

Randolph County Council

January 7, 2020

The Randolph County Council met for its regular meeting at 9:00AM in the Commissioners and Council Room of the Courthouse with the following members present: Council President Gary Friend, Rick Brown, Tom Kerns, Max Holaday and David Lenkensdofer. Also present was County Auditor Laura J Martin, County Attorney Meeks Cockerill and County Sheriff Art Moystner.

Council President Gary Friend presided.

Appointment of President and Vice President

Gary said first on the agenda first is approval of the president and president pro tem. We need a nominee for president. I don't have any problem doing it, but I someone else wants it that's ok too.

Max said I move that we retain you as president for another year.

Tom said second.

Gary said alright I have a motion and a second for me to remain president. All in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Gary said now president pro tem, Dave was president pro tem. Dave are you willing to serve again.

Dave said if so desired.

Max said once again, I appreciate the efforts of both of you and I would move that we retain David as pro tem.

Rick said second.

Gary said so motion and a second. All those is favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Fred Hoffman – Purchase of server from CCD

Fred said our existing virtual server system is nearing the end of its life. Everybody tells me the average life of hardware is five to six years. We began installing this in late 2013, so we are

coming up to the end of life. For the past two years basically, I've been trying to find a replacement for this system. The quote in from of you is for an entirely new system, new hardware, new support. It's a system that is going to be easier for me to manage and we won't have to depend so on an outside resource for the actual day-to-day operations of the system. The pricing on this is \$49,513.00. This quote represents a \$4,800.00 savings if we purchase the system this month. As an incentive, the company that manufactures these, reduced the price to get a lock in on it. So that's why I'm going to purchase it this month. I presented to the commissioners yesterday and they approved this system and approved the purchase to pay for it out of CUM Cap. In addition to switching the entire system, I'm going together with a new management company to help me with the management with my Lennox system, our firewall, our e-mail system. And the overall cost of the new company is \$5,700.00 a year less than we currently pay. So, it's in my opinion, it's a win win. We won't have a licensing fee that we have to pay every year. Currently we are paying around \$5,000.00 a year for licensing through Red Hat Lennox Operating System. So with the scale computing system, there's no annual fee for licensing for the operating system. So we are saving a little bit of money that way too. Compared to the system that we bought in 2013, is within \$500.00 what we actually paid for our current system six years ago. So it's not an astronomical increase. And as you guys all know, technology changes daily, so this is a new improved, faster, better, easier to manage system.

Gary said what's the life expectancy. You said the other one is six years old.

Fred said I haven't actually asked these people how long the hardware is going last, but based on what I've learned, average hardware life on something that runs 24/7 five, six, seven years. So I anticipate another five or six years, we'll have to either upgrade the equipment or change to whatever is the newest at that time.

Gary said this is not my forte at all but have you looked at the cloud, in managing the cloud fee.

Fred said I haven't, I'm not a big fan of cloud management. The fact that we've got this system under our control, and we actually have the hardware, if the internet between here and Richmond goes down or is cut for a week, we can still operate because this is inside our system. We can't get to the internet but we would be able to get into our taxes and my financial system, the JTS systems. We'd still be able to operate.

Gary said just curious.

Fred said everybody in the world wants you to go to the cloud, but I'm not completely sold on it.

Dave said and I think we'd probably have to leave the control here.

Fred said the company that we are currently with I had talked to them about other systems that they would control more, they would have more control than I have, but I still think that leaves more vulnerability because their connection would be internet connections. If you lose that, you are technically down.

Max said yesterday Fred you emphasized that this would be a system that would be much easier for you to work with and manage.

Fred said yes our current system is a Red Hat Lennox Enterprise system. Lennox is its own language. It's its own entity. And I don't know how to operate it. There's a pretty big learning curve it's, you have to actually type commands in to get it to do something, whereas with Windows basis when you have the graphic user interface screen that you can press a button. I just don't know that I can learn the system personally because it is extremely complicated.

Gary said that's your request was and the commissioners approved out of their own CUM Cap fund.

Fred said yes.

Gary said now is this going to be paid from what they've already budgeted in CUM Cap or unappropriated Cum Cap.

Fred said I think that the line that we were going to take it out of is set at \$30,000.00 so that they needed to do an additional appropriation to increase that line to pay for this.

Gary said is that \$30,000 in the new budget.

Fred said that's another line, and I can't remember exactly what the title of it is.

Laura said computer and video equipment in CUM Cap.

Dave said so we need to add about \$25,000.00 to that.

Fred said part of the time that line has been used to buy video equipment for the Sheriff department's car and so on and so forth. In the past that's what a lot of that line item has been used for.

Gary said okay. Rick you have anything.

Rick said are you having issues not or is this a preemptive strike.

Fred said it's a little bit of both. The company that I'm current with lost the main technician that designed, built and managed the system for me two years ago. I've been promised for two years that they were going to get more people. They currently have one person that handles all of my Lennox needs. And it he's not available, I have to wait. Even though we have a contract. When we had our outage a few weeks ago, we were down for a week basically, the one guy that was able to work on it and fix it was on vacation in Florida. So what time he did spend on my system was during his vacation. Like I say, they promised me for two years that they would have staff and this hasn't happened. I'm not completely satisfied with my existing company.

Gary said anything else. Dave, Tom, would somebody to move.

Max said I move we approve the request for additional appropriation.

Gary said add \$35,000.00 to the line to cover it.

Max said right.

Gary said we have a motion. Do we have a second?

Dave said I'll second that.

Gary said we have a motion and a second. Any further discussion. All those in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Perry Knox, SJCA – Bridge Planning and Budgets

Perry said council members I want to thank you for this opportunity to talk to about one of my favorite subjects, which is bridges. I'm sure it's not everyone's favorite subject but I am a business development coordinator with SJCA. We are a survey and engineering firm based out of Indianapolis. We are a bridge firm. Have been a bridge firm for quite a long time. We do bridge inspections and have been involved in bridge inspections in some capacity in 71 and 92 counties. I want to introduce Mr. Dick Robertson who is also a business development manager, and who has, his public sector life, 13 years' experience as the highway superintendent in Boone County. So, he has developed bridge plans for his county. And then of course, we hired him away and now he consults with us. So, he's very experienced in doing long range bridge planning, short term bridge planning. And Mike Haffner here has asked us to come and talk to you about just basically a presentation where we think the state of the Randolph County bridges are at this point, in January of 2020. So we are not here to ask you to appropriate any more money at this point. We just want to give you kind of an overview of what some of the things we are going to be looking at. What we are trying to develop for the county is a long range bridge plan. LRBP, and that's pretty common with a lot of the counties. And that you, some of these funding mechanisms, especially federal aid are six years out. And we have to plan your match and things like that for federal aid. Community Crossings can be another one that's another funding mechanism. And generally, your funding mechanisms for any of these bridge projects, and they are expensive assets, you can locally fund a project. You can go through a Community Crossings matching grant program, which has a limit of \$1,000,000.00 per year. If you put a million dollar bridge on Community Crossings, that doesn't leave any room for Mike to apply for a road project funding, which is what a lot of the Community Crossings is used for. Some of your medium sized bridges and medium sized projects are good for Community Crossings and still him money for road projects. And finally, is the federal aid projects. And federal aid, their next federal aid call will be the, December of this year. And if you are selected to put in a bridge and we are selected for funding, then that would be a 2027 construction project because that's how far out they are. So, to kind of give you an idea, and those are very expensive bridges. If the, the booklet I gave you today, on the cover there just shows you four pictures of bridges that we are looking at for some sort of replacement or rehabilitation. And to

kind of give you an over, just an overview, I mean all of your bridges do not look like that. But those are just the, you know, you are going to hear me talk about a couple of these bridges that are on the cover. If you open your book there, we'll go through this and the very first page you have is a map. If you want, it has a legend there, so if I mention a bridge number you can see the legend there. If we are talking about for example, bridge 85, which we will be talking about is this bridge that's out here north of town there, just this side of the new fire station that they built. A big arch bridge here in town. You can cross reference the location of these bridges by this map and that's why it's included. The next foldout with I think is five, four or five pages, basically it's a working spread sheet that I put together. All of this information that I have obtained for the purpose of this presentation was from your last bridge inspection, which was done in 2018. You've probably seen it's a big bridge book and they go through each of those bridges in detail. Our firm, SJCA has been selected to do your bridge inspection and planning for the next four years, so we are under contract, federal aid contract. So you will be seeing a lot more of me the next four years. I'll be the contact person. In this information that you have in front of you, this large spreadsheet, we show over here to the left, is that, the first column is the bridge number. You have 216 bridges total in Randolph County. Bridges are defined as a structure 20 foot or longer. Anything under 20 foot is considered a culvert or sometimes called a small structure. At this time, the county is not inspecting any of those small structures under 20 foot. There is no contract for that process. And we are not under any contract to do any of those types of inspections. So what we are going to talk about today are just bridges. So culverts are, that would be another budgetary item, and certainly there are a lot more of those in your county than there are bridges. And those can go all the way down to just a small piece of pipe. But for our purposes today, you have a bridge number and then a location, which kind of reinforces in your mind where it would be. The next column is the year that that bridge was built, okay, just to give you an idea. We'll talk a little bit more about when Randolph County built bridges and where we are at today here in a few minutes. The next column I want to bring your attention to is the sufficiency rating. Now sufficiency rating is when as an inspection team, and our inspection team is required, has an engineer, you know, a PE who is responsible for looking at every aspect of that bridge and he enters information that he sees on those bridges, whether it be some railing damage from an accident, or some sort of scour, where maybe where the water has worked on that bridge, something has hit that bridge, or some sort of deterioration, and enters it into a program that massages this information, spits out a rating. The rating is 1 to a 100. For the purpose of planning, what we want to look at is, is that if a bridge is rated 80% or under, it is eligible for federal aid for rehabilitation. If the sufficiency rating is 50 or under, then it is eligible for federal aid for replacement. The reason why that's kind of an important benchmark is that federal aid does pay 80% of construction. Something I will note is that there is no limit to the number of bridges that you can run through the federal aid process at one time. It's only limited by your ability to make the match. So, the next, on the very last page of that handout that I gave you, if you look at the very bottom there of that column, you will see an average of 78.9 and that is the average sufficiency rating for all the 216 bridges in Randolph County as of this 2018 inspection date. It kind of gives you an idea of an overall report card. The next column, and stop me if you have any questions, the next column is SD and FO. That is structurally deficient or functionally obsolete. So a structurally deficient bridge is one of the four main elements of the bridge rating of poor or lower. So, if you have a bridge that has a, a scour that has got to the point that it is rated as poor, then the bridge becomes what we consider to be structurally deficient. A functionally obsolete bridge would be something like a one lane bridge,

where it's not really built to today's standards by today's federal highway standards. And you can see that we've listed these bridges that on the 2018 inspection, were listed as which bridges were earmarked as structurally deficient or functionally obsolete. And we'll talk a little bit more about structurally deficient here later on. Noted maintenance items are just simply, these are glaring items that were noted in the 2018 inspection, that these are items that they could, that were very apparent that could be done to those bridges to extend the life of those bridges. Maintenance is a very important thing on these bridges. Water infiltration, infiltration of anything to a lower part of a bridge is what deteriorates the bridge at a very rapid rate. So you want to protect the super structure, the sub-structure of the bridge from any moisture infiltration. Yesterday I gave the example of a box beam bridge. Now you've got a lot of these box beam bridges. Box beams were pretty prolific back in the 1970s and they are a pre-stress hollow concrete beam. And that's what's used for the structure. A lot of times, over the years, if these are not maintained, if the moisture is allowed to infiltrate, those hollow beams will fill full of water, freeze and break. And then that's what happens when we see cracking and spalling on box beam bridges, and that's your structure, it's actually the structure that's supporting the weight of vehicles that's going over that bridge. So that's just one example of what water can do to your bridges. And there are maintenance techniques out there as far as seals and sealants and that type of thing that if done at a proper time, deck seal replacements, deck replacements, deck overlays, that will extend the life of that bridge for 20, 25 years. And there's a lot of federal highway information out there that, if you do this, you can expect to extend the lives of your bridges. We design bridges for a lifespan of 75 years. So a lot of your bridges are older than that. And it's not because that they should have been replaced, but maybe they had some maintenance along the way that extended their life. The next columns there are the NVIS is your bridge inspection, so that's your inventory. And that 2018 is the last report that we are working off of. And your bridges that were earmarked for replacement, rehabilitation and repair are, that's what they do is they show what bridges that they are designating. For example, on bridge number, what is that, the second column, would be bridge number 6, you can see that there's a 25 so that bridge was designated as the 25th bridge in line for replacement. In other words, it's on the replacement list and it would be prioritized as number 25. So, this kind of gives you an idea. Posted, a posted bridge is a bridge, all bridges are designed to handle emergency vehicles, and when a bridge does not have a sign that says weight limit whatever, it does not have a sign, and that bridge is structurally sound to be able to handle the emergency vehicles in your community. When a bridge starts to be at the tail end of its life, and we see that there are on the bridge and we see that there are deficiencies, then we start posting the bridge, in other words, lowering the capacity of the bridge. A bridge will continue, at some point, they stabilize, they don't get any lower because it could be some maybe it was constructed to that point. It was constructed, maybe they thought they were going to get a 20 ton capacity, but instead, it came out with 10 ton capacity. And you do have some bridges that will just say 10 tons for a large number of years. The problem is agriculture and your emergency vehicles and things shouldn't be using those bridges. Some of the bridges though are in a deteriorating condition where every couple, three years, they are lowering the posted rate. It's important to know that when that bridge hits a 3 ton level, we have to close the bridge. So at that point, it's unsafe. We get to, this ADT is your average daily traffic count, this kind of gives you an idea of use of that bridge. You have some bridges that are 170, 136, people use that bridge. The highest usage bridge that you have in Randolph County is bridge 85, which has an average daily traffic count of over 2000 cars. That is the bridge that we discussed that's right out here on the north east side of town. And

that's the arch bridge that's on the cover. The large picture on the cover is that bridge 85. And that is your highest traffic count bridge in the county. The next column is a structure length and the reason why that's in there, structure length and deck width, is that you can kind of figure with just simple math, you take a length times width gives you square of the deck. Obviously this just gives us a bench mark of are we looking at a 40 foot bridge, on a 40 foot bridge, we know just in our business, that that has a certain cost versus a 240 foot bridge. So it just kind of gives you an idea when we start talking about these bridges. You know the larger bridges are the ones that are going to be more expensive obviously than a smaller bridge.

Max said is there an average cost that you can assign to a square foot.

Perry said there is, but that's a constant moving target because with contractors and the changes in construction costs, and that type of thing. We, it's really hard to put a number because every bridge is unique. For example, bridge 85 out here, it's in town, you have a lot of utility, you have a lift station there on the corner, you have some right-of-way considerations, so that would add cost, versus that same bridge being in the middle of the country. But if I'm looking at a 100 foot bridge just speaking in general terms, I'm looking at a million dollars. So that just kind of gives you an idea you know. Now that doesn't mean that a 40 foot bridge is \$400,000.00 I mean, because there is some built in costs that go for a 40 foot structure, higher structure and you've still got to go through your permitting process, surveys and that type of thing. So a 40 foot structure might be closer to half a million or 600,000. So you, it really isn't a cost of square foot that you can use universally, but it gives you an idea of. When we are looking at things, we look at general estimates, just as, in the beginning, the only reason why we look at them is to figure out how we are going to budget for that. So again, there are three ways to budget a bridge. You can internally fund it, or I can go Community Crossing which has a million dollar limit, so obviously, I don't want to run a bridge through there that I think is going to run more than a \$1,000,000.00. Then I have federal aid which has no sky, no high limit, but there is a match to both the Community Crossings and the federal aid that I have to consider. So that's why we look at just generalized costs just to kind of figure out what funding mechanism we are going to try to pursue.

Gary said what's the Community Crossings match right now.

Perry said Community Crossings is 75/25 for your county. It's based on population. So you would have 75% of construction.

Gary said is that bridges only or all projects.

Perry said that's all projects, isn't it, even the roads.

Mike Haffner said that's all projects but, that's materials only. On Community Crossing they won't accept the engineering so that's all.

Gary said so 75/25 is construction.

Perry said 75/25 is construction only. So and that's important that you brought that up. We call those soft costs. So soft costs are not covered under Community Crossings and your federal aid projects so that would be your engineering for your design, permits, survey, etc. And then on the back side for the inspection of the project. So sometimes, and I haven't seen this very often, but sometimes you can ask for a portion of the inspection on federal aid, sometimes. But it really depends on your history of federal aid and how INDOT feels like the project is going and if you need, you can always beg for more money.

Gary said federal aid is 80/20 and no soft costs.

Perry said 80/20 and again, just construction only.

Gary said what do soft costs usually run.

Perry said it just depends on the size of the project, what the project.

Gary said meaning.

Perry said if it's a \$1,000,000.00 project, your design is usually about 15% and your construction inspection is about 15%.

Gary said if we get a grant on a \$1,000,000.00 project so we pay \$800,000.00.

Perry said you are probably on a \$1,000,000.00 project, you are probably \$150,000.00 to \$200,000.00.

Gary said on top of the \$200,000.00 match.

Perry said yes that is correct. And then you've got your construction inspection at the end of that.

Gary said and how much is that.

Perry said that's anywhere from 12 to 15%. Of construction project.

Gary said that's about 3 grand.

Perry said out of construction costs yes.

Max said another quick question. Does federal aid increase the cost, as opposed to internally funding, typically you get the government involved and the cost goes up.

Perry said sure and I get that a lot. Trust me, I hear that a lot. So bear in mind, that federal aid does, it does seem like federal aid requires you to check a lot more boxes than it would be if you were to internally fund projects. But at the same time, when you are internally funding projects, and what we've seen a lot of the counties, when projects are internally funded, they tend to take

shortcuts. And with the federal aid, you are not going to be able to take any shortcuts. But I will add a caveat is that we reserve federal aid funding for very large projects that just cannot be done with internal funding. So it's a double edge sword. And I will add additionally that, and I know that we had, you had a bridge there, 305 that was under federal aid, that got expensive, but again, that was an in town bridge, and we weren't involved in that. I don't have a history of it, but a federal aid bridge in town, as a historic select, which is the highest you can get, you know that's just the trifecta of let's get expensive. So the federal aid bridges, for example bridge 85 is not on the historic list so we do not have those boxes to check. However, you know you still need to go through the process that the federal aid requires. Additional I will say that to be eligible for federal aid, there are certain things the county has to be compliant with, and that would be your passer asset management plan which he is current, a long-range bridge plan, which we are developing, you need to have an ADA transition plan in place with the county, which I understand that you may have. I would have to get with the attorney. And we could help update that.

Gary said what is ADA, American Disabilities Act.

Perry said exactly yeah.

Gary said for the county.

Perry said for the county. Your ADA transition and Title 6. So you would have to have those to be compliant to be eligible for federal aid. So there's a lot more than just a bridge. But bear in mind that federal aid doesn't have a limit. So, if you folks find the funding to run four and five bridges through a federal aid, you have the opportunity to capture millions of dollars of monies back that you, every time you put a gallon of gas in at the gas pump, part of that money is going into this transportation fund. And if you don't take advantage of that, the surrounding counties are, they are. So they are capturing your money. And that can get into a long discussion about federal aid so.

Gary said what's Title 16 for.

Perry said that's your discrimination.

Gary said okay.

Perry said and those are fairly simple updates. I mean we've don't those, to help the counties work through some of those. And I have viewed, Laura, I talked to Laura here about a month ago about the ADA transition and you have a good one in place. So we just want to make sure that has a good update on it. That would be pretty simple to get done. I think it's less than two years old or right at two years old. So, then the final item is, final two items is the skew. A skew just tells me that obviously, if I have a bridge that is even with the road at 180 degrees, it's one length, but if I skew it, now I'm actually looking at a longer length bridge. That kind of gives me an idea of maybe an additional cost that I might be considering, because skews can be very expensive. And you have some, you have a couple of bridges here in the county that have a really large skew and they've even been designated as being significant because of that skew.

So, we want, that's why we brought attention to that. Lastly is just notes, and this is just a running note sheet that kind of gives me an idea of some things that, like for example, you have two bridges there. UW is under water inspections. You have two bridges that require an underwater inspection every five years. That just gives me some extra notes that kind of tells me what I am looking at, and just a place for you to keep notes as well. So the next page is the Randolph County CUM Bridge levy history. And Dick here has pulled this information off of a state web site. And this demonstrates from 1984, with the exception of two years for some reason wasn't entered in. But this kind of gives you an idea of Randolph County CUM Bridge levy history has been. Currently, and the last, what four or five years here, you are just under \$400,000.00 annual for your bridge CUM levy. But you can see that that same amount bridge CUM levy was the same amount that was pulled out in the early 90s. And we know that today's dollars are not equal to 1990s dollars. So, where the dollar amount has stayed stagnant, what that money can buy you certainly has gotten a lot less. So, what I did is, I took this information, if you've ever seen a bridge list, I think it's 1200 pages here for the county. And I put all of that information as far as, that information into the worksheets and the graft. And what I generated here this next sheet, shows that the bridge replacement activity, these are new construction bridges, back to you know, all of the bridges that are listed in the inventory. And you can see that from about the early 70s until the early 90s, the county was pretty prolific in building bridges. And then about 1994, it started falling off. And by the early, late 90s, early 2000s, you were down to replacing one bridge a year. A few years there, you didn't replace any at all. Let me go back to just a simple thought process that I use to kind of give you an idea of what you are looking at is we design a bridge for a 75 year bridge life. You have 216 bridges in the county. If I average that, you are looking at about 2.9 bridges every year that need to be replaced. So if you are not doing three bridges a year, you are getting behind. And you can see there for several years that we were not maintaining three bridges a year. I understand Mike you came in what 2016,17. Is that when you got hired in.

Mike Haffner said yes.

Perry said and so when Mike took over.

Mike Haffner said yeah I've been here three years.

Perry said three years, so that first year Mike came in, of course, he's looking at these bridges and this last year, he has managed to get 4 bridges replaced. He's, on his funding, on his internal funding, without using Community Crossings, now there was one bridge that, a historic bridge which was LPA, eligible for federal aid, that did finally get done this year. So that's one of the four bridges. That bridge in yellow, which is 142, he's got the structure installed, just not quite done yet. So he's real close to finishing that one. And I put little notes there at the ones that he had did, which was bridge 16 was a 24 footer, bridge 64 was a 26 footer, and then bridge 142 is a 28 ½ footer. I mean these are fairly smaller structures that he was able to work in on his own budget. And those are possible with internal funding. But when you get to those larger structures, when you are looking at a 100 plus feet structures, unless you've got a big well of money to draw from, you really want to try to pull some other funding mechanisms. So, the next page is, this is copied out of your 2018 bridge report. At the top you'll see where it says category replacement. And these are 31 bridges which were identified that were in need of

replacement in 2018. Out of that bridge book, this is one of the pages. Now briefly I can go through it, because just this top section right here is that, the number one priority, which was bridge 131, it had a very low sufficiency rating and they designated that needed replaced in 2017. That bridge did get replaced so that bridge is off the list. Bridge 64 is, you have replaced that, yeah, he's done that one. Bridge 159 is a 32 foot structure. We haven't done anything with that one yet. The next structure is 250. That's a very large structure and we will be looking at that at federal aid at some point because of the size and what we can forecast expense. The next two bridges, 142 and 16, Mike has replaced. 29 is a 31 foot structure. 305 was replaced. And then the next four bridges there, 165, 173, 212 and 304, they're all smaller size structures, 41 foot and under that have not been replaced as of yet. And I'll stop there because that takes us through to the beginning of 2021. So you can see that there has been progress made. He's been able to take care of structures that are within his budget. But some of these structures are just, you can't attack them unless you've got a long-range bridge plan. The next page is rehabilitation. And this is 28 bridges that have been identified that need a significant rehabilitation work. And again, you have, some of these bridges have very low sufficiency ratings. And I'll just go through these top eight of them here real quick. 284 and 114, both of those at the top of the list unfortunately are historic truss bridges. They are not select. So there is a process to get permission to renew those bridges. It is not as significant as a select process, but it is a historic process. And they are very large structures which means we are going to be looking at federal aid on those bridges. 114 we've already been discussing a process for that one, and we think that that one is probably going to be a priority, assuming that we can find the funding. 32, that is a rehabilitation. You have one lane closed out here because you have a broken beam. That's out here on the northwest side of town. We have entered into a contract with the county to do the engineering on that to get it ready to submit for Community Crossings, so that bridge will be, is in process. We got that started yesterday. So the commissioners signed that contract yesterday. Bear in mind that Community Crossings, once we do the engineering on that and we submit it, that whatever year he submits that for Community Crossings, is going to eat up a lot of this Community Crossings' money because that grant will take away from some of his other road projects that he could submit, because you have a \$1,000,000.00 total annual cap on that. So when that one hits, he'll have a reduction on his road projects. 255 is a 75 foot bridge. Again we haven't looked at that yet, but that's a fairly good sized structure. When they get that long, we, we are looking at some expense. 31, Mike was able to do a deck replacement on that bridge this year, so we hope to get that one off that list when we run our inspections. The next two which is 162 and 161. 162 and 161 are big bridges. That's a 155 foot and 91 foot respectively. Both of those have traffic counts over 350 a day. Those will be significantly expensive items when we get to them. Bridge 85. 85 has been moved up in priority for the county because of several reasons. It has the highest traffic count in the county, which is over 2000 cars daily, the location where it is here north of town, the construction of the new fire station, and because that bridge is posted, the fire trucks aren't really supposed to come down that bridge into town. So we moved that up to priority. Mike has engaged us to do an engineering assessment, which we are doing on that right now. We are going to be looking at that at federal aid, as our first federal aid submission just because it is the asset of the county that we feel like is used the most, and needs the most help. And I will stop there on that list. The next list is a repair list. Repair list is something where when we go out and we look at a bridge, and we see that something can be done to it to repair it so we can extend the life, it could be something where it was damaged or just some sort of deterioration in one element. And there are five bridges on that list. We have not looked at

any of those bridges yet for repairs. So again, this was all done by our predecessor. So we need to, we are still looking at all of these bridges. The next list is a list of your posted bridges. I touch on that a little bit that the column there from the end, next to the end of the right, shows what the current posting is of those bridges. Remember that if the bridge is not posted, it has a capacity of 20 tons. So, some of these bridges have ratings of, you can see the first couple of them are 8 and 10. Are concerns are when they get down to like 4. You can see that we are getting close to that 3 mark, and those are the ones that we, kind of a red flag that we need to get those, something done on them fairly quick or at least get a plan in place. And you have 28 posted bridges in the county.

Gary said what's the weight given a fully loaded fire truck.

Perry said it's EB2, and it would be 20 ton. That's what, 20 ton is what they consider a non-posted bridge. So if a bridge is not posted, it's what the State of Indiana allows. There's an EB1, EB2 and EB3, and I'm not exactly familiar with the weight. But the way I understand it is currently is that the State, when you order a new fire truck, they say it's okay to buy this particular EB2, but when you get to EB3, a lot of the bridges in the state are not rated. If for some reason, they decide to go to bigger fire trucks, and I'm not a fireman but if they go bigger and higher weight, then the state will have to look at changing the ratings of bridges, which could be, it could go up or down. But it's been the same for a great many years. I wouldn't be concerned about it. If the bridge is not posted, it handles all of your emergency vehicle traffic.

Gary said so what you said there logistically, is any posted bridge cannot handle a fire truck.

Perry said that's correct, that's absolutely correct. You cannot.

Mike Haffner said and any bridge under 12 can't handle a school bus unless it's petitioned and the length of the school bus. It has to be, basically it used to be 10, and they upped it to 12. So if you've got any structure below 12, you can't even get a school bus across it.

Dick said you get below 10 ton and the county vehicles themselves, your trucks in the highway department are not allowed.

Perry said yeah. So with 28 of these bridges posted in the county, it just kind of gives you an idea of about 12% of your bridges are close. It kind of gives you an idea where you are at. Our goal, one of our goals as a bridge design engineering firm is to really help Mike on that particular subject, is to try to get the postings off the bridges. That's our goal. So sometimes we can go in and if a bridge is posted at 10 ton, we can look at it and go back to Mike and say Mike we can do this, and do some sort of a repair, rehabilitation without a total replacement, and get the posting off the bridge, which will get that a safer bridge for your community. The next section here I think is three pages. This is a letter that was received by Mike Haffner from INDOT in October to the county, which identifies, and every county in the state received these, this is the first time that I'm aware of that INDOT did this. And so INDOT in October, they released a notice of funding of available called a NOFA, which lets you know that there is a federal aid window out there to apply for projects for federal aid funding. And that was back in December of, well it was November, December of last year. So our next opportunity will be November of this

coming year, which is why we are talking to you this far in advance. And each county was sent a letter that said that these are the bridges that according to our system, because all of these bridge inventories and all of these inspections are entered into a state report called BIAS. And they can look at that, and they can say okay so this is a condition of your bridges. So this letter was received identified 42 bridges in the county that are eligible for federal aid. Now remember a federal aid requirement is a sufficiency rating for replacement of 50 and under, and one of the key structural elements rated poor or below. I can say that in some of the other counties that we've looked at their letters, that your letter is significantly more extensive than the other counties that we work with. It's a good and bad news. The bad news is you have a lot of bridges that are showing deficiencies. Good news is you have a lot of eligibility for federal funding if you can find a match.

Dave said well I think you are right Perry. Randolph County has 216 bridges, so our numbers are going to be higher based on just historical data so going forward, I like what I'm seeing because this gives us something to measure, monitor, too. Just wanted to add that.

Perry said as your bridge inspections are moving forward, as I said we are on a four year contract, I'll be working with Mike for the next four years and we'll just continue to attack each of these bridges in the most efficient manner, and with budgetary concerns. Then the last pages here is the, what we have come up with, and again, we are just taking numbers that we feel might be good numbers to kind of consider from a budgetary standpoint. And because of this experience in working with budgets, and with this highway department in Boone County for 13 years, Dick has prepared this budget, and I'm going to let him take over the conversation.

Dick said this is the same type of budget that I used to in the county years ago, every time I would go before the council to speak with them. And the same thing I used at the county so. Nothing has really changed. It's all pretty much the same throughout the years. What we look at, what I looked at was what the CUM bridge balance was at the end of the year, this current year. The number we got was \$1,237,687.00. So that is your estimated revenue right now for 2020, is what's in your fund.

Perry said your cash balance.

Dick said your cash balance.

Gary said including 2020's

Dick said not yet. It's your cash balance as of December. I put another line down here. Over the last eight years, you've spent about an average of \$460,886.00 a year in maintenance in the last eight years. And that's just for information. So I go back and I start the first of the year with the current cash balance that you have. You should keep that, and this is something that you guys can decide, in talking with Mike and talking with the commissioners, to decide what amount of funding should we set aside as a, I'm going to say like a cash balance reserve, that you could keep in your fund set aside for emergency. Basically, your emergency fund. You should always keep something set aside. That number, I put \$500,000.00. You, like I say, you guys can decide talking with Mike and the commissioners at budget time, what should that number be. You guys

are budget people and you guys are the ones who are going to decide what that number should be.

Dave said we used to keep one bridge automatically in reserve and that's about \$500,000.00.

Dick said yeah exactly that's

Dave said you just don't what'll happen. There's no way around it.

Dick said so what I did is I take that \$500,000.00 off that cash balance, leaving you 737. Your estimated revenue for 2020 property taxes, I just took an average of about \$400,000.00. So, you are looking at 1.1 million dollars, \$1,137,000.00. If you go down below that looking for 2020 budget, I took that number to start with. Small culvert 1st year inspection. We've talked to Mike about a small culvert inspection. We recommend that the county have one, because you don't have one. A lot of counties have one. They re-inspect them in anywhere from five to ten years. They are a budget source as well as an asset management source for you. I keep telling people that your bridges are your assets. They are one of the biggest assets that you have in the county. But we didn't have a number for our budget for that, so we left it in there, but we just didn't put a number in there. Large pipe replacements. We've talked with Mike and Jessica. We wanted to know what kind of number that they wanted to put in their department to use for culvert pipe basically. For what he needed, so he can have an inventory on his lot like he has currently, so that way throughout the year, he's got something to go to take pipe out in the field when he needs. I used this same basic number when I was at the county 30 years ago. Bridge maintenance, we talked about bridge maintenance. What he might want to do in bridge maintenance, and Mike come up with, he's got one, two, three projects that he's looking at, projects that they can do maintenance items on. We thought well it's probably going to be around \$250,000.00, put a budget number in there, try to stay within that budget. Okay so now we are down about \$787,000.00, yeah, now we are down to \$737,687.00. This is what's left for bridge projects. We looked at the bridge 85 assessment. That's \$11,000.00. Engineering Community Crossings funding, we put \$100,000.00 in there. Bridge 110 engineering locally, that's still an item to be discussed. It could be there, it could not be there. I don't know.

Perry said bridge 110 just to kind of give you an update, bridge 110 is a bridge out here in the northwest part of the county on 1200 West that Mike has secured a very large Community Crossings grant to do a resurfacing project. And right in the middle of this project, is this bridge that's posted at 10 ton. So we, if you are going to do all of that, you are getting a nice grant to redo a whole road, you need to try to get that posting off the bridge. So that's why that bridge came up to, again, there are circumstances within the county that bring a bridge to the top of the crop, and that's one of those bridges that had surfaced, because he's got a very large grant, and you might as well do it all while we're out there.

Dick said so below that, you have the federal county wide bridge inspection. This year the amount of funding that will be needed is \$341,000.00 for that. That left \$223,687.00. So we are looking at two federal aid projects, one bridge 114 and bridge 85. Looking to try to put them in the fall for next year. So we took that \$237,687.00 and we took it and split that between those two projects. Nothing is started there, nothing will start there, but the idea is if we can, if we can

get those in on federal aid, we need to start banking the money for design, construction, inspection and so forth. So the idea is let's try to set that money aside. So as you can see we get down to the end, we got zero. We've used up everything that is available for him this year.

Gary said everything that's in reserve.

Dick said no everything but the \$500,000.00. The \$500,000.00 will still be in reserve. Okay now you've got to keep that in mind. Nobody's ever spent all of their budget completely to every penny. So there will be some of this money left over at the end of the year. There will still be a cash balance at the end of the year. Okay but right now, so let's use what is available to us this coming year. And so we take a look in, and go into 21. We've got that \$500,000.00 reserve. We've got 21 taxes. We've got about \$400,000.00. You are up to \$900,000.00. You take off the reserve, now you are back down to only \$400,000.00 to work with. So if you look below, we took that \$400,000.00 and we used that up in large pipe replacement, his bridge maintenance projects, which we don't know what they'll be in 21, miscellaneous engineering services, and federal county highway bridge inspection. Everything down below in 21, in the red, is how much money will be in 21 to do these projects that we are committed for this year. And you see bridge 32, \$300,000.00, 110, we don't know what that'll be yet, 114 and 85. This is planning for the future. And what I'm going to tell you guys is this, and I'm on the city council in Lebanon, getting ready to go on my 4th term. I know all about budgets and I've sat on your side, and I know the tough decisions you have to make. And I've been in council meetings in several different counties, and seen this process before. I know everything you've got to go through. You are sitting in a very tough spot, because we are showing you stuff that really needs to happen. Because problem is, if you don't start making repairs to these bridges, this list of problems gets bigger. You can't catch up. You'll never go and catch up, you are never going to get ahead. The only place you are going to do is if we don't start doing something, is get farther behind. So what you are going to have to do is try to figure out how to do that. And that's a tough decision. And unfortunately, that's, because I know these guys want it, I know Mike needs help, I know the commissioners want to try to make these improvements. I know you guys want to make these improvements. But I know there's limited funds available. And what happens here is this budget never changes after this year. You are stuck with \$400,000.00 if you don't do anything. And the bridges keep adding up, the problems keep adding up. So what we are trying to show you is, that you really need to try to figure out, is it a \$1,000,000.00, I don't know, that's your decision. It's whatever you guys can afford and whatever you can find to help support the CUM bridge fund, cause I know there's other issues in the county that everybody needs. The sheriff's department is one of them. I know they need a lot for jails and I've seen that all over the county. And you guys have to weight those issues. So I understand that. This going through and going into added years just shows you what you need. And that's why I carry this on the four years, to show you that everything in red is everything you need to keep. One thing I might add also is that when we are talking about budgets and you are talking about federal aid budgets, we're talking about how much of this, this and this, we got 15% probably in design, and probably 12 to 15 construction inspection, something that everybody has left out for years. And we've done this transition in our community where I'm at, I'm in Lebanon. On our federal aid projects and every project we do, is we put in a certain amount of funding for contingency. Why, something is going to happen. Something is going to happen that you are not going to be aware of that has to be done. And they are going to be coming in there for a

change order, an additional to do something. And you are going to have to approve those funding's. So, you need to think about how much money we've built up in these pots, how much of that is really going to be contingency for the problem. If it's not spent, you've got a back, it's still in the fund. It's still in the fund, but you've got it there. Like building a house or doing a remodel and you open up that wall and you find something else there that you did not know was there, and it's going to cost you another grand to fix. It's the same thing with the bridge project. Once we take it out, we don't, we think we know everything that's there, but I'm telling you there's always something there that you don't know about, something you have to change. Our job here today basically is to just kind of show you the needs that they need, try to help you guys with the information, let you take it. Give us a call, ask us questions. We'd be happy to meet with you again, talk with you again. But we are here to help Mike. We're here to help commissioners and we are going to do that. And we're here to help you guys in any way possible as well. And always try to work together and help Randolph to try to get back. You are never going to be getting ahead of the game. But the other side of that coin I'm going to tell you is you are not the only one. You are not the only one in this kind of condition. You have a lot of bridges, yes, but every county throughout the state is behind in the bridges. There may be one or two I can think of that's probably pretty close to being up-to-date, but other than that, the majority of counties across Indiana are in the same boat that you're in.

Perry said so a couple of things I'd like to add to Dick's comments is that you are looking at, when you are looking at these budgets, you are seeing these large federal aid bridges that, if you recall when I went through these lists, those bridges are the ones that are identified so that we can, if you notice on replacement and rehab list, it gives you a year that they identified that that project should be done. And that's the reason why you are seeing that many bridges because that's just getting, theoretically that would get you even with the list. So again, if budgetary restraints which I'm sure there are, cannot handle all of those bridges on this kind of schedule, then they still need to be done, we just need to figure out where we are going to slot these in the schedule. Maybe we are only looking at one federal aid bridge this year and then come back next year with another so that we stagger these things. But they still need to be done and in our opinion, need to go federal aid. Additionally, I will said that I understand that your levy is 3 1/2 cents. I mean you have some considerations there that you could change the levy. And that would give you some more funding.

Gary said what's the max do you know.

Perry said 10. And again that would be, that's something that you folks could look at. And I will also add that, I want to go back to the bridge maintenance because getting these bridges caught up, getting them rehabilitated, getting them repaired, getting them replaced, these are very expensive assets. And if Randolph County could find budgets, find some budgetary money to set up a regular bridge maintenance program. We've seen a lot of counties where they a couple of guys within the highway department in a truck that is outfitted to do bridge maintenance. If you put that together and you have them doing specific maintenance on your bridges, you are extending the life of those bridges. So if you've got a crew out there working on some of these bridges, that's keeping additional bridges from being added to this list and at the same time, you are chiseling on this list, then you could meet in the middle. And yesterday I was asked how that would happen. And of course, we can offer technical assistance and training of a bridge

maintenance crew. That's something that's well within our wheelhouse. A lot of vendors offer free training or specific products that they use but Federal highway is putting out a lot of information right now. LTAP is really stressing that these bridges are not going to get any cheaper, and if you can get a good maintenance program, you can extend the life of these bridges and maybe wipe cost analyses out that take bridges out way beyond what their normal life expectancy is. Because if you take care of them, what do they say, an ounce of prevention is worth a pound of cure, then you don't have that being added to that list, and then we have to talk about replacement and rehab.

Dick said something I might add going back to comment that Perry made about your rate. We do know and I know you know that if you increase that, that's something else back in your general fund. So it makes it awful hard. That's a tough decision to make. I understand. So those are the things you guys, things everybody has to think about so. One of the other things what Perry was talking about, the training and so forth, I think this is very important that the county, in Mike's position in the highway department, that he encourages his staff that he puts out on these different projects to go to different seminars or whatever, where they doing some special bridge maintenance. Purdue has put out some of the LTAP program does have sometimes a bridge maintenance meeting, conference, where they have a one day thing. If he has a staff of two or three people, I highly encourage Mike take those two or three people and go to that meeting, and to learn. Because one of the best things place with learn is basically going to these different meetings, conferences, and whatever and talking with peers. You get to see what's out there. But when you get to ask Billy Bob over here in XYZ county, how do you do that. And he says well this is what I did. And those are some of the things. I know Mike just picked up, we host an East Regional County Engineering Association little luncheon once a quarter, and Mike's been there. And all the engineers and superintendents from all of the counties in this area, a lot of them, the majority of them show up. And they sit around and have lots to talk about, the different things, what they are doing in their county and so forth. So that's a big help. So I encourage training. Training is something I highly encourage everybody to do. Another thing, talking about federal aid, I am going to go back in my old days, but I'm, I was at the highway department from 86 until 99. And I had four bridges in federal aid program all the time. And then they came to a point in time where they stopped, kind of like put a limit on it. Now they've opened that, you can have as many as you want, as you can afford. At one time, I had four in the system. I had one more coming in and one under construction, all the time, all the time. And of course, times were good back then, and now they are not so good back in Boone County right now. Because they've cut their limit, but they've also at the first of this year, they've also decided they were raising their limit on the CUM bridge. But they do it now, they still won't collect anything until next year anyway. So those are thoughts. I know you are in a tough position. But I would just want to tell you, I think bridges, I'm a road guy so I will tell you bridges are a big asset, they are a big asset to you. I know people really don't look at it that way, but they are assets to you. And if people can't travel up and down the road and can't get through a bridge, and so forth, when your farmers can't get through the bridge, or the school busses can't get through the bridge, or that fire truck can't get to that house that's on the other side of that bridge that's burning you know, that's a serious problem. But you are not the only one. I don't want to make that gloom and doom picture to you. You are not the only ones in the state of Indiana. Every county has got a problem. Thank you.

Dave said I just had some comments before you get away. Randolph County used to keep one to two federal aid bridges, automatically all the time and two to three local. And maybe we can get back to that, at least engineered and ready to go for different programs like Community Crossings. Perry and Dick I met you guys at AIC last year wasn't it.

Perry said yes.

Dave said we talked to at length and what I really like about what you are doing is you've given us a plan to shoot for to move forward. And I think with some of the other things that we are going to mention here while you are here at our meeting, I want to include this in that plan. So thanks so much for doing this. It's been a big help, to me at least.

Perry said I attend the commissioner meetings on a regular basis and Mike uses me a lot for advice on bridge and so I really enjoy working with the county and like I said, we are your bridge inspection firm for the next four years. So this plan is concrete that never hardens so we will always be looking at the plan and drilling into some more numbers rather. The estimates are going to get more precise as we move forward into this. And that will help you with your budgets.

Gary said are there funds from MVH that can be blended back and forth. Can MVH funds be used to bridge the gap? Do we have room to help bridge this gap? Do we right not expend MVH funds on bridges that is not in this calculation?

Mike Haffner said we are not using MVH on bridges. We use a lot of MVH funds for culverts and piping as well.

Gary said which is in part of this calculation.

Mike Haffner said I've got, 250, I'm more than double that trying to keep up all small structures. And the spring rains have wreaked on our culvert pipe inventory. And I've got 8 foot diameter stuff that is very expensive.

Perry said you've had an emergency didn't you this year, didn't you have one collapse on you didn't you. And that was an expensive emergency.

Mike Haffner said pretty much every year I've been here, we've had two to three collapse.

Gary said I guess what my point is that there'll be a million dollar shortfall, that's projected out.

Dick said well according, with our meeting we had with Mike and Jessica, last Friday, Thursday, talking with them, I would probably say probably not, and the reason I say that is because of the way they're made to use MVH. And restricted and non-restricted so much out of here and so much out of there. It's making that real difficult to make sure you stay in that bracket.

Mike Haffner said plus you get it 50/50, it's almost impossible.

Dave said I learned at AIC in out county council meeting that there, that's been questioned at this time if it's right or wrong. And maybe it'll error it to our side.

Mike Haffner said nobody likes change, reduced the manpower is the only way that Randolph County has been able to meet that 50/50. Other counties that almost double the manpower we are, and the county engineer, on top of that. They know there's no way they can meet 50/50.

Dick said thank you for your time. If you've got any questions, give Perry a call or give me a call.

Gary said before you go, does anybody have anything for him.

Max said any chance for a ten-minute break.

Gary said let's take a recess until 10:25.

Other Business:

Report from Commissioners

Gary said Report from Commissioners, Tom. Anything on bridges.

Tom said the fact they were here, there's probably, we have some money in the county, and again we have looked at our windfarm money and that's my hope to use it for infrastructure. And that's, they seen Jay Christenson. They, at one time, they were the only firm in the state that would do underwater inspections that qualified. And not they have new owners. I think one of the new owners used to be the bridge engineer for the city of Akron. He's build some of the most complex bridges in the world. But anyway, we are very fortunate to have them, but I think the only reason they would come here is because they know we have some discretionary money, the windfarm money, to be able to do these projects. So that's something that we have and a lot of other counties don't have fortunately. But yeah you have a lot of hard choices to make because you've got to look for a lot of different ways to fund these things. I mean, have one disturbed individual, have a bad afternoon, we got 13 police cars shot up. Those things are going to continue to happen. It's a challenging time so. But the highway garage is coming along, hopefully it will be finished in a month, month and a half.

Gary said still looking at February to get in or March now.

Tom said probably March. But it's, the weather now was helping us catch up because we are about two months behind.

Gary said any idea yet on the soft costs.

Tom said it's pretty close to the original cost. We've had some change orders we were frustrated with. I mentioned that I have asked our architect for 25% refund of our fees because they failed us in so many ways. And that's, yeah that was just taken, that was duly noted but no comments made. There's still going to be talking about that.

Gary said I guess I meant the tools. Do we have a plan there on his equipment use?

Tom said yeah Mike is still working on that plan of the soft cost, and I think he's given you some numbers and hopefully he's going to be in, I think he's going to be in that range where we saved some money on some of the equipment. We are putting in the truck wash.

Gary said do you think we will be able to get it in with the bond?

Tom said I believe so, I hope so. I don't really have anything much to add unless you have questions for me.

Max said how's the heating and air conditioning project coming along.

Tom said it's, we got an email from Jake after our meeting yesterday and it's getting close to completion. I maybe should just forward you that email. They are getting pretty close. They've got some few little things to do and then clean up. I think they are talking about another month probably before it's going to be completely done. They still have some things to install and some things to check and then plugging holes up. And of course, the punch list will be what it is. But it's getting there. We are still hoping though, we are waiting on attorney, well we are waiting on Marcis to get back with us if he'd be willing to testify against the previous architect. So hopefully, we are still going to go after some money in that situation. I guess another disappointing situation with professionals that we trusted that didn't do a good job for us.

Gary said anybody have anything else for Tom.

Dave said one thing I'd like to highlight on what Tom said about Wind farm monies and infrastructure needs. He's absolutely right. We, as county council and county commissioners, probably ought to sit down as a group and sort of dedicate those monies going forward. And we've got the roads, bridges and drainage, all huge infrastructure needs in this county. We need to start addressing them

Tom said and I think that's the best Economic Development that we can have. They'll see that we take care of what we have, that's the best thing you could do.

Dave said and we've got rainy day monies.

Tom said we should, like Mike said, we have failures in culverts all the time that we have to carry that, but hopefully we can still start a plan for these bridge repairs you know with some of this money. Dedicate it so that it gets dedicated and it doesn't get squandered on other projects, because there's always emergencies that are going to divert our attention from what we need to be doing.

Dave said and plus we had that liability with the insurance of about three million, so we need to, I would just like to sit down as council and commissioners and hammer it out.

Gary said maybe in February we can set a meeting, everybody will be getting back.

Dave said February would be a good time.

Gary said February council meeting, maybe in February commissioners can pick a time and we can meet in general session together.

Tom said that does remind me J. D. Prescott is trying to carry legislation to change some historic bridges so the county commissioners could request to have him removed from the list.

Gary said that would be great.

Tom said J.D.s carrying legislation. I'm sort of doubtful we get there, but he's hopeful. Yeah anything we can do encourage him or move that along where the county can have a say in these historic bridges. The one I just talked to John about, up by me on 500 North. And it's historic, and each one has its own uniqueness, but it's historic because of the way the rebar was laid out in it, it made it historic and unique. And therefore, it's just going to sit there with a hole in it until who knows when.

Gary said are you talking about the rebar you cannot see.

Tom said well we can see it now. They could see the way it was laid out it was historical.

Gary said does Senator Raatz have any say in this as well as far as getting this done.

Tom said well he would be, hope that he could carry that in the senate, whether it would be, he would hopefully sponsor it, get some other sponsors in the senate, and hopefully the county AIC and AICC would join in on that because other counties have the same issue.

Gary said right. Anybody have anything else for Tom.

Minutes of September 4, 2019

Gary said Minutes of September 4, 2019.

Max said I move we accept the minutes of September 4th.

Gary said we have a motion to accept the minutes of September 4th, do we have a second.

Dave said second.

Gary said we have a motion and a second. All those in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Resolution 2020-01

RESOLUTION NUMBER 2020-01

RESOLUTION TO BORROW FUNDS FROM THE RANDOLPH COUNTY RAINY DAY FUND TO THE RANDOLPH COUNTY PUBLIC SAFETY LIT FUND TO BE REPAID BEFORE DECEMBER 31, 2020

WHEREAS: it is necessary to borrow monies from the Rainy-Day Fund and to the Public Safety LIT Fund to be repaid on or before December 31, 2020.

UPON MOTION DULY MADE AND SECONDED, THE FOLLOWING RESOLUTION WAS ADOPTED:

BE IT RESOLVED: by the Council of Randolph County, Indiana, that the County Council authorizes the Randolph County Public Safety LIT Fund to borrow the needed monies from the Rainy-Day Fund.

All said sums are to be repaid to the Rainy-Day Fund on or before December 31, 2020.

Gary said Resolution 2020-01. This is a resolution to use rainy day. To borrow into and out of. Correct Angela.

Angela said correct.

Gary said money we need to pay back by the end of the year.

Angela said and I'd like it duly noted that the Court house bond has been removed, we have made the last payment.

Gary said would somebody like to make a motion for Resolution 2020-01.

Dave said so moved.

Gary said we have a motion; do we have a second.

Max said second.

Gary said motion and a second. Any further discussion on it. All those in favor signify by saying aye. All those opposed same sign.

All aye votes. Motion carried.

Ordinance 2020-01

ORDINANCE NO. 2020-01

AN ORDINANCE AMENDING AN ORDINANCE OF THE RANDOLPH COUNTY COUNCIL AUTHORIZING THE ISSUANCE OF BONDS FOR THE PURPOSE OF PROVIDING FUNDS TO PAY THE COSTS OF CERTAIN CAPITAL PROJECTS AND OTHER COSTS RELATED THERETO

WHEREAS, on October 2, 2018, the County Council (the "County Council") of Randolph County, Indiana adopted Ordinance No. 2018-18 (the "Original Ordinance", authorizing the issuance of the Randolph County, Indiana Special Purpose Income Tax Revenue Bonds (the "Bonds"); and

WHEREAS, this County Council desires to amend the Original Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COUNCIL OF THE COUNTY OF BROOKSTON, INDIANA, AS FOLLOWS:

Designation of Bonds. The tenth WHEREAS clause of the Original Ordinance is hereby amended to provide that the Bonds (defined as the "2018 Bonds" in the Original Ordinance) shall be designated as the "Randolph County, Indiana Special Purpose Income Tax Revenue Bonds, Series 2020". The form of bond set forth in Section 5 of the Original Ordinance is hereby amended to provide that the designation of the bonds is the Randolph County, Indiana Special Purpose Income Tax Revenue Bonds, Series 2020.

No Other Amendment. Except as set forth in Section 1 of this Ordinance, the Original Ordinance is not amended and remains in full force and effect.

Effective Date. This Ordinance shall be in full force and effect from and upon compliance with the procedures required by law.

Gary said Ordinance 2020-01. Meeks do you want to go over this.

Meeks said Rick sent me an idea yesterday. I think he needs it for the bonds.

Gary said is this a correction then.

Meeks said yeah. So it looked fine to me. I think it's pretty self-explanatory. We can't pass it today, pass the first reading but the second and third will just have to wait for our next meeting. That Ordinance is not here.

Gary said alright. Ordinance 2020-01 An Ordinance Amending an Ordinance of the Randolph County Council authorizing the Issuance of bonds for a purpose of providing funds to pay the costs for certain capital projects, and other costs related thereto. Would somebody want to make a motion for that.

Max said I move the council approve the Ordinance 2020-01 on the first reading.

Gary said we have a motion to approve Ordinance 2020-01 on the first reading. Do I have a second?

Rick said second.

Gary said motion and a second. Any further discussion. All those in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Meeks said so the bond sale is the 15th.

Gary said of this month.

Meeks said of this month and so hopefully would be funded by the end of the month. I suspect it's going to be the first week of February

Gary said I agree.

Meeks said at least that's the plan. Have you heard anything different Laura?

Laura said on the 15th.

Max said so I understand the 7th member won't be here again next month.

Laura said no she said she will be here.

L & M Regional Water Appointment

Gary said L & M Regional Water Appointment.

Max said I move we reappoint Carol Weaver to L & M Regional Water board.

Gary said we have a motion. Do I have a second?

Rick said second.

Gary said a motion and second. All in favor signify by saying aye. All that opposed same sign.

All aye votes. Motion carried.

Eastern Indiana Regional Planning appointment

Gary said Eastern Indiana Regional Planning appointment. Gary said I'm currently on this and did not attend one meeting last year. I normally get there when I can but it's right smack in the middle of the day in Richmond.

Max said I could do it.

Gary said do you want to do it.

Max said I'll put it this way, I'll go more often than you did.

Gary said well I'll make a motion we appoint Max to that board.

Tom said second.

Gary said motion and a second. All those in favor signify by saying aye. All those opposed same sign.

All aye votes. Motion carried.

Randolph County Area Planning Commission Attendance Report

Gary said Randolph County Area Planning Commission Attendance Report. We need a Randolph County Area Planning Commission appointment. Would anybody like to, the only thing keeping me from volunteering is it's on the same evening as Economic Development.

Rick said what evening was that.

Gary said third Tuesday, but they don't meet every month. They call it the third Tuesday.

Tom said if it's in the evenings I could.

Gary said it is in the evenings.

Tom said the area planning, I wouldn't mind being on it.

Gary said would somebody like to nominate Tom Kerns.

Dave said I will.

Rick said second.

Gary said we have a motion and a second. All those in favor signify by saying aye. All those opposed same sign.

All aye votes. Motion carried.

Meeks said I think they only met three times last year. At least that's what they said last night.

**Randolph County Area Planning Commission Appointment
Council Appointments**

Gary said well we got our general appointment this year. Missy is not here to accept the that Bob McCoy carried. So maybe we should table it until she's here or just assign them to her and go on.

Dave said I think we need to at least assign all the ones that the people are here to get that so we can move forward on those boards.

Gary said I was going to ask Ted if he wanted to stay on Solid Waste or not. We can always bring them up and make changes if necessary. Would somebody like to make a motion to carry over the assignments, delegating those assigned to Bob McCoy to Missy Williams.

Tom said so move.

Gary said we have a motion do I have a second.

Max said second

Gary said we have a motion and a second. All those in favor signify by saying aye. All those opposed same sign.

All aye votes. Motion carried.

Additional Appropriations:

Building Commission Secretary \$4060.00

Gary said would somebody like to make a motion to approve this additional appropriation.

Dave said so moved.

Max said second.

Gary said any further discussion. All those in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Surveyor Contractual Work \$35,000.00

Rick said motion to approve this additional appropriation.

Dave second.

Gary said we have a motion and a second. All those in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Cum Cap loan for Communications \$255,500.00

Gary said the Cum Cap loan for Communications. The problem is that Cum cap does not have enough funds for the amount stated. So, we are going to change that amount to \$145,000.00 and that will take care of the situation. This is a loan correct?

Angela said that is correct as soon as I have bond money it will be paid back.

Max made a motion to approve an additional appropriation of \$145,000.00.

Tom seconded.

Gary said we have a motion and a second. All those in favor signify by saying aye. All opposed same sign.

All aye votes. Motion carried.

Tom Kerns

Tom said I would just once again like to say thank you under bad circumstances to our emergency responders in the county.

Dave Lekensdofer

Dave said same thing, he said they did an excellent job.

Dave said the financial plan that Umbaugh put together, what kind of cash balance do we have at year end for general? Do you know that?

Angela said \$3,115,729.83.

Dave said was any of that committed monies or is that cash moving forward.

Angela said it is cash moving forward.

Dave said the financial plan from Umbaugh which is Baker Tilly now. Should we try to develop a new one, this one is good through 2020.

Gary said I think so and I have asked Laura to include in that is that the council needs to know what the impact is to all of our funds by putting these other things into the special accounts. Not that we are going to make any changes but we need to be aware. What did that cost us?

Dave said \$25,000.00 I think.

Dave said according to this report we are right on track on that \$3.1. He recommended having about 30% cash balance.

Gary said anything else Dave?

Dave said the ambulance, where do we stand on that.

Gary said we need to address it. With the Cum cap issue, we cannot afford right this moment until the bonds get paid then we can look at it.

Meeks said Duane told the Commissioner's yesterday that he was still working on the specs.

Max Holaday

Max said I am extremely thankful that the only serious casualty was our vehicles and I'm proud of our guys.

Gary Friend

Gary said everybody involved it could have been many times worse and its not, it takes training and equipment and it takes commitment and courage to do all that. Thanks to Art and the entire emergency service response in the entire county of Randolph County even services that are not even in the county that responded.

Rick Brown

Rick said would like to commend you guys response and thanks to the 911 for being professional and getting the emergency responders what they need and they did a fantastic job also. And first responders, EMS, Sheriff department makes you proud to live in Randolph County.

Art Moystner, Sheriff

Art said I have a few things for you, the commissary report that I am suppose to give you at the beginning of January, I will e-mail it to you this week. I have Chief Deputy Hendrickson here and has some information if you are interested in it.

Ken said thank you for your kind words that will mean a lot to the men, they did an excellent job. He said let's go to what actually transpired I really cannot talk about this because it is still under investigation. It was a good bad day for us but mainly good. We had a total of 8 cars that were damaged. Seven were damaged at the scene out of sixteen. This is just our agency. Total amount vehicles with the other agencies and ours was 13. One from Winchester, two from Lynn, one from Farmland and one from Union City. We have three of ours that are considered totaled. I just got off the phone an hour ago with our insurance agency again Bliss McKnight and I will tell you they are covering a lot that I did not think was going to be covered and they are covering it which has been fantastic and this is information that I didn't even have for the commissioners yesterday. So, all in all they are giving us for the three totaled cars our 2018 dodge Durango they are giving us \$24,900.00, the 2017 Durango \$23,100.00 and the 2016 dodge Charger \$12,300.00 and our salvage bids so that it is on the record on the first one is only \$3,100.00, on the second one is \$2,200.00 and the salvage bid on the third was \$950.00. The deductible is only \$500.00 because this is under comprehensive, I thought they made a mistake, I thought it was \$1000.00. I told them that this morning and they said no it is only \$500.00. As of this morning there was some confusion that we thought each car was going to be its own deductible, they are taking them all under one claim. He said the cars that we were able to get back on the road within the first week that had bullet holes through the glass, bullet holes through the bodies, roofs the state police were really good about getting in and getting those checked out for us for their investigation so I could get the glass changed out, so if you do see a couple cars with duct tape on the top that would be a bullet hole. But we had to get them back on the road. In reality we are shy about with the claims and adjustments and everything else we got we are shy about \$38,000.00. Total loss is in excess of \$100,000.00. One of the neighbors we are still trying to get this nailed down on some of the property damage to the houses. That type of situation we had an officer and the actual victim that were still trapped behind a garage for over an hour. We had no way to get to him. So, we had bearcats going through yards and through a fence to get to him. The house to the west which is owned by Jim Norris, good people. They have a big picture window that was fired through and after the window was already broke the officer ended up breaking it the rest of the way out to get inside that house for cover. There was a lot of glass damage on the carpet, they couldn't get all the glass out so they had to strip the carpet out

understandably. So, their costs that Jim just got to me this weekend is about \$5,800.00 for the window and the carpet and the repairs. Mr. Gilbert who owns the building there on Church and Oak street, huge metal building that we actually took over to set up our command post. He even brought out his commercial heaters just to keep us warm inside that building with all the officers. Response was great, the people that were there, neighbors were very understanding.

Gary said when do you think it will all be done.

Ken said I should have all the vehicles in about 6 to 8 weeks turnaround time.

Ken said the prosecutor and I spoke that evening because obviously there were weapons discharged. We do have those weapons back now, they have done the ballistics on the weapons and gotten them back to us.

Gary said is there something a person could look for with somebody like that.

Ken said there was nothing, that you could have looked for that day. That was a typical call that we take three times a day.

Art said as some of you may or may not know I was on vacation at the time this took place, so I received this by phone call while I was in Florida. I would like to tell you guys thank you for your support over the years. I know budgets are tight and we use that money for training and what not. The level of law enforcement professionalism displayed by the officers, not only my department but from this entire law enforcement community both local and those that came to help was outstanding. These guys did a wonderful job. Also, yesterday I made the comment to the commissioners and I will tell you guys too. Ken should be commended for the job he did on that scene, from everyone I have talked to he was the voice of calm in chaos. And all this while keeping the guys calm and coordinating, he was coordinating a multi-jurisdictional response to assist us. I don't think I can compliment him enough. He called me and briefed me. I asked him if I needed to come back and he said no. No one was hit, he had it and I can't thank him enough for the job that he did. To be honest with the 32-year apprenticeship and the professional relationship that we have had and the things we have been through I expected nothing less but he far surpassed any of my expectations. I could not be more proud of him and the department.

Citizen comments

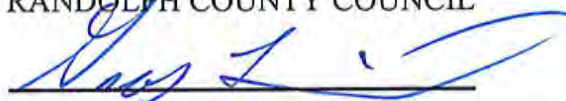
None

Adjournment

Rick made a motion to adjourn. Max seconded. All aye votes. Motion carried.

Reviewed and accepted this 5 day of May, 2020.

RANDOLPH COUNTY COUNCIL



Flawt

R. Max Holiday

manweo

Jed W. Martin

Ruby Brown

David Benkendorf

ATTESTED: Laura J Martin
Laura J Martin, Auditor