for request for proposal because its federal aid and then you will receive requests from several engineering firms to do the work. All this is for is to do the application. Then several engineering firms will submit to try to do a design on that particular project and then you will go through an RFP process and then you will make a selection and that selection is just like we did for the county bridge inventory, you would send it off to INDOT for approval so that would push you out to the 3rd quarter which is what I was explaining to Mike which is it will push you out to 3rd quarter of next year before you would actually get a notice to proceed on preliminary engineering, then you would have your engineering fees would be the first as far as expenses to the county and I would anticipate that to begin by 3rd quarter of next year. Those expenses are 80% reimbursable assuming that we get it in the application. We are going to ask for it, we are going to ask for everything we can in the application, we are even going to ask for right a way and then we will let them tell us what they will award. We will have a better understanding once we get the award, we will have a real understanding of what the difference is that the county will be responsible for.

Mike said let's go back to community crossings, if we commit to do that and we pay you the \$250,000.00 for engineering and we don't get community crossings the engineering is still available for that bridge but its not reimbursable if we were to then apply for federal aid.

Perry said that is correct. We can ask for it but more than likely will not receive it. We are always going to ask for everything, we will even ask for right of way because you never know they may have some extra funding available. It's a competitive process, they have a pool of money from the feds and we just don't know how many counties are able to make a match to do additional projects. We've seen where they have had to tum down projects because they had to many applications, but we have also seen where they haven't had enough so they are willing to pay more.

Mike said the federal is the best way to go other than the fact it lengthens the process by three years.

Gary said right now it is the only way.

Perry said we have accelerated a lot of projects one year because that's a lot of time, typically permitting is a year, so we can hit those accelerated targets as long as we have uninterrupted preliminary engineering periods. We can make a case to INDOT that its important to accelerate the project because we are concerned about closing a bridge to traffic.

Gary said your application fee per bridge is \$1500.00?

Perry said yes, \$1500.00 to work with the county to give them everything they need to send in the application.

Gary said and that is our expense until January.

Perry said that is your expense until January.

Gary said I would like to make a motion to proceed.

Mike Haffner said there is a concern with these two bridges going in at the same time. We could accelerate bridge 32 and not accelerate 85. That would give you one year.

Mike said that is a decision that would be made after the award, is it not?

Perry said yes, after the award. That would be something to consider.

Mike said I think we would probably want to do something of that nature to lessen the traffic concern there.

Mike asked Gary if his motion was to go ahead with task order #5 for bridge 32 and task order #6 for bridge. The motion is to authorize SJCA to prepare an application for us to apply for federal aid for bridge number 85 and bridge number 32 at \$1500.00 per application for a total cost of \$3,000.00. And how would you like to pay for that.

Gary said do we have any funds in the highway that we can take that from until January. If not, I would suggest we take it out of windfarm.

Mike said that would need council approval.

Tom asked if we could discuss this Wednesday night?

Mike said you guys can. I will not be there Wednesday night.

Meeks said you cannot discuss it with the council without an official meeting with you guys.

Mike said if you want to make sure it is done, we can take it out of EDIT.

Gary said that's fine.

Mike said the Motion is to apply for federal aid for bridge 85 and bridge 32 and enlist SJCA to prepare the application for us at \$1500.00 each and pay for it out of EDIT. Tom seconded. All aye votes. Motion carried.

Mike said can we talk about our community crossings project on 1200 W and the bridge out there that is an issue or the culvert?

Mike Haffner said there is a bridge and a culvert both. Bridge 110, Perry's group is finishing up the engineering work on that to be shovel ready when the next community crossing opens. Do you anticipate that will be ready by spring?

Perry said yes, we can get that ready. We are in the permitting stage right now of that project. The preliminary designs have been submitted for pennits.

Mike Haffner said that Brooks Paving said they would be starting to pave on the 25th.

Tom said that is the second date, right? They had told us they were going to start the second week of August.

Mike Haffner said yes. I got a text from them this morning that they would be out there on the 25th.

Mike said the engineering on that bridge has started?

Mike Haffner said yes.

Mike asked what do you anticipate the cost of that bridge replacement to be?

Perry said it is a deck replacement on that particular structure, the construction cost on that is \$241,726.98. Included in that estimate is a \$22,000.00 contingency. Mike is going to do the maintenance of traffic signage which will reduce the cost on that estimate and then do you want to talk about right of way for a few minutes? We are going to need a little right of way and I talked to Mike who was going to Tom that the farm owners around that bridge is going to be approached about getting some temporary right of way and then approximately 5 feet of right of way on all sides.

Mike said that is not temporary.

Perry said that is correct. That is due to the deck that is on there now, the rail sets on the bridge, the new deck will have a rail that is on the side of the bridge which on that particular bridge is load rated at 10 ton, so that will take the load limit off that bridge and will widen the bridge

using the existing abutments which saves considerable amount of money. There is a couple of options there, we are recommending two to one slip on the bridge which doesn't require rip rap. If we cannot get the right of way needed then it will be steep and they will have to use rip rap which will be additional construction costs and we are not recommending that. As far as the design is concerned we are definitely through the preliminary design on it and we have submitted for a permit. The only issue we have that is relevant to cost, the only concern that we have is right of way expenses if there is any.

Mike said and it is four different farmers.

Tom said two.

Mike said we can be shovel ready by July?

Perry said assuming that we can get the right of way.

Mike said then if there is not community crossing in July then we wait and see if there is community crossing in January.

Perry said that is correct.

Mike Haffner said at that same time on community crossing there is another concrete culvert that I want to apply for community crossing working with two different firms on it, with Perry and Civil Con and it cannot be an aluminum box, it will have to be a concrete but there will be some engineering expense which I have the funds to start that to be able to get the both structures the bridge and that all done through community crossings.

Mike asked is there any anticipation of what that is going to cost?

Mike Haffner said \$160 some thousand for the box.

Mike said plus engineering?

Mike Haffner said yes, plus the engineering.

Mike said our match would be \$100,000.00.

Mike Haffner said yes.

Tom asked Perry if he would like to explain the federal signage to the other Commissioner's?

Perry said the fast act of 2015 I think or 2016 was passed, it's the sign regulations now that are being implemented state wide. As we start into our bridge inspections this month and next month, there will be some postings required for bridges with relation to emergency vehicles postings. What the extent of that is, we don't know yet because we are going through the load rating on all of the 216 bridges in the county. I would anticipate it would be a significant

expense to the county and that is just strictly a guess. I could easily see, remember with each bridge that has to be posted for emergency vehicles, you need four signs, so if we identify 20 bridges that need to have emergency vehicle postings then that would be 20 bridges at 4 signs each would be 80 signs that would be required to be posted additionally to what you have now. I know you do your own sign in house so Mike would be a better person to ask as far as cost.

Tom said we don't have to all 216 bridges?

Perry said I don't know yet. To this point it has been suggested, there is some mandatory and some suggested. Obviously, we are only going to have what we call a critical finding on bridge inspections for the bridges that are required to have it done as far as suggested signage as long as it is suggested and again I am in a grey area here but we are only going to recommend what the county has to do for each of those structures.

Tom asked Perry to give a little update on our meeting regarding the historic bridges?

Perry said we met at the state house with JD Prescott and there were several members from INDOT, there was Cathy Mckalip from the federal aid group, there was a representative from the Association of Indiana Counties, Craig Parks representing the Indiana Association of County Highway Engineer Supervisor's, myself, a member of Greentree Environmental that works state wide on historic bridge projects and the CEO of SJCA. I don't know if I left anybody out but there were 13 in that room to discuss removing historic designations off of some of the bridges here in Randolph County. It was brought to our attention that back in 2005, 2006 the feds were threatening to withhold funding from states that did not protect their historic assets. So, an agreement was established from the state of Indiana and the federal government and in 2010 a company named Mead and Hunt was procured to do a state-wide inspection of all structures built prior to 1965. The designations were done during that time. There is a lot more detail but the crux of it is that the state cannot remove a historic designation because the feds are requiring us to do it so it would have to be done at a federal level which is not possible. There are two types of historic structures, select and non-select. Randolph County has two select structures one of which was just recently replaced which is 305, the other select structure is bridge 21 which is the bridge over elkhorn creek and that bridge is currently closed. Those two bridges because they are classified as historic select are very difficult project as you know 305 was very difficult because you have to duplicate the structure and there are a lot of requirements. My understanding is with the non-select bridges and you have five of those I believe. On the non-selects as long as you go through a preliminary alternative analysis on that bridge their much more receptive to replacing those bridges with a modern structure as long as you go through an alternative impact analysis prior to application to do the bridge.

Mike Haffner said and the cost of that is.

Perry said I don't know. This alternative analysis for example and an impact study on a truss bridge and you have a truss bridge out there 114, something along that line would look like, what would you do with the structure when you removed it. Obviously, we are not going to put a truss bridge back. Typically, in those situations I have seen a lot of things happen, I have seen where a bridge has actually sold to another government agency or to a local agency that wants to use it

for a pet bridge, I have also seen where they have been allowed to be removed and set aside in field somewhere for so long while they tried to do something with the bridge. The impact study also looks at historical impact in surrounding area whether there is a historically significant home that might be impacted by the replacement of that bridge. Eventually there would be a bridge go in there. That gives you an idea of what an alternative analysis would be in relation to a historic structure.

Mike asked is there anything else Tom?

Tom said no that is about it.

Perry asked Tom if he wanted to add anything with regards to that meeting.

Tom said I don't think we are going to get anything done with the historic bridges. I think it became obvious.

Art Movstner - Covid-19 related expenses

Mike said this is kind of related to Chris and Wendy as well.

Art said I'm not sure what theirs is, I know I have some Covid related stuff. I did get an answer for the door project, they are looking at a tentative install in December.

Gary said when do you go look at it.

Art said they have not set a date for that. I know it is a very tentative date of what they have given me for December. It depends on if every thing stays up and moving they will be able to get that done.

Gary said what kind of interruption does that create?

Art said I think we are going to have an interesting time for about a week or 10 days but we have come up with a preliminary plan and we will move forward with that once we get there. It will just involve a lot of shuffling of keys with the employees and making sure they stay out of secure areas but we will get there. It will be a lot better when it is finished. What I am here for today is I'm looking for some guidance, I had sent an e-mail, did you all get that e-mail. There are three items that are on there. Two of those I have no issue with what so ever, I'm just not sure how we go about with the money, where it comes from. One of the items is a mister sanitizer that we can use in the facility we can pick it up at McHolland and it is only \$1,500.00. I don't see any issue with the reimbursement of it.

Mike said meaning reimbursement from the Covid Cares Act.

Art said yes. But of course, we come up with that up front I believe. The other one is a \$9,000.00 purchase for basically is a bag system that will seal everything through the cares act it would contain any type of contaminants that would be on property or clothing. One of the benefits for it was when we seal that property it would eliminate a lot of odor at the jail also.

Mike asked what do you do with that property now?

Art said right now it goes in bags that hangs on a rack. So, they just slip it into the bag, we have had times where we have had to replace property that has been displaced or lost and I think this would eliminate some of that.

Mike said so it is not a sealed bag?

Art said it is not a sealed bag.

Mike said you can buy zip lock bags.

Art said you could, I don't know how efficient that would be or what the cost would be to get that size of a bag to put property and clothing. That is one of the items we have looked at in the jail. The last item is the one I had sent an e-mail to you guys, it is a full body scanner, similar to what TSA uses. We have got a price on two different ones. There is one from Command Sourcing that is about \$10,000.00 less than the one I sent you but the foot print of that instrument I don't think we can put it in the jail anywhere. I think it is 12 feet long by 6 feet wide. I'm not sure where we would be able to put it. This one has a smaller foot print for \$149,000.00 and like I stated in the e-mail, it makes me a little nervous that kind of money but we had sent an e-mail to Barns and Thornburg requesting from them if this was a reimbursable expense and they stated in their opinion that yes it was.

Mike said I contacted Barns and Thornburg as well and Veronica who is our representative there indicated that if we had a quote and proposal she would send it to I presume it's the state authority, IFA and get a preapproval for that. Because they are the ones that are telling Barns and Thornburg yes, other departments are doing that and it is an approved expense but I wouldn't know why if your asking for all three of these things, then I wouldn't know why we wouldn't send them all to her and have her provide them to IFA and get preapproval. If they are necessary because of Covid.

Gary said what kind of turnaround is she talking.

Mike said she seems like she communicates with them often so I would think it would be a pretty quick turnaround. She did not give me any indication on how quick that would be.

Chris said she is usually pretty quick.

Mike said she is but I don't know about IFA.

Art said so I can get with Chris?

Chris said sure.

Mike said how does this sealer work. This property and evidence packaging system.

Art said I believe that when it seals the one end, then when they pull it through it will automatically seal both ends with property inside. I believe the property and clothing goes onto the table and then it is placed into that bag.

Mike said so the roll of plastic I'm seeing is double layered.

Art said it is a complete roll so when they roll it off, they stick it in, and then when they seal it, it seals both ends.

Mike said do we know what the bag costs.

Art said the packaging ends up being about 73 cents per inmate.

Gary asked have you seen one of them work.

Art said I have not but I believe our Jail Commander and the Jail Sargent have seen them in other facilities. I know Adams county jail uses this for all their property storage. I guess my concern was just the cost of the one item to move forward with putting a lot of work into it, if the county wasn't interested then I didn't want to do that.

Mike said adding that in which seems like a justifiable Covid expense but yet also a benefit to the jail going forward and the intake, it would probably be a pretty good purchase. It would change the dynamics of our decision at our last meeting of lending \$150,000.00 if we were going to pay for it the same way we have paid for the other Covid expenses that we discussed with Wendy and Chris at that point in time.

Gary said so we don't get that money back until January.

Mike said all expenses are covered until December 31st. I think that is correct isn't it, Chris?

Chris said yes. There is some discussion that the federal government will extend that date, I wouldn't put money on that, I would just say December 31st and have all of our purchases done by then.

Mike said I don't know what the time line is for reimbursement.

Chris said I don't know that either. I think it would come back quicker from the Cares grant than it would from the federal side of reimbursement.

Mike said I think we need to give Art some direction on how we are going to pay for this and we have to get that machine here. Does that include freight?

Art said the invoice that is on here includes them bringing it and installing it.

Mike said so that is \$149,000.00.

Art said the \$149,000.00 would be our cost installed and freight.

Mike said the McHolland is \$1,500.00. That would be a pickup. The other one is FOB Florida.

Art said it is 8,995.00.

Mike said plus delivery here.

Art said yes.

Gary said we are talking \$160,000.00 range.

Art said just so you have an idea, I have someone working on a video arraignment and I don't have figures to bring you for video court, it would be a WebEx system. I don't have a figure on it and Chris and I have talked about it for the Criminal Justice reimbursement, that would be a good one for it. I will bring those figures when I have them.

Mike asked if that is a reimbursable one as well.

Chris said it is, it is separate from the cares grant. It is through the Indiana Criminal Justice System.

Mike said what is the PA. I seen that in your e-mail.

Chris said PA is the federal declaration for reimbursements. Once we have spent all of our cares grant money and we still have Covid related expenses, then we can start making claims to the federal government, it requires our match of 25%. A lot of the matching costs will come out of the Cares grant. I guess because we have to buy it and be reimbursed.

Mike said your request this morning actually doubles what we authorized last meeting. I think which brings me to Wendy and Chris because I think they are a little concerned that the \$150,000.00 that we authorized two weeks ago would not be enough for those expenses at that time if we are considering the trailer clinic.

Chris said I started working with Wendy on things that we needed related Covid expenses for the County. We were looking at an organization to buy PPE from out of California and the one we got into it and I wasn't getting responses from the organization, I think it is more of a scam so, we discontinued trying to pursue that but there is a company in Indiana that the Southern region commanders are using and Wendy's going to pay, just a hand written order for me to process that includes N95's and regular surgical masks, no contact thermometers, face shields, hand sanitizer

that is gel based and rubber gloves and that expense is \$13,550.58. That is a little on the low end.

Wendy said that is just to get us started number and then see where things are going to go. We talked a little the other day about the concerns of over buying and then things going back. I kind of budgeted a little on the low end to see since we have until December, to see where things go in the next couple of months.

Mike said that basically covers all of the protective equipment at this point in time that you anticipate we would need for a short-term period.

Chris said it doesn't give us gowns.

Wendy said gowns and sanitary wipes it didn't give us.

Mike said what is your plan for those?

Chris said we will try to find another vendor. Then that brings us into doing the Covid testing here in the county and Wendy can discuss what the state is pushing as far as grant dollars and their needs.

Wendy said the state gives the option of \$100,000.00 grant for Covid testing. What we are looking at it will cover staff, it will cover all the supplies, it will cover everything basically except a place to do it. The problem is that we need to find a location to be able to do Covid testing. Most of the requirements that we had through Optim are the same through the state. We have to have ADA assessable they have to be able to come in one way and out another and keep things separate. We have to have clean side, a dirty side, there is a whole list of things. Debi and I have looked at several buildings in Randolph County. One of the things they want is us to try to keep it centrally located. Which is Winchester. We have looked at several locations but there is always a downfall. The biggest downfall is that it is not ADA compliant, we can't get people in and out. In our building, we've talked about the room downstairs in our building and the biggest thing is, if we have a County owned facility then we don't have to worry getting kicked out. That was the problem the last time we set up a Covid site, school went back in session, Randolph Central was extremely helpful in letting us use the field house but they went back to school and that is theirs, that is my biggest concern, we are going to get this grant money and we are going to have a testing site, my preference is that it is county owned, so that we are not going to get kicked out. We are going to have a place, either a mobile place or in our building that we can use and utilize. We are going to try to partner with the hospital, short term basis because they are ready to run with our grant, they are shipping us supplies next week, they want to have us up and running 9/1. I am going to try and work with the hospital, I have to call when we are done today to see if we can use their little white building for drive through testing until we can get a permanent location. All the supplies are currently being shipped to our office and we are going to have to store them until we figure out where we are going. The room downstairs is county owned, handicap accessible and its perfect. The bad part is, its being used for storage for records.

Mike said it is full of clerk's records that she cannot get rid of. If the Health Department is going to use that for a clinic then our clerk is going to need other space available.

Wendy said there is another room down the hallway that we looked at to use for testing but we couldn't use it because it would require people coming in and out the front door.

Mike said the room the clerk is using is ideal for the clinic because it is handicap accessible, it has an ingress and egress that can be separate, they don't go to any other part of the building. The clerk would need to be moved out and moved in someplace else which is going to take a lot of man power because it's the old cardboard solid binder.

Wendy said we are not trying to cause problems for anyone else, we are just trying to get testing in our county. The other option would be a trailer. The great thing about that is its county owned, the trailer is set up to our specific needs, its handicap accessible, the downfall about it is it's mobile, there is no place at our building to plug it in, so we would have to take it to like the 4-H fair grounds or some place to set it up and test there. At this point, I can pull the trailer, we have a truck, Chris has graciously offered to help move the trailer, we can use the trailer for flu clinics, if they come out with a Covid vaccine we can use it to those clinics and such. Our numbers in the county currently sit at we are pushing 180, we are currently pushing 40 active cases as of this morning. I can't give you exact number I just kind of glanced but I will tell you we have kids out of school already Covid related and we just had our 8th death. The testing site is drastically needed. Right now, they are going to Richmond and Muncie and a lot of people are opting not to get tested because its to far. Our testing is also free and there are no requirements, no doctors order, anybody can get tested.

Gary said would they use the basement area if we made that accessible.

Wendy said yes. They would not be walking through the building at all.

Mike said I presume that when it was at the field house it was well visited.

Wendy said yes sir it was.

Chris said the concern with the trailer is that winter is coming up and we will have to worry about maintaining plowed area around the trailer if we get one.

Mike said and when it's not in use.

Chris said and we would need insurance and that stuff. The proposal with this one, it has a generator and solar power.

Gary said it looks to me like the basement is going to be our best deal. Even if we have to hire man power to move that stuff.

Mike said do you want to go talk to the clerk?

Gary said there surly has to be room down there because there is nothing else down there.

Mike said I'm sure there is room in that building. The only draw back it would be in several different rooms as apposed to one large room.

Wendy said where GRIC was downstairs, its one door and you can get to several rooms in there.

Mike asked if Gary wanted to go talk to the clerk.

Gary said if it is going to be advantages to everybody, I can't see that she would object.

Chris said if you have to hire a crew to move stuff or whatever being that we are moving records for a Covid expense it should be reimbursable.

Wendy said and compared to a \$90,000.00 trailer that we would have to insure.

Gary said and like you said it is going to be permanent in case you need it for shots or so on after the first of the year.

Wendy said and its easier for the Health Department because we have to monitor the site. So, if they are right in the building and things come up, I didn't have very many issues with the Optim site but I'm upstairs, it's easier to run down then to have to figure out where everybody is at.

Gary said I think that is the best option.

Mike asked what do you think, Tom?

Tom said yes.

Mike said I think we should at least pursue that.

Gary made a motion that we pursue that as our Covid testing site. Tom seconded. All aye votes. Motion carried.

Chris said that is you remember from our last meeting the kiosk scanners, I put in a purchase order for three of those. Distributed however you want, we can order more if you want. There is a price break on there for those. I have them set tentatively one for the courts and one for the jail and one for wherever else we need it whether it's here in the lower floors of the courthouse or community corrections, probation area since they have a high intake there.

Mike asked Art does your body scanner, not take temperature?

Art said I don't think so.

Mike said have you had any conversation with the courts?

Chris said I have not.

Mike said I just wonder if they would be interested in that. Of course, we have two courtrooms.

Chris said I didn't know if they would just put it in the hallway for use of both courts.

Mike said the other issue is that it would have to be monitored. I think if we had it at the entrance to the courtroom the bailiff would be in a better position to do that as opposed to the hallway.

Laura said I would like to mention that sitting one downstairs is not a good idea. I mean we have had hand sanitizer being stolen.

Mike said yes, unless somebody is there to say you have a temperature and we really don't want you to come in then I really don't see these working very well.

Chris said we have an order for the offices, 15 no contact thermometers that we can give each office a thermometer. Which several of them have asked for anyway. So, if we give one to each court and one to the jail that takes care of the three on order.

Mike said I would not want one for the courts unless they are willing to man it, so we need to get that resolved.

Chris said I can ask them. Lastly you had asked me about trying to find sanitizer equipment to take to the building and spray.

Mike said a mister.

Chris said yes, I have received e-mails on some, the price for a back pack one was \$7,500.00. I think the one that the sheriff has he can pick up at McHolland for \$1,500.00 makes more sense, it does everything, it's a pull behind.

Mike said I don't even know that Jake wants one.

Chris said I don't know that you can't go to Wal Mart and buy a bug sprayer.

Mike said you can ask Jake if he would be interested in one.

Chris said I can get with Jake.

Mike said we have some Covid related expenses already that we need to find money to pay.

Chris said the Cares money I just started the paperwork to start the reimbursement process.

Mike said these are reimbursements for?

Chris said there are some Health Department ones and maybe the Treasurer's office, I know I have some for the Auditor's office last Friday, I have some for my offices. But those are the first one's that I just got processed.

Mike said these forms don't have what we are being reimbursed for.

Laura said he had attachments.

Chris said there is something right in this general area that tells what it is for. Okay right here, plastic clip boards.

Mike said okay. We need reimbursed for plastic clip board that can be cleaned easily, two web cams for zoom meetings, three web cams to participate in virtual court rooms and ten bottles of hand sanitizer. It looks like the total request is about \$450.00 at this time.

Gary made a motion to approve. Tom seconded. All aye votes. Motion carried.

Chris said I think that is all we have.

Wendy said thank you for the room downstairs.

Laura said one thing about the clinic downstairs, I know you have had discussions with Paula on working the clinic. Do you guys have plans for having somebody to man that clinic.

Wendy said our \$100,000.00 grant will cover being able to hire outside.

Laura said so you will hire someone other than you guys.

Wendy said yes, Debi and I will be emergency backup plans, that is what we were talking about with Paula, how we go about, is it work hours, is it grant hours, that is what we were trying to figure out.

Laura said because if you work there while you are on county time, that is ghost employment.

Wendy said we don't want anything like that. We want to make sure that what we were doing because ifl had to go down because the hours are going to be 12:00 to 7:00 Monday, Tuesday, Thursday and Friday and 8:00 to 3:00 on Saturday. Per the state guidelines it has to be opened so many hours, non-traditional hours, so that is why we chose those hours so that some of it would be after. So, if it is after 4:00 pm I'm okay. But we were concerned about ifit happened during. I just want to make sure that I am clocked in where I need to be and clocked out where I need to be.

Other Business:

Art Moystner, Randolph County Sheriff

Mike asked Art do you have anything else for us?

Art said I do not, do you guys have any questions for me? I think our population in the jail is back up to 50.

Mike asked if there was anyone from Council here. I don't see anyone.

Tom Schweisthal - Enterprise Fleet Management

I just wanted to give you kind of a high-level synopsis, I had reached out to Tom over here and was just asking a simple question if he foreseen any budget cuts coming up especially with the highway department and what not. How is the county going to handle that? I have some preliminary information on the fleet list and what not, so I came back with some of our findings. I just came back with an overview of the fleet synopsis that we put together for the county, it is usually what we do for most government clients that we first come on board with we put together a pretty comprehensive fleet analysis and just a high level of what we do. My name is Tom Schweisthal I work with Enterprise Fleet Management and we are a subsidiary of Enterprise Rent a Car, we are separate companies but we are affiliated and so what we do is we help our municipal clients really just plug into the enterprise infrastructure that we have in place which just saves you guys money on paying for the vehicles, fueling them and then selling them as well. The whole point of this is I will walk through this pretty high level but you guys aren't the Ginny pig, I prefer government client on the back page we have a list of some other references that we are working with and actually have. I just really want to take a look at two different fleets that you guys have. The emergency response vehicles for the police department and fire department then also nonemergency response vehicles. Which is going to be like the highway department and a few other departments that have some vehicles as well. Taking a look at them separately, the reason we do that is because with the police vehicles there is a lot more after market equipment on them. Typically, anywhere from \$9,000 to \$11,000.00, so you have to operate those a little differently then say the county highway half ton trucks. It's not a common approach that most governments don't realize how we operate these vehicles and really what we do is just take a look at on a vehicle by vehicle basis and figure out what is the right holding period for that vehicle. The upcoming budget cuts that we are foreseeing or other county clients are talking about are upcoming, is how are we going to navigate that because it's difficult to replace vehicles when the budget shrinks, if you don't replace vehicles but the operating budget increases as a result. Operating expenses such as maintenance expense tend to increase because these engines are not as fuel efficient as they once were. As an overview of what this plan is going to do, in ten years we are looking at \$487,000.00 saved for the county in a ten-year span and reducing maintenance cost by 55%. How we are doing that is that we are replacing some of the older units in the fleet that don't have much value and replacing them with more fuel-efficient ones that don't need as much maintenance also will maintain a better image for the county as well. **All** that is going to be happening while reducing costs of the fleet. The way we are going to do that is looking at the situation we are looking at, you have about half of your vehicles that over ten years old, that just results in higher fuel costs and maintenance costs and you have more potential for break downs. Our goal is to look at how can we cycle out some of these older vehicles. The way we would do that and the way other counties are doing that in the state is by utilizing an open-ended lease. What that is its different then most leases that you hear about there are not wear and tear penalties, there is no over mileage charges, really all you are doing is paying for what you are using on the vehicle and then participating on the equity on the back end. When you go to sell that vehicle, the difference between the sale price and what is on

the books for it, that equity is the counties. That can be receive back in the form of a check or what other counties do is roll that equity to the next vehicle purchase and it just drives down the operating cost that way. We are going to be looking at the average miles of the fleet is on the non-emergency response vehicle side, that is mainly the highway department, is looking at about 16,900 miles a year. The reason being that is a little higher than most counties because you guys have a bigger geographic foot print that you have to travel. In summary in year one we are looking at replacing 13 of the oldest vehicles, now this is just a recommendation, we can work back and forth and figure out what that is but according to our numbers that is going to be having the greatest savings impact in year one. On page 3, this breaks down the replacement schedule and also on the bottom of that you will see the replacement schedule on the URV's, this is just looking at the financial impact over a ten-year period. Right now, we are looking at a fleet size of 24. You guys are holding them for about 12 years on an average, the average maintenance for a month comes out to \$100.00 per month, that is about 7 cents a mile, that is less than some of our county partners but we do think there is some room for improvement. We are not looking at depleting any vehicles, they all seem to be used properly, meaning that they have an appropriate number of miles on them, they are not just sitting around not being used. But we are proposing to shorten that cycle, meaning we are going from a 12-year-old to an average of about 3.17. The reason being is the highway department gets to operate unique vehicles and by that, I mean ½ ton and ¾ ton crew cabs have a very, they hold their value very well also as a government entity you get to buy them very well. What that means is that you almost get to utilize these vehicles kind of how Enterprise Rent a Car operates, on the rental side we actually hold our vehicles for about 12 to 18 months, sell them about 12 to 18 months later and profit on them. That is the proposal that we are going to be showing you guys on the ½ ton and ¾ ton's and that is how we are able to save some money that 37,000 in year one is because we are looking at these vehicles that hold their value well, we buy it well, we sell it well and that excess money is basically operating the vehicle for free that year. That is where you are going to see a savings. Also, you are not going to maintain that vehicle in that year, maybe one oil change which greatly reduces the maintenance those expense and this vehicle is going to be much more fuel efficient than a twelve-year-old pickup truck. The difference is astounding. In summary you are looking at the different years, we are looking at replacing 13 in year one, five in year two and another 3 in year three, two in year four and then another two in year five. Basically, the goal is in five years, lets get the non-emergency response vehicles onto this program and start having us give you guys the information to make key decisions based on of what is the most financially advantages for the county. In ten years, we are projecting \$160,000.00 to be saved for the county an average sustainable savings of \$6,257.00. Are there any questions. I am sure this is probably a new concept.

Mike said we have heard it before from Enterprise. Whose cars are these? A black sedan?

Tom said he would have to pull up the fleet list, I don't know who's that is.

Mike said we have three mini vans, I know the airport has one. That would be considered a non-emergency vehicle, the mini van that the Sheriff's Department has?

Tom said I don't think we included anything from the Sheriff's Department.

Tom Schweisthal said I do have emergency response vehicles on there. That is something that if you wanted to see a breakdown of what the vehicles are, I can definitely send that to you as a follow up.

Mike said that would be good information to know.

Tom said when you are looking at replacing $\frac{1}{2}$ ton and $\frac{3}{4}$ tons, the key to being able to sell those a year later for a profit, means that they have to be a quad cab or a crew cab, reason is they perform much better on the resale value on the back end. There are only a handful of regular cabs in the fleet but that is something we would at and consider going back into a regular cab, we would look at getting a quad cab or a crew cab.

Tom Chalfant said basically you are making money by buying a bigger truck.

Tom said exactly, because there is a buyer that is willing to pay top dollar for a 17,000-mile truck and because you bought it so well you would be making a profit. We are doing that with a few other counties here in the state. It is something we would review with you on an annual basis of which ones we would forecast to see to replace within that 12- or 18-month period. If you keep looking through, I did provide a case study for Columbia County in New York. I also wanted to put some other news articles of Enterprise in the news here in Indiana working with Purdue University.

Mike said going back to page 3, we are going to sell 13 vehicles this year.

Tom said that is correct.

Mike said we would lease 13 and our lease payment for those 13 would be \$79,221.00 and we have gained \$21,000.

Tom said that is selling your old vehicles, that is the \$21,000.00 from that.

Mike said that is the total or is that the savings.

Tom said essentially you have \$79,000 in lease payments, then you are selling those 13 vehicles, so your getting a credit of \$21,000 against the lease payments, then you are also getting another credit of \$20,591.00 because there is going to be a portion of those $\frac{1}{2}$ ton and $\frac{3}{4}$ tons that are being cycled out a year later.

Mike said then my maintenance is going to be \$2196.00 that year with a fuel savings of 29 and a fleet budget \$86,880.00 what is that?

Tom said that is what we are estimating that your fleet budget is going to cost for your non-emergency response vehicles in year one.

Mike said so if I add all of your negatives and positives together, that is what it is going to cost for that year.

Tom said yes. Right now, we are estimating based of the information we have received, you are spending roughly \$124,000.00 and that is on the conservative side.

Mike said if I'm selling 13 vehicles, I'm not sure how I'm only getting \$21,000.00.

Tom said we are selling the oldest vehicles in the fleet. Some of the higher mileage vehicles are the ones we start with.

Mike said you are estimating our return on that is only \$21,000.00 for 13 vehicles.

Tom said for those older ones, yes. As we start phasing out into some of the newer ones that's where you will start seeing some higher equity come back into your fleet. Like in year three.

Mike said in year three, I see three at \$10,000.00 each.

Tom Chalfant said the problem is we don't have one general checking account, we have different budgets, different departments and the savings, its hard for us to know what that is.

Tom said that is something that when you come onto our program we start tracking these costs for you and a year into our palinership we come back and sit down with what we call our annual review. We will show you exactly what you have spent and where we provided savings and where we could do better to improve the next year.

Mike said we have 43 total vehicles. That doesn't include any specialized vehicles, like EMS and doesn't include heavy duty highway trucks.

Tom said no, we can do some highway vehicles, we stop at like a class 8 vehicle where you need a CDL license, that is just not our sweet spot. We don't do ambulances or fire trucks, this is strictly looking at your light to medium duty fleet for the county.

Mike said it is probably something, we somewhat considered it last time and I'm not sure what happened, I do know that Enterprise was going to talk to the highway department directly and I'm not sure we ever went with regards to the emergency vehicles which are Sheriff is here, he may want a copy of this, just to see. A lot of it depend upon the interest of the department heads. I would be interested to see the break down of the different vehicles in the non-emergency.

Tom asked if that was something where I could come back two weeks from now and I could show you a break down.

Mike said you could just e-mail it to me if you want to. Or e-mail it to the Auditor and she could share it with all the Commissioners.

Tom said I will do that. I will probably just show a breakdown of what vehicles we are proposing and I can also show which vehicles we are proposing to replace it with and what time frame.

Mike said that would give exclamation as to the equity own credit back.

Tom asked what would be some next steps, obviously I will send the list. Should I come back?

Mike said I would say maybe come back to our second meeting in September. Give us a month and we can talk the he Highway Superintendent and the Sheriff, to see what their thoughts are.

Tom said there are some references on the back if you would like to reach out to them.

Regular Claims \$269,331.67

Mike said the regular claims are in the amount of \$269,331.67.

Tom made a motion to approve the regular claims as presented. Gary seconded. All aye votes. Motion carried.

Payroll Claims \$ 213,532.63

Gary made a motion to approve the payroll claims as presented. Tom seconded. All aye votes. Motion carried.

News Gazette Claim \$475.44

News Gazette Claim \$220.74

Mike said we have two News Gazette Claims, one for \$475.44 and that was for a notice to bidders for the southern tower for the emergency services communication project and the other is the request for proposals for the tower projects, so both are for the emergency services towers. One is for \$220.74 and the other is for \$475.44.

Tom made a motion to pay both claims. Gary seconded. All aye votes. Motion carried.

Thor Construction Claim \$67,268.91

Thor Construction Claim \$49,535.76

Thor Construction Claim \$218,545.87

Mike said the next three claims are Thor Construction claims that relate to the highway garage. One is for \$67,268.91. Another is for \$49,535.76. The third is for \$218,545.87 which is I believe is pretty close to the retainage. Have we had the walk through out there, Tom and is everything appropriate?

Tom said I think so, I didn't get a chance to ask Mike, the generator should have come last week but I'm not positive about that. I think other than working out the problem with Cripe the building is pretty well done.

Mike asked does somebody want to move approval of these three claims.

Gary said I would not be in favor of paying the \$218,545.87 because we are not done yet and that basically pays all.

Mike said indeed it does.

Gary said I talked to Mike last Thursday and there were a couple of things to be done yet.

Tom said you would be in favor of the first two claims?

Gary said yes.

Tom made a motion to approve payment of the Thor claims for \$67,268.91 and \$49,535.76. Gary seconded. All aye votes. Motion carried.

Mike said those two claims are approved and we will table the retainage claim until our next meeting.

Gary said we got the paperwork while we are talking about Cripe then, the e-mail I received, so where are we at on that?

Meeks said nowhere, the last meeting you guys voted to just let it sit. I got the e-mail and I haven't done anything with it.

Mike asked have we received the bill for the restocking charge yet?

Tom said no.

Meeks said I think Thor is going to get that bill.

Mike said I don't think we would do anything until we receive a bill or a demand for payment at this point in time.

Meeks said unless you want pay it or get money from Cripe and then hold the money until we get the bill.

Gary said where does it figure out then in this \$218,000.00 to Thor?

Mike said I can tell you that we save money.

Gary said I'm not saying that but I mean somebody had to pay for this unit. Are we getting credit for it?

Meeks said I don't think they charged it.

Tom said we got like a \$49,000.00 credit on the generator for the smaller generator. That is what Cripe is saying we saved money but we would have never ordered the KW if we knew about it.

Gary said so that is in the \$218,000.00.

Mike said I think the \$218,000.00 is the retainage, so it has been billed and paid for before, I would think.

Gary said that is what I mean. But if it was billed as the original, the sum of all change orders is only \$35,000.00 and that was a positive not a negative. Out of the total bid of \$4,370,000.00.

Mike said under Carroll Electric, item 171, there is a scheduled amount of \$125,443.00 for generator and transfer switch and it shows completed. Meaning it has been paid.

Gary said right, it has been paid but then we didn't pay that much for it. It is only showing a total of \$35,000.00 of all the change orders and that was a positive not a negative.

Mike said change order 9 deducted \$48,211.00 and that was the last change order. Change order 5 was a \$19,000.00 deduct and change order 2 was a \$32,000.00 deduct. I don't recall thee-mail.

Meeks said actually that's the application. This application is \$100,000.00 for the generator deducted \$48,000.00 and that is where you get this \$49, that is this one. It's \$100,000.00 for Carroll Electric and then the change order has about a \$49,000.00. That is almost entirely that application.

Mike said so we are retaining \$218,000.00 which would cover the restocking charge, if we start arguing with Thor as to who is responsible for that. The question becomes, do we want to relieve Cripe of any responsibility at this point in time.

Tom said I don't.

Mike said you don't want to do that, I say we wait and see what happens. I'm inclined to just let it sit.

Meeks said let's put it on the agenda for next meeting.

Laura said I have it on there because you tabled it to the first meeting in September.

Mike said the Thor claim is going to wait until then too and maybe the generator issue will be resolved at that time.

Marlin Claim \$498.30

Mike said we have a Marlin claim in the amount of \$498.30 and it is for ending of our lease with them.

Laura said it is the personal property tax on the copiers that we are returning.

Tom said we owe that to who?

Laura said we owe it to the old leasing company and then they will send me the information to return those copiers and Weber is going to take care of returning those and the cost of that.

Tom made a motion to approve this claim as presented. Gary seconded. All aye votes. Motion carried.

Pyramid Claim \$2140.00

Pyramid Claim \$9750.00

Mike said we have two claims for pyramid for our E911 Communication project. One is for \$2140.00 and the other is for \$9,750.00 and these are for FAA and FCC process in the amount of \$1250.00 and sites bidding plus reviews in the amount of \$8,500.00 for the total of \$9,750.00. The other is survey crew, survey technician and land surveyor for a total amount of \$2,140.00.

Tom made a motion to approve these two claims. Gary seconded. All aye votes. Motion carried.

Minutes of June 15 & June 18

Mike said we have two sets of minutes one set is our June 15 meeting and the other is our joint meeting with Council on June 18th and that was a lengthy meeting. Does anyone have any additions, deletions or corrections?

Gary said I do. On the 15th minutes, page 42, 43. What I am sending around is the copy of the page and on the second paragraph Randy said "the committee thought that there was anything, they put in this ordinance that would prevent any investment of solar in this county".

Mike said should that be wasn't anything?

Gary said I don't know but that is saying that what all was in there was put in there intentionally.

Mike said I would suspect that the wording is "wasn't" which could be very easily miss heard on the recording.

Gary said I'm not saying that, I'm just saying that is incorrect.

Mike said I am asking you if you think the replacement should be wasn't.

Gary said that could be, yes. That was the intent, I know. Because my statement agreed with it. That sentence needs to be corrected.

Mike said I am okay to modify the language to say "wasn't" or I am okay to have Laura go back and listen to that portion of the tape again and verify that the word is "wasn't".

Meeks said I was at that meeting, I'm sure it should have been "wasn't".

Mike said Randy was adamant that through this process that he wasn't trying to....

Gary said I know he wasn't but that needs to be changed because the way you interpret that, at least the way I interpreted it when I read it was, it was the intent and that is not true.

Meeks said if the take says was, there just needs to be a comment in the minutes that, that was not what he meant.

Mike said I would entertain a motion, is that the only change?

Gary said it is the only change as far as correcting the thought process, yes.

Mike said I would entertain a motion to approve the minutes of June 15th as amended this morning to correct page 42.

Tom asked can you read that whole paragraph, how you think you meant it to be?

Mike asked do you want me to read it?

Tom said somebody.

Mike read "Randy said with the setback of CAFO's that Simi gated any problem with property value loss". I don't know what that means. He said "the committee thought that there wasn't" is the intended change "anything they put in this ordinance that would prevent any investment of solar in this county".

Tom said I don't understand the first sentence either, but I would agree that, that is probably what he meant to say. Maybe he said mitigated, maybe is what he was meaning.

Mike said does someone want to move approval of the minutes of June 15th with the correction made on page 42 that changes the word was in the second paragraph to the word wasn't in the second paragraph.

Gary said so moved. Tom seconded. All aye votes. Motion carried.

Mike said do you want to approve the June 18th joint meeting with council.

Tom said I will move approval. Gary seconded. All aye votes. Motion carried.

Old Hwy Facility Lease

Mike said this is for our old Highway garage in which we have talked about leasing it for the appraised value.

Meeks said this was advertised on Thursday and we are supposed to have bids in by the end of this week. We had to do that to lease it. I think the average bid is around \$19,00.00 and so 90% of that is \$1710.00 per month. A lease is provided for anybody in the public at the Auditor's office if they want to review that lease. If you guys have any additions or corrections to that let

me know, its kind of complicated because the Highway Department still has a bunch of equipment there. So, we have to protect that.

Mike said we have 6 items that it is excluding.

Meeks said permanently excluded would be the regular equipment.

Mike said my only concern would be, two things, one is the extends for succeeding one-year terms unless we give 90 days' notice.

Meeks said that is something that the people we talked about wanted.

Mike said the other would be the emulsion tank removal by April 1, 2021.

Tom said that hinges on if we put another one out at the other facility.

Mike said I wonder if we would want a little more time to leave that emulsion tank there?

Meeks said that the lease says may be removed.

Mike said okay, that works for me.

Gary said what effect does that have on the rest of the property as far as transportation in and out.

Meeks said we put in there that we have access for the emulsion tank in and out.

Gary said I understand that you did that.

Mike said I don't think it affects their use of it.

Tom said it does kind of hinder their use, they would like to drag buildings out to the north side of the property where that emulsion tank is, now they have to go out on the edge of the road to do it. So, they would like that moved sometime, sooner than later to benefit them.

Mike said I don't have a problem putting a deadline on there, I think we should at least have a year to remove it.

Meeks said all of these dates in here, came from Mike Haffner.

Tom said the plan is to move it this fall, if we buy another one, then they would trade us, give us a trade in value and remove that this fall.

Mike said if you guys are okay with the April 1st date, then I'm okay with that.

Meeks said when we sit down and talked, Tom was there, I asked Mike and he gave me a date and I said are you sure.

Gary said that is fine with me.

Mike said we can't do anything here until our September meeting.

Meeks said we will accept the bids at our September meeting and sign lease, if there is any other questions or concerns please send me an e-mail.

Office Building Lease

Mike said we have the office building lease for the Muncie Career Center which is our standard with no rent charged.

Meeks said on that one I just changed the dates.

Mike said it is suite 1017 and suite 1013 and it authorizes me to sign this. We agreed to do this at our last meeting. Do one of you want to give me authorization to sign this lease for the Muncie Career Center?

Gary made a motion to give Mike Wickersham authorization to sign the lease with the Muncie Career Center. Tom seconded. All aye votes. Motion carried.

Treasurer's Monthly Report

Mike said we each received a copy of the Treasurer's monthly report via e-mail any comments or questions.

Gary made a motion to approve the Treasurer's monthly report. Tom seconded. All aye votes. Motion carried.

Layoff & Recall Policy

Mike said this brings us to our Layoff and Recall Policy.

Meeks said Laura and I got with Erwin and Company and got a policy from them which I think is pretty good. We tweaked it a little bit. There are really two policies, one if you want to let vacation time accrue during the layoff time and one if you also want to let the personal days accrue during layoff time or not.

Mike said I think we should let both benefits accrue while on layoff, vacation time and personal time.

Meeks said this is perfectly fine, for everybody to hear when you are laid off, everything gets paid out other than sick time. So, your comp time will get paid out and your vacation days will get paid out and your personal days. Sick days will not be paid out, we only pay out sick days if you reach 20 years of service. I think you need to do that because you don't know when you will be called back.

Mike said it is good policy to do that. Mike said this is the layoff and recall policy and the only difference in what we are seeing, I would recommend that personal time accrue as well.

Laura said it doesn't matter if it accrues, they will not get it unless they are called back.

Mike said that is correct.

Tom made a motion to approve the Layoff and Recall policy which says all benefits need to be paid out at the time of layoff and both vacation and personal time to accrue while laid off. Gary seconded. All aye votes. Motion carried.

EDIT Plan

Mike said the EDIT plan brings us to the Sheriff's request. The question becomes, is the \$150,000.00 enough and if we are going to pay for the Sheriff's request upfront, it's not. It is not because of two reasons, I think Wendy in estimating \$13,5550.00, here concern is that is not going to last very long at all. She is going to come back with at least that much and maybe twice as much depending on how quickly it is drawn down. If you estimate that to be \$25,000.00 and the Sheriff's request to be \$160,000.00 that is about \$185,000.00. I think we would at least want to go to \$200,000.00. The Cares Act says we are entitled to \$809,000.00, some where in that neighborhood and if we are talking about the \$6,000 or \$7,000.00 for the automatic temperature checkers and if Jake needs a mister for \$1500.00, that is going to eat up \$200,000.00 pretty quick.

Tom said should we go with \$225,000.00.

Mike said we need to amend the EDIT plan to \$225,000.00.

Tom made a motion to amend the EDIT plan to allow for up to \$225,000.00 in up front reimbursable Covid expenses. Gary seconded. All aye votes. Motion carried.

Gary asked what is Jake using for disinfect?

Mike said I don't know what he is using. I don't think he is misting anything. Obviously with the misting it covers surfaces that you are not going to wipe down. It is going to cover surfaces that maybe hands are not going to touch and whether those need to be covered or not, I think it depends on who you talk to.

Gary said if we are going to put the Health Facility in the basement, I would think it would behoove us to disinfect, treat that on a daily basis if not more regular.

Mike said I would guess that they would probably have that covered in their grant. The \$100,000.00 grant that they are getting from the state for the clinic. Their only concern was a place to have it. We have authorized them to have it in the basement and I think that is going to upset the third floor and the basement here with the idea of getting all that stuff out of there and moved some place else.

Transfer of Funds	From	To
\$15,099.31	Cares-EMS	General-Full Time EMS
\$ 936.16	Cares-EMS	General-Social Security
\$ 218.94	Cares-EMS	General - Medicare
\$ 1,300.26	Cares-EMS	General - PERF
\$ 242.56	Cares-EMS	General Liability/Wark

Laura said let me asked Angela, this is that Cares Act money transfer for EMS, do they need to approve that.

Angela said I just wanted it in a meeting because of it being a federal grant, that we followed all of the steps.

Laura said this is Cares Act money that the EMS received and it can be used to reimburse us for any overtime that we paid out for Covid related. So, we are transferring monies from that Cares Act fund to cover EMS overtime.

Mike said this is to cover overtime related to expenses from money that was received from the Cares Act grant that EMS received. We just need to approve this.

Tom made a motion to approve this transfer. Gary seconded. All aye votes. Motion carried.

Mike said part of our approval was that these expenses are appropriately expended for Covid.

Angela said they have been, Paula gave the records to me and this is so that the full-time line in EMS can continue through the rest of the year.

Meeks Cockerill

Meeks said he talked to Tom about Dan Allen and the renting of the barns beside the infirmary and the questions is there are two different routes you can go through to rent real estate, the first on is what we just done, we get two appraisals we do an average of the two and you can go down to 90%, if no one bids 90% then you can do a second round and lease if for what ever you would want or what ever you could get. The second one which is more appropriate but before I did that I wanted to get the Commissioner's permission. It is more along the lines of a request for proposal, you would put in the newspaper a request for proposals and go that route, you have to make the determination before you do the requests. I would think that could be easily done since those two county barns are in the middle of that county property. I do believe on that section, we might have to have a public meeting when we open those bids, but if we do we can get that set up. I didn't know what route you would want to go.

Mike said based upon our intent of having the barns maintained and nicely kept as opposed to them becoming income generating for us, I think the second route would be the way to go about it.

Gary said I agree 100%, I think that is our objective.

Mike said you can draw that document up.

Meeks said I will start the process.

Gary Girton

Gary said I thought Mike would be here, I was hoping to know about the punch list on the highway barn. I got an e-mail saying he lost two more employees, particularly the bridge tech and he didn't give us any update as to what he is doing particularly with the bridge tech person because that is pretty crucial that, that be maintained or at least a person employed to handle that job.

Mike said I am hoping that he can address that issue with the Council because he has lost them for the issue of pay.

Gary said I understand that. The bridge tech, just in my opinion, that's an important person to have in the system particularly the number of bridges have and as much problem that we have. We need to have somebody that can be on top of this stuff, so we can be more proactive instead of reactive.

Mike said I don't disagree with that.

Gary said I think if that is his thought then he needs to make a proposal to the Council to establish a fee for that particular individual and try to fund that somehow.

Mike said one thing he doesn't talk about in his e-mail which I'm sure the employees are not sharing with hi as well, those that are leaving are saying we can start for \$21.00 per hour and work up to \$26.00 per hour. The other side of that is that the benefit package may be better, the benefit package may be worse, the benefit package may be the same, I don't know.

Tom said some of them were better, and some depending on individual circumstances are better that our new plan. By in large they are just being out bid. Health insurance and wages put together we're just not competitive.

Mike said it would be valuable to have a bridge tech in the office obviously and if you don't then you are going to pay a firm like Perry's a lot more than an employee to do that for you.

Tom said I would like to be able to hire a local crew to do that. You would not be paying county employee's, you're not paying them year-round, they are usually working eight or nine months. I was hoping there was a construction company that we could hire to do that. This would be an alternative also.

Mike said maybe this would be something that will be discussed in the budget hearing next week.

Gary said on our communications system, Wednesday they let bids on our recording system and the towers for the Communication and the towers for the broadband, which includes the sites,

concrete work, electrical work and so on. There was some discussion from one of the people that was bidding the towers was disposal of the soil that the excavated, if there was anybody in the area then that would reduce the cost to get rid of that. They won't be doing any excavating, well bids aren't open until middle of September and they said it would take eight to ten weeks to construct the towers. We still don't have licensing and can't do any digging until we have the license. So, if there is anyone that wants soil and also at Deerfield they are going to have to put in a driveway in from the road because they can't drive their equipment on the parking lot. Whether or not we would want to undertake doing that with the county people or not.

Mike said that would be something we could do.

Gary said right.

Tom said who could do?

Mike said the Highway Department.

Tom said they can't use their equipment off the highway, that is federally mandated that we can't use it on our own private property, it has to be on roads.

Mike said I guess we can't do it then.

Gary said that is fine, they asked me and I said I would ask.

Mike asked Meeks if that is correct.

Meeks said I have never seen that anywhere, it has been told to me, but I have asked them to provide that to me. I will ask them again.

Mike said the answer right now is that Meeks is going to check into that.

Gary said tonight there is a meeting to work on locating the broadband towers and working on that. It will be a zoom meeting.

Tom asked if they are aware of the broadband capability we are going to have in Union Township.

Gary said I would think so because Greg Beumer is working with that and he is aware of it. There is also a possibility of a tower being put up with grant money, in Union City. The school has applied for a grant to put up a broadband tower for their school system to help with the broadband. Broadband towers can be put up wherever we want them, we just have to locate them and get FAA approval and get a MOU or however we want to secure the sites.

Mike asked Gary if he had anything else.

Gary said yes, a couple of meetings ago we had a discussion on ordinance 2020-7 and during that discussion some statements were made about the committee and about the building commissioner and about me. The committee was set up and I served as a committee member not as a chair or facilitator, my objective if I had been the chair or facilitator is to let everybody talk, speak and bring up everything they could think of that might pertain to the solar farm, keeping in mind that we are dealing with not just the companies that are going to be involved but with the individuals that are going to be living in the county and particularly those that are going to be living in the solar farm area and we had a lot of discussion and talked about a lot of things with a lot of ordinances in the state and other states. We looked at the ordinance that is governing the EDPR solar farm in South Carolina, we added to, subtracted, modified, changed throughout the weeks we had the meetings, the Commissioner's had input at different times. EDP was asked from the onset to have input and Paul Cummins was involved, APC had three different meetings to discuss the different issues and comments. At that time APC negotiated additionally with EDP and we came up with an ordinance, and ordinance that I thought, even though I didn't agree with part of it, I voted in favor of it because I thought the total ordinance was acceptable and it passed by a majority vote which is our democratic process. It was brought here to the Commissioner's and the Commissioner's passed it. I thought that the committee did a good job, I thought the APC board did a good job, I thought Randy did a good job with all of the research, even though part of us didn't agree with some of the things that was brought before us, but a committee meeting is for that sole purpose to bring up absolutely everything you can think of so we are not blindsided later on. I have served on a lot of committees, I have chaired and been facilitator of a number of committees, I have negotiated contracts and my full objective in doing so was always to let everybody voice their opinion in order for them to have buy in and it has worked and it worked this time. I did not appreciate the fact that I was told that I did not do my job.

Tom said Gary I still disagree with you.

Gary said that is alright but what I am stating is fact, it is not fiction, it is fact.

Tom said it is your opinion of fact.

Gary said the fact is that we provided an ordinance that was approved.

Tom said it took a lot longer than it needed to.

Mike said that is an opinion as well.

Tom said it is.

Mike said I don't think it has delayed anything. The ordinance is an ordinance that we all voted to approve, Area Planning voted to approve and we have an ordinance on the books that is going to develop solar projects.

Tom said it needs to be changed before it goes very far.

Gary said that is your opinion, but that is not the opinion of the committee, it wasn't the opinion the.....

Tom said the committee was about two people.

Gary said no, it wasn't two people.

Tom said I know who didn't speak and the people that didn't come, who were not participating. Randy ran that and he ramrodded it. We are going to disagree about out.

Gary said that's alright but don't accuse me of not doing my job.

Tom said I just said we need to show more leadership. I think we need to show leadership because the Area Planning Director was out of control. He was making decisions, he was making assumptions that he did not have the authority or the qualifications to make. That is my opinion.

Gary said that is your opinion, but that is not fact.

Tom said it is your opinion that you are telling me it is fact and I disagree with you.

Gary said show me why.

Tom said he said, he made all of these examples, he was taking things out of context.

Gary said like what.

Tom said he said his father lived on a half-acre and he went out and measured where his father would be hemmed in and he is assuming that if his father lived in the county on a half an acre, he has a right to visibility around his property, he is assuming that just because you live there for so long people can't build something on their property around you.

Gary said why can't you make that in discussion in the committee. That is the whole purpose of the committee.

Tom said he was writing those ordinances in light of that.

Gary said no, he wasn't. How many times were things put in and taken out. A lot.

Tom said and how many times, he was told three or four times to take things out before he did. That waste management plan, he wouldn't take it out, for about three meetings.

Mike said but it came out and maybe he didn't go back and take it out right away, but he has other functions as the Area Planning Director.

Tom said that is a good point you made because there is a house that got built, we brought up this ordinance that we changed, I was not told of the purpose of this ordinance about the cul de sac and all the issue that created and now there is a house being built in Winchester that might not get built.

Mike said it has stopped being built. Why they sought to change an ordinance was that when they did the sub division ordinance on the cul de sac, the way I understand they narrowed the front yard set back but failed to narrow the rear yard setback. So, there was some argument that it was going to be consistent, there was some argument that they were trying to correct the problem down there. That was not necessarily Randy doing that, that was the Area Planning Commission doing that.

Tom said he gave his approval of that site and the property lines and it went ahead and began building and now it has been stopped.

Mike said he gave his approval based upon the commitments of the contractor and the site surveyor that it was going to be built appropriately. He may do that every time and this may be one that caught him.

Tom said I can't believe there are so many houses being built that he can't go out and inspect them and make sure that everything is according to rules.

Mike said the bottom line is the solar ordinance is done and we have a solar ordinance that one solar company can work with it. It protects our community, which was the goal of the committee and we can sit here and argue all day long that the community should be more protected or the community should be less protected, we can do that all day long and we are not going to agree, how it should be done. If anything can be said, the committee and the Area Planning Commission and the commercial investor have come to a compromise on a working ordinance that will allow the project to go forward. There may be citizens out here that say this is wrong, but we have not seen them in our meetings and I have not gotten any calls that says, this is wrong either way. It may need changed down the road. We went through the committee process with the confined feeding ordinance and it developed and I'm sure the meetings for the in and out and what to do here, what to do there and eventually we got a confined feeding ordinance that passed and confined feeding operations work under. Everybody is not happy about it, there is going to be people on both sides that if you put a stop sign up on the corner of two streets you will have people arguing about it.

Tom said I am still going to disagree about what leadership is and how we control the people that work under us. We tell them to do something and they disregard it. We represent the tax payers and when our employees disregard us, they are disregarding the tax payer.

Mike said what did we tell this particular employee to do that he didn't do.

Tom said put a sign on his truck.

Mike said he doesn't have a sign on his truck?

Tom said no, he doesn't.

Mike said is that his only disregard of our authority.

Tom said I think he has disregarded it in other ways. We told him things to leave out of the ordinance and at another meeting we spent three hours going through things that we had already told him we didn't want in the ordinance.

Mike said are they in the ordinance?

Tom said no but I don't like people wasting a lot of other people's time, just to make a point.

Mike said evidently there were people on that committee that didn't think it was a waste of time besides him. Would that be a fair statement?

Tom said I don't agree with it.

Mike said the only thing I can say and I said it when we got into this before, we have got an ordinance that I think satisfies the committee at this point in time. How we got there we can disagree on, whether it was the best route or the worst route we can disagree on. I don't think that it should reflect on any individual's performance sitting at this table.

Tom said I think it does.

Mike asked anything else Gary.

Gary said I am not opposed, the commission of the ordinance as I said there are things that I didn't particularly think I would have put in there, had I written it. But I think it is acceptable and I talked to the EDP people and they were in total agreement with me. I think as far as Randy's performance, I think he is the best building commissioner we have had period and he has done a whole lot more to correct the issues that we have had in that area than anybody we've had in the last twenty-five years and I have dealt with that area and built in construction for the last 25 years and he is by far the best.

Tom said I want to report that I met with Jim Allen and he is going to give us an estimate for removing the tanks at the old highway barn and we possibly have two buyers for the equipment there. We can hopefully sell the pumps and maybe possibly the tanks and maybe recoup some money to help pay for mitigating and environmental issue there.

Gary said do we have any idea of how much other environmental issues we have that we have to correct.

Tom said no, I think just digging the tanks up and putting sand in will be all we will have to do.

Gary said as long as we don't sell the property.

Ton1said we might be able to sell it *if* we mitigate those tanks. I would assume that would go away, I don't know if we would have to have another audit, I don't know what we would have to do environmentally but make sure iCs clean.

Mike said v.rhen they remove those they test that soil around the.re. I do.n't know if the garage would have an environmental issue or not.

Citizen Comments

None

Adjournment

Gary made a motion to adjourn. Toln seconded. All aye votes. Motion carried.

Reviewed and signed this 11th day of July, 2020.

RANDOLPH COUNTY COMMISSIONERS

/r'iJf)(:-) _____