

POSEY COUNTY COMMISSIONERS TUESDAY, AUGUST 19, 2014

The Board of Commissioners met in regular session in the Commissioners' room at the Hovey House, 330 Walnut Street, in Mt. Vernon on Tuesday, August 19, 2014, at 9:00 a.m. Members present: Carl A. Schmitz, Jerry R. Walden, James L. Alsop, Attorney Jacob Weis and Auditor Kyle J. Haney.

Commissioner President Schmitz opened the meeting by leading the Pledge of Allegiance.

MINUTES

J. Walden made a motion to approve the minutes of the previous meeting and J. Alsop seconded the motion. Motion carried with a vote of 3-0.

CLAIMS

J. Alsop made a motion to approve the claims and J. Walden seconded the motion. Motion carried with a vote of 3-0.

CLERK'S MONTHLY REPORT

J. Walden made a motion to approve the Clerk's Report and J. Alsop seconded. Motion carried with a vote of 3-0.

TREASURER'S MONTHLY REPORT

J. Alsop made a motion to approve the Treasurer's Report and J. Walden seconded. Motion carried with a vote of 3-0.

E-911 BOARD APPOINTMENTS

J. Alsop made a motion to appointment Doug Saltzman from Poseyville to the E-911 Board and J. Walden seconded. Motion carried with a vote of 3-0.

ORDINANCE ESTABLISHING A FOUR WAY STOP, BUFKIN-SPRINGFIELD ROAD AND COPPERLINE ROAD INTERSECTION

J. Walden made a motion to approve the Ordinance Establishing a Four Way Stop at the Intersection of Bufkin-Springfield Road and Copperline Road and J. Alsop seconded. Motion carried with a vote of 3-0.

APPOINTMENT FOR POINT OF CONTACT FOR BLIGHT ELIMINATION PROJECT

J. Alsop made a motion to nominate Debra Bennett-Stearsman, Economic Development Coalition as the Point of Contact for the Blight Elimination Project and J. Walden seconded. Motion carried with a vote of 3-0.

NOTICE OF VIOLATION NUISANCE ORDINANCE, ED BATTEIGER, BUILDING COMMISSIONER

Ed Batteiger, Building Commissioner reported to the Commissioners in regard to the Nuisance Violation of 11948 Diamond Island Road owned by James and Patricia Ann Davis. He stated that the owners have received Notice as of the previous evening and have until September 9th to clean the property accordingly. J. Alsop made a motion to table the discussion until the next meeting on September 9th and J. Walden seconded. Motion carried with a vote of 3-0.

ALLSTATE INSURANCE COMPANY, SUPPLEMENTAL INSURANCE

J. Alsop made a motion to utilize Allstate Insurance Company for Supplemental Insurance and C. Schmitz seconded. Jerry Walden abstained from voting due to his prior involvement with Allstate Insurance. Motion carried with a vote of 2-0. Jason Henderson and George Goth were present on behalf of Henderson Family Insurance Agency, Allstate Insurance Company.

GROW SOUTHWEST INDIANA WORKFORCE, JIM HECK

Jim Heck with Grow Southwest Indiana Workforce Program gave the Commissioners a brief update. He invited the Commissioners to the Annual Meeting on October 3rd at Fort Branch, Indiana. Mr. Heck also spoke about the H.I.R.E. Program, Hoosier Initiative Re-Entry Program. This program places ex-felons in occupations. The program has been successful. He also spoke of Jobs for America's Graduates Program which works with at risk high school children. He announced that this region has exceeded National expectations in this program. Mr. Heck informs that there is a Workforce and Education Conference on October 12th. This Conference will host Technical Education awareness.

SHERIFF OFFICE HOLDERS REPORT

It was requested by Tom Latham that this item be tabled until next week and it was.

GIBSON REFUND AND PILT PROGRAM, IN-HOUSE EMAIL PROJECT

Auditor Kyle Haney explained that the refund from Gibson is for WI-FI services that were never implemented and was about \$5,000. The Payment In Lieu of Taxes Program is a grant in the amount of \$7,883. It was suggested that the PILT Grant monies could contribute to the project to bring the County email system in-house. There was a difference in prices for in-house email quotes from AOS and the AOS Representative was asked to explain to the Commissioners. It was explained that the prices that were quoted were different because of the spam-filtering. J. Alsop made a motion to table the in-house email project until further research and J. Walden seconded. Motion carried with a vote of 3-0.

NEW HARMONY BRIDGE PROJECT

Commissioner Schmitz: OK, now we're getting down to why the room is so full today, let's take on the New Harmony Bridge. So,

Attorney Weiss: I was going to say Carl, before we open it up to public comment, we do have two names here, I guess they were invitees by the Commissioners, would you want them to come forward first?

Commissioner Schmitz: Yes, let's have them speak,

Commissioner Walden: Michael Egbert, known as "Spud", he can lay the foundation for the meeting here today, so we know exactly where we are starting and why we are here today.

Michael Egbert: Good morning I'm Mike or "Spud" Egbert, I am the White County Bridge Commission Secretary Treasurer. Just to give a brief history, we was created by Act of Congress '41. In the 50's the River wiped out the Illinois approach, the Corps of Engineers rebuilt the Illinois approach where it wiped it out. The State of Illinois gave us economic money of \$120,000 and when they did that they called us a quasi-governmental entity and did the contract directly with us. The following year the State of Indiana did economic development money but they would not recognize us as a government entity or as any entity, so we went through the Mount Vernon Industrial Commission to receive that money. So besides those three times, the Bridge has never had any tax dollars or public money put in it. It has been supported by the local residents with tolls throughout the years. Initially there was bonds issued and the Bridge was purchased from the owners that owned it at that time. So really that bridge has been self-sustaining all these years minus \$240,000 plus whatever the Corp of Engineers had put in. It is a vital economic link between White and Posey County, it's just not the Village of New Harmony. I

mean, when Two Tony's was there our parking lot was full of Indiana cars, going to Walmart, you would see Indiana cars but now the bridge is closed you just don't see as many so it has affected both sides of the river. The truck traffic in the last few years has not been significant, it's mainly farmers doing grain and their farm equipment and the local delivery trucks delivering food services and products to local businesses on both sides of the river. When I came on to the Commission one of the things I asked when I accepted the appointment is, I would like to see the bridge turned over for the sustainability of the bridge. In the past there have been Commissioners who have not did the bridge justice with revenue that came in. The Federal Highway, because of that, and Congress, amended the '41 Act and pass the Act in 1962 that required CPA audits and studies about the bridge in relation to engineering stuff to be done and submitted according to Federal Highway standards. About 10 years ago, Federal Highway put a one liner in the Highway Bill and repealed the 1962 Act. Even though they have repealed that '62 Act, the current Bridge Commission has still had the independent audit done and done all the studies that the '62 Act pertained to. One of the big components of the '62 Act, it removed the appointing process from the Federal Government, they think, we think the '41 Act does have an appointing process in it but that particular office is no longer at the Federal Government level, but someone, I am sure, superseded that. So we have been fighting to do this, to get someone take over the bridge. I have, probably for the last nine months, have been working to try to get grant money to do a critical fracture report that is due. The critical fracture report, for those that don't know, the engineers come within an arm's length of every piece of that bridge. So it would tell you guys or anybody that was considering talking over that bridge exactly what was wrong with that bridge. Unfortunately because of the type of entity that we are, I have had no success in obtaining that grant money. I've got two different quotes from two different outfits. One is more of a historical engineer, he's going to use contacts he has an Illinois person that was certified to do that, the other one is an international company that has offices in Illinois and Indiana and works with IDOT and INDOT on a regular basis. What's brought it to a head, is that, our board of Directors liability insurance will expire the 21st of this month (August), at this point and unless something changes, two of us Commissioners, if not all three of us, are going to resign. At that point, there is a debate of who actually owns it, I truly believe the Federal Government owns it since we was created under Federal Charter. The sad thing is, is that there are interested parties, at least one State level and one Federal Highway Department, that would want to tear that bridge down, like yesterday, to prevent any type of rehab. Right now they do not have the authority because of the Commission is in place. The village of New Harmony has a gas line that runs across it which is vital to them. They pay \$1,200 a year for that gas line. There is a cable that runs across it from a cable company and they pay \$150 a month. The cable people said they would take care of their part, the village is having a difficulty and will have difficulty, terminating their contract and hooking up and getting easements from where those gas lines are currently located to that village. So not only for economics, the businesses on both sides have suffered. I guess this is a last appeal. If you guys take over you would eligible for competitive grants. There's no guarantee that you would get those. I know that myself and Dr. Rice would be glad to help you in any way that we can if you do vote to take it over. I've talked to our State Representative about some issues that I think may have to have some legislation in Illinois. I think Representative Rice will work, if those issues are truly what I think they may be. You should be eligible to apply for competitive grants Illinois grants for the Illinois portion of the bridge. I'll be happy to answer any questions. I tried to synapse it as short as I could.

Commissioner Alsop: Hey Spud, question on the liability insurance, is that you individually or the Bridge Commission?

Mr. Egbert: That is the Board of Directors liability insurance. So if we got sued that would be the people that would hire our Attorneys to defend us. The other liability policy, which is actually on the Bridge and the land and people getting hurt on it, it expires next month. And to date, we have not gotten a letter saying they would not renew that and I think that it is about \$10,500 per year that we pay for that liability insurance.

Commissioner Alsop: Okay, but you have been notified that your individual liability insurance will not be renewed?

Mr. Egbert: Yes.

Commissioner Schmitz: Any other questions at this time? If not, you will stay and answer any questions?

Mr. Egbert: Yeah, I will. I will be glad to come back and dispute anything that anyone says that may not be factual.

Commissioner Alsop: I do have another question, I'm sorry. On these critical fracture assessments, what's the cost of those studies?

Mr. Egbert: The one is around \$50,000 and that was from Barker. And he is more of a historical engineer that has done bridges like these, I think he is cutting a deal in price. And he has got someone on the Illinois side who is certified and everything, so neither State can complain about it if he does it. Baker was around \$140,000 and how I came upon that, I actually went to Federal Highway, Dan Brittle in Illinois, to meet with him about the bridge and about what I was trying to do and it just so happened that the day I was there, because I called him and said I was going to be in town on Tuesday, I have got some free time, I don't know exactly when but I would like to come by. Baker, Vice-President of the Chicago office was actually there presenting training to the Illinois IDOT engineers, and that got him out of that training to talk to me. I explained where we had been at and what I was trying to do. And his firm did send a proposal and I think they emailed those to Jerry and Carl, I didn't have your email Jim,

Commissioner Alsop: Yeah Jerry gave us a copy this morning. \$136,718 is what that is. Right before you get to your seat I will probably ask you to come back up.

Mr. Egbert: One thing, they have told us as Bridge Commission, because we have been frank with them, INDOT, IDOT and Federal Highway, we don't have money to tear that bridge down if that's what it comes down to. So at the meeting, Jim, we had in New Harmony with the Regional Federal Highway person, he talk to me afterwards and he assured me that if we were ready that they would take it down and it wouldn't be the burden of the Bridge Commission to do. I don't know that you can get that same kind of commitment from INDOT, IDOT and Federal Highway and of course Corp of Engineers would be involved because of the river.

Commissioner Alsop: We had that meeting Friday morning.

Commissioner Schmitz: Okay, Jake, who is the other one?

Commissioner Alsop: Ryan Rapp is on the Agenda.

Ryan Rapp: Thank you for giving me an opportunity to speak. I don't really want to focus on the past I want to talk about the future of New Harmony. The critical issue is that on August 21st the Bridge Commissions individual board members liability insurance runs out, and at that time it is likely to be in the interest in the Board to dissolve. And that's why today is so important, because today is really our last opportunity to take over the bridge as a public entity and to get title, a clean title, instead of it going into some quasi mode where we are not sure who owns it and after a few years its owned by the Corp of Engineers, at that time it will be too late. The real key, as I see it, is the thing that makes New Harmony Bridge different than the other 148 bridges in Posey County is that New Harmony Bridge has the opportunity to get funding from outside Posey County. The bridge itself, if it were to open, the operational costs, would be covered by the tolls of the bridge. New Harmony for their events, the volumes has actually quite increased, however the day to day traffic, the things that, bars and restauranters and business owners depend on is down quite a bit because that bridge is not making it easily accessible for people to get to New Harmony for local business. A lot of the businesses would like to expand but their employment pool is narrowed by not having people in Illinois being able to come over and work. The thing about New Harmony Bridge is that it is a historic bridge, it's on one of the ten landmarks in Indiana that are destined to be preserved or are wanted to be preserved by the Landmarks Foundation in Indiana. Because of that historic structure there's going to be funding available from the Indiana Department of Transportation or any of the historic entities, but none of that funding can come today because it is owned by a public entity in the eyes of those non-profits. As far as having to pay taxes, property taxes in Illinois, I spoke to Mr. Egbert and it's very realistic that as a public entity Posey County would be exempt from those taxes due in Illinois. My frustration is that every time New Harmony Bridge comes up, there is a list of questions, we come to a big moment, we get past that big moment, and then we talked about the next opportunity and those questions are still there and those questions are never answered. So I kind of addressed eleven questions, and I would like to just go through them so that the people appreciate that I believe it is in the best interest of Posey County to save the bridge. Is the bridge insurable for operation? Yes, it is insurable for liability coverage that covers the bridge, the approach of the bridge, the piers in the water, and it cost about \$10,400 for Wabash County to insure the bridge. I also understand that likely the liability insurance will be covered by the insurance umbrella that Posey County

already has, so it might not be necessary for further, to do the liability insurance. Is the type of coverage that they have now be changed if it is owned by a public entity? No there would be no need to change it. What are the expected costs needed to rehabilitate the bridge? Well, that's the debate and I have heard it as low as \$30,000 but what really matters is, how much can we get to get past the inspections that go on. Well, I do believe that if we pass this today, we should have wide open eyes and Posey County should be very realistic, I am not encouraging them to take over a bridge that will be here 20 years from now and still be a liability. I think if we took a realistic approach, five years to secure the funding, then I think realistically we vote to approve today and immediately look to get a Commission that would secure this funding, that would have an odd number of people on that Board so that decisions can be made promptly. What is the expected operational costs? Well the operational costs in any studies that you have, and it demonstrates that the actual tolls of the bridge will cover the operational costs. So it really comes down to, what about this fractional study, critical fracture study? And I have been in contact with Carl Browning and it's realistic, per Carl Browning, that that study be done pro bono in order for those firms to be allowed to be a vendor for Indiana going forward. I know I spoke with Andrew Wilson who said a company reached out to him in the past to discuss those things, and, again, what really makes this unique? Well, before Indiana was here, New Harmony was here. When Indiana started they borrowed money form New Harmony. Before Posey County was a county, New Harmony was here. As a resident of this county, I have a young son who is fourteen years old, and if you want your children to come home there better be jobs for them to come back home to. And one thing that I do not want is a closed bridge in New Harmony. I think it's realistic for the people of Posey County to appreciate that we will make an honest attempt at getting the bridge open but after five years, New Harmony needs to turn the page. So at that point we'll either apply for grants to have it taken down, or we'll have success and New Harmony will continue to grow into the future. And finally, I would just like to point out to the residents of New Harmony, that the estimates of the cost to move the gas line that we have across New Harmony Bridge are somewhere between \$900,000 and \$1.3 million. So if today a vote to table the discussion or a vote to not open the bridge or take it over by Posey County will thrust that costs to the citizens of New Harmony. So as I said, I think the vote today should go forward, because as of August 21st there will not be a clean title and if we wanted to take the opportunity later it likely will not be there.

Attorney Jacob Weiss: Carl, now that the two commissioner invitees have spoken, if you wish we can open this up for public discussion. And if so, I can read off the names here and ask them to come forward.

Commissioner Schmitz: That would be fine.

Attorney Weiss: When you come forward would you please state your name and if your with an organization would you please state what that organization is and your title and could you please state your address for the record and I'll just go on the list here, is Mrs. Irwin still present?

Julie Irwin: Good morning Gentlemen, My name is Julie Irwin and I am here for professional and personal reasons. I am a resident of Phillips Town, state my address completely?

Attorney Weiss: Well it appears that you are not an Indiana resident, correct, can you just give the town?

Mrs. Irwin: I live in Phillips Town, Illinois. I am the 911 Director for White County so I have a very large interest in your acquiring the ownership of this bridge. For personal reasons, I miss the town, I miss going over to the town. My family and I would drive over, take our bikes, ride around town partake of all the business, spend the day and I am not going to go 20 miles out of my way now and drive my bicycles over there. Also, I know that the persons of New Harmony, as the gentleman has stated, are concerned with the futures of their children as am I, the property that I had over there in Phillips Town is on a road to nowhere. And as New Harmony is, it is absolutely cutoff from any traffic or commerce due to highway 69 going through. Professionally, I see a large red flag, from my home to Deaconess Downtown, is now 20 minutes further. It's now 20 minutes further for everyone is Crossville and Phillips Town to be able to go and get emergency medical services. Not only that, as far as any type of mutual aid agreements that had been between the fire departments or law enforcement are now severed because the bridge is closed. I know in the past the Crossville Fire Department had assisted New Harmony, and vice versa, and I think probably both agencies have suffered since then. I know that the economic impact in New Harmony has been quite negative, as the

gentleman stated earlier. I think that the beauty and history that is there should be continued to enjoyed and flourished, and it will not unless this bridge is opened. The traffic that comes through White County is endless as Mr. Egbert has stated, the businesses in Carmi and White County have also suffered. The liability is of course a concern, I can understand that, however with that being said I think that in the interest of the community, if fundraisers were had to assist in any type of financial burden that may be encountered. I know that obviously from the room that could be had. I think the residents are here looking to you locally, you know the impact this is having on your constituents and your communities. The States that have been approached, do not understand the economic or the social impact of having lost this bridge and probably do not care. In Illinois, it's all about Chicago, I'm not sure how it is in Indiana with Indianapolis, but we suffer quite a bit, in the Southern Illinois area because all of the legislation, all of the politics are geared toward the larger areas. You gentlemen have the opportunity to help your small communities flourish here. You have the opportunity to champion this cause and help the people in your communities. Not just for health care concerns, economic impact, the future of the resident's children. You have a large responsibility to these people and you can be the champions that they are seeking. Thank you.

Attorney Weiss: Mr. Parker, Don Parker, oh if you don't want to speak that is perfectly fine. Sarah and David Brown, Carmi?

David Brown: David Brown, Resident of Carmi, but my wife and I are business and property owners in New Harmony. I think that people don't realize and take for granted what a cultural and historical gem New Harmony is and whatever can be one to help that move forward, would appreciate. Thank you.

Attorney Weiss: Kathy Sale?

Kathy Sale: My name is Kathy Sale, and I reside in Carmi, Illinois. I am here before you gentlemen today on two accounts, one is personal and one is professional. I currently work at the New Harmony Inn also known as, well let put it this way, I work for Red Geranium Enterprises also known as the New Harmony Inn and we also have the Red Geranium Restaurant. The closing of the bridge in May of 2012 has increased my travel 20 miles per day. I don't like that, however I had to adjust for that. Now I will give you factual numbers for the Inn. Our revenue has went down up to 15% as of May 2012. We have lost two major clients from the Carmi area that was on guest rooms. They are now staying, these clients that we house out at our place were from out of the country, and had language barriers and of course did not have driver's licenses and these companies had to come to and from the Inn to take them to their meetings. Since their commute would have increased tremendously they are staying at the Grayville Super 8, so we have now lost that revenue and you have lost that Inn Keeper's Tax. So our employees that we have was at 20% from the Crossville, Carmi area over there as of today now we are down to 10%, and I am one of the 10%. That's not good, we would like to have more employees from Illinois area to come over and work for us again but the travel is a barrier to them. Looking into the future if we continue to lose business at the Red Geranium, you know what that means, we will eventually shut that down, and then it will roll over to the Inn and if that shuts that down that means there is no Inn Keeper's tax coming your way. And I am just estimating it a little bit we do provide 65%, maybe less, maybe a little bit more of your Inn Keeper's Tax, so we're here to give you some factual numbers over there at the Red Geranium Inn and the New Harmony Inn. And we would love to see something to happen where the bridge would reopen it would benefit me personally and also the company that I represent. Thank you and do you have any comments? I also want to add that I am sure that this has impacted other businesses in New Harmony, which I am sure you are aware of, and thank you that's all I have today.

Attorney Weiss: Mr. Flanders?

David Flanders: My name is David Flanders, Resident of New Harmony also small businessman. I am here representing the New Harmony Business Associates, I am President of that Associate. We are 61 members strong, a dues paying organization comprised of merchants, civic organizations and other organizations in New Harmony. We are dedicated to promoting our town and marking our members and amenities, our sponsored activities as well as our history, beauty and vitality of New Harmony and its residents. A number of our members are here this morning, underscoring the importance of this issue taking time from their day. Jim Span from the New Harmony Soap Company, Ken and Zack Weinzapfel from the Yellow Tavern, Connie Weinzapfel from the Historic New Harmony, Sarah and David Brown, David Brown just spoke from

Sarah's Harmony Way, Bill and Aaron Wilson from Wilson's Auction Realty and you just heard from Kathy Sale from the Red Geranium Enterprises. Not quite a year ago the Business Associates considered the economic impact of the bridge on our business and by unanimous vote, September 4th adopted a Resolution I'd like to share with you. This is a Resolution endorsing the reopening of the Harmony Way Bridge and calling for a collaborative and cooperative effort between New Harmony's business community, Federal, State and local public officials and the citizens for reopening the Harmony Way Bridge. Whereas Harmony Way has been a vital transportation link between Posey, Vanderburgh Counties Indiana and White County Illinois and for residents commuters and farmers and communities in between. Whereas businesses in New Harmony have benefited from the daily traffic crossing the bridge as commuters have regularly stopped to eat, shop, buy gas, employers have found talented local individuals who have crossed the Wabash River to work in their establishments and farmers have utilized the bridge as a convenient point of access to reach their fields. Whereas the New Harmony business community has contributed hundreds of thousands of dollars in sales and property taxes in support of town services and the Business Associates itself has spent considerable amounts of money including \$22,000 in 2012 to promote New Harmony as an attraction and destination for visitors. Whereas May 2012, the sudden closure of the Harmony Way Bridge businesses in New Harmony have suffered tremendously as business commuters and farmers have had to find an alternative route that bypasses New Harmony. Employees have had to leave their jobs because of the added expense of traveling. Whereas the loss of patronage for some of the business establishments in New Harmony has been estimated to be as high as 30% and on some weekday nights the number of parked cars on Church and Main is negligible as previously it had been busy. Whereas until recently there had only been a few voices of finding a leadership of finding a solution that will lead to a restoration of services and the reopening of the Harmony Way Bridge and whereas concerned citizens in Posey and White Counties have created the civic organization called Citizens for Reopening the Harmony Way Bridge, in an effort to jumpstart discussions that will lead to a solution to reopen the Harmony Way Bridge and as for key to reopening would be to transfer ownership to a public entity that will then be eligible for Federal and State grants and other resources financial and otherwise. And whereas such transfer of ownership requires the active engagement of public officials of New Harmony, Crossville and Carmi as well as our Congressional, State and County officials. Now therefore be it resolved that the 53 members of the New Harmony Business Associates strongly support reopening the Harmony Way Bridge endorse and commend the efforts for reopening the Harmony Way Bridge respectfully request the cooperation, collaboration and full engagement of our State, local and County officials to help achieve this end and further resolve the members of our Business Associates actively join and pledge the efforts to find a solution that reopens the bridge and further restores the vital business environment for the town of New Harmony as well as other towns that benefit from bridge traffic. As I mentioned there are several of our members here underscoring their interests and the importance of the issue to them and we do appreciate this opportunity and we hope that you take action that results in a transfer of ownership that reopens the bridge. Or at least brings it into a form of an asset that benefits the community.

Attorney Weiss: Mr. Wilson?

Bill Wilson: My name is Bill Wilson and David Brown from Carmi and I are Co-Chairmen of the Harmony Way Bridge Reopening. There's a million issues to discuss here but it all ultimately boils down to money, where's it going to come from, who's going to fix it? Last February we had Commissioner Carl Browning from INDOT come down and spoke with us in New Harmony and we asked him point blank, what can we do? And after an hour or so, he decided to go back to Indianapolis and get the Legal Department with the State of Indiana on it and find out what we could do or if anything. He faxed us back or emailed us back, that the Federal Highway Administration had a new program out called the MAP21 Service Transportation Program that's a \$10 billion dollar Bill, that allows to fix existing bridges and tunnels in the United States. Point blank he told us, Jerry was there, that we do as a City of New Harmony or a County of Posey qualify for that funding. You do have to stand in line and put your application in, but it is available to the tune of \$10 billion dollars in 2014. With all the issues you've heard this morning, that's what it comes down to, is money. With that issue resolved and the fact that we are as a County eligible for those funds, personally I see no reason not to move forward with this an at least give and attempt, our last attempt, to save the bridge. We all

are anxious for your vote this morning, we certainly hope you don't put it off to the next meeting. Thank you very much!

Attorney Weiss: Mr. Gillenwater?

Bill Gillenwater: Gentlemen, you have a tough decision in front of you. I'm Bill Gillenwater. I live in New Harmony, or just outside of New Harmony. I am associated with several political organizations, government entities and other economic development functions, of which, I am not speaking for any of. I am speaking personally. I have talked to residents in the area, businesses in the area and understand the economic impact of this bridge being closed. I have also done limited research on what it's going to cost to reconstruct that bridge and what it will cost for Posey County to take it over. I understand that there is going to be an economic impact on the County if they do pick it up, but the benefits to the County and the opportunity for growth, I think outweigh the decision as to whether or not this Commission votes in favor or against that bridge. So I'm here in support of Posey County, in support of New Harmony and support of opening the bridge back up. Thank you.

Attorney Weiss: Mrs. Henning?

Linda Henning: Good Morning. My name is Linda Henning, I live in Phillips Town, Illinois. I am a member of the Citizens for Saving the Harmony Way Bridge, as well as the Marketing Director for Elastec/American Marine, which is an international manufacturer of pollution control equipment in Carmi, Illinois. We have heard a lot of discussion this morning about the Town of New Harmony, which we have a love for in Illinois, but I'm representing both sides of the river. There is an economic impact in both Southern Illinois and Southern Indiana, on both sides of the Harmony Way Bridge. We as a Committee and as a group have conducted several informal surveys, in fact we began our meetings a year ago in June, to discuss what we could do as citizens to take a look and take some due diligence as far as opening the bridge again. We realize it's an uphill battle. We have held several meetings before the New Harmony Town Council, we made a presentation to the White County Board. So this is an issue that is not only an Indiana/Illinois situation, it is a regional situation that connects both rural communities as we all know, rural communities are struggling as far as income and revenues from businesses. We also have medical emergencies that go back and forth across the bridge as well as people for recreation and activities. As Marketing Director for Elastec/American Marine, we at one time took a lot of business to the Red Geranium Enterprises and we no longer do that as often as we once did because of the bridge being closed. We are however planning an oil spill workshop that will be attended by people from all over the world in New Harmony in the beginning of September because we have such a high regard and respect for New Harmony, Indiana, its history, and we're proud to have international people from all over the world to attend our oil spill workshop in New Harmony, however, its posing great challenges for us as we have to transport equipment all the way around on I64, we have to shuttle guests back and forth, it takes valuable time to do that. So, that's just a challenge for us as a company we are facing. I think our reason for being here today is that we all know that the Bridge Commission is a private Commission and is not eligible to apply for any type of State or Federal funding, TIGER Funds, there's a lot of different grants that we can possibly apply for. But the bridge is dead in the water as long as the Bridge Commission has ownership. So our goal as a Citizens Committee is to look to our government servants to step up and to take hold of ownership. We realize it may never open but we can't do anything until a government entity votes to take on ownership of the bridge to do its due diligence, to take a look at what it's going to cost to repair the bridge, for the critical fracture inspections, for the underwater inspections and then to determine realistically the cost to repair the bridge and then if that is also realistic then to apply the funds and to take charge of this issue that will help our economic areas on both sides of the river grow. Thank you.

Attorney Weiss: Mr. Straw? No, is there anyone else that would like to speak publically on this matter? Could you please state your name for the record sir?

Dr. Dave Rice: Dave Rice and I am one of the Commissioners on the Bridge now. Early in my days, one of the faculty members of the University of Southern Indiana said, 'you need to call the Parsons Firm in Chicago, they have a sustainability engineer' and I did. I got a letter and they said those steel truss bridges, apart from being narrow, regularly inspected and used, have an indefinite lifetime. Now, roll that forward to the engineering firm in Muncie, in Bloomington, that did it, the inspection, and said that there's three places or four places, to close that bridge, and that's not right. The Indiana Landmark Foundation and got the Barker Firm in Bloomington and to come forth and be what he

would be able to do. He was the first one to take the calculus formula that the mathematicians and engineers worked with on how to place a usability of that bridge. And it's, those four places, they really would hold up with the weights of the trucks that we have and they are narrow. And the farmers, if they're coming from the west east, say if they have a pickup truck and they're coming across the bridge and they can get back out in two and half minutes, if they are coming through New Harmony and into the bridge and the combine, people will have their hand phone to their ear and they will be calling the toll booth to say stop the traffic, we will, and tell us what the last vehicle was, and they too kept that at a two and a half minute time frame. It is a sound bridge, their recommendation that they had, in fact when they calculated that, they had to have the formulas that the mathematicians and the scientist worked, had to take in place what the dimension of the steel was when it was put in and with that formula, he finds, that as far as the weighting of the truck or the car up to the limits were great. It's a bridge that makes a lot of difference and it's really a, it's an older bridge, yes, and we have a lot of old buildings, saving that old granary for instance, and we welcome all of you to help to do this. It will draw people too, last time it was, for two months, the businessmen in offices indicated that they have losses up to 30% during that period of time. Now you can't keep that going on and on, you have to do it, and anything else I forgot Spud? Ok, thank you.

Attorney Weiss: Would anyone else like to speak on this matter? Please note that once we close the Commissioners public portion on this meeting the Commissioners will deliberate at which point you will not be able to further comment on this matter, so this will be your last opportunity to comment on this matter.

Commissioner Alsop: They can comment if we ask questions.

Aaron Wilson: My name is Aaron Wilson and I am a resident of New Harmony. I was talking to a friend of mine recently, we sell real estate, I think most people here know that, and there was a house available and I commended him to come look at it and he was looking at houses, he was from Vanderburgh County, and he was looking at houses, anywhere, he was looking for a good deal. And I said, why don't you come out and look at this? And He said 'You know Aaron I would, but it seems to me that your town is dying, you lost your schools your bridge is closed'. I wanted to say for the record, money aside, this is the right thing to do. To take this bridge and try, try to get it reopened. Thank you.

Commissioner Schmitz: Ok we'll close the discussion and if we have questions then we will call people to back. I didn't get into the fray of this discussion because, Jerry was saying, this is how many emails I have received in the last four days. And I have read every one of them and I have read every study that's been made and I still got some questions and maybe the residents of New Harmony can help me. One, the new flood plain map that has just come out, the town of New Harmony will be completely in the flood plain, from what I understand from all those, or most of it is, from what I understand, how much will the approach to the bridge itself, how much of that will have to be raised to meet Federal and State standards on each side of the bridge or the approaches?

Respondent: I am a little confused about what you are saying about the approaches because they are substantially outside the flood plains presently. I can't see that that map is going to change anything of present structure. On the Indiana side it is probably 50 feet above the flood plain presently and on the Illinois side it is probably 20 feet above the plain and that map I wouldn't think wouldn't have any impact on the present structure of the bridge.

Commissioner Schmitz: Another question, on the Illinois side, I could not get any Illinois official to answer my question, if we take over the bridge where Posey, the bridge end does and Illinois take responsibility?

Respondent: In 1950, the Corp of Engineers, rerouted the river as we see it now. It used to run west of the island on the north side of the bridge, currently it runs straight north of the bridge. The state lines run straight down the middle of the river. Ok, so it's been altered some degree, but the State lines, way I understand it is, the middle pier of the present bridge. And that part of the Illinois side is all the way in Illinois, the Illinois approach.

Commissioner Schmitz: What I was trying to do is get a hold of an Illinois official in White County that would answer my question, on who would be responsible for where the bridge ends in case we would, if we had the whole bridge we would have the whole bridge from what I understand?

Mr. Egbert: Yeah, if you owned the bridge, you would own the whole bridge, you would own the land that the Bridge Commission owns in Illinois. Basically when you come through the toll booth, its right at the edge of our building where our office is. From there the State owns the highway and maintains the highway. I can say truthfully honest if the bridge was open today and Illinois, IDOT plan, their five year plan, the bridge right there, when you come off our bridge, there is a bridge right there, they was totally going to replace that. They did replace the Fox River Valley Bridge a few years ago. In the five year plan they have \$1.3 million to pave the highway to the bridge that was in that plan. In the Capital Bill that the legislators just passed, both those projects were in that Capital Bill, I know that for sure they removed replacing the bridge right as you come off our bridge. But the last I seen the paving was still going to be done, and I inquired last week if I was looking at an old list. If that's actually what was on, and I haven't got an answer yet. So you would own up to, right past our building, 20 feet past our toll booth maybe, and you would own land and everything to that.

Commissioner Schmitz: I was trying to reach an Illinois official, for I'd sure hate to own a bridge and then have it go nowhere, and you couldn't get down the road and you'd get there and it would end again anyway. I needed assurances from Illinois that they would keep up the road to the bridge and I couldn't find an official in Illinois that would even talk to me.

Mr. Egbert: In Illinois I know for sure, but I would assume that this is in any State, before they can abandon that as a State highway, there is a process that they would have to go through. Look at the IDOT website, and look at the five year plan for our region and that road and that bridge was in there for their five year plan. And like I said, the last list I seen, the \$1.3 million to repave the road it was in the Capital Bill unless they removed it at the last minute.

Commissioner Schmitz: Talking to Rusty Conner and Carl Browning, I was told that before the bridge could be repaired, it was covered with lead paint and the lead paint would have to be scrubbed which would cost between a quarter and a half million dollars to clean off the bridge of lead paint, before it could be worked on even.

Mr. Egbert: We've never been told that and we have made repairs throughout the years and we have not been required to do that. In the Structure Point Study that I think that you guys have seen the \$70.5 million done in 2009 that was rehabbing the toll bridge the paint removal, painting it. The five areas that was found in the last study that we, the Commission, shut the bridge down, those was all going to be redone in that Structure Point Study, so they just deteriorated faster than we could find the money to rehab it. The Citizens Group that I also participate in, they was looking at that \$70.5 million was a big price tag, but realistically, and Mr. Parker can correct me if I'm wrong but he was looking at those five areas that needs to be repaired before it can be reopened can be done for \$650,000 and then you can reopen the bridge and continue to fighting for the major rehab money to rehab the whole bridge. Now with that being said, the Critical Fracture has to be redone to identify if there is any other critical places we could not reopen the bridge and then those would also have to be repaired. I'm not saying that that bridge is totally sound, it's structurally sufficient, those five areas that we found as a Commission that means that we had a contractual engineer that came in and did and then Landmark paid for Barker to come in a look at those five areas also. Those have to be repaired, through the Critical Fracture there may not be anything else that has to be prepared to reopen it.

Commissioner Schmitz: Those were my questions, Jerry do you have any questions?

Commissioner Walden: I don't have any questions, I was on the Committee, the very beginning Committee up in New Harmony, for Friends of the Bridge so I've been following this for quite a period of time, have a lot of interest in it. The only comment that I might make about it, having attended up in Murphy's Auditorium, the celebration of the 200th Anniversary of New Harmony, it enlightened me as to the impact this bridge and this community has internationally. The people that came from Scotland, the Boy Scout groups that were there, this structure goes far beyond just Posey County and Illinois and so forth, this thing has been recognized in a lot of different ways, through philosophy, for instance with people in it, I won't go into all that, and it's very social fabric, the starting of the community and how it went about, there's nothing quite like it actually, in the world that I know of besides this. My eyes were really opened from all the people that came and spoke and so this is a very important piece of ground and bridge.

Commissioner Schmitz: Jim?

Commissioner Alsop: I guess, there are a number of questions that I have and it's a tough issue, it really is a tough issue. Living in New Harmony and going across that bridge and riding buses across that bridge when you played High school Basketball in Grayville, Carmi and Crossville, it is a tough issue. But I have a responsibility to Posey County as a whole too and I have to take a look at that when it comes to that. I guess one of the questions that I have is that when we talk about we are eligible for grants from the State of Indiana, they are competitive grants there is no guarantee that you're going to get it, we understand that they are competitive grants, but once we take ownership, we own it, and it's ours and the lead based paint is something that just came to light here, and if we own it they're going to come to us and say you got to take it off. And where are we going to get the funds to be able to do that, there may be funds available to do that. But as with all grants there are matching funds that are required for all grants, whether it's a 20% match, a 10% match, a 5% match and I'm concerned about where those matching funds are going to come from, because the County doesn't have the funds to do the match, we are having trouble with matching funds now for grants. And the Council hasn't been involved, with respect to Spud, where is Spud, so we're behind the eight ball. So we basically have two days? The 21st of this month is when your liability insurance expires, terminates?

Mr. Egbert: That's correct. And personally, I cannot risk what little I do have to defend myself if I get sued. That's reality, and Mr. Rice and Mr. Clark, the other two Commissioners have a lot more to lose. I have only been to the Yellow Tavern twice to eat since the bridge closed, I used to go there once a month. My son and daughter work over there and they drive all the way around, believe me I hear all the time. I understand where you're at, but this is the only attempt to be able to go and try to get those grants to rehab the bridge. And I can't speak for everybody but I cannot think that we wouldn't do our best to help get your matching money at least part of it. I mean there's already been all kinds of money spent to just keep it open and to keep it at least on the table. I understand where you're coming from, I would plead with all three of you, let's give it an attempt. I think everybody will help in that process to the degree that we can. Competitive grants part of it is how well they are written and what kind of community support you have.

Commissioner Alsop: Jim Straw, has the Town entertained any interest in purchasing the bridge? They came to you and asked you at one time?

Joe Straw: There's no way that New Harmony can afford to accept that liability of what we're talking about here this morning. I understand where everybody's at with it. There was a statement made while ago, you gentlemen do have a tough decision to make. We had to make that, we have got a gas line on there. What are we going to do, we are going to go for grant money. That's about the only choice we got, unless somebody takes the bridge. Then I understand we got five years we are talking about, or that's what they have asked for to put a plan together to get the grant money. Jim had a good point on grant money, matching funds. I've heard Spud speak to it, they're willing to help, everybody I think is willing to help. Myself personally, yes I'd like to see it open back up. I've listened to Jim, I haven't heard your guys comments yet, money it's the big thing, so that's where we're at with it. I can speak for myself only, not the Town Council this time, I am speaking for myself, would we be interested in maybe paying more to have the gas line on there? I wouldn't be, I can't speak for anybody else. Its \$1200 a year it's been there for many many years. We had a four year contract with them which will run out before too long. If you don't take it, who takes it, I don't know, we got to wait till this decision is made to see where the bridge goes before we can do anything with the gas line. We don't know what you would want, whoever ends up with it. My opinion it's the Federal Government is going to end up with it, who else can take it over. Carl, to answer your question, I have tried with Illinois Commissioners, Councilmen, they don't talk to nobody, we get no answer from them either. There was a gentlemen calling me yesterday, Mr. Clark, I had a half an hour conversation with him, he talked about the bridge. The only thing I can tell you that I got out of the conversation is about what Spud has said here. The only other thing I can tell you is the 21st he is going to resign from the bridge, so that leaves it there. What Spud is going to do, what Mr. Rice is going to do I have no idea. But he did tell me I could tell you this morning. Jim, if there is anything else.

Commissioner Walden: It boils down to money and liability is the big fear factors that keep people from moving. Really it's that simple. Dr. Rapp, Dr. George Rapp, when we were at one of our meetings, I wish I had his quote exactly, he said, he did operations on

children with Spina Bifida for over twenty years to correct those things. And he said if he had to stop and worry about lawsuits the doing any one of those things over that period of time, he would of never got anything done. And one thing that popped into my head, and it's kind of relevant to this, when Kennedy said we're going to go to the moon in 1960, and everybody looks up at that big orange thing in space and thinks oh my gosh, how are we going to get to the moon. And then in July 29th, 1969 I was in Vietnam with a bunch of us scattered around a little black and white TV set and they were showing the thing through Armed Forces Radio and it was the most astounding thing to see that going on. And then there's mama-san right next to us going "No, they no on moon, No, they not on moon." she couldn't even get it within her head that there could be people walking up there on that moon. And we even had a GI sitting there and he said "No they're not on that moon, don't you know that you can't swallow unless you have gravity." And, that was his reason for it. I mean we can find a million different ways to do it but this is just the first step, if we don't do this, we are dead in the water and it's taking it over just so that we are able to receive funds. To me it's a bridge, its steel, we can fix it. It's a fix it thing.

David Brown: Can I interject and say something about the lead based paint. How many bridges have Posey County been required to take lead based paint off of? Has anybody ever required you take lead based paint off of any bridge?

Commissioner Alsop: I don't know of any. Do we have lead based paint on bridges? Don't put this in the public papers please.

David Brown: But I guess I'm just saying there's all sorts of things the State may say what about this, what about that. In White County I'm not aware of any, they just had to repaint the Mount Vernon Bridge a couple of years ago and I don't know if they had to take the lead based paint off of that.

Commissioner Alsop: David, while you're here, well I'm thinking and it takes a little while, is there a way we could be a pass through agency to get grant funding through there and not actually take ownership.

Commissioner Walden: I have talked to people about that, and the reply is, don't waste our time, if you're not in the position to do it then how are you ever going to do it. So the ball is in our court and if we are ever going to get anything done we are going to have to act on it.

Dr. Rice: Lead paint is on the national register. The other issue, the 80/20 fund, (the remainder is inaudible)

Commissioner Alsop: The grants I understand, it's that 20% match that really I don't know where the funds are going to come from. We have assurances that we'll do everything we can to raise the money to do that, it's something really to think about. The concern that I have is that we have got two days, to get your head around everything in two days or less than two days or in two minutes is kind of difficult.

Public Response: You have had two years.

Commissioner Alsop: Well I understand, and I understand the years, but it has not come to this point, to us.

Tom Smith: Tom Smith, Representative with the Red Geranium Enterprises, you're talking about this matching grant money, you're talking about this Inn Keeper's Tax we just started paying this month, sounds like from the notes I heard earlier Red Geranium pays about 65% of the income that comes into that. And as I read that paper this morning, that group can apply that money anyway they see fit. So that their money can be applied towards that grant money with your guidance or their guidance out of that Commission. That would be one opportunity to get money for that.

Commissioner Alsop: That would have to come through that Board that Board would have to approve that. It would have to come through that Board.

Mr. Smith: But you guys are the owners of that Board.

Commissioner Alsop: We make appointment to the Board. And that's it they operate it.

Mr. Smith: That's one opportunity we could guide and ask for money for the grants.

Commissioner Alsop: In discussions with Carl Browning from INDOT, and Spud you can speak to IDOT in a minute, they control the barriers to the bridge, from Carl Browning, has he indicated that if we do it to a certain extent that he will take those barriers down. I would hate to repair the bridge and he say it s not good enough, INDOT to say its not good enough and not take the barriers down and for IDOT the same situation.

Mr. Egbert: This is my understanding, the States cannot let you reopen it, whoever owns it, as long as the Critical Fracture does not identify that something that is wrong. So that

first pier in Illinois that beam has a hole it, so when you replace that beam, that pier meets the minimum government standards. If INDOT, IDOT, either one choose not to do that, the way I read the law, and I'm no attorney, you could go to any US District Court and say 'hey we're meeting this minimum standards how can they not allow us to reopen the bridge'. It would be no different from a County bridge you own, if it meets the minimum standards there would be no way anybody can tell you, you can't reopen it.

Commissioner Alsop: And I understand that this would be a County bridge, there is a difference between what our County bridges are and this bridge too. This is a whole different animal, it's a bridge over a BiState boundary line.

Commissioner Schmitz: I visited with Carl Browning on Friday, and he said they would not take down the barriers to the bridge until we have done a study of \$137,000 to check the structure of the bridge and to also have the bridge repaired before he will take the structures down. In a sense, the bridge will stay closed until we have done a study and have repaired the bridge. There's no hope of ever getting it open until both States are satisfied.

Mrs. Henning: But no one can do anything until a government entity takes ownership of the bridge. Life is full of risks and commitment, and so at this particular juncture we have over 3,000 signatures of citizens on both sides of the river from Southern Illinois and Southern Indiana. We all want this bridge opened. But we can't as citizens do anything about it, only our elected officials and so I'd say in summary, someone from some entity must finally take a risk and make a commitment. Do your due diligence, because where there's a will there's a Harmony Way.

Commissioner Schmitz: Is there any further discussion?

Commissioner Walden: If not I make a motion that we take over Harmony Bridge

Attorney Weiss: Pardon me Jerry, I know your intent there but can we just clarify the motion? Carl, may I? Why don't we just say that motion to transfer ownership Harmony Way Bridge to Posey County Indiana.

Commissioner Walden: Correct.

Commissioner Schmitz: Is there a second?

Commissioner Alsop: I'm thinking

Commissioner Schmitz: Well, I'll second it to get it on the table.

Commissioner Alsop: Discussion.

Commissioner Schmitz: Now we are up for discussion, is there any other discussion. I would like say I have studied this for over a hundred hours this weekend starting on Thursday. I had three engineers under the bridge on Saturday, in kayaks, and they studied the bridge for me. I attended the County Council meeting on Tuesday, Wednesday of this past week. Posey County totally received, correct me Bob, \$263,000? County Council President Bob Gentil: We have enhanced our present maximum levee by approximately \$250,000.

Commissioner Schmitz: A quarter of a million dollars is what Posey County has more to spend this year than we had last year. That includes raises, a raise in health insurance and a want list of all the Commissioners offices in the County.

Mr. Gentil: That does not include County Highway.

Commissioner Schmitz: Does not include County Highway. Which we had a severe winter, so our County Highway budget is kind of busted too, due to the fact that we asphalted a whole lot.

Mr. Gentil: \$12 million to do roads in this past year. And we have paid off no interest loans.

Commissioner Schmitz: So that is the pickle that Posey County is in. I've talked to Representatives yesterday and two Senators from Indiana, I've beat every bush I could find, and I was told by several different people several different things. But this is one of those things that I guess for our minimum wage job minus, that we are going to have to make a decision. And this is what we are going to have to do today, I think.

Commissioner Alsop: I understand today, that we need to get ownership to so we can get matching funds to do that. It's difficult, you got to make decisions with your head and not your heart. And I look at Posey County as a whole, and I understand the economic aspect of this bridge and what it's going to do for Posey County, what it could benefit Posey County and I understand the matching funds does concern me. I have received a lot of phone calls, and emails and visits from people from New Harmony, outside of New Harmony. And I have had directions, I guess you can say, for both instances. I hear it's a State of Indiana problem, you got two State Highways, State of Illinois, State of Indiana need to do it, well they're not stepping up to the table. It benefits White County more

than it benefits Posey County, why is Posey County doing it, well White County is not stepping up to the table. Town of New Harmony, regardless of what happens, if we go through with this, I live in New Harmony, I live in Posey County, taxes are going to increase, if they increase, I'm going to get it either way. Whether the Town of New Harmony owns it or Posey County owns it. My biggest concern is five years from now, five years from now if it don't get fixed or it doesn't get done, we still own a bridge. Now Spud's been told by Federal Highway that they'll take the bridge down, that was two years ago. We have no guarantees that they'll take the bridge down, things could change. We have assurances, well, somewhat assurances, and I've talked to Dr. Rapp, also whose talked to Carl Browning, we're eligible for matching funds, while the likelihood of us getting those competitive grants are fairly good, we have also dealt with the State of Indiana where they tell you one thing and by the time you get around to it, it doesn't come through, that funds dried up or they've pulled those funds, so there's a concern there. Where's Spud? I understand your plight, I understand Dr. Rice's plight, I understand Jim Clark's plight, you got two days and if I was on the Commission I would be doing the same thing you were doing because there's no way I would put my family at peril to get sued by being on that. The problem is two days, you'd like to get your head around it a little bit more, and I understand it's been a long time coming, we have had three years, it's been even more, we've had plenty of meetings, we've had plenty of that. It's just, I don't know, I don't know, I'm trying to keep the heart out of it and think with your head and that's tough to do too.

Commissioner Schmitz: Because I think that's something that we all have to do, because I approached Wendy McNamara about the \$10 million dollar grant that our past Governor had proposed, well this Governor says it's no longer into play. Which is typical of what we have been promised a lot, it's kind of been taken off the table, it's gone. So we can't be guaranteed of that, if we could be guaranteed of that \$10 million dollars it sure would make the vote a lot easier.

Commissioner Alsop: Spud, on Thursday, you are going to send your letter of resignation to who?

Mr. Egbert: Federal Highway, State of Illinois, State of Indiana. I was appointed by Congress, someone from Federal Government has to have that responsibility according to the '41 Act. The sad thing, typically, real estate taxes, and someone can buy it, and after three years, that would be the worst thing for either County, and what kind of entity we are, I don't know if that could happen and then you would have some scrap keeper that would buy the taxes and tear the bridge down and leave a huge mess that we would all be ashamed of.

Commissioner Alsop: I don't think it makes any difference, for tax purposes you're considered a private entity anyway, so for not paying the taxes it could go up for tax sale, but there's a process for that too.

Connie Wheeler: May I say something? Connie Wheeler, I live here in Mount Vernon. Lifetime Resident of northwest of Mount Vernon, I lived in New Harmony. This past weekend I was in New Harmony for the Bicentennial and performed at the Murphy Auditorium, twice, was with the Wolfgang Orchestra Chorus and The Community Choir and we sang "*On the Banks of The Wabash*". That bridge has been there so long, I'm sorry I'm getting emotional, it means so much to so many people. I have family in Carmi that no longer attend church in New Harmony because of the extra drive around. And I know people in Crossville that worked in New Harmony just cannot afford to drive around. And my dad would always say where there is a will there is a way. I hope that you decide take this venture on, we really need this. Everybody here wants this or they wouldn't be here. I just hope you decide to jump into this and go head strong, that's all. Thank you.

Carlene VanLanam: I'm Carlene VanLanam, and I live in New Harmony. My grandmother lived two doors from the bridge and I heard many times a truck going over the bridge going clunk, clunk, clunk. But you know, Don Blair was the engineer of the bridge, he maintained it well. My dad worked on the bridge when he was in High School part-time, my grandfather worked on the bridge as a toll taker during World War II. I lived half a block from there, in a little apartment next to my parent's grocery store. And believe me there was a lot of traffic that went back and forth across that bridge and that road. And New Harmony was always hopping and you would go to New Harmony on a Saturday night and you would see cars everywhere and you would see people up socializing and visiting, whatever. I understand your dilemma about the fact that you have only two days, and really apparently not enough money to spend for your insurance

for your liability and for your insurance for the bridge. What if the public could come up with so that we would be able to support you long enough for a year so that you would be able to have a year to get some kind of support from the State for an 80/20 support or whatever. That's what I would propose.

Commissioner Alsop: In all honesty Carlene we don't know what the liability insurance would cost, we know what it would cost for them, we got to protect our interests, we know it costs roughly \$10.5 for White County. We can take ownership today and then we have to ask for funds from the Council to pay our insurance.

Mr. Egbert: We have about \$20,000 left in our account and that will transfer over to you.

Commissioner Alsop: So insurance is paid for a year.

Commissioner Walden: With our insurance carry did we find out?

Commissioner Alsop: I haven't talked to him, I have not talked to Andy.

Commissioner Schmitz: He said it will be insurable under County bridges. Are we ready to vote? Jerry?

Commissioner Walden: Yes.

Commissioner Schmitz: Jim?

Commissioner Alsop: With great reluctance, yes. You'll ask my wife, that wasn't what I was doing coming in. I haven't slept for three or four nights, and I probably won't sleep tonight. Its tough folks, being from New Harmony, it's really tough. Because I do have a responsibility to the Community as a whole there's 25,000 people in Posey County that I have a responsibility to. I'm putting myself out there, but I think that we can try to find a way to make it happen and if we don't, we tired. And I want to do this stuff for four more years?

Commissioner Schmitz: Ok, moving on.

Commissioner Alsop: If we got to get out there buddy you got to get out there too.

Commissioner Schmitz: Actually, I talked to a lot of people and a lot of people told me until I got my questions answered I should abstain until Illinois officials would answer my questions. Well it's passed, and I'm still going to go that way, and until Illinois answers some of my questions I can't put the County in jeopardy.

Commissioner Alsop: It ain't going to happen, they aren't going to answer your questions.

Commissioner Schmitz: Beings as the other two, I'll go with a yes too then, but Illinois still has to answer some questions.

J. Walden made a motion to transfer ownership of Harmony Way Bridge to Posey County, Indiana and C. Schmitz seconded, and J. Alsop requested discussion. Following the discussion the Commissioners votes were as follows: J. Walden voted "I"; J. Alsop voted "I"; and C. Schmitz voted "I". Motion to transfer ownership of the Harmony Way Bridge to Posey County carried with a vote of 3-0.

DEPARTMENTAL UPDATES

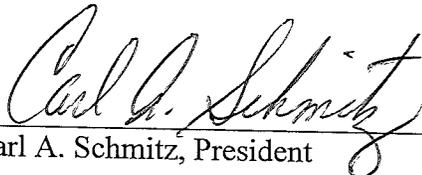
Steve Schenk, Highway Superintendent, gave an update.

A member of the audience stated that they would like to see the Commissioners take the next step in regard to the Harmony Way Bridge. Commissioner Schmitz stated they would be in New Harmony to ask questions.

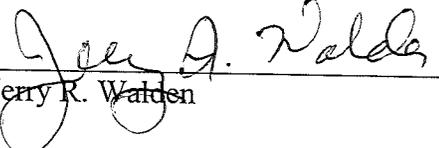
Commissioner Schmitz acknowledged receiving a letter from a citizen in Missouri in regard to the Harmony Way Bridge.

Commissioner Alsop mentioned that the handbook needed a change concerning the meal period of one hour, which needed to exclude the employees of the Highway Department that only take a half hour meal period. He also stated that Russell's Excavating was mentioned in an article by the Mount Vernon Democrat and that Russell's Excavating was not tied to the issues mentioned in that article.

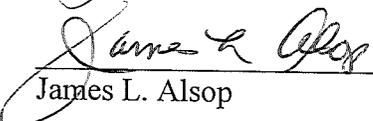
No other business was discussed, and the meeting was adjourned until Tuesday, September 9, 2014.



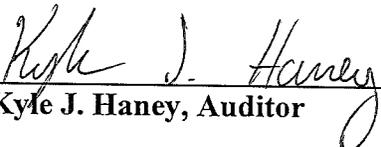
Carl A. Schmitz, President



Jerry R. Walden



James L. Alsop

ATTEST: 

Kyle J. Haney, Auditor