

January 14th, 2020
Antelope County Board of Commissioners
Neligh, Nebraska

The Antelope County Board of Commissioners convened in regular session on Tuesday, January 14th, 2020 at 8:00 AM in the County Commissioner's Room, Antelope County Courthouse Annex, Neligh, Nebraska. Meeting was called to order Board Chairman Dean Smith with the following board members in attendance: Jacob, Henery, Pedersen, Krebs and Smith. Chairman stated that the open meeting laws are posted on the east wall of the Commissioner's Room with more copies available at the County Clerk's Office.

Notice of the meeting was given in advance thereof by publication in the four county newspapers, legal newspapers printed and in general circulation in Antelope County, Nebraska as shown by proof of publication filed in the County Clerk's office. Agenda for said meeting was sent to all members of the County Board of Commissioners.

Pledge of Allegiance was recited.

Agenda: Motion by Commissioner Jacob, seconded by Commissioner Pedersen to approve agenda as presented. Voting aye: Jacob, Pedersen, Henery, Krebs and Smith. Nays none. Motion carried.

Review of Payroll Claims. and Review of some vendor claims.

Motion by Commissioner Henery, seconded by Commissioner Jacob to approve **payroll claims** as presented. Voting aye: Jacob, Pedersen, Henery, Krebs and Smith. Nays none. Motion carried.

Public Hearing: Elkhorn Solar, LLC 9:01 – 9:58 AM Motion by Commissioner Jacob, seconded by Commissioner Pedersen to open Public Hearing for Elkhorn Solar LLC. Voting aye: Jacob, Pedersen, Henery, Krebs and Smith. Nays none. Motion carried.
Public Hearing: Elkhorn Solar LLC, Logan Township NW¼ 7-23-7 Motion by Commissioner Henery, seconded by Commissioner Jacob to close public hearing for Elkhorn Solar LLC. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Elkhorn Solar Public Hearing Conditional Use Permit
9:02 AM, Tuesday, January 14th, 2020

Chairman Smith calls for a motion to open the public hearing for Elkhorn Solar. Motion by Commissioner Jacob, seconded by Commissioner Pedersen to open the public hearing. Voting aye: Jacob, Henery, Pedersen, Krebs, and Smith. Nays none. Motion carried.

Chairman Smith: We are here for a public hearing I guess, just on a solar farm, is how it is listed. What was the recommendation from the Zoning Committee?

Liz Doerr: to approve it. You should have a copy of the resolution.

Smith: yeah that was like last months? Last week? Or was it this week?

Payne: I don't think you read the resolution. No, it is in your packet today and I think you got a copy last week too.

Smith: Ok, so it was approved by the Planning Commission. So now the applicant has come before us, I guess, for a presentation.

Patrick Dolseth: Thank you Mr. Chairman. Thank you very much. My name is Patrick Dolseth and I am with Sunvest Solar Inc. and we are here to discuss our proposal for a 1.5-megawatt solar farm, or solar array here in Antelope County. We will get into the details of why we are here and everything with my presentation. A lot of the information that will be shared on the screen are in your handouts that we have provided as part of our appreciation to the zoning office. Again, my name is Patrick Dolseth, I am the regional director of development for Sunvest Solar. Based in suburban Chicago, our corporate headquarters is in Powocky, Wisconsin, which is about 17 miles due east, sorry west of Milwaukee, down town Milwaukee. We are a complete solar developer, specializing in the marketing sale and financing of solar projects. Some of the information here on the screen lists our clients that we have done work for. WEC, Energy Group is the Wisconsin utility... Wisconsin's version of NPPD, so to speak. But the largest utility. So, we have over 600 projects installed across five states. Sunvest got its start in 2009. Basically, a rooftop residential solar installer and we branched out to the rooftops on commercial and industrial warehouse buildings about 2011, 2012. In 2017, our office, where I am located in suburban Chicago opened up to start chasing opportunities with utilities. Mainly, while we started in Illinois, with Comad- which is Illinois version of NPPD. Not a public power entity but these utility phase and working with utilities for providing them the power, through a power purchase agreement. You have heard that term obviously with all the wind here in Antelope County.

Smith: If I can, for the audience, can everyone hear him alright? Is the microphone working? Good. That is fine. What about seeing the screen? Do you want some lights off? Can you see alright? Ok, go ahead.

Patrick Dolseth: Along with SunVest we have an equity partner with this project. An organization called, ENgie. They are the world's largest independent power producer. They are headquartered in France; but their operations, are headquartered, US operations are in Boston, with a regional office in Chicago. Engie head recently acquired a company called So-Core and we will get into that in a little bit. But my boss had worked for So-Core, prior to Engie absorbing So-Core, which was a utility that was owned by Epson International. You may have heard that company. They were in the wind game for a long time, until about five or six years ago. With the team assembled. We have a track record of success with public power districts here in Nebraska. I started in the wind industry, and Mrs. Doerr can attest, I started the first privately developed wind farm in Knox County is one that I had worked on. My boss, myself and the team from Engie have been involved with over 700 megawatts of renewable energy. Most of that in the wind industry. But we do have success in the solar industry. We developed, the team developed the Kearney, the large five-megawatt facility in Kearney. That is significantly larger than what we are going to discuss here today. We have negotiated six (6) power purchase agreements with Nebraska utilities here, Public Power. Hopefully, to have eight (8) in the relatively near future. So, SunVest and the Engie team, what we are doing is... we are working with the Elkhorn Rural Public Power District for a total of 6.5 megawatts. And what Elkhorn Rural had asked us to do is look at three (3) separate sites. And so we are looking here today at one (1) of three (3) and what they have done- what they want to do is have these solar projects distributed throughout their service territory to help with load, peak load in the summertime during the irrigation peak in July and August. The two (2) other sites are in Madison County. I will be before their Planning Commission on Thursday this week. But these Projects will interconnect to the Elkhorn Rural on the three (3) phase line. See the three phase lines running up and down the country- county roads. We are not going to any specific substation. We are going to interconnect on the distribution and the power is going to be used locally. So, anybody tapping off of the with a line tap to the buildings or their house on this line segments or these line segments will ultimately will be using power source right there, at this project. This project, is going to be a single axis tracking system. So, it is going to fall east in the morning then track the sun, and face west in the afternoon evening hours. Then at nighttime it rotates back. A little bit of solar 101. What do you look for when you try to develop a solar project? You need relatively flat ground, free of trees, and other obstructions, easy access from the local road system and you like to be out of the environmental sensitive habitats- wetlands etc. You are looking for compatible land uses, making sure you are free of any agriculture uses, things like that. So, with the criteria that we have for site selection and the information from ERPPD. We ended up with the three (3) sites and we have leased the ground. They are land leases with, long term land leases with those land owners. So, that is how we got here and to these three (3) sites. So, for Antelope County. What we are looking at is property owned by the Poulsen family we are about five miles west of Elgin on Highway 70, then south, we about an 1/8 of a mile south of Highway 70. So, zoom in here on the project, you can see here at the corner, the northside of the property is heavily wooded. Half sheeter built, half nice wooded piece of parcel. So, this side is screened for lack of a better term. The area south of the tree line- while there are tree lines on three sides of the property. But you are looking a set back from Highway 70 about 776 feet through those trees. And we are set back about 331 feet from 516th Avenue. If you could see this area here, this is our access drive into the array. And we will have to clear some trees. Obviously, you don't like to chop down trees for a renewable energy project, but through this clearing of the trees we will be putting the access road and then the overhead inter connection feed from the project. Then what you have is the three-phase line is on the west side of the road and then we will get into what the interconnection looks like. Those poles will be on our side of the road, and we will go overhead and then

interconnect the project here on the west side of the road. The Project is going to be fenced. I believe the requirement is a six-foot-high fence with a barbed wire strand or a seven-foot-high fence without barbed wire. Whatever that code is, we will adhere to the code and have a fence around it. There will be a gate here in the northwest corner. That gate will have access to a single parking stall for maintenance truck to get in there. Right there is where the equipment pad is. Where we have a transformer and an inverter to convert the power from DC to AC before we put it up on to the three (3) phase. At this location, tucked behind all these trees and with the change in elevation from Highway 70 here. You are very unlikely to see this project from public roads unless you are stopped right here taking a look down the access drive. Otherwise, you are very unlikely to see the project. Questions?

Don Lallier: Yes, you should put that in open land rather than remove those trees.

Smith: Just a minute here...lets.... I think we have....ok.

Doleseth: Well, I am not done with my presentation, I have a lot more. I was just wondering if there were any questions now.

Smith: At this time, if he is asking, it probably had better stay to the Board asking questions. We will go to the public asking questions once he is done with his presentation, is kind of the procedure, I think, that we followed. So...

Henery: I have no questions for him at this point.

Smith: Ok.

Doleseth: Ok. Very good. I will continue. Ok, the next set of slides, some of these will be in your packet. But we are going to discuss a typical solar panel. The image here on the left is a typical solar panel, you are going to have. Each solar panel will generate 365 watts, and you are looking at a total of roughly 8000 panels in this project. It used to be, even five (5) years ago the same size solar panel would only generate 250 watts. So, the efficiencies are such that you are getting 365 watts per panel. That efficiency is going to continue to improve as time goes on. At the end of each one of the rows that you saw on the site plan is an inverter. And those inverters are very small boxes installed right on the end of the row. Each one of the rows is connected. Much like wind turbines are connected turbine to turbine to turbine, these rows of solar panels are connected, even chained together if you will back to the central inverter and transformer. Here is that transformer. It is a small compartment. There are no buildings on site. This is the extent of the equipment you are going to see. What you are looking at, all of the concrete we will bring is the concrete pad. I call it a glorified air conditioning pad. So, you are looking at a 10 x 12-foot which will get the other inverter on site. This one has two (2) pads. You can see, here is the transformer, then the pad of the inverter is over here. But, total concrete would 10 x 12 feet. So, the next set of slides are going to be representations of what you are going to see during the construction cycle. We do not want to grade the site. We do not want to bring any aerator or earth movers or anything like that. What we are going to do is pound steel I-beams into the ground 12- 15 feet, depending on what the sub soil conditions are like. We will do some geo tap work, soil borings and what they call pull tests to see what the sub soils are going to be able to hold. Then, on top of, once the steel I-beams are in, we are going to install a steel racking system. The image on the right is for the tracking system. This is the mechanisms of the pivot. What the pivot looks like without solar panels on it. Tilting the solar panels east to west. Image on the left is what you are going to see about half the way through construction. The image on the right is as we establish the turf. We will be planting, so we don't put rock or gravel on 13-15 acres, we will establish pollinator friendly prairie habitats/grassland. Which we will work with local company or Extension to come up with a seed mix that will establish two (2) things. First, it is going to be native to Nebraska, secondly, we want to control the height so it doesn't get more than 24-36 inches. We will mow a couple times a year. But in those stretches we don't want to grasses getting taller than the bottom of the solar panel to start shading. But we have committed to all the projects that we will put in this self-pollinator friendly native grass habitat. So, this slide is what the interconnect of the project looks like. This is kind of typical, but don't take this as... we are still working through the details with Elkhorn Rural Public Power District. Typically, you are going to have three (3) poles. Two of the poles are going to be owned by the utility company and they are going to have their equipment, their transfer equipment and a couple of meters. And then one pole is going to be owned by the developer – the project company- our own meter – and they are just collecting the data on power going from the project onto the grid. And making sure both meters should hopefully at the end of the day have the same reading on the amount of electricity back and forth, or to the grid. It is not coming back from the grid into the project. So, this is midday shot. Panels are facing up, straight up and probably six (6) months into the first growth cycle of native grass. Another shot of final product. This project is of similar size of the project we have, but this is a more rectangular layout, ours is a more square array. So, moving forward, there are standards that we need to meet in the Zoning ordinance section 5.04. We, I can go through all 14 of them if you would like. We have addressed those in the application as well. Due to time constraints or whatever, I can go through these if you like. I will leave it up to you. That is the extent of presentation I have. Without having a previous solar project in the County, I imagine there are many questions at this point for me as the applicant. Which I am happy to answer for the Board or the public.

Smith: Ok. Thank you for that. Ok. We will take questions from the Board, or comments and then we will open up public portion so there can be public comment.

Jacob: What is the life expectancy of them?

Doleseth: Yeah, life expectancy, great question. They are built to last about 30-35 years. They only lose, unlike other technologies, they only lose about a half of a percent of efficiency per year. The sun is beating on them pretty bad. But, even after 25 years you are still looking, you know they are still working 85% of capacity of the day they were installed. The deficiencies will remain at 2020 technology – and you will still only get 365 watts minus the ½ percent per year. They are, you know, they are built to last.

Jacob: It looks like a good thing to me.

Henery: On the decommissioning plan is there a bond or insurance thing come into effect?

Smith: I was looking, and I don't see anything on the decommissioning other than as far as....

Doleseth: Well, we had provided a sample of decommissioning of our estimated cost for this specific project. I think I would take my direction from the Board as to what you would like to see in terms for the bond and/or letter of credit. Yeah, I mean that's the...

Doerr: The Zoning Regulations do not require it.

Henery: The don't require it? I guess there is no cement in the ground around those poles they are drove into it. There is a lot of dirt to move.

Doleseth: The Zoning Ordinance does not require a decommissioning plan for solar. We put these in there. A, in Madison County, I will be honest Madison County's ordinance does require the solar projects to have a decommissioning plan. So, in anticipation of questions coming up we put together the costs for this project for year 22 to see what that is going to be. Unlike wind projects, well kind of like wind projects, I don't think do to the fact that these last so long and the salvage value is higher longer because there isn't that depreciation of the generators. So, we would ask that if there was a requirement for us to do this placed on the project that we wouldn't need to put up the security until year 15 or so. Because the salvage value will far exceed the cost of decommissioning the facility.

Doerr: That cost sample in the back of the application.

Smith: Well, I feel there has got to be some type of decommissioning because I don't think the land owner and or the county would want that stuff just hanging around out there.

Henery: The landowner would be liable for it because he is leasing the ground.

Smith: Yeah, well, I guess.

Doleseth: Let me, so, our lease with the land owner does require us to provide decommissioning. It says two (2) things, we would provide the decommissioning bond in their name, or, if the local jurisdiction requires us to do it, we would have that with the local government body. Not both. So, if this Board elects not to put a decommissioning plan requirement on the project, we would have in the lease we would have to work with the land owner for the decommissioning for him to be able to pull from funds available in the future.

Smith: You say Madison County is going to require a decommissioning?

Doleseth: They do require it, yes.

Smith: Ok, an....

Henery: I think this is a great idea. I really do, but if we do the first one without decommissioning and we go ahead and do several other projects. If we are going to do decommissioning it is going to have to start with this one.

Smith: Yep, I think so too. I think it should be.

Henery: Liz, do you know what options? I mean...

Doerr: Well, and it is a little bit different than wind towers because if you look at the dollars here, the net cost to decommission this whole project in today's dollars it is \$19,000.00 which is significantly less than to take down one turbine. That was part of the consideration.

Smith: The thing that could come along by 2044, and I'd have no idea because everyone could say you know there could be something by that time that somebody has found that is a hazardous material, and these could be rated as that. I know they aren't now, and they probably won't be but if that would ever happen thus, I think the importance of the decommissioning. So that it is not saddled on the landowner with an

unexpected cost. There very well may not be anything like that but we quite often have things that were totally safe to us 30-40 years ago now are a hazard to us. You know. I have no idea what is in them. I have no idea.

Henery: Liz, was this discussed with the Zoning people? Did you discuss a decommissioning plan?

Doerr: I think we touched on it, didn't we Patrick?

Doleseth: Yeah, there was a brief discussion on it. I explained to that Board as well that there is not requirement placed on the project by the County. We do have requirements with the lease to provide that to the land owner.

Henery: I guess, I personally feel this is between the landowner and him, and not for the County on decommissioning on these. Because there really are no underground wires that leave that facility or anything. They are overhead.

Smith: Well, any other questions at this time by the Board? Otherwise I will probably go into the public comment section. Then when we are done with that, we can come back to questions from the Board members at that time. We will open the hearing to the public. We will ask people in favor of the project to testify. If there is anyone in favor and wants to make a statement, now would be your time. Seeing none. We will ask for people who are opposed to testify or make a statement about the project if they want to at this time.

Branstiter: I am neutral. But I just have a question. I just want verification on the megawatts. Earlier, I saw something that said 1.5 in Antelope County.

Doleseth: Right.

Branstiter: But then you said 8000 panels ate 365 watts.

Doleseth: Is my math incorrect?

Branstiter: Well, I just quick did it on my calculator. I come up with 2.92 megawatts. But what is the expected ...? I am thinking name plate capacity tax.

Doleseth: Yeah, nameplate capacity for this site is 1.5 megawatts. I may have confused and my math is incorrectly the number of total panels.

Branstiter: So, we are looking at about \$5,000.00 a year name plate capacity tax. That will go to that tax district.

Smith: Ok.

Branstiter: I might be figuring it wrong too. That just nameplate quick figure.

Smith: OK.

Mueller: Deb is right on that.

Smith: Ok, well I guess that will have to be worked out. I guess, when it is operational, I guess that will have to be up to...

Doleseth: Correct, yeah, so like wind there is nameplate capacity tax of \$2,500.00. Then there are the personal property tax that you pay on all the other infrastructure, civil improvements, gravel, etc. – so I think the \$5,000.00 per year taxes are in the ballpark.

Smith: Ok, let me see, we were on opposition to the project. Anyone wanting to comment? Anybody neutral, with maybe just some questions? Sir, did you have some questions or comments on the project that you wanted to make now?

Lallier: I just wondered what kind of affect its going to have on the roads? Also, during construction.

Doleseth: Good question. So, the project, during the construction cycle. You are going to get all of the deliveries of the components in the first two (2) weeks. They are coming in on flat beds. Then they are off loaded and then they are gone. You don't have to bring in, you don't have the wide corners. You are not bringing in blades or anything else like that. So, there will be two (2) weeks' worth of construction traffic with the hauling of components. Other than that, you are probably looking at 30 workers to the site. The construction cycle is 12 weeks. 12-14 weeks – weather days pending. So, during that construction cycle you have all those vehicles coming and going, morning and afternoon, as they assemble the hydraulic post pounder. That is the extent of the large equipment aside from the forklifts.

Jacob: There went be nothing overweight?

Doleseth: No, there shouldn't be nothing overweight. But...

Henery: We are only talking an 1/8 of a mile off the highway. Correct, is that what you said?

Doleseth: Yeah. This is about an eighth of a mile south of the intersection roughly. But with solar projects we anticipate one (1) or two (2) trips total per month. Everything is monitored remotely. There is no buildings, no employees going there on a daily basis. We will cut, two (2) or three (3) times a year, cut the grass. Typically, in the spring after the planting season, once the dust is kick up. Once in summer, and once after harvest, just to get out there and get all the dust from harvest off of the panels. If needed, the precipitation in the west the rain will just wash any dust off that you see. So, in terms of traffic, yeah, we will work with the highway supervisor and signage for construction zone. But after that first two (2) weeks of deliveries here, you are just looking at employee trucks.

Smith: When do you have a projected start date? Upon approvals?

Doleseth: Well, um, upon approvals and weather. Here this spring. So, I will imagine by May we will be under construction on this project at the very least. Elkhorn Rural Public Power District is looking for power from this facility to online this year. By the end of the year. And we are required too, based on our purchase agreement. So, we will get started as soon as we can here in the second quarter.

Henery: It is my recollection that the road is pretty decent there, correct?

Dittrich: I was just going to ask you about the ground. Hi, my name is Casey, I am the Road Superintendent. Do you feel like the road section that you need meets the standards you need for the equipment getting out of there by spring?

Doleseth: Yeah.

Dittrich: This is a priority III road by our standards. We will obviously do snow removal more regularly when construction starts here. I just want to make sure that you felt the road was good enough for you to be able to do construction. I am sure your two (2) trips a month – will not affect the use at all. But, if you feel like there needs to be some improvements, I would like that to be addressed now.

Doleseth: I don't think so. My personal opinion. And our team that has been out to the site on a number of occasions. We do not feel that there will be any need for fencing due to radius. However, if at some point, as we work with your department, as we get into construction, if you feel that as we put in this entrance and culverts, if there is upgrades to the road we will sit and talk.

Dittrich: I have no fear. I am happy to hear it is only 1/8 of a mile off the state highway. Any permits that they will need they will have a lot tougher time with the state then they would with us. It sounds like, not too many loads expected so, I have no issues as long as you feel what is there is good enough.

Doleseth: Yeah, we weren't anticipating any infrastructure upgrades.

Dittrich: Thank-you.

Doerr: When I was out here to do an inspection, this is the view going towards the highway. (Shares a picture on her phone.) So, it is a pretty decent road.

Jacob: We just built that road up five (5) years ago. It used to be a sand trail. It has got good dirt on it.

Henery: Yeah. It is pretty decent.

Doerr: Yeah. I had no trouble getting down it.

Doleseth: Doing the calculations on the number of solar panels. I apologize. It is closer to 4100 solar panels. The three (3) megawatt project which I have been working on is closer to 8000 panels. So, just doing the quick math. So, I apologize for that error.

Smith: Ok, we have a couple of comments. Terry?

Terry Brookhouser: Yeah, have you been in contact with the fire department at Elgin? We have had issues with the solar panels causing fires – and getting them shut down to put fire out and stuff. That is an important part.

Doleseth: Short answer is no. We haven't been in contact with them yet. As we get closer to construction, we would definitely reach out to them to talk about emergency procedures. I know electrical fires are a difficult, different animal, different suppression systems are necessary to get them out. But the short answer is no, we haven't. We have been working on the zoning end.

Smith: Ok.

_____ : How many acres does this take up?

Doleseth: So, this site, the footprint is roughly 13 acres. But once you add in the access road you are going to get close to 15 acres.

Doerr: Patrick, do you also want to explain why it is kind of set back from the west and south row of trees. And about keeping the trees trimmed back?

Doleseth: Yeah, good point Liz. So, obviously the solar panels want to collect rays of the sun. So, you have to be set back from the tree lines. The typical set back is two (2) to one (1). So, if the trees are 50 feet tall you need to be set back 100 feet. So, you can maximize the amount of time the sun is shining on them. That is why you have a gap in between this tree line and the solar panels. Same with the south. Now, trees on the north side obviously are not a big deal. Because the sun is never going to shine from that direction. But that is why we are a little bit set

back. This entire parcel is 160 or 156 acres. So, we are just taking 13 acres of the northwest corner quarter of this section. Due to the trees and the shading that is why we are setback a little bit further east away from those trees on that western shelterbelt.

Jacob: How about a neighbor clears those trees and puts a center pivot up there? And the end gun shoots over your site? What is going to happen?

Doleseth: Well, the whole parcel, this area right here is owned by my landowner. Water is probably not going to cause a you know, there will be some. We will have to address the issue if a pivot was ever installed there and the use of that pivot. So, they do have the right to use the rest of the property as they see fit. So, if they wanted to put in that pivot, they have every right to do that. If it starts to, the lease says if they do anything to cause us to not be able to perform and provide the amount of power we need to, then we will have to discuss what they are doing on the property, and just come up with a solution. If it is shutting off the end gun or whatever it is. They do have the right, our leases allow the landowners to have the ability to do what they want on the balance of the property.

Smith: Any other public comment? In favor? Opposed? Or Neutral? I guess. Any comment the public would like to make? Now would be their chance.... Seeing no public testimony, I guess we will go back to the Commissioners. Anyone got any other questions or anything? And what are the thoughts on the decommissioning? Anybody else have any questions, or anything of Patrick?

Henery: I guess my thought on the decommissioning is on a project like this it is really not going to be a big deal. There is not going to be 30-foot-deep cement pads or anything like that. The poles can be removed back out of the soil. You know, they don't even have cement around them to hold them steady.

Smith: But, I think, as you stated earlier, if we are going to have decommissioning it has got to start with the first one, I believe. And I guess that is my... and if Madison County is already requiring it, and it is the same company having to work there, I guess I don't see any problem in having some kind of decommissioning requirement. They have got to deal with it in Madison County, and they can here. Then we have our precedent set for potentially when 150- or 160-acre project comes instead of just 13. So then is the Madison County a 15-year requirement? At year 15, I mean?

Doleseth: Yeah, there is no timeline. This is all negotiated. It is on a per project basis. And it is a condition of approval that prior to issuance of the building permit that we have negotiated the amount and timing with the staff, with the Zoning Administrator.

Henery: And these figures you have back here, that is for the total project correct?

Doleseth: Yeah, that is for the site.

Henery: Yeah, this site. \$39,000.00 total cost price.

Doleseth: Right, at that point salvage value is significantly less. It is another 15 years. Yeah, I am at the mercy of the Board. Whatever they want to do. I would request that if there was, or I would recommend two (2) things, or request one thing and ... that would be year 15 or later that we would provide that security or letter of credit over a bond. But then I would say if you want, I would change your zoning regulations, to put that in there, that decommissioning plans is required. So...

Smith: Yeah, I didn't know....

Doleseth: That way you are not debating this next time. I know you are setting precedent. That is fine. And I am happy to except that condition of approval. And you are right, there will be 200-acre projects, 300-acre projects. They are coming it is the wave of the future.

Henery: The thing I like is you are connecting into our local REA system. You know it is great. It is staying here that really means a lot.

Doleseth: It is generated and used right here.

Henery: Liz, do you have any recommendations on what we should do with the decommissioning?

Doerr: I don't know. The Planning Commission, themselves, didn't seem overly concerned about it. So, that is up to you guys.

Henery: So, if we do require a decommissioning, we require it in year 15. If we put this in a condition of what we are going to vote on here. If we do approve of this and we vote on it, do we have to set a dollar amount today on what that decommissioning in 15 years would be?

Smith: I think kind of on the wind bond. Is it actually a dollar amount or a percentage of the projected cost of the decommissioning? It's a percentage?

Henery: I think that is correct. That is what I was getting at. It is a percentage of that. Line of credit or whatever.

Smith: Of like this number he has here. Like you said, anyway on this project it is not a large sum of money. But it is a 13-acre project as he said we need to take that times 30 if we are going to have a 300-acre project.

Henery: My statement earlier. If we are going to do a decommissioning, it is going to have to be today.

Smith: Yes. And I agree that is why I brought. Yes. And, so, that is what you are projecting is a Whatever that is? How many year life were you? I think you said it earlier, but I....

Doleseth: Yeah, so 35 years is the typical life span of these solar panels. Our power purchase agreement with Elkhorn Rural Public Power District is 25 years. Then, so that we have 10 years after that PPA to what we call tail end. The merchant tail. Where after 25 years Elkhorn Rural Public Power District may want to continue for about 10 years. That probably is not going to be my negotiation. But, yeah, that base term is 25 years. But we are projecting the financial model for these for all 35 years. And those last 10 years are as valuable. Again, because the efficiencies are still there. They are still running at 85%, 84%. So, there is a lot of value to this project in those last 10 years.

Henery: Most likely in the life span of these they will come up with better stuff.

Doleseth: Yeah, there will be more efficient solar in that same amount of square feet. You are going to hit probably double within the next 10 years if not sooner.

Henery: So, if the equipment does get better will they, or can they come in and upgrade it to where you are doing more megawatts? Is that in your lease to do that?

Doleseth: Ah, well we would lease, our lease is based on the amount of square footage that we end up using. So, 13.2 or 14.9. That is what our life's at. Our constraints are going to be more with our utility. How much can this line segment in this area handle? So, if they go and Elkhorn Rural Public Power goes in 15 years upgrades the transmission system because Elgin gets some big user, or a customer. You know things happen and they upgrade the infrastructure that can handle it. You know we may be in front of this Board again for an amendment. At this point, all we would be doing is 1.5 megawatts at this site plan at this location. If it gets bigger, we realize we have to come back and either amend it or there would be a second project.

Smith: What is the percentage, Liz, on the decommissioning? Am I correct on the wind towers, that it is a percentage of the project?

Doerr: Um, I don't remember.

Smith: Because they give us those projected demolition costs and salvage costs.

Doerr: I could go down and look at it. We have a copy downstairs. I could go get it out of my office.

Smith: I think it actually, though as I remember it, it is the full cost of whatever the net is. Is the bond requirement. Cost of teardown, projected salvage-whatever that number is – that is the number that is supposed to be posted with a bond on year seven (7). Yeah, it is whatever the projected number is at the start of the project.

Krebs: Which is fine, but it still doesn't address the issue that you brought up. That if 35 years later some of these solar panels are considered hazardous material none of that is going to be included in any type of a bond you are going to ask for today.

Smith: But at least we have that. With the decommissioning we have that.

Krebs: I guess we would have that much.

Smith: Yes, yes at least we have that much as compared to zero.

Krebs: Nothing.

Doerr: I think the last wind tower decommissioning plan, wasn't there an allowance to update the figures after so many years? I was thinking, or I remember some discussion about that. So, like 10 year in or 15 years in or something if....

Smith: Yeah, it was going to be reviewed every so many years. You mean at year five (5) it was going to be reviewed you think? Ok, before seven (7) year, at year five (5) before the seventh year? Or year five (5) after seven.

Doerr: Yeah, it was something. It wasn't yearly, but it was something. It was some points where it could be reviewed.

Smith: Oh, yeah, and that could help cover that.

Krebs: Uh hum.

Smith: So, your power commitment is for 25 years. Is the kind of, nothing is standard, I guess, but is that kind of what the power companies want and what you guys look at.

Doleseth: It is typical.

Smith: It is typical.

Doleseth: Typical PPA for these renewable energy projects is 25 years. Sometimes 20. I know OPPD is different than NPPD, but across the nation it seems a 25-year committed locking in that rate.

Smith: So, your company is committed. Because you are making a commitment for 25 years. So, you are going to have to be generating electricity for 25 years. If...

Doleseth: That is correct.

Smith: If it gets all broken by hail or tornado. I guess what I am getting at is looking what year to use as the number for the decommissioning. But you are pretty well into having a commitment for 25 years. Even if this thing all goes sour, you can't in 12 years tear it down and move away because you have the commitment, an obligation to the Public Power, to Elkhorn to sell that power?

Doleseth: Right, unless something happens where that PPA has been voided, cancelled or somehow modified.

Smith: Which would be a mutual agreement. I am talking about on your side, you couldn't just...

Doleseth: No, no, no, no. Those PPA's are important. The penalties are tremendous. If we are not providing them with the power that they are anticipating we are providing to them. Now, weather, that's where we, if a hail storm takes out ¾ of the project. Yeah, that is built in. Those acts of weather aside. That is why we have insurance, and we would have to get back out there and replace the panels. But yeah, no the penalties are astronomical for not providing them the power. Because they are going to have to go buy it on the open market, at a much higher rate. So, the penalties are high. Because they are going to use our penalty money to purchase that power.

Smith: And that is what I was getting at, they keep trying to put a number on what year to start this. But you have a pretty, and are locked into a pretty strong commitment for 25. So, 15- or 20-year time would still, probably 15 would be better than 20 in my mind. 15 would still be security that you are going to be operating.

Doleseth: Yeah, 15. Starting at year 15. I just think you are talking year seven (7) with wind. Solar and wind – I know they are renewable energy, but they are apples and oranges when it comes to the technology, construction and value. So, year 15 is fine. And update the estimate every three (3) years. That would probably help with the concern of what you are talking about. We have no problem sending you an updated cost estimate every three (3) years.

Smith: Well then, after that discussion does anyone have a suggestion on how you would like to word the decommissioning or do, we start Casey, go ahead.

Dittrich: Without any grading, the tract of land you are looking at up there was under water during the flood in March. You cannot tell how deep it is – it is just dark on the aerial imaging. Is there any danger to the public? For example, in March we had high voltage splice box underwater. We kept a section of road closed for longer than we would've had too. The road bed wasn't damaged, but the splice box was underwater right off it. We kept that road closed for an extended amount of time. Is there any danger to the public because of water that was on that portion of ground also went to the road? I can't say if the road was underwater, as the aerial image was done several days after the peak of the flood. But it is a concern I have without any grading that there could be standing water that could also affect the road adjacent.

Doleseth: I appreciate the information on that. You know we are only as good as the mapping that is there. So, we didn't anticipate flood plain maps and things like that. Having the information that occasionally with catastrophic events like last spring was...

Dittrich: I hope occasionally means 150 years. I bet Bobbi could say the same thing.

Doleseth: No, but if in fact there was standing water there, we would need to adjust maybe. Make sure everything is off the ground, move the equipment pad maybe up six (6) inches.

Dittrich: That is not my concern. If it didn't affect the road, then it would be your problem with the flooding, I guess. But since I can see from the aerial image water does make its way back to the road. If there was concern a little bit of grading would go a long way right there.

Doleseth: Well, uh, again, I appreciate the information. We will have to take a look at the internally. If it is necessary to build up a road where we have our access road – yes, we have to make sure our equipment is not going to be sitting in water.

Henery: Let me ask you this question. If say, that whole field and your inverters and stuff get underwater is there any way to shut this thing down so it's safe?

Doleseth: Absolutely. Absolutely. Absolutely. Touch of a couple of buttons on a computer.

Smith: Oh, you don't have to be onsite?

Henery: That's good.

Smith: Yeah, I think that is good. Ok, it looks to me that I am supposed to, are the questions all done by the Board? We will close the public hearing part of this.

Henery: I make a motion to go out of public hearing. (9:58 AM)

Smith: Motion by Charlie to go out of public hearing. I need a second.

Jacob: I'll second it.

Smith: Eli seconded. We will vote. Charlie

Henery: Yes.

Smith: Carolyn?

Pedersen: Yes.

Smith: Eli?

Jacob: Yes.

Smith: Regina?

Krebs: Yes.

Smith: And I will vote yes.

Motion by Commissioner Henery seconded by Commissioner Jacob to approve Elkhorn Solar LLC conditional use permit for establishing a solar farm in the NW¼ of Section 7, Township 23, Range 7 West of the 6th PM, Antelope County Nebraska; and accept decommissioning security on year 15 to be reviewed every 3 years thereafter. The decommissioning will be based on projections for 2044 with a letter of credit to be posted year 15. Discussion. Commissioners Smith and Krebs voiced they were not in favor of a letter of credit, however it will be at the discretion of the Board when being presented. Voting aye: Henery, Jacob, Pedersen, Krebs and Smith. Nays none. Motion carried.

Bobbie Risor, Region 11 Emergency Manager met with the Commissioner with an annual report. She shared information regarding a number of different programs.

- IPAWS – Integrated public awareness and warning system. Is a free program sponsored by FEMA. This program notifies people on an emergency situation – linking it to the Amber Alert system.
- Region 11 consist of the Counties of Antelope, Madison and Pierce Counties and the City of Norfolk. Nebraska Public Preparedness Partnership sponsored mini-grants of which Antelope County was awarded \$1000.00 grant.
- Visual Guard Exercise it is a disaster exercise being conducted in Wayne to make every one aware of all of the resources available to be utilized in emergent situations. During the flooding in 2019 most of the local resources were tapped, however the National Guard and other entities only mobilized approximately 13% of their resources. This exercise will demonstrate how to utilize all of the resources available.
- Shared a list of current Region 11 Emergency Manager Activities.
- NRIN Northeast Tentative. This project is going on 10 Years. They started in western Nebraska and moved east. Northeast Nebraska will be going live. NRIN derived after 9-11 to help communications throughout the United States. This system allows the entire state to communicate, and eventually can be utilized to arraign inmates without the travel involved. The support the T100

line, the backup line for the dispatch center. NRIN has their own equipment and utilize local towers. The electricity and insurance is the only sponsored expense to Antelope County. In December, Region 11 voted to pay the insurance out of the Region 11 budget. There is a small fee to utilize the system for individual usage. NRIN does not currently have the equipment installed, but it should not be too long.

Motion by Commissioner Jacob, seconded by Commissioner Pedersen to agree to **Region 11 to pay the insurance cost on the NRIN equipment.** Voting aye: Jacob, Pedersen, Henery, Krebs and Smith. Nays none. Motion carried.

Ron Crumley met with the Commissioners to discuss **Northern Antelope County Road and Bridge Projects.** There are three (3) bridges out in his neighborhood, and he is wanting to know what the plan is going forward. The bridge across from Ashfall is washed out and Mr. Crumley has allowed the public to drive on his property since the flooding. There are two (2) bridges within two (2) miles of this location that were washed out. Currently, Brian McDonald and Casey are working with Federal Highway alternate projects. The current plan, which Mr. Crumley has agreed to, we will abandon bridge, and make the road follow a narrower road along the tree line, and abandon the bridges. The County will need to purchase the right of way easements from the landowner. Mr. Crumley was agreeable to this plan. However, he requests the County to remove and replace all fencing in the area. No opposition was noted. This current road plan reflects a narrow road bed that was abandoned in the 60s or 70s. This will be an alternate FEMA project. In light of the budget, Casey stated this will be a FEMA project and would not come out of the Road and Bridge Budget, as the Disaster Fund has been funded through the Inheritance Fund. If we acquire the easement there is some work the County can go in and do some grading, and make a better route, it would be a start and make it better than it is. It would not affect the budget any more than normal equipment and employee expense.

The bridge on Knox County Line there is not timeline or plan at this time. Mr. Crumley states it is a 10 mile around access for him to get to that field/ground. There is no plan at this time.

Mr. Crumley gave permission to the County to utilize the access on his property to access the Weinrich property to get his bridge repaired.

Board of Equalization: Motion by Commissioner Jacob, seconded by Commissioner Krebs to open Board of Equalization. Voting aye: Jacob, Krebs, Henery, Pedersen, and Smith. Nays none. Motion carried. Met for approximately 4 minutes. Motion by Commissioner Jacob, seconded by Commissioner Henery to Close Board of Equalization. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Public Hearing for conditional use permit Summerland School 11:00 AM. Motion by Commissioner Jacob, seconded by Commissioner Krebs to open the public hearing. Voting aye: Jacob, Pedersen, Henery, Krebs and Smith. Nays none. Motion carried. Summerland School is proposed for the SE¼SE¼ 4-26-8. 11:43 AM Motion by Commissioner Jacob seconded by Commissioner Henery to close public hearing for Summerland School. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

SUMMERLAND SCHOOL PUBLIC HEARING
Tuesday, December 10th, 2019

11:00 AM Public Hearing:

Motion by Commissioner Jacob, seconded by Commissioner Krebs to open public hearing for Summerland School. Voting aye: Jacob, Krebs, Pedersen, Henery and Smith. Nays none. Motion carried.

Chairman Smith: Ok. So, we are there at 11:00 AM we are in the hearing for Summerland School. Liz is here with the Planning Commission Recommendation.

Liz Doerr: Just a second. OK, I want to point one (1) thing out. Just to begin with, on their application it does say, Ewing Public Schools, and Summerland School in parenthesis. And that is because Summerland School technically isn't an entity yet. So, Ewing Public Schools is part of that. So, they made the application. And so, I have the aerial photo here. If you know where the Summerland Golf Course is...it is over here on the left-hand side. The site of the school will be over here, is it about two (2) miles east?

Steve Thiele: Yeah, it is right on the intersection.

Doerr: It is right on the intersection, here. On this... I'm going to zoom in. And there is a house right down here. One over here, but it will be east of that in this corner down here. A school is something that is allowed by Conditional Use Permit in the Zoning Regulations. So, the Planning Commission had their hearing and they have recommended a few conditions on there. Like in the requirements it talks about the parking. We want to make sure there is enough parking. And that kind of is still in the works. We just added that as a condition. We feel there will be enough room for parking. Of course, with the being out in the country they are going to have their own sewer system, or septic system – so they will have to comply with all of the NDEQ, now it is NDEE (Nebraska Department of Environment and Energy) requirements. And because this is a public building it will have to comply with everything on the state building codes, the engineers and architects have. One of the things that the Planning Commissioner can consider is like a land scaping plan. They were not overly concerned, just because there isn't a lot right around it. There is this home here. They are the ones that sold or did the option to sell this land. So, they are not overly concerned. But just out of the consideration you know, that is something they are looking at. They were planning on doing anyway. When the Planning Commission had their public hearing one of the issues on the site plan, you know that they weren't sure if the football field was going to go north and south, or east and west. And we have had some conditional uses in the past where there is maybe a minor change and so I just suggested that to kind of clarify it. If there is a major change we will have to come back to the county board for the amendment. But if it's just a minor change you know, say if the building slides over five feet or something, that is something, that if it still meets the setbacks and stuff that I can just approve. So anyway, I can let Steve and Dale, do you want to add anything to that?

Dale Martin: Well we did adjust the football field. That was one of the things that we went and looked at. So actually, it runs now, east and west, instead of north and south. That is because of various reasons relating to the building itself. Ah, there may be some other odd things as we go through the design process here. We are having meetings, we had several last week and a couple this week, that we were further design structure _____ and design some outside areas. I don't know landscaping wise Steve do you want to speak to that at all?

Thiele: Yeah, I can, I guess.

Smith: Ah, just a minute, if Liz is done then I will have those guys come forward.

Doerr: Well, they are the applicants.

Smith: I know. I know. Yeah, Yeah. To make their statement so that ...

Doerr: If they want to come up, that way they can use the microphone, it would probably be better.

Smith: Yes, that is what I was saying. Bring a chair if it would be easier.

Thiele: I will just add to what Dale said. Throughout the design process we have some design milestones. And, I think our intent, will be to bring the current plan set to each milestone in to Liz. Just to make sure we are not trying to interpret major verses minor change, and she is kept in the loop that way. As far as, the land scaping, typically, that is one of the last things that is designed. As far as the civil design process. So, I expect we don't have landscaping completely 100% dialed in by maybe early to late summer of 2020. So, once we get to that point, again we will get back with Liz to review what we've got and go back through the process.

Smith: Ok anything?

Dale Martin: Oh, just on the parking. Maybe a little bit. We do have, I mean tentatively have the parking somewhat figured out. As far as number paved and gravel areas. I think we have adequate parking for the size of our school. I cannot even tell you exactly what it is right now. Steve, do you remember the number off the top of your head?

Thiele: I had 450 in my head. But we can get back to you with that actual number. At this point, it is just delineating between gravel and concrete, more so that the parking count. But that will be in this next design milestone set. So, we can circle back with Liz with that exact number.

Smith: OK. Questions or comments from the Board members?

Jacob: How many driveways are there going to be?

Thiele: At this point in time, we are looking at four (4). Two (2) off the Summerland Road from the south and two (2) off what we call the Orchard-Clearwater Road to the east. I actually had the chance to sit down with Casey and Aaron yesterday. So we got the copy of the driveway application form. Understanding we need to submit those for permanent driveways and then also for temporary driveway use. We will work through that then.

Doerr: Just a comment on that. The site plan that you got shows the driveways just a little bit different. But they are aware that we need those driveway permits through Casey.

Clerk: I do not think we got site plans like that. I do not think we got site plans like that.

Doerr: Oh, you didn't get that? Oh. OK. I can pass it around. Do you want me to make copies?

Thiele: I can email to you if you want to pull it up, Liz.

Jacob: Whatever it is I am sure we will be happy to work with you.

Clerk: If you want to email it, I can go print it too.

Smith: Any other questions or comments? I have to go to the public comment portion. Open the public comment section. People in favor of this project, this is your chance to speak. People in favor? OK, we will go to the people who are apposed to the project, this is your chance to speak. People who are opposed? OK. Any neutral testimony.

Robert Johnston: Yes, Mr. Chairman. I have a comment.

Smith: Yes, go ahead Mr. Johnston.

Johnston: Robert Johnston. Mr. Margin and Mr. Thiele would be disappointed if I didn't have a comment to make, so...

Smith: Well, I was wondering myself.

Johnston: Wondering what was taken me so long?

Henry: That's right. He takes the fall.

Johnston: Being in a neutral position. Wait what was that Charlie? Maybe you don't want to repeat it. I am wondering about, has there been any discussion as to the roadway? There is a lot of truck traffic on the Orchard-Clearwater Road. Specifically, I might address an issue that I am part of. We chop a lot of hay. I actually have alfalfa fields half a mile in three (3) different directions from this site. And so, we are a little concerned about the traffic situation. Has there been any discussion about a turning lane?

Jacob: I have had people ask if there is going to be turning lane. And I said we would have to see what the school wants. I mean there are places on the highway they don't make turning lanes even for these alcohol plants.

Henry: CVA doesn't have a turning lane.

Jacob: No. The Roads need to be wider that is certain. Some shoulder work needs to be done. I guess I would like to see some turning lanes. But I don't know if we have room for it. Does that take more than a sixty-six foot right of way to do that? So...

Henry: Then there is a power line right along the east side of that road too. If you are going to do turning lands you would almost have to shift the road to the west.

Johnston: Well, as of right now that is a concern of mine. I don't know if it is going to be worse during the construction or actual school. You have to keep in mind safety for everybody, but we have to have productivity also. Another concern is that there could be discussion about a four (4) way stop.

Jacob: Absolutely, yeah, there could be.

Johnston: That would be a concern for me. And then leading to a four (4) way stop, then you are going to have no engine brakes on the trucks. On the silage crew-we run up to 22 trucks at one time. And there is considerable truck traffic on the road anyway. So, I just wondered if there had been any discussion as to that situation.

Smith: No, there had not. Thanks for bringing it up.

Johnston: So, basically that is all I had for today.

Doerr: At the Planning Commission Meeting that did discuss it a little bit. You know turning lanes, four (4) way stops, and stuff. But they felt like that was probably more something the Road Department should handle because they have the specifics about where the driveway should be. You know a certain distance back from the intersection, things like that. So, the Planning Commission did not make a recommendation on that.

Smith: When will we, as the Commissioners? I mean, what is the County responsible for when there is a facility such as this, built at this location? And these issues or whether there be silage trucks or not, I mean are there special requirements for the roads that adjoin a newly built school? I don't know, I am asking. Where do we find this out? When will we find out if there is such a thing? Or would we know by now?

Jacob: I don't think there can be anything special about it.

Doerr: Like on road design, or who pays for it or what are you asking?

Smith: Well, yeah. Design, specifications? As far as paying, I kind of got an idea there. You know. Requirements yeah? Specifications? If there are any.

Doerr: I would have to....

Smith: I don't know if that is something Casey would know at this...

Dittrich: You all know I am sitting back here in the corner. I can just come up anyway.

Smith: And if it is anything that needs to be discussed at this time. Although I kind of think, that may it does. I guess.

Dittrich: In conversation with Brian McDonald, there is no book or rule, or law that says because there is a school we have to have any certain type of road, or width of road or anything. Right now, that road is perfectly legal. Not by new construction standards, but we can leave it the way it is for the next fifty years. We compared in conversation, this to someone building a house up on a hill on a minimum maintenance road. The process there would be: come to the Board and say I want to build a house up here. And we have three (3) options at that. We can deny doing anything to the road and say you picked that place to build, this is what you get. Cost share, 25-75, 50-50, however way we wanted too. Or the Board could elect to do it 100% on the County's dime. I feel like this process should go the same way here. No one has wanted to take the initiative to engineer anything. The costs involved is going to be high. I was quoted in a local newspaper about questions about what it would cost to overlay – and I referenced some numbers we received on bid documents to the County after the flood at \$600,000.00 a mile. Those are real numbers. I had no intentions of taking a stance for or against the school – those are real numbers. We have them in black and white in Lisa's office. Since then, through conversations with other Counties and with our engineer, who is an engineer for six (6) other Counties in the area. We discussed costs of overlaying the 13 miles of asphalt which would be Highway 20 – Highway 275, and the three (3) miles of the Summerland Road, from 513th Avenue to the County line. Holt County is currently waiting to open bids in two (2) weeks on a six (6) inch concrete overlay. Their engineered estimate came out at about \$535,000.00 a mile. It is a large project. It is seven miles. That is their engineered estimate. We will have real numbers in two (2) weeks that we can look at. If we go with a hot mix asphalt, we are probably at \$400,000.00 - \$450,000.00 range because of the quality of that road, and the fact that it is not as bad as what we bid earlier this year. Not to mention the demand for hot mix asphalt was huge. We barely got what we got done and we were on the books the September before the flood. So, I would expect the cost to come down some and hot mix asphalt this coming year. Those are free estimates from an engineer who does it for seven (7) counties. Those aren't my numbers, we discussed it yesterday. Just in talking with Steve yesterday and talking with the engineer you know if the Board is willing to consider a project of that scope, we are looking at \$5-7,000,000.00. And we would be foolish to spend a dime on it if we are not willing to move forward with it. The engineering cost for those seven (7) miles was \$53,000.00. That is taking into account the slope of road, cross sections, dirt, shouldering, everything. So, using those numbers we would be over \$100,000.00 in engineering alone. If anyone expects the road department to go out and spend \$100,000.00 with my current budget situation and bridges, we discussed in the last hour, that won't come from me. It is a Board decision on how far forward you want to take this. We can use these free numbers and say it is a \$5 – 7,000,000.00-dollar project – five (5) being the minimum. Brian was comfortable quoting us. If we want to discuss overlaying one (1) or two (2) miles that is something much more easy to do, and we can look at historical stuff. But the County has never gone in and built 13 miles of hot mix asphalt over white top anywhere. So, we don't have anything to compare to that. There was an article that was put out that only discussed 13 miles of overlay. My feeling is we don't need 13 miles of brand-new road, especially not right now. I think that we could go in there like the County has always done and fix the ones that require it. I wasn't able to get the average daily traffic count on that road. The state does come out and do some areas. We could probably find an old one that is a FHWA route, if it is a federal road. There's I think right now everyone is just afraid to attach it. Those are some numbers that we have that I was able to get out of a 20-minute phone call yesterday. It is the best information I have for you. There is a mile south of Orchard – it is either the second or third mile, that has been on our list to overlay for three (3) years now. But it holds together well enough that we end up fixing something else like the Neligh-Pierce Road, or Royal Road, that was in worse shape. So, it has been on the radar to fix it. My feeling is we can do some shouldering, possibly some overlaying whether we use cold mix or hot mix. If that is the way the Board wants to go. But the idea of building an intersection. There have been people asking what a stop light costs, we don't have one in Antelope County – or at least not on any county roads. I have heard concerns with four way stops. That doesn't rest on the Board to decide that. The Responsibility of the Board on the four (4) way stop is to hire JEO to do on engineering study. They will take into account a school being there. It doesn't have to be there first. If that is what we feel the safest way is to slow down. The concern of having to stop a silage truck next to a school for timeliness – my concern is the kids next to it. Because those trucks-when they are going, they are going. My concern doesn't have anything to do with that. That goes into JEO's hands to do a study on that. If you guys want to do that for the start of the project and see what his engineering study comes back as a recommendation, we can go from there. We can even have him just focus on the intersection – and give us quotes for turning lanes – if that is what you want to see.

Thiele: I was going, not to interrupt you, but I was going to make that point that you first made. That I don't, I guess in my opinion, I don't know that it is one entire issue. I mean I think there is two (2) things to talk about intersection like you just said and then the road. I don't know that is all or nothing.

Dittrich: I agree. I mean I think that is a bad initial approach to this. With the everything brand new approach – just to put everybody up in arms. I think that this is a better way to go about it. I don't know, I guess I didn't ask you if there is opportunity to only have an entrance off of Summerland Road. I don't know if that is doable. I don't know if you are already beyond that point already. We didn't talk about that yesterday. It seems like all concerns comes off of the entrance to the Orchard Road, 513th Avenue.

Thiele: I can partially address that. First of all, we are not beyond that point. I think second of all, as you can see in that sight plan in front of you, I mean whether the football field is orientated north-south like it is shown there or east-west. The primary parking for events on that field is going to be the east side of the school, so to try to concentrate traffic, all that traffic back on to Summerland Road is going to overload it, and I think create frustrations, and maybe some safety issues. So, I think it would be difficult to try to facilitate some parking next to the athletic complex back there, but not allow ingress and egress off of that road.

Dittrich: At the same time, there is always safety concerns with multiple driveways. You get the situation were someone is pulling in, and the car behind them speeds up to pass him, and there is somebody pulling out, turning left in front of him. I mean we don't want to put six (6) driveways in an eighth of a mile trying to disperse the traffic. It doesn't get anybody past the stop sign any faster, and it really leaves an opportunity for a broad side accident. So.... all the concern that I have heard, which isn't a lot, I will say that I have probably had a handful of people ask me 'what are you going to do?' My answer to them was, we will wait and see what hits the table. Because from the road standpoint, like I said I wasn't looking to spend \$100,000.00 in engineering. If there is some concerns with the intersection, we can probably have a study done for a fraction of that. And get, you know, with no commitment, get an idea of what it would cost. If there is no way to direct traffic in and out of this school without using 513th, I would suggest to the Board that is what we do. Let's get someone that, an engineer, to look at this, and give us a cost estimate. Then we can purchase the ground. There is no way we can do that turn lane with the ditches that are there, and maintain the drainage that is there, without, we can't widen it, put a 26-foot lane in there and stay within our right of way. So, there will be some steps. But the first step we could do is get an engineer. If the County is willing to take that cost on, it is something a phone call could get rolling. As far as the condition of the other 13 miles of roads. It is up to the Board on how you want to address that. It is obvious, and I was quoted as saying it and I caught some backlash. It is obvious the road Department cannot afford to overlay any stretch of that road with the current budget we have. I won't say the B-word. But there is only one way to get there. So, I mean if that is the way the Board wants to go, even before we put it to a vote, whether it was a Board vote of a public vote. For a bond issue, we would have to spend the engineering, because we are \$2,000,000.00 one way or the other right now. We would have to decide what we want to see. Is it hot mix or concrete? It is 13 miles? Is it 10 miles? Or is it 4? I mean all of those things would have to come from the Board.

Smith: Well, if I, one thing I understood, or I think I understood. There is going to have to be a study done on the four (4) – way stop. Because there is going to be a school there.

Dittrich: At a minimum. We have done that in the past...

Smith: Or does that even have to be done?

Dittrich: It is just \$200.00-300.00 bucks.

Smith: I know, but I mean, it sounds like that has to be done.

Dittrich: We cannot go out and erect a stop sign wherever we want without some kind of documentation.

Smith: Right.

Dittrich: So, yes you are correct. That has to be done.

Smith: Right.

Dittrich: But that is a \$200-\$300.00 study. Not a you know, if he was going to design turning lanes, when the plans came here, we would know we would have to buy 2.4 acres. We would know who we would have to get them from. You know the engineering plans would come with quantities for everything. I mean, we would know exactly, or ball park, whether we were going to do it ourselves or bid it. But at least we would have quantities and a more accurate engineers estimate.

Henery: So, who decides if we need turning lanes, or don't need turning lanes?

Dittrich: The Board. If you want to push that responsibility off on our engineer I am sure he will draw you a beautiful intersection.

Thiele: I guess, I would add something. It is a question for JEO obviously, but guess I would like to think that they could do it, either use a historical traffic study or conduct a new one. Just make some recommendations off of that without having to go through full resign if not rough design.

Dittrich: Actually, the County can do that. We have a good relationship with L-Tap down in Lincoln, and that's what we use. We use their sign reflectometer. You guys remember when we first got that? We can go down and get a traffic counter and set it up ourselves. It is a piece of equipment that the state loans out.

Henery: That's a gravel road? I mean you aren't going to have any traffic at all until you get the school built.

Jacob: That's all going to change.

Henery: You are going to have; I mean when the engineer does his study on the stop sign and stuff – he is going to take that all into consideration.

Thiele: If I could add something there. I mean I agree to an extent. But they need, I mean with current traffic, they are going to have a baseline, based on occupancy and parking count at the school, they are going to make a fairly decent estimate on what projected traffic flow is once that is open for business.

Henery: OK.

Dittrich: And I agree with that too. I mean lets get a measure of non-school traffic right now. I mean that would be a good starting line. Because right now, all we have is you can ask someone who lives on it. You can ask somebody who lives on the Royal Road, and ask somebody who lives on the Orchard Road, so who says they have more traffic. You don't count the other road; I will tell you that.

Henery: We are going to do the study before golf season. Because it is going to increase.

Dittrich: We could do the study. We could ask him, since we are using Brian for the study we can work in conjunction with him and the County could do the study ourselves. And it will even tell us the difference between vehicular traffic, and large truck traffic. We have that option; we can do that if that is what the Board wants to see. Good time of the year to do it honestly, for work flow for us, besides the snow removal.

Smith: Where are the projected driveways off of the Orchard Road?

Dittrich: North of the Summerland Road intersection.

Smith: I guess, can you? Just one (1) or two (2)?

Dittrich: Here would be one right here. Let's see.

Smith: Right here?

Dittrich: Is there two (2) on that? That is not the same one I saw yesterday.

Doerr: Right now, you....

Thiele: E-mail right now.

Jacob: The two (2) driveways that are there right now will have to be taken down. That school bus turn around.

Thiele: Yeah.

Jacob: Will you use that at all?

Thiele: No. Likely not, no.

Jacob: OK.

Smith: So that one might even be different on the new map?

Dittrich: I've never seen that map. When we met yesterday, I saw the updated one, so...

Thiele: I think that north driveway is going to be a pretty similar location. I am just trying to get this to Liz right now. Basically, what we did....

Smith: There will be a south one there?

Thiele: That's right yep.

Doerr: There?

Jacob: That north driveway, for the parking lot that will be at least a quarter mile from the intersection.

Thiele: Yeah.

Jacob: So, it will be quite a distance? A little over 1,000 feet.

Thiele: yeah, that was...

Smith: So, any more questions, or I guess I've got some or another one. So, the four (4) way stop is something I would say even though maybe its not said that way. I would say the four-way stop is a requirement since there is a school there. Would that be right? Or is it not even a requirement?

Dittrich: I would expect it to come back that way. It would be, we would have to study it.

Smith: Well, would the traffic study be done, unless we authorize it?

Dittrich: No, we would have to do that.

Jacob: I think we should do the traffic studies.

Dittrich: The County can do the traffic count. And that is no problem. We just have to go pick up the machine, and I think they give it to us for two (2) weeks – no cost. But as far as Brian would give us a resolution, that we would adopt to place stop signs there. We could go out and erect them today, but if somebody blows it the Sheriff is not able to write a ticket for it because it is not a stop sign placed by resolution.

Henery: First the stop sign study has to be done by JEO and Associates.

Dittrich: That is our first step. It can be done by the 1st of February. And we would at least know what they recommend. We can ask him to see what he thinks. You know we could measure the road widths and have him give us a recommendation on the engineering.
(Indistinct conversation.)

Smith: I guess I brought this up just wondering what the school is expecting.

Martin: I would, personally, I would like to see a study done and see what is recommended. I... my concern is for the safety of the kids. I understand what Robert is saying about the traffic and trucks and those types of things. But my concern is safety of the kids. So, I mean if there is a recommendation that we have a four way stop there – I would sure encourage you to look at that hard. And possibly do that. Turning lanes, I know that gets into more money, and I know we are short of money in the County. So, I am not necessarily expecting that. But whatever we can get, we would sure appreciate and would help with the safety of the kids. If we have one (1) accident on there and something happens to somebody – this is worth anything we are spending in my mind. So, I think that study needs to be done. And, I am probably in favor of that four (4) way stop right now, personally.

Dittrich: That is my position too. I don't want to be reactive. I don't want to wait until the worst-case scenario. I would rather see some money in engineering and in construction happening right at the intersection, than the other 13 miles. I hope everybody kind of feels that way. I mean we have discussed striping....

Henery: Why do we have to do this all at once?

Dittrich: Pavement striping. I mean that is....

Henery: We could do the four (4) way stop sign study. Which, I think, we need to immediately. And then if we need turning lanes, that could happen in two (2) years. It isn't really going to do anything with the construction of their school, if so needs to be. And then down the road, five (5) years from now if we need to upgrade the road some, we can do it at that point. We don't have to do it all this year. Is that right? I mean maybe you guys feel it all needs to be done due to the fact that boom, there is the school.

Dittrich: We discussed. And no one really has any experience with it. But discussing with NDOT to see if they would be willing to help with that. I know it is going to be tough to get them to want to take over 10 miles of road, when Highway 275 and 20 join several miles from there. But it is an option we should put on the table. We should probably start that conversation to see. I don't know if there would be any funding grant wise or anything like that. Another thing that we could look into, but... it sounds like for construction you would mostly use the Summerland Road. The south exit we discussed about – making temporary driveways.

Thiele: Not necessarily no. If I said that, I mis-spoke. I think, I mean, I...before I make this statement, I want to clarify everything is going to be. So, I represent Hausmann Construction, too. I kind of got a dual role. Everything is going to be bid out, first of all. But reasonably, Pollock Redi-Mix is going to be as competitive as anybody on concrete deliveries. I mean I would foresee a lot of concrete deliveries coming from the west and probably turning into the site from the south. That said, I mean Central Design is that we have pre-cast wall panels similar to what some of you may have seen go up in Elkhorn Valley School, or O'Neill High School. That is being bid out right now. So, depending on whether those come out of Sioux City or out of Omaha or Lincoln is going to dictate whether they come off of Highway 20 or 275. But I definitely can see either way a lot of that delivery being made off of the Orchard Road just because of where on site we are going to need that. And where access is the easiest. But I mean we can certainly make an entrance off of Summerland Road our primary access for construction traffic. And everything off of Orchard is just on an as needed basis. Try to coordinate that stuff a little bit closer on that side.

Dittrich: Once again, driveway access permission comes from the Board. I don't want to be a deterrent to the construction, but we could limit the size of driveways along the asphalt road. We have been pretty restrictive on that in the past, just because of higher traffic volumes. But, if the only way to do it is off the Orchard Road with larger loads then...

Thiele: When you are talking about restricting driveway access, are you just talking about temporary?

Dittrich: Temporary, yeah. During construction. I think that driveway access is a huge part of this conversation right now. So, I think that we need to decide yes or no on those soon. I know we cannot do it today, because the permits haven't been submitted. But if we have concerns with the traffic coming on and off of Orchard Road we should probably address it now. Because it is a \$20.00 permit that could be a huge change for your whole....

Thiele: I get it. I guess, to clarify two (2) things. I guess, number one (1) obviously we've got a civil engineer at our school district team that is looking at safety of things on the project site. And I am pretty sure where he is at right now is like a 24-foot width on permanent driveways. So, you can safely fit two (2) cars and ingress and egress at the same drive. So that part is what we will see become better defined through design process and keep Liz and Casey informed of that. On a temporary basis, I personally much rather see a restriction that we would have to get permission on an as needed basis from you to utilize those temporary driveways on the Orchard Road. Because obviously, if we have an instance where we have to get a truck with a 15 x 40 foot concrete panel into the site, and it needs to come off of the Orchard Road, all the sudden we are creating a safety issue for that truck driver if we are restricted on the width of that temporary driveway.

Dittrich: Another thing, the Board can do is with these precast panels, I know it is fast construction, we can temporarily sign that differently for speed limit. We can definitely put any type of yellow signage up. We could do slow; we could do construction ahead. But when these panels start arriving these big loads are coming off there, we could temporarily drop the speed limit of that road down to 35, by resolution, for one (1) to 90 days. If that is something the Board wants to do.

Krebs: I am thinking I would look at that when we are looking at the larger loads with those precast panels coming on. I would rather have a larger driveway coming off the Orchard Road. Then to try to have them in any way, shape or form negotiate the Summerland-Orchard Road intersection, trying to get to a driveway just because we mandated it on the Summerland Road.

Henery: Those trucks aren't going to be any longer than a grain truck.

Krebs: Possibly not, but...

Dittrich: I would agree with that. 50-foot panels, 54-foot semi or flat bed.

Henery: I know. I am not trying to what are you saying knock it down or nothing. But yeah. That corner is adequate for semis.

Krebs: But, for all of those...I don't know.

Smith: Ok, well I guess I was just wanting to see what the anticipation was of the new school for the road. That is the reason I asked the question.

Henery: And it might depend on who the driver of the truck is. Yes, because there are some long-haul truckers that don't get off the pavement.

Thiele: Right, and these guys are coming from Lincoln, Omaha, and Sioux City. Not typically delivering to a corn field.

Krebs: But the other issue you have is, regardless of whether they turn into a driveway or on the corner. I mean short of doing a four (4) way stop on the corner before that you are still going to have that slowdown in traffic that needs to be addressed.

Henery: Slowdown and turn whether you have the driveway a quarter of a mile north of the intersection or you turn at the intersection.

Krebs: Right, you still have those. Yep. Yep.

Dittrich: Would the Board be agreeable to making a motion or direction for myself to have a study done? I would like those parameters set today, if you want to see a full design of the intersection with turn lanes, lets do that today. If you just want to do a stop sign resolution.

Henery: Well we are kind of losing site of maybe giving them permission to build there first before we do all this stuff.

Dittrich: I agree. But I think it is a big part of the conversation.

Smith: Yeah. I think it has got to be.

Krebs: Yes.

Dittrich: I just think if we set some kind of traffic to control the devices, we are going to go. I can tell you that is a \$300.00 study, that will be done by the first meeting in February. I can speak for Brian in that. Now, if we want to go further with that designed intersection, and go as far as a bid document, if that is the way we want to lean we are going to get into a little higher engineering costs there. But we will have real quantities. We will know exactly what it takes. We will know who we have to get land from. Possibly, reach out to see if they are agreeable to selling it, or if we would have to condemn it. And it could be a much bigger process with the intersection alone. And right now, I would almost hope that the Board tables the idea of 13 miles of overlaying and shouldering.

Smith: As far as I am concerned, there is no tabling because it will never, it won't even get as far as tabling as far as I am concerned.

Dittrich: I guess we....

Smith: That's the reason I brought this question, because I want to see what this school is expecting. Because if they are expecting something like that, they maybe should have thought a little more on the location of where they placed their new school. I did read in the paper where Mr. Martin said that if the County Commissioners weren't agreeable to fixing the road up, he would have to go above them. So, I guess, I am just trying to figure out who and how that would happen? So that is why I asked the question to see what the expectations are?

Martin: We expect a road that is safe road to drive on. I guess, beyond that, that is up to you what you can afford to do. And how that can all work out. That is my expectation. I guess, as far as that comment that is what I am referring to. A safe road. And if there is somethings out there that need to be fixed, that is what I am referring to.

Smith: I would say it's a safe road right now.

Martin: I wouldn't disagree with you.

Smith: OK.

Jacob: Well, I think right now we need to get the traffic studies done. I don't think we need to worry about the intersection right now.

Smith: I don't believe so either.

Jacob: At this point.

Henery: Unless we feel like we need to slow that traffic down to a four (4) way stop, like Mr. Johnston brought in for us during construction periods that there is going to be

Dittrich: When would construction start? It sounds like possibly this spring/summer?

Thiele: Yeah. Yep. Yeah. As soon as the frost is out of the ground, in the spring. Whether its March 15th or April 15th.

Dittrich: There is a three (3) month window.

Thiele: Yeah. I would say heavy, heavy deliveries, I mean the precast panels we talked about. The gym joists are obviously going to be a big load. Structural steel components. I am going to say the majority of that is going to be in the second half of the summer or early fall.

Henery: Yeah, so we don't need the traffic study as of yet. That's right.

Jacob: Probably not till they start.

Henery: Yeah.

Smith: So, any other questions or comments? I guess I will go one more time for any comments from the public? In favor, opposed, or neutral? One more shot at that if there is anybody. If not, we are back to the Commissioners. Let me see here. Any other questions by the Commissioners before we close out of the hearing? If there are no other questions, than we would need a motion to close the hearing on Summerland School.

Jacob: I will make a motion to close the hearing on Summerland School.

Smith: Motion by Eli to close the hearing. Second?

Henery: I will second that.

Smith: Second by Charlie. Questions?... We will vote. Charlie?

Henery: Yes.

Smith: Carolyn?

Pedersen: Yes.

Smith: Eli?

Jacob: Yes.

Smith: Regina?

Krebs: Yes.

Smith: And I will vote yes.

Liz reminds the Commissioners she will discuss major and minor changes and questions with the County Attorney to see if it needs to come back for amendment. If things just move slightly, she will consider it a minor change.

Motion by Commissioner Henery to accept the CUP with Planning Commission's recommendations. Motion is seconded by Commissioner Krebs. Voting aye: Henery, Pedersen, Jacob, Krebs and Smith. Nays none. Motion carried.

Motion by Commissioner Henery to accept the Conditional Use Permit for Summerland School including all of the recommendations from the Planning Commission. Seconded by Commissioner Jacob. Voting aye: Henery, Jacob, Pedersen, Krebs and Smith. Nays none. Motion carried.

Motion by Commissioner Henery, seconded by Commissioner Jacob to approve and sign the resolution regarding the conditional use permit for Summerland School. Voting aye: Henery, Jacob, Pedersen, Krebs and Smith. Nays none. Motion carried.

RESOLUTION #2020-01-0005

Antelope County

Summerland School Conditional Use Permit

WHEREAS, the duly appointed Planning Commission of Antelope County, Nebraska, has given public notice as required by the Nebraska State Statutes, of a hearing held on the 17th day of December, 2019, at the Antelope County Courthouse on the Conditional Use Permit application #CUP1904 for Ewing Public Schools on behalf of the future Summerland School for a PK-12 school located in the SE ¼ SE ¼ 4-26N-8W in Frenchtown Township in Antelope County, Nebraska; and

WHEREAS, the public hearing has been held pursuant to said notice and all statements received at the hearing have been duly considered by the Planning Commission;

WHEREAS the Antelope County Planning Commission has reviewed the application and make recommendation to the Antelope County Board of Commissioners for approval with conditions;

AND WHEREAS the Antelope County Board of Commissioners has given public notice as required by the Nebraska State Statutes, of a hearing held on the 14th day of January, 2020, at the Antelope County Courthouse in Neligh, Nebraska;

THEREFORE, BE IT RESOLVED BY THE ANTELOPE COUNTY BOARD OF COMMISSIONERS, THAT THE EWING PUBLIC SCHOOLS CONDITIONAL USE PERMIT #CUP1904 BE APPROVED WITH THE FOLLOWING CONDITIONS:

1. The applicant shall comply with all permitting requirements for entrances/exits and other road requirements.

2. The applicant shall comply with all state building codes and Nebr. Dept. of Environment and Energy regulations.
3. The applicant shall comply with all parking and loading requirements.
4. A landscaping plan shall be submitted before construction showing consideration of the neighboring residence.
5. Major changes to the site plan shall be reviewed by the County Board. Minor changes shall be approved by the Zoning Administrator after showing conformance to the regulations.

Adopted this 14th day of January, 2020 at Neligh, Antelope County, Nebraska.

Commissioner: Henery

Commissioner: Jacob

Moved to adopt said Resolution

2nd to the Motion to adopt said Resolution

Roll Call: 5 Yea 0 Nay 0 Abstain

Resolution adopted, signed and billed as adopted.

ANTELOPE COUNTY BOARD OF COMMISSIONERS

_____/s/ Dean Smith _____

Dean Smith, Dist. #1,

_____/s/ Regina Krebs _____

Regina Krebs, Dist. #3

_____/s/ Carolyn Pedersen _____

Carolyn Pedersen, Dist. #5

ATTEST:

Lisa Payne, Antelope County Clerk

_____/s/ Eli Jacob _____

Eli Jacob, Dist. #2

_____/s/ Charlie Henery _____

Charles Henery, Dist. #4

LaVern Schroeder met with the Commissioners regarding his billing on a project last fall. By statute he is required to find and/or set corners not able to be located. No further action.

Minutes of the January 7th Board of Commissioners Meeting: Motion by Commissioner Jacob seconded by Commissioner Pedersen to approve minutes as presented. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Correspondence was reviewed: Account Overdrawn Advice – Imprest Account no action needed; Union Bank and Trust Antelope Memorial Hospital Bond Refinancing statement; 2020 proposed Holiday list and Committees; Zoning Administrator email regarding icing on Christmas Day 2019; email to Road Superintendent regarding RUA and procedures for replacement of tower #57 north and east of Neligh; Board Preapproval Report for January claims; copy of aerial map of Crumley property in Northern Antelope County; Ewing Public Schools Zoning Administrators Report for Public Hearing; December 31, 2019 Current Expenditures Report; Elkhorn Solar LLC administrative report;

Pledge Collateral is at \$2,000,000.00 pledged and \$250,000.00 FDIC insured. We will release \$1,000,000.00 later this week.

Liz Doerr, **Zoning Administrator** gave her regular meeting report.

- Follow up of Madison County Decommissioning of the Solar panels. She stated she found the following on line. “A decommissioning plan shall be required to ensure that facilities are properly removed after their useful life. Decommissioning of solar panels must occur in the event they are not in use for 12 consecutive months. The plan shall include provisions for removal of all structures and foundations, restoration of soil and vegetation and a plan assuring financial resources will be available to decommission the site. The Board may require the posting of a bond, letter of credit or the establishment of an escrow account.” So, it leaves if fairly open.
- Liz received an email late yesterday regarding follow-up of the ice sling on Christmas Day. The email outlined various times throughout the day. The email was shared with the commissioners.
- Liz ensured there is a building permit on file for the reconstruction of Tower 57, following its collapse. Permit was issued October 18th, 2019. It was moved further from the road

MIPS: Kelly Mueller and Deb Branstiter, Antelope County Assessor and Treasurer met with the Commissioners regarding their current CAMA system, Terrascan. Recently, Terrascan was purchased by Harris. Currently, they do not have the support on their CAMA system as the current owners do not have the knowledge. In light of the current situation, they have been researching options to gather support to ensure future growth and knowledge. Currently, 71 of the 93 Nebraska Treasurers are on the MIPS system, accordingly, 52 of the 93 Nebraska Counties are on the Assessor Program. The Treasurer and Assessor are wanting to be on the same program, as it prevents human error in entering information twice. The billing process for MIPS is on a month to month basis and no contract is involved. The support team that worked for Terrascan was recently hired by MIPS. Treasurer is requesting changing in February or not until October, and the Assessor is wanting to hold off until April. Motion by commissioner Pedersen, seconded by Commissioner Henery to authorize the Treasurer and Assessor to change office programs at their convenience to obtain the necessary support. They are wanting to do what is best for the office and the County. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Pledge Collateral: Deb Branstiter, Treasurer met with the Commissioners to remind them the auditor wants the Commissioners to be informed when the Pledge Collateral changes. She needs to be at 102% of her deposits. Currently, the pledge collateral at \$10,172,189.00. The deposits are about \$7.5 million. We are well above the 102 %, she will probably lower it in February.

Promotional Fund Request: This request was submitted by Teammates of Clearwater and Orchard. For the promotion of their soup dinner and listing of the mentors and mentees. This request was denied by the Visitors Committee. Motion by Commissioner Henery, seconded by Commissioner Pedersen. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Road Superintendent Report:

- **Permission to fence ROW in Elm Township. 848th Road east of 521st Avenue.** This track of land is owned by Lavern Mitchell that is next to the road closure that was discussed and acted on last week. It cannot be closed because it landlocks Martinsen’s. During the study Brian did for that road closure he asked to address the irrigation that crosses the right of way. Statute 39-301 states the land owner can gate a section of road if it is not used by the traveling public for 10 years. Motion by Commissioner Smith, seconded by Commissioner Henery to grant permission to land owner to fence ROW pursuant to SS39-301. It was asked if this would be an inconvenience for any land owners. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried. Casey will check with Joe as to what the land owner needs for documentation, and handle same.

- **Underground Permit:** Motion by Commissioner Henery, seconded by Commissioner Krebs to approve the application for underground permit submitted by Lester Anson to place a permanent electric line beneath 526th Avenue crossing from the SW¼ of Section 23, Township 28, Range 6 to the SE¼ of Section 20, Township 24, Range 6 West of the 6th P.M., Antelope County, Nebraska. Two Rivers Irrigation is contractor. Electric line for irrigation service. All work to be done according County and State specs, including 48 inches below road surface. Voting aye Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.
- Email from Michael Courtney for the RUA or not for Tower 57 replacement north and east of Neligh. Invenergy is requesting to do this project without the insurance of a road use agreement. This has been done in the past, but not to the magnitude of this project. Brian McDonald recommended they would not have any teeth in this project if there is not a road use agreement in hand, especially with the radius turns needed. Invenergy did replacement in Boone County without a RUA, however that was decided at the Board level. Motion by Commissioner Henery, seconded by Commissioner Jacob to reopen the Road Use Agreement for the six (6) miles as proposed to rebuild tower 57 – same terms of the Upstream Agreement, and not enacting the bond. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried. Because of lack of equipment, Invenergy paid us to do some final work on the project.



Figure 1 - Upstream Wind - WGT057 Repair, access route.

- 513th Avenue Summerland School Road – Motion by Commissioner Smith, seconded by Commissioner Pedersen to approve a stop sign study on the intersection of 513th and Summerland Road. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.
- Road and Bridge Budget – is at 61%. This is typically higher than were the budget normally is. Machine hire and gravel, rock and barrow is a good share of this overage. Casey wanted to reassure the Commissioners he is aware of this and will be mindful of it going forward. Little work, aside from snow removal is going out of the Road and bridge budget right now.
- Grinding of the millings has to be done in the cold, and he is asking for direction from the Board. He has approximately 11500 tons between Clearwater and Oakdale. We are on Prouty’s list for milling grinding, and he is fine waiting until February before we make a commitment.
- International Day Cab Truck, replace motor for \$25,000.00 Board agrees this is probably the best option.

Depository Agreements: Motion by Commissioner Krebs, seconded by Commissioner Pedersen to approve Brunswick State Bank, Bank of Orchard, Pinnacle Bank, Neligh and Heritage Bank, Neligh as county depositories for 2020. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

RESOLUTION APPROVING DEPOSITORY AND SECURITIES

*Bank of Orchard; Orchard, Nebraska
Pinnacle Bank; Neligh, Nebraska
Brunswick State Bank, Brunswick, Nebraska
Heritage Bank, Neligh, Nebraska*

*It was moved by Commissioner _Krebs_____ that the following resolution be adopted:
(person making motion)*

RESOLVED that application for designation as County depository by (name of bank, city or village), Nebraska and that the deposit of the following securities aggregating in amount of the sum of (see below) to-wit:

<i>BANK OF ORCHARD</i>	<i>\$ 250,000.00</i>
<i>BRUNSWICK STATE BANK</i>	<i>\$ 1,225,000.00</i>
<i>HERITAGE BANK</i>	<i>\$ BALANCE OF ACCOUNTS LESS FDIC COVERAGE</i>
<i>PINNACLE BANK</i>	<i>\$ 15,000,000.00</i>

with (president, vice-president, ceo, of bank, name of bank, city or village), Nebraska, by said Bank, as a pledge to secure deposits of the public moneys of this County in said Bank be and the same hereby is approved as to said securities and the deposit thereof with said trustee, on condition that said trustee issue its trust receipt thereof, as provide by the Section 77-2316 R.S. Neb.

RESOLVED, further, that said trust receipt when issued by said trustee shall be deposited by said Bank with the County Clerk of this County in lieu of the deposit of said securities with said County Clerk as a pledge to secure the deposit of said moneys in said Bank.

RESOLVED, further, that such trust receipt shall contain the following provisions which shall constitute the terms and conditions of the escrow.

I.

When the interest coupons attached to said bonds become due, the proceeds of collection shall be applied to the credit of said bank.

II.

The above securities shall be delivered to said bank only: (1) upon the joint order of the County Clerk and County Board of Supervisors of said county with resolution approving substitution of other securities, or (2) upon receipt of certificate of said County Treasurer that all deposits secured thereby been repaid.

III.

On presentation by the bank to the trustee of a certificate from the County Treasurer under seal, stating the amount of the deposits in said bank, together with a certified copy of a resolution of the County Board approving such withdrawal, the trustee may deliver to said bank designated securities in excess of 110 per cent of the deposits based on the then market value of securities deposited.

IV.

The above securities shall be delivered to the County Clerk of said county upon his written demand, (without further responsibility on the part of the trustee) supported by certified copy of resolution of the County Board of Supervisors of said county and

- (1) a certificate from the office of the Department of Banking under seal certifying that possession of said bank has been taken by said Department, or*
- (2) proof that a receiver of said bank has been applied for, with an affidavit signed by the County Clerk and attested by the County Treasurer under seal, or*

(3) an affidavit of the Treasurer of said county that said bank has been unable to pay any check drawn by him on said bank.

Said county shall have the right to dispose of said securities and reimburse the county to the extent and for the amount of the deposit with interest in said bank.

V.

The trustee may at any time act in reliance upon the signature of any public officer, attested by his official seal, without liability to either the county or said bank.

VI.

Said securities shall be held by the trustee without cost to the county and the said bank shall pay all costs, expenses and charges for the safekeeping, transportation and handling of said securities. The county shall not be responsible for any loss of said securities or coupons thereon.

VII.

The trustee will give to said securities the same care it gives to its own property, but beyond that it will not and does not assume any responsibility.

VIII.

RESOLVED, further, that a copy of this resolution duly certified by the County Clerk of this County be transmitted to said trustee, and shall constitute the escrow agreement.

The motion was seconded by Commissioner Pedersen and on roll call the vote was as follows:
(name of person)

Ayes: Henery, Jacob, Krebs, Pedersen and Smith

Nays: None

Absent: None

The chairman declared the resolution adopted.

This is to certify that the foregoing is a true and correct copy of the resolution duly adopted by the County Board of Antelope County, Nebraska at the Antelope County Board meeting held at Neligh, Nebraska on the 14th day of January 2020, at which a quorum was present as shown by the minutes of said meeting and that said resolution is now in full force and effect.

In witness whereof, I have hereunto subscribed my name and affixed by official seal this 14th, day of January, 2020.

Seal

/s/ Lisa Payne

County Clerk of Antelope County, Nebraska

Vendor Claims: Review of vendor claims: Motion by Commissioner Henery, seconded by Commissioner Jacob to pay all claims except claim to Boyd's Electric. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Vendor Claims: Motion by Commissioner Henery, seconded by Commissioner Krebs to approve Boyd's Electric Claim. Jacob, Henery, Krebs and Smith. Nays none. Pedersen abstains. Motion carried.

General Fund: Antelope County Sheriff, transportation order, 129.02; Antelope County Sheriff, check order, 108.00; Antelope County Court, county court costs, 118.00; Antelope County District Court, district court costs 105.00; Appera, towel service, 80.76; Applied Connective Technologies, outside camera work, monitor and soundbar, hanging TV in Commissioner Meeting Room and parts, monthly email service, 1694.64; Big Red Motorsports, plow skid moose, 133.74; Black Hills Energy, heating fuel, 1,462.86; Bomgaars, gloves, socks, poly snow pusher, extension, outlet strip, front trigger nozzle, floodlight bulb, bacteria treatment, water filter wheel, barrel bolt, 139.83; Boyd's Electrical Service Inc., repair fax machine 57.50; Deborah Branstiter, meals and conference & Lincoln meeting 67.33; Dean Brown, prior service 25.00; Casey's, gas, fuel 1,054.23; Elgin City, recycling 250.00; Neligh City, water, sewer, garbage, electrical, 5170.69; Coast To Coast Computer, toner, 170.00; Consolidated Management, training meals, 143.53; Cubby's, fuel, gas, 645.94; DAS State Accounting – Central Finance, teletype, data processing 703.36; Doerr & Klein PC, court appointed attorney fees, 2,584.23; Dollar General, bleach, white hook, command strips, wire hooks, ajax, 83.65; Dusty's, fuel, 103.00; Eakes Office Solutions, weekly planner, diagnostic fix vacuum, towels, typewriter ribbon, HDMI Cable, business forms carbonless triplicate forms 378.01; Elgin One Stop, fuel 111.45; Elgin Review, publication notices, meeting proceedings, notice of meetings, board of equalization, 365.54; Elite Office, maintenance contracts, black toner, 619.45; First Collection Services, telephone services 1,727.64; Frontier Communications, telephone & internet, 164.12; Great Plains Communications, telephone & internet 431.42; Darrell Hamilton, prior service 11.00; Lyle Hart, commodities trucking, 200.00; Holiday Inn Express-Kearney, conference motel rooms 769.65; Nadene Hughes, prior service 14.00; Jack's Uniforms and Equipment, name plate, Velcro name tag, uniform shirts, 167.18; Jonny Dodge, parts oil change, 16 point inspection, rotate tires, 2,312.12; Krotter Law, court appointed attorney fees, 1,986.79; Bob Krutz, mileage, 97.44; Lichtenberg Tire Service, mount and dismount tire, shop supplies, labor, disposal fee 133.25; Madison National Life, life insurance, 41.87, Manatron, Marshall & Swift rate tables, 1,337.12; Microfilm Imaging Systems, scanning equipment monthly rent, 87.00; Mid States Organized Crime Information Center, membership, 100.00; Midwest Radar & Equipment, radar service, 280.00; David Miller, mileage, 46.40; MIPS, data processing, 715.05; N & B Gas, tank rental, 60.00; National Sheriff's Association, NSA Membership, 65.00; Nebraska Department of Labor, unemployment contribution, 3,124.00; Nebraska State Fire Marshall, elevator inspection, 120.00; NACO, convention workshop fees, 280.00; Nebraska Emergency Service Commissioner Association, NESCA membership, 15.00; Nebraska Health & Human, financial responsibility for the developmentally disabled 411.00; Nebraska Law Enforcement Training Center, deputy training expense, 135.00; Nebraska Secretary State, copies, certified copies, 40.00; Nebraska State Bar Association, NSBA membership 240.00; Neligh Auto & Machine Inc, windshield wiper blades, 19.98; Office Depot, printer ink, pencil sharpener, tape, toner cartridge, 295.83; Phyllis Perdew, mileage 34.80; Petty Cash-sheriff, postage to crime lab, 38.99; Pinnacle Bank, fuel, laminator, sheets, kitchen dishes, rags, & towels, cleaning supplies, 286.97; Pitney Bowes, postage and meter rent, 6,131.90; Pitzer Digital, meeting proceedings, notice of meetings, board of equalization, real estate and property tax notice, noxious weed spraying notice, 625.27; Quill Corporation, wired keyboard, pencils, paper clips, 96.92; Kurt Rakow, mileage, 34.80; Region IV, Inc, membership fees, 2,808.00; Janice Ridder, prior service 10.00; Royal One Stop, gas & fuel, 109.00; Sanne Repair, LLC, parts & labor oil changes, 16 point checks, new switch, fuse link, flashlights, install decals, Durango tow, 1,020.43; Schroeder Land Surveying, surveying of section and ¼ section corners, 6,510.00; Caroline Siems, prior service 25.00; Wex Bank, fuel, 523.71; Stealth Broadband, telephone and internet, 786.46; Uline Supply, 40 lb kraft paper, vertical paper cutter, disinfectant, 293.88; US Post Office, annual postal box rent, 150.00; UNL ITS Communications, ipad internet, 91.06; US Cellular, sheriff office cell phones, 362.02; Verizon, weed department cell phone, 56.45; Bonita Welke, prior service 22.00; Greg Wortman, mileage 104.40; 319 Graphics, uniforms for basic, 76.58.

Road & Bridge Fund: Ag & Industrial Equipment, belt for DC Pump, fill level switch for PMW, 80.45; B's Enterprises, swivel hooks, grader blades, blade bolts & nuts, 4,458.60; Barco Municipal Products, Inc, LED mini bar-permanent mount, straight square link cross chain, 1,168.05; Black Hills Energy, natural gas/heating fuel 1,002.76; Bomgaars, fasteners, filter belt, water wheel, red wood snow fence, shop towels, blue bulb, diesel conditioner, wrench set, bathroom tissue, batteries, batter bolts, mouse traps, ice scraper, heavy duty staples, hitch pins, tarp straps, heavy barrel bolt, mailbox, post, auger, wheel cutting, clevis, tow chain, windshield solvent, deicer, squeegee, microfiber cloth, tube socks, tubes, hitch pin, black fence, drywall screw, oil, wheel grinding and chop saw, softener sheets, pins, extender loops 1,273.13; Bryant Home Comfort, fixing fan motor, 393.30; Carhart Lumber, alex plus latex clear, window foam, 17.07; Carquest, mind blade, dry lubricant, anti-seize compound, Ind sealed beam 66.73; Casey's, fuel, gas 230.03; City of Elgin, quarterly billing sewer, water, garbage, 56.25; Tilden City, January sewer, water, garbage, 69.87; Clearwater Market, dish soap, Lysol, toilet paper, 37.08; Constellation Gas (Bank of America Lock Box), natural gas 429.48; Cubby's, fuel, diesel, 369.06; D & M Machinery, sea foam, 2" ratchet strap, filter, cycle oil, 89.06; Dusty's, gas 58.90; Elgin One Stop, hex cap GR8, cord end armor connector, cord end grounded, 15.93; Elkhorn Rural Public Power District, electricity 628.06; Emme Sand & Gravel Inc, gravel, stock pile gravel, 12,160.82; Farmer's Pride, diesel, bulk diesel, 12,400.63; Frontier Communications, telephone and internet, 265.45; Graham Tire, duratrak BSLTL 813.00; Grand Island Trailer, lift kit control box, 690.64; Great Plains Communications, telephone and internet 265.10; Green Line Equipment, grease, bulk hose and fitting, filter element, lamp, screw, starting a, lights for trailer, cool guard, v-belt, ex 851.40; Herbert Feed, weighing charges 257.04; Hometown Station LLC, gasoline 124.50; Island Supply Welding Co, oxygen and acetylene, ex 197.78; JEO Consulting Group, Inc., engineering, bridge inspections, final design Tilden South 8,640.00; Jonny Dodge, oil changes, 16-point inspections, tail light, DOT inspections, check engine light, rattle, 834.73; Kayton International, Bobcat rentals, 1" crimp, grade 5 cap, couplings, 4,469.50; Lawson Products, hex nut, zinc flange, corner bolt, lens nemesis safety glasses, nylon washer, heat seal butt connector, sleet deicer, lock washer, moly coat dry file lubricant, 506.64; Lazy T Tire and Implement, labor to cut arms apart for blade 162.50; Lichtenberg Tire Service Inc., tires, tire disposal fee, Nebraska tire fee, miscellaneous shop supplies, tire mount/dismount tubes, flat repair/labor 896.94; Matteo Sand & Gravel Co, Inc., road gravel 6,185.31; Medical Enterprises, Inc, drug screening, 35.00; Mr. S's, gas and fuel, 902.00; N & B Gas, heating fuel, 720.24; Nebraska Department of Revenue, road use tax, 1846.00; Nebraska Public Power District, electricity, 356.43; Neligh Auto and Machine, pliers, connectors, PRI wire, LED work lamp, bushing, tape, butt connector, mini torch, shrink butt connector, rubber wiring grommets, carbide bit, copper anti-seize, solder butts and connector, plastic ties, cable tie, ring terminal, mini torch, air filter, brake pads, cylinder, assembly, seal, diesel exhaust fluid, washer de, fittings, 609.20; Netcom Inc., replaced broken antenna rod, replaced bad mike, low power button, 235.00; NMC Exchange, bit, air filter, elements, lamp, plug kit, 360.97; North Central Public Power District, electricity, 267.77; Northeast Glass, 21 x 33 tinted safety glass for CAT 140 H lower right windshield, 185.00; Northeast Nebraska Telephone Company, telephone and internet 78.26; Pahl Construction LLC, Bazile and Eden Townships prep for Sinclair material, 12,650.00; Powerplan, engine coolant heater replaced, replaced fuse & fixed harness, changed axle oils and filters, transmission oil & filters, hydraulic fluid, fuel filters, park brake oil, engine air filters, cab filters, 10,664.20; Quality Iron and Metal, grader light bar &

brackets, metal, back pack torch kit, oxygen, acetylene, 551.03; Quick Serve Oil Co, Inc., change tire/labor, mount and balance tires, fuel 570.96; Razor Tracking Inc, monthly service, licensing, fleet service, data processing 750.00; RDO Truck Center, pallet premium xt 313.50; Reinke's Farm & City Service, main tag, shop parts, labor 185.05; Road Builders Machinery & Supply Co., seat suspension, fixed transmission oil leak, belts for motor grader, replaced cracked hose, replaced radiators, drained and flushed coolant, heater core, temperature gauge wire replaced, cylinder repaired, replaced wiring through column and under cab, 13,485.75; Royal One Stop, fuel, gas, 235.50; Royelle, Inc., salt spreader, 4,947.13; Sanne Service, oil filter, glad-hand 31.06; Sapp Bros Petroleum, diesel 1,992.23; Wex Bank, fuel, gas 295.39; Stealth Broadband, telephone & internet 8.90; T-J's Corner, bits, clevis hook 36.97; Verizon, cell phones 329.53; Brunswick Village, water, sewer, trash 46.50; Clearwater Village, water, sewer, trash 66.50; Orchard Village, water, sewer, trash, 82.50; Wynn Auto Body, replaced left door glass/labor 235.00; 319 Graphics, premium black numbers for signs, 14.00; Mitteis Gravel, gravel 2054.96.

Reappraisal Fund: Elite Office Products, maintenance agreement, 194.86; Holiday Inn, lodging for NACO conference 219.90; Kelly Mueller, meals at conference 16.36.

Register of Deeds: MIPS, ROD and Nebraska deeds online 319.60.

Disaster Fund: JEO Consulting, transportation, general engineering 885.00; Pahl Const, excavator, dozer, motor grader, scraper (September hours) 19,245.00.

Law Enforcement: Antelope County Treasurer, transfer to correct miscellaneous - law enforcement center 18.61, Applied Connective Technologies, 6,969.75; Cash-Wa Distributing, tomato juice, diced tomatoes, flour, sugar, gravy mix chicken, ground beef, Bologna, cabbage, American cheese, fries, potatoes, pork, gravy sausage, apple juice, biscuit dough apple juice, ham ends, pork patty, chicken patty, pork rib patty, juice frozen fruit cup, potato tator tots, pork patty, pork & beans, pineapple, salad dressing, BBQ Sauce, cracker, ice cream cup, salt kosher, instant pudding, mayo, pears, gravy mix beef, 3,785.66, Culligan, water refills 50.75; Dean's Market, best choice pizza 120.00; Dollar General, magnesia citrate, milk of magnesia 23.40; Faith Regional Health Services, employee physical 487.00; Faith Regional Physician Services, inmate medical expenses 1,120.00; Hiland Dairy, milk 363.96; Madison County Sheriff, transportation of juvenile 40.90; Nebraska Bean, pinto beans 24.00; Pinnacle Bank, fuel, laminator & sheets, kitchen rags & towels, cereal, lunch, frosted flakes, toasters, golden puffs, raisin bran, honey & oat blender cereal 807.76; Platte Co Detention, housing inmate j jones, 250.00; Radiology Associates, medical treatment for dispatcher, 68.00; Sanne Repair LLC, switch 926 to new unit, 3,000.00; Jessica Shaver, eggs, 66.00; Thriftway Mkt, margarine, iodized salt, powdered sugar, brown sugar, whipped topping, poultry, pumpkin pie, dinner roll, juicy juice punch, sprite, cranberry juice, bullion, cream cheese, butter, marshmallows cherry pie filling, stuffing mix, mushrooms, crush, graham crackers, chicken stock, 214.98; Wanek Pharmacy, medications for Antelope County inmates, 1,999.25.

Commissary Fund: Bob Barker Company, Inc., jumpsuits, puzzle book variety pack, blanket, cotton swab, soap box, lotion, 1179.21; Cash-Wa Distributing, popcorn, oil, ice cream sandwiches, ice cream bars 339.62; Combined Public Communications LLC, prepaid calling cards, 1875.00; Cubby's Inc., dinner for inmate - transport 8.98; Keefe Supply Company, iced honey buns, sandwich crackers, potato chips, coffee, Cheetos, snack mix, 806.28; Pinnacle Bank, credit card expenses - salt and pepper shakers, essential washcloths, pencils, erasers, tvs with DVD players, deodorant, movies-Aquaman, Captain Marvel, Mall Cop, Top Gun, photo sleeves, clear magnetic frame, Ride Along Movie Collection, Fate of the Furious, Baywatch, ibuprofen, acid reducer, fast acting dairy relief lactase enzymes chewable tablets, melatonin tablets, red ticket roll, 1,139.77.

Building Fund: Hughes Construction, Daiken Model GEO System 3,023.00; O'Neill Pest Control, spraying of building to control insects 85.00.

General Payroll, 94,249.91; AFLAC, Supplemental Insurance, 1002.77; Ameritas, retirement, 13,745.30; BC/BS, major medical insurance, 64,762.92; Garnishment, 861.37; Colonial Life, supplemental insurance, 3.25; Withholding tax- 8,917.93; 1st Concord, cafeteria plan/125, 981.33; Liberty National, supplemental insurance, 64.20; Madison National, insurance, 53.63; State Tax, 3,798.63; NACO Vision, ins 532.34; Social Security, 18,618.18; Washington National, supplemental insurance, 517.12.

Road & Bridge Payroll, 69,589.28; AFLAC, supplemental insurance, 181.87; Ameritas, retirement, 9,616.96; BC/BS, 26,887.82; Colonial Life, supplemental insurance 18.00; Garnishment, 414.83; Withholding, 6902.06; 1st Concord, cafeteria/125 plan, 373.11; Liberty National, supplemental insurance, 70.92; Madison National Life Insurance, ins 51.92; NACO Vision, eye insurance 191.41; Social Security, 13,899.52; Washington National, supplemental insurance, 302.80.

Road Closing Resolutions: Motion by Commissioner Jacob, seconded by Commissioner Henery to approve and sign the road closing resolution closing 847th Road in Elm Township in follow-up of last week's discussion. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

**ROAD CLOSING 847TH ROAD
RESOLUTION #2020-01-0004
ANTELOPE COUNTY, NEBRASKA**

WHEREAS, Antelope County considered the possible vacation or abandonment of 847 Road starting ½ mile east of 531 Avenue and ending at 532 Avenue. The road is the east ½ mile located between Sections 27 and 34, Townships 25 North, Range 5 West of the 6th P.M.

WHEREAS, Antelope County directed the Highway Superintendent to make a study of the use of the road and held a public hearing to discuss possible vacation or abandonment of the above described road.

WHEREAS, it was found to be in the public interest that the County close the roadway to the traveling public.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of Antelope County, Nebraska, said road be vacated and the right-of-way easement revert to the adjacent property owners.

Adopted this 14th day of January 2020, at Neligh, Nebraska

ATTEST:

BOARD OF COUNTY COMMISSIONERS

OF ANTELOPE COUNTY, NEBRASKA

_____/s/ Lisa Payne _____

_____/s/ Dean Smith _____

Lisa Payne, Clerk

Dean Smith, Chairman

Commissioner Jacob moved the adoption of said Resolution. Seconded by Commissioner Henery.

Roll Call: _5_Yea

0 Nay

Resolution adopted, signed and billed as adopted.

Motion by Commissioner Henery, seconded by Commissioner Jacob to approved and sign the Road Closing Resolution for 848th Road in Elm Township in follow-up of last weeks discussion. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

**ROAD CLOSING 848TH ROAD
RESOLUTION 2020-01-00003
ANTELOPE COUNTY, NEBRASKA**

WHEREAS, Antelope County considered the possible vacation or abandonment of 848 Road starting ½ mile east of 529 Avenue and ending ½ mile east of 530 Avenue. This the east ½ mile located in Sections 20 and 29 and the west ½ mile between Sections 21 and 28, Townships 25 North, Range 5 West of the 6th P.M.

WHEREAS, Antelope County directed the Highway Superintendent to make a study of the use of the road and held a public hearing to discuss possible vacation or abandonment of the above described road.

WHEREAS, it was found to be in the public interest that the County close the roadway to the traveling public.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of Antelope County, Nebraska, said road be vacated and the right-of-way easement revert to the adjacent property owners.

Adopted this 14th day of January 2020, at Neligh, Nebraska

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF ANTELOPE COUNTY, NEBRASKA

____/s/ Lisa Payne _____
Lisa Payne, Clerk

____/s/ Dean Smith _____
Dean Smith, Chairman

Commissioner Henery moved the adoption of said Resolution, Seconded by Commissioner Jacob.

Roll Call: _____Yea _____Nay

Resolution adopted, signed and billed as adopted.

2019 Business completed. Commissioner Smith calls for nominations for Chairman. Commissioner Jacob nominates Commissioner Henery for Chairman, Nomination is seconded by Commissioner Pedersen. Commissioner Smith again calls for nominations for Chairman. Chairman again calls for nominations. None are voiced. Roll Call vote on nominations of Commissioner Henery for Chairman. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Commissioner Henery calls for nominations for Vice-Chairman. Commissioner Pedersen nominates Commissioner Krebs for Vice-Chairman, Nomination is seconded by Commissioner Jacob. Commissioner Henery calls for nominations for Vice-Chairman. Chairman again calls for nominations. None are voiced. Roll Call vote on nominations of Commissioner Krebs for Vice-Chairman. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

Quarterly Jail Inspection. Commissioners Henery and Jacob volunteered for quarterly inspection.

Holidays 2020 Motion by Commissioner Pedersen, seconded by Commissioner Jacob establishing the following holidays for 2020. Voting aye: Jacob, Henery, Pedersen, Krebs and Smith. Nays none. Motion carried.

- January 1st 2020 – New Year’s Day (Tuesday)
- January 20th, 2020 – Martin Luther King Day (Monday)
- February 17th, 2020 - Presidents Day (Monday)
- April 10th, 2020 afternoon – Good Friday (Friday) 1:00 PM
- April 24th, 2020– Arbor Day (Friday)
- May 25th, 2020 – Memorial Day (Monday)
- July 3rd, 2020 (Friday) - 4th of July (Saturday)
- September 7th, 2020 - Labor Day (Monday)
- October 12th, 2020 - Columbus Day (Monday)
- November 11th, 2020 Veterans Day (Monday)
- November 26th & 27th, 2020 Thanksgiving Thursday and Friday
- December 24th, 2020 afternoon Christmas Eve (Thursday) 12:00PM
- December 25th, 2020 Christmas (Friday)
- January 1, 2021 New Year’s Day (Friday)

The Following Committees were established for 2020

The **2020 committees** were reviewed and discussed. Motion was made by Commissioner Smith seconded by Commissioner Henery to approve the following appointments of the 2019 committee members, Voting aye: Smith, Henery, Jacob, Bentley, and Borer. Nays none. Motion carried.

The following Committees were designated by for the year 2020:

Bond Committee	Henery and Smith
Claims Committee	All board members. Pedersen, Chairman
Finance and Revenue, Road and Bridge, Printing and Supplies, School and University Lands, Licenses and Permits, Rules and Regulations, Illegal Taxes, Relief, Mentally Ill and Purchasing Committee	County At Large
Building and Grounds Committee	Henery, Jacob, and Edmund Schindler
Finance Committee (added 2019)	Krebs, Pedersen, Dittrich, Payne
Additional Committees:	
Antelope County Goldenrod Hills Community Service	LeRoy Kerkman
Northeast Nebraska Area Agency for Aging	Smith (3Y) with LeRoy Kerkman alternate
Region IV Mental Health	Jacob with Smith alternate
Antelope County Mental Health Board	Jacob
Goldenrod Joint Housing Agency	Jacob
Region 4/North Star Service	Krebs with Henery alternate
North Central District Health Department.....	Smith - (Jack Green is also on this Board)
Region 11 Emergency Management	Henery, Jacob alternate
Personnel Policy Committee	Branstiter, Pedersen, Mueller, Dittrich, Payne & Smith
Antelope County Commodities Committee	Jacob
Elkhorn Valley Local Emergency Planning Committee (LEPC)	Henery alternate
Safety Committee:	
Safety Committee Chairman	Aaron Boggs
Administrative member	Eli Jacob
Elected official member	Kelly Mueller, Lisa Payne
Clerical employees	Tessa Hain and Terri Schade
Buildings and Grounds member	Eddie Schindler and Marlene Schindler
Road Department member	Casey Dittrich and Ray Schlecht
Law Enforcement member	Antelope County Sheriff Robert Moore
Weed Control Authority member	Bruce Ofe
Early Response team member	Casey Dittrich and Aaron Boggs

Road District for year 2020 are as follows:

Brunswick Area: Eden, Bazile, Ellsworth and Crawford Townships and the east half of Royal Township	At Large
Orchard Area: Sherman, Verdigris and Garfield Townships and the west half of Royal Township and Royal Road	At Large
Clearwater Area: Blaine, Frenchtown, Clearwater and	

Ord Townships At Large
Neligh Area: Neligh, Custer and Willow Townships At Large
Tilden Area: Elm and Burnett Townships At Large
Oakdale Area: Grant, Cedar and Oakdale Townships At Large
Elgin Area: Logan, Elgin, Lincoln and Stanton Townships..... At Large
County at Large All Commissioners

Discussion on agendas, minutes and meetings. No issues presented. The second meeting of the month will continue to start at 8 AM, and review of claims will go for the first hour – to hour and a half. Keeping agenda items to after 9:00 am if possible.

No other issues to discuss.

Motion was made by Commissioner Jacob, seconded by Commissioner Smith to **adjourn**. Voting aye: Smith, Jacob, Pedersen, Krebs and Henery. Nays none. Motion passed.

Meeting adjourned at 3:18 PM.

ANTELOPE COUNTY BOARD OF COMMISSIONERS

By: _____
Chairman of the Board, Dean Smith

By: _____
Chairman of the Board, Charlie Henery

Attest: _____
County Clerk, Lisa Payne