

TRANSPORTATION COMMITTEE MEETING

Wednesday, May 25, 2016

5:30 P.M.

MEMBERS PRESENT

Patty Cox
Kevin Greenfield
Kevin Meachum
Pat Dawson (arrived @ 5:35 p.m.)
John Jackson

COUNTY PERSONNEL PRESENT

Mike Baggett, State's Attorney's Office
Bruce Bird, County Engineer
Stuart Jacobs, Supervisor

Jeannie Durham, County Board Office

MEMBERS ABSENT

Kevin Bird
Phil Hogan

The meeting was called to order by Chair Patty Cox at the Macon County Office Building.

MINUTES

Mr. Meachum made a motion to approve the April 27, 2016 meeting minutes, seconded by Mr. Greenfield, motion carried 4-0.

CLAIMS

Mr. Jackson made a motion to accept the report of the claims as presented, seconded by Mr. Meachum, and the motion carried 4-0.

Public Comments - None

Old Business - None

New Business:

Macon County Board Resolution Approving a Road Use Agreement with Twin Forks Wind Farm, LLC

Mr. Bird introduced Sheryl Churney, the attorney that negotiated this on our behalf.

Ms. Churney thanked everyone for the opportunity to represent the County, complimented the County Engineer saying he was very knowledgeable, accommodating, helpful and an all round nice guy, thanked Mike Baggett who she said was a very good sounding board.

She said the reasons for the road agreement are to first, to satisfy the conditions of the County resolutions that approve the project. Stipulation #6 in the resolutions require a road use agreement being entered into. It is necessary to protect the County's most valuable asset, the road infra-structure. This road use agreement is very similar to other agreements negotiated by Ms. Churney throughout the State of Illinois on behalf of Counties, Township Road Districts, etc... not only for windfarms, but also for pipeline projects and other projects. The negotiations with Twin Forks began this past winter. The negotiations helped in learning how Twin Forks would develop the project, manage the project, and it gave the local bodies the opportunity to be informed as to unique issues and suggestions the attorneys might have to facilitate the building of the project while limiting the damage to the infrastructure.

The objectives in negotiating the agreement were to protect public safety and limit disruption to the motoring public that use the local roads on a daily basis, and in fact paid for these roads over the course

of time. They also wanted to minimize the damage to the infrastructure, make sure that there were provisions in the road use agreement to restore the roads, bridges, culverts, other roadway components following construction. To compensate the local bodies for the use of the road right of way and administration efforts related to the project and to provide financial security to make sure that Twin Forks would honor their obligations under the road use agreement. There is also insurance coverage provided for in the agreement making sure that the County and its officials are named as additional insureds on that policy.

Mr. Meachum asked if anybody had given any thought about making a video of the existing conditions of these roads and structures prior to this agreement. He said he knows there are a lot of miles of roadway in multiple jurisdictions and townships. Ms. Churney said that is part of the road use agreement. They will be taking a series of still photos so that when the still photos are put together, it creates a virtual drive of the roads. The reason the still photos are used instead of a video is that the photos, in the event of a dispute down the road, allow you to pull an individual image and get a better view of the road condition that existing. That is more difficult to do with a straight line video. The agreement also requires Twin Forks to photograph culverts, bridges, and other roadway infrastructure as well.

Chairman Greenfield said it was his understanding that the three road commissioners are in agreement with the contract. Ms. Churney confirmed. Mr. Greenfield said Mr. Bird is in agreement with it and so is Mike Baggett. Both Mr. Bird and Mr. Baggett confirmed. Ms. Churney said it is also her recommendation to the committee to approve it as well.

Mr. Greenfield made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Meachum. Mr. Baggett asked for someone on the committee to make a motion to amend the resolution language removing WHEREAS #6 which is not applicable to the road use agreement because it is in regard to intergovernmental cooperation. This is not an inter-governmental agreement so it does not need to be referenced in this resolution. Mr. Meachum made the motion as stated by legal counsel, seconded by Mr. Jackson and the motion carried 5-0. Ms. Churney added that the map that is Exhibit A in the packet was a preliminary draft. Before the matter goes to the full board, they will substitute the final draft. The final copy of the map was given to the members. The motion to approve the resolution carried 5-0.

Macon County Board Resolution Approving an Intergovernmental Agreement with Austin, Maroa, Illini, and Hickory Point Township Road Districts

Mr. Bird asked Ms. Churney to explain.

Ms. Churney said there are 4 C's dealing with the intergovernmental agreement: Cooperation, Communication, Consistency, & Cost. This is an agreement between the four jurisdictions affected by the project to cooperate with regards to items related to the road use agreement, the use of outside 3rd party consultants; to communicate with one another regarding project related issues including amendments to their individual agreements or disputes that might arise with Twin Forks; consistency in that it is the desire of all parties involved in the road use agreements which are virtually identically will be interpreted in the same manner; and that costs for outside consultants are being administered by Maroa Township Road District, which pursuant to an Ordinance that Road District passed established an escrow fund so that costs could be paid out of that escrow fund and the intergovernmental agreement permits all payments to go through that fund. She said it is her recommendation that the Transportation Committee approve the resolution regarding the intergovernmental agreement.

Mr. Jackson made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Meachum and the motion carried 5-0.

Macon County Board Resolution Approving the Purchase of Right of Way from Rodney Damery for the CH 36 Baker Road Bridge Replacement Project

Mr. Bird said this is one of two property owners on the bridge. This is the bridge that is south and west of Macon. It currently has an 8 ton weight limit on it. It is narrowed down to one lane. The funds are bridge funds that are going to pay for the replacement of the bridge. This will be let and on next month's agenda for award so the bridge can be replaced this year.

Mr. Meachum made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 5-0.

Macon County Board Resolution Approving the Purchase of Right of Way from Sequoia Farm Foundation for the CH 36 Baker Road Bridge Replacement Project

Mr. Bird explained that this is a little different because of the language in the resolution which references \$10 and other good and valuable consideration. Mr. Baggett pointed out that the resolution says \$1,500. Mr. Bird says that is correct, but the owner prefers it to be recorded as \$10 & all good & valuable consideration. The cost is \$1,500. Chairman Greenfield asked if that would be a problem for the Auditor. Mr. Bird said no, he checked with her and it should not be a problem.

Mr. Meachum made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 5-0.

Macon County Board Resolution Approving the Purchase of Right of Way from Herbert Dale Gulick for the CH 41 Wyckles Road White Topping Project

Macon County Board Resolution Approving the Purchase of Right of Way from Herbert D. Gulick (17) for the CH 41 Wyckles Road White Topping Project

Macon County Board Resolution Approving the Purchase of Right of Way from Herbert D. Gulick (18) for the CH 41 Wyckles Road White Topping Project

Macon County Board Resolution approving the Purchase of Right of Way from Beverly A. Gulick for the CH 41 Wyckles Road White Topping Project

Mr. Bird said these four resolutions are all for the Gulicks on Wyckles Road and Mr. Meachum has a desire to lump all these into one for voting purposes. These are all individual purchases of right of way on white topping project out on Wyckles Road. After these four there are two more from the Gulicks, one from the Kick Sisters, one from Mr. Dipper who is still insisting on a large sum of money. Mr. Bird said he checked with the folks from IDOT who said a small change could be made in the plans noting that that would be built in the second stage. That will give us more time to try to get a negotiation from Mr. Dipper, but will allow the project to move forward so it can be let and started this year.

Mr. Meachum made a motion to approve forwarding the four resolutions as presented by the County Engineer on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 5-0.

Macon County Board Resolution to Support a grant Application by the Village of Mt. Zion

Mr. Bird explained that a letter had been received from the Mayor and Board of Trustees of the Village of Mt. Zion saying they are going to put in an application for federal funds for a bike path. A portion of this will run along Baltimore Avenue from Harry Land to the south to the existing bike path and a portion will also turn and run west along Harry Land. Since they are going to be using our right of way, they are asking for a letter of support from us. They are not asking for us to participate monetarily. They just want us to support the project.

Mr. Greenfield made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 5-0.

Macon County Board Resolution Appropriating Funds for the Construction of a Bridge on CH 38 Washington Street East of Maroa

Mr. Bird explained that this bridge will be on the state letting in July. Our portion is estimated to be \$80,000.

Mr. Meachum made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 5-0.

Macon County Board Resolution Appropriating Funds for the Joint Micro surfacing Contract for 2016

Mr. Bird explained that this is a project between us, the City, and various townships. The City was the lead. The bids were opened. Our portion, based upon the bid prices, is a savings of about \$150,000 over what was on the engineer's estimate for the same amount of work. Our portion is roughly \$650,000 based upon the final quantities of the contract.

Chair Cox asked if Mr. Bird expected it to be much more than \$650,000. Mr. Bird said he thought it would probably be less based upon the bid price. Things will not change too much when they are doing it.

Mr. Meachum said he is in favor of the project, but would excuse himself from the vote due to being deeply involved in the project.

Mr. Greenfield made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 4-0 with Mr. Meachum abstaining.

Macon County Board Resolution Appropriating Funds for Engineering on CH 21 Kenney Blacktop Northwest of Warrensburg

Mr. Bird explained that this is the last bridge on that stretch of road that has not been replaced. It is currently narrowed down to one lane. It has a hole in the deck all the way through to the water below

that is about the size of volleyball. He said they need to get the engineering started to get that replaced. It will take 2 years to get the engineering done. It will be federal funds. Total engineering cost is \$119,385.

Mr. Meachum made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Greenfield and the motion carried 5-0.

Committee Discussion on Hiring

Mr. Bird referred to a memo he had sent to committee members and given copies to for this meeting. He said they have some people that have retired and some people have been moved up into supervisory positions.

The funds to cover employee expenses do not come from any kind of general fund monies at all. He said they receive no funds from the General Fund and none from the Retirement Fund either. They are totally self-contained. Any type of retirement expenses, payroll expenses, health insurance expenses come out of mostly County Highway, but a part of the salaries come out of Motor Fuel Tax. Last year the SS, Health Insurance and Fringe expenses for this year were \$494,708. On top of that, there were various administrative and insurance expense fees that go into the general fund and total \$131,924. This is the 8th year that the County Highway fund has remained flat.

The actual payroll expenses, not including overtime because that can vary a lot from year to year, from 2001 up until 2015 have dropped from just shy of \$860,000 down to \$632,000. There has been a reduction in head count during those times, but it is also part of the contract that when you hire someone, they are hired in at a lower salary than the retiree was making, you are almost always replacing someone with less money. It is interesting to note that the health insurance expenses climbed pretty good in the last year.

He said he thought it is important to see where the money comes from, what it goes into and what the actual costs have been. Looking at the individual positions, the first one was created when Mark Funk left and was replaced by Stu. The savings between the two of them is \$13,312 a year. Stu's position of maintainer was replaced with a new hire and the difference between their salaries was \$25,022. That one position created a total savings of \$38,334 this year.

The second position opened with the retirement of Mark Page. His replacement by a new hire Maintainer created a savings of \$12,958.

The third position will open with the retirement of Mark Neff and a savings of \$26,478 will be seen.

Between the three positions, just this year alone, even including filling those positions, you are looking at a savings of \$77,770.

He said they will have a need for 3 maintainers. The savings alone almost covers the cost of their salaries. With the starting salary being \$27,030, multiplied by 3 it is pretty close.

As per the memo and the request from the Finance Chairman and the Board Chairman, Mr. Bird requested permission to fill the positions when they become available.

Chair Cox asked Mr. Bird if there was any way that he could replace two now and see how that works. Mr. Jackson asked if he could quantify the work. Mr. Bird said that if they don't have those individuals, missing one person makes it that much more difficult to complete the work. We can only do what we

can do with the crews we have. Sooner or later, we will end up with more work than what we can do. It comes into play, big time, in the winter when they are plowing snow. He repeated that they do not receive anything out of the general fund. They actually contribute quite a lot to the general fund.

Mr. Meachum said he felt that two positions need to be filled immediately and revisit the 3rd position with a serious discussion at the July Transportation Committee meeting. He said this is a compromise between what Bruce is saying and what Chairman Cox is saying. Mr. Greenfield asked what would happen between now and July. Mr. Meachum said that mowing would be underway and Mr. Bird would be able to say if they are in dire need of help. Chairman Greenfield said that if they're going to wait, they need to wait until probably next November when the budget process is underway. Mr. Meachum said he was ok with that too. Chairman Greenfield said he didn't think July would be the breaking point. He thought it would probably be before snow season. He told Mr. Bird that he had said in the past that they did not have a problem getting snowbirds to plow. Mr. Bird agreed and added that at the last meeting it was said that nobody was to be hired until somebody was off the books. He said that Neff is leaving in June, but he won't be off the books until August anyway, so the timeframe being talked about now would fit in with what they would probably want to do anyway. Mr. Meachum said his biggest concern is that they'd be giving someone false hope for employment. Mr. Bird said he wouldn't have an issue with that. From a payroll standpoint, the only thing out there that could really impact it is if the state would suddenly completely take the Motor Fuel Tax money away and not let them have it. They did it last year until about November, but then they gave it all back. It's not like they don't have it. They collect it every time someone fills up their tank. They're just not giving it to us. There is probably a chance they will do it again next year, but we do have sufficient funds in the Motor Fuel Tax account. But, again, Mr. Bird said they will bridge it this year and anticipate it happening again. Chairman Greenfield asked if the General Fund can borrow out of the Highway Fund. Both Mr. Bird and Mr. Greenfield said yes, they think it can. Mr. Greenfield said he is not sure that that will not happen. It will be a short time period, but the Judgment Fund has been tapped pretty good. With that being said Mr. Greenfield said he thought, maybe two. Mr. Bird said that's ok, there is only one technically off the books right now. The second one will not come off the books until the last week of July. The third won't be until September. Mr. Greenfield said he would compromise and say go ahead and hire two now. Mr. Bird said that by July they should know if the state wants to mess with their Motor Fuel Tax money. Mr. Greenfield said that, also, just because it is not general fund money, that does not mean that it is not just as important to us as any other money. Ms. Dawson agreed saying that she understood the perspective that the money doesn't come from the general fund, but the overall picture has to be looked at. To tell some other office holder that Mr. Bird can hire 4 or 5 and we're going to cut 5 or 6 from them. Mr. Jackson said he would like to see the positions quantified. Mr. Bird said the workload they have and the reduced purchasing power because of the price of asphalt and concrete going up, a lot more has to be done with the maintenance staff as opposed to hiring contractors. He said they used to do quite a lot of asphalt resurfacing, but not much anymore because they simply cannot afford it. They've taken those funds and shifted them into pothole patching, crack sealing, etc... That is all work the Highway workers do, and they do a really good job of it, but it is increasing the amount of workload. He said they always have work to do. There are people that call all the time. There are entrances to take care of. There are pipes that fail. It's just a question of how quickly we can get out there and take care of those things. That is a function of whether there are enough people for two crews or three. That is where the issue comes up as to whether there are enough people to break it out and have multiple crews and get multiple things done or do we have to concentrate on one or two. We can float for a while, but over time, stuff wears out and you have to do something with it.

Chair Cox asked Chairman Greenfield about his statement regarding the General Fund having to borrow against the Highway Fund. Mr. Greenfield said he hopes not, but it has been discussed. Ms. Cox asked, IF that happens, when? Mr. Greenfield said within the next two months. Ms. Cox said that if we wait until July or August, we'd know about where we are. Mr. Greenfield said the first tax check

would be received, around the end of June. Mr. Bird asked if he should wait until then for all of them or just the third one. Ms. Cox asked when Mr. Page will come off the books. Mr. Bird said the end of June and Mr. Neff will come off at the end of July. Mr. Meachum clarified that the consensus of the committee is to approve hiring two and leaving the third until November before snow season.

Chairman Greenfield asked how many employees there are that drive vehicles home. Mr. Bird said he does, Joe, Stu, Matt Rigg the shop supervisor. Mr. Meachum asked if that was an acting supervisor right now. Mr. Bird said yes. Mr. Greenfield asked if Matt Rigg is the one that Mr. Bird is talking about moving into that position. Mr. Bird confirmed saying he is running the shop right now. He worked with Mark Page and got it in really good shape. He is very detail oriented and very clean. That's a good thing to have in the shop. Also the Engineering Technician, Allison, who also does bridge inspections takes a car home. That makes 5. Mr. Greenfield discussed the drivers policy and said he assumes that it means the car goes back and forth to work with no variance. Mr. Bird said he was told it was supposed to reference the federal guidelines and it's straight there and back. The main reason those people have vehicles is for emergency situations so they can be straight out to where they have to go. Mr. Greenfield clarified that there is no stopping at the ball game or to get milk. Mr. Bird said the federal guidelines reference a diminimous rule where if you were going to stop and get a gallon of milk on your way home, you couldn't go from here to Springfield to get milk, but if you stop on the way, it is allowable. Mr. Jackson asked if all of them need to drive vehicles. Mr. Bird said Allison does the bridge inspections. Usually when a situation comes up, the sheriff's department has already responded and they're just sitting and waiting until we show up. If it is stormy, it could happen every other day. It varies a lot. Someone could hit a guardrail. Ms. Dawson asked if the car is a cost saving. Mr. Paul Heft, Austin Road Commissioner since 1999 said he sees the need for these people to have the trucks. There have been various times he has called them and they need the vehicles. It is not necessarily a cost savings, it is a help to the Townships and the Road Commissioners. Mr. Meachum said it is still a pretty big cost to the county and he was questioning if all of them are needed. Mr. Bird said the shop supervisor and the road supervisor have them in case one is not available. Mr. Greenfield said he agrees that the road supervisor needs one, but didn't know why the shop foreman would. Mr. Bird said that, in the wintertime, he is involved whenever the guys get called in. Mr. Meachum said he would be in the shop first and on the road second. Mr. Greenfield agreed and said if the vehicles were going to be taken away, now would be the time. Mr. Meachum said before we do any hiring of any sort, this would be the time to discuss it. Mr. Greenfield said with the wear and tear on the vehicle and gas, this is a pretty good expense and one that he thinks, whether he comes to the shop and gets the truck and then goes, we're talking 30 minutes. Stu has to respond directly. Mr. Heft said his argument as road commissioner is that he has their phone numbers and if he has a situation, he can call their cell and they can come from home. He said he has had Mark, Allison, & the shop guy come. He said if he is out there broken down, it just works good. Mr. Meachum said this is the time to discuss having all these vehicles on the road. This is the time to do it. We just have to say this is a perk we are not willing to pay for. Mr. Bird asked if they are just talking about the shop supervisor. Mr. Meachum said that is exactly where we're at right now. He said he thought that it is a vehicle that we do not have to have on the road. If they want that vehicle, they can go to the office and get it. Mr. Greenfield said that in the wintertime, when the jobs are shut down, do the engineers still drive their vehicles home? Mr. Bird said that Allison does. Mr. Greenfield asked if there is not a job going on, why would she drive it home. Mr. Bird explained that she is the bridge inspector. Mr. Greenfield asked what the difference would be in going in to get the truck and then going on. Mr. Bird said it is about another half hour wait time. If the sheriff is ok with his folks sitting there for another half hour, it's fine. Mr. Jacobs said the shop supervisor is on call if he is out of town. Mr. Greenfield said that if Mr. Jacobs goes out of town, then the shop supervisor needs his truck. Chair Cox agreed. Mr. Meachum agreed. Chair Cox asked who was back up for Allison if she is gone. Mr. Bird said it is either Joe or himself and added that the procedure of taking vehicles home and who takes them home is something he inherited from his predecessor so it is something that the county has done for almost 20 years or longer. Chair Cox asked if there would be a problem with the shop

supervisor doing as needed such as when Stuart is on vacation or off. Mr. Bird said the vehicle would be there and during the daytime, he uses it a lot to shuttle around and get parts, etc... It is not a new truck. It's been bought and paid for a long time ago. Mr. Greenfield said he thought they ought to give it a try. Mr. Meachum agreed and said to eliminate that perk once the position is filled. Chair Cox said that if it doesn't work to come back for another discussion. Mr. Greenfield said he felt like they had to look at this. Being on the Finance Committee is no good news this time of year and we can't show favoritism to one department versus one that does not. It's not going to be pleasant. Everyone is going to have to make cuts. It's easier to make them now than to take them away later. Unfortunately, with others, we will be taking away.

County Engineer's Report:

Mr. Bruce Bird reported that per request of the Board Chairman to let the committee know when they were going to be purchasing any type of clothing for the employees. He said they are short on T shirts and would like to purchase some. Chair Cox asked how many. Mr. Bird said probably 50 at a time because they are cheaper that way. When asked where they got them and how much the cost was, Mr. Bird said they come from Star Silkscreen because they've been the cheapest one and they run about \$5 to \$6 each. Mr. Greenfield asked if they get a T shirt if that is taken off the contract. Mr. Jacobs said they either get T shirts or uniforms. If they get uniforms, they don't get T shirts. Mr. Greenfield said the Aramark uniforms run about \$2,500 a month. Mr. Bird said the rugs have been cut out of that and it has really been narrowed down from what it was.

Mr. Bird explained that his contract is up at the end of this year and by Statute, the process has to be started at least 100 days prior to the end of the contract, which is October 1st. You can do it anytime prior to that if you choose. There are certain advantages to getting it done early. It is a 6 year term, by Statute. Mr. Meachum made a recommendation that the committee proceed in renewing the County Engineer's contract and asked to have it placed on the agenda for next month. Everyone agreed. Mr. Bird will contact Mr. Baggett and put something together.

The guys have been out mowing and by the end of this week, the southern half of the county will be done. Next week, after Memorial Day, the early hours will be started with the guys working 6 -2:30.

Construction projects at 30 & 41 has Illinois Valley Paving out there and there is no road there anymore. They've really gone "great guns" out there. The power company got the poles in today and it really delineates where the curve will be. The state has not yet started. They keep putting promises on their message boards that they will start, but they keep pushing the date back.

The drainage repair contract is being worked on.

The mirco-surfacing will start within a couple of weeks. When they get started, it won't take very long. We got really good prices on it.

There will be three bridges for the next meeting. The contracts will be let on the 15th.

It's going to be a very busy year this year. One bridge project currently going on is the one that they are trying to finish up in Boody. He said they are working very hard to make sure it gets done. There are some really difficult challenges. They are working with IDOT because it has federal funds in it. IDOT is the signator of the contract, but the county is overseeing it. There is a meeting with the Field Engineer for IDOT scheduled for next week to spell out several things. He said he had been getting phone calls. Chairman Greenfield said that he had been getting them too. It is a bad situation to be in. He said he has never had to deal with getting a bonding company to finish something. The folks at IDOT are

involved. If you can't get the materials to finish the contract, you're probably not going to be able to finish the contract. He said they should have a better idea next week on this.

Mr. Bird distributed a flyer with the Statute that Kirk Brown gave a presentation at the spring meeting on. It talks about before asking for money to prepare the roads, you need a plan. There are some really good statistics on it. To reconstruct the interstates and get the roads back up into a good state of repair, it would cost about \$45 billion. Everyone talks about the pension deficit, but nobody talks about the infrastructure deficit. His point is that if there is not a plan in place first, you're not ever going to be able to attack that. The last capital bill, they spent record amounts of money for a lot of earmarked projects and the overall condition of the highway system got worse. That is not a good combination. Mr. Meachum asked about a needs study for the county to bring the infrastructure for the county up. Mr. Bird said the County Engineers is a group that did participate in that and that part of the study is now 4 years old. It had more to do with declaring the 80,000 pound roads. They were then asked what it would require to bring all the roads up to standard. A lot of the township roads are a big chunk of it. He said he could dig the numbers up, but there has to be a plan that involves all the road systems, not just the state or interstate. All the local roads have to be included too because all the trips start and stop on a local road. If you can't leave or get where you're going, you're not going to be on an interstate or state highway to get there. Mr. Meachum agreed saying the county highway system is aging just like everybody elses and he thought this committee would be shocked at the deficiencies are and the amount of preventive maintenance that is being done just to get us by. He said we need to talk about it down the road.

Miscellaneous Business:

None

Closed Session:

None

Adjourn:

Mr. Jackson made a motion to adjourn, seconded by Mr. Meachum, the motion carried 5-0 & meeting was adjourned @ 6:35 p.m.

Minutes submitted by: Jeannie Durham, Macon County Board Office