

Description	Williams County Commissioners' Regular Session #35	
Date	May 21, 2026	
Time	Speaker	Note
9:09:23 AM	SL	All right, I will call the meeting to order and begin with the pledge, please.
9:09:47 AM	Roll Call	TR: Here; SL: Here; Quorum is met. AR: Bart is at the CEBCO Retreat
9:10:03 AM	Resolution 263	Approve the minutes from May 19, 2026; TR: Motion; SL: Second; Roll Call: TR: Yes; BW: N/P; SL: Yes; Motion Carried.
9:10:24 AM	Resolution 264	Approve the agenda as presented; TR: Motion; SL: Second; Roll Call: TR: Yes; BW: N/P; SL: Yes; Motion Carried.
9:10:45 AM	Resolution 265	Approve the payment of bills; TR: Motion; SL: Second; Roll Call: TR: Yes; BW: N/P; SL: Yes; Motion Carried.
9:11:03 AM	Resolution 266	Approve the supplemental appropriations for Department of Aging and Hillside; TR: Motion; SL: Second; Roll Call: TR: Yes; BW: N/P; SL: Yes; Motion Carried.
9:11:34 AM	Resolution 267	Enter into a Subsidy Grant Funding Application Update for 2027; TR: Motion; SL: Second; Roll Call: TR: Yes; BW: N/P; SL: Yes; Motion Carried.
9:12:26 AM	Also Signed	Veteran Services Commission 2027 proposed budget; Credit Card Monthly expenditures for on behalf of Commissioners (June) & IT (May); Right of Way Permit to work within Co/Twp Road Right of Ways Limits on behalf of Charter.
9:13:55 AM	Chatter	SL: What is this for? AR: The credit card appropriations that they're anticipating spending in the month of June. TR: Vond will see this (regarding the Veteran's 2027 Proposed Budget; AR: He already has. TR: Okay thank you. SL: Do you anticipate spending that \$100.00 on all of us? AR: We always put that in case something comes up. SL: How come you get a \$150? AR: whispers – because I am special. TR: She whispered that she's special, that is why Scott. (Laughter) SL: I heard her. TR: For the record hears that, I just want to make everybody knows. AR: My credit card is always in the office. TR: Yeah, so everybody uses that, I don't think I have ever done that. SL: What's this here? Right away from this. AR: Right of way permit. SL: Are we still doing those? AR: Engineer's office has signed off on it. SL: Have you seen Facebook. TR: Laughing; SL: Where is this at? County Road 15 and County Road C. TR: Anne do you have the ability to push bills through? AR: I think so. I can yeah. TR: Because Vond is not here. AR: He will still do it. TR: Okay it will be fine. AR: Were you able to sign? TR: No, I did but with Bart not here it takes three to push it on through, right? So, it will need to push it on through. AR: I will send him a message now. AR: Scott are your signed? SL: No, I am still looking to see if we blew any money at the airport. TR: You did not. SL: After the \$1,500 toilet, I am going to question that. Did your Hillside bills pay? TR: Yes. JFS has had a cash validation issue, which I think we think we have already known that. AR: Yeah, you sent them that letter to the Auditor's Office. to the other topics.

		SL: So, what are we doing with the Job and Family Service, Terry? TR: They'll just go through. They're not, they'll have enough money to cover it by the end of the month. So, I'm anticipating them still getting more money in to cover that cash validation error. But she's gonna need money. I mean, I think she's been here 3 times and saying she's gonna be out, so. SL: Yeah. TR: It's gonna happen in the near future. It's just how much is the question of the day. Hillside's gonna be out too, so I would say next week, we're going to transfer several thousands of dollars, not just a thousand, but it's gonna be ugly next week.
9:16:26 AM	AR/SL	That's all I have for now. SL: Do you have anything else you want to talk about Terry?
9:16:35 AM	TR	I had a conversation with Natosha this morning about the \$75,000.00 we had a brief conversation on record, yesterday and with working with the Auditor's Office to free up that \$75,000 we have to move that to their appropriations. So, talking with Vickie and Parker and Julie, they recommended a letter or an MOU. Similar to what we with Todd at Hickory Hills. In order to satisfy the state auditor to release that money and change that into appropriations. They would like a clear agreement between us and Hillside on what our intentions were. I was grumbling about it being government and this is hard and that they make everything hard. Then Vickie Grimm said well do you go to the bank and borrow \$75,000 without a signature from a loan document? It's like oh crap. So, you know it really made a lot of sense and it is tying together on understanding as the auditor is asking for these things. 1. It is to pass an audit and 2. It's to give the future people documentation on what we are doing and why did we move that \$75,000, what does all that look like.
9:17:41 AM	SL/TR	Well it gives us an opportunity to say is this a loan or are we just going to gift it to them. TR: Right.
9:17:53 AM	SL/TR	So are we going to do this as a loan, to keep all of our loans so that we know the whole year how much we loaned them. TR: Yes, yes. SL: We can always in the future decide to say we are just not going to make them pay that back. TR: Right. SL: If that's what we want to do.
9:18:00 AM	TR	Yeah, or the next generation of commissioners understand
9:18:03 AM	SL	But it's nice to know exactly how far in the red they are every year.
9:18:07 AM	TR	It is kind of like that \$430,000 airport thing that we had. It is still hanging out there but there is no documentation on. How many years ago did that happen, and there is still never been an MOU written between us and the airport that specifically draws out what that \$430,000. Which created turmoil for me, because it's like that was an unclear agreement. My agreement was, I thought we were getting it back. SL: In cash. TR: In cash, right. Well, it's not coming back in cash. So, we still need to clean that up in the form of an MOU. So, at least, I am the only commissioner that was here when that \$430,000 started. So, I need to help document that with your guys help on okay this is as we understand it today.
9:18:48 AM	SL	And as we understand it today to be clear. It is that we get credit for that, right? TR: Correct. SL: So, if they do, and it is in the 10-year plan at the airport, that when

		we get to a certain year on this and as projects are covered, which right now we are working off of the money that we spent on the 35 acres. TR: Right. SL: We spent \$350,000 of county money to buy that property and even though they tell you, you get 95% of that back, we don't get it back in cash. We get back in credit for the next job. So, for instance this cement we are going to pour for \$508,000 we get to use the money that we already paid. The FAA will pay that and we only have to kick in 5% of that project. So, we are kind of getting it back but we have to kick more in all this government.
9:19:40 AM	TR/SL	Yeah it is government and it hard, but it does make sense now that you have been in it long enough right? You understand at least the process. SL: I very much understand it today.
9:19:52 AM	TR	Exactly so, that is the update I had. You had mentioned a comment about that 35 acres on whether we are going to go for a tax-exempt status on that or a CAUV and I think you just do tax exempt. It is not going to bring in any income. There is no reason we are paying taxes on it right?
9:20:11 AM	SL	Unless well they are going to farm it. We can put beans and wheat out there. We can't put corn. I don't know that the farmer that we bought it from who farms the field next to it, yet is interested in farming it. But if he's doing corn in that field he is not going to be able to put corn TR: Right; SL: In that part of it.
9:20:30 AM	TR	So, you are going to work that out with the Board, with the Airport Board?
9:20:32 AM	SL	I talked to Dave on my way here and we are going to look into what is going on with the rest of the property and see.
9:20:42 AM	TR	Well figure out how much income the farming would bring in compared to the tax, right? SL: There you go. TR: It might be more financially beneficial to not get any income from it.
9:20:49 AM	SL	I can't believe we can't rent ground for what the taxes are.
9:20:59 AM	TR	A couple hundred an acre but yeah it has to be cheaper to put it CAUV
9:21:00 AM	SL/TR	If is in CAUV and we don't need to worry about the tax-exempt status and we just farm it beans and wheat TR: Right. SL: Do we do that? So, truthfully who should be doing that and Dave and I agreed on this is our Airport Manager should be able to put those numbers together for us. TR: To determine what they want to do.
9:21:18 AM	SL	I also said to Dave, I said you know it would be nice to know because so many people if they want to pick on the airport, and they come to us and they say what is your airport doing for ya and what is this and that. If you don't know anything about it you can't give us a good answer. So, what are they doing out there? What are we getting for \$100,000 that we are paying our managers. That is what they cost us a year.
9:22:39 AM	TR/SL	That is what the tax payers are paying. SL: That is what the tax payers are paying for that airport to operate every year is \$100,000 at this point approximately. So, what are you doing for that. And I told them, you know there are places that do work orders, this is what I did today. I would like to see for tracking so I can tell

		people when they come in and say what do those guys do, we are not getting anything for that money. Well, on the contrary this is what they do every day. Have a, you know if you are maintenance man at Chase Brass you turn in a worksheet every day on what you worked on. So, it would help us justify what they do and it would also maybe help Steve get some direction on what we want him to do. TR: Right. SL: If it something like this, give us some quotes on the farming, who else, are we going to do that? It's not really our job it's the Airport Authority's job to direct the workforce and run the airport, so. I am working with Dave on that. TR: Great. Thank you. That is all I have.
9:22:41 AM	RECESS	SL: We stand in recess.
9:30:27 AM	SL	All right, we are here and back in session to do a bid opening for Project 3-2026 Asphalt Paving with Todd and Ron. You guys have the floor.
9:30:43 AM	Ron	We have one bid from Gerken Paving.
9:31:03 AM	Gerken Paving	Acknowledged the Addendum; Bid Bond is enclosed and signed; Total estimate is \$1,032,700.37; The estimate was \$1,183,212.00
9:31:59 AM	AR/Todd	So, you guys will review and submit your recommendation? Todd: Yep.
9:32:09 AM	Ron	Yes, and there were some townships that piggy backed on some of that so some of their paving impacts that number as well.
9:32:22 AM	RECESS	SL: Okay we will stand in recess.
10:04:30 AM	SL	All right we are back in session we have ODOT Annual Update with Pat McColley and Mark Bressler, Elliot Richardson and Dan Kelsey. Do you want to start?
10:04:48 AM	Pat	I will start so; I will stay seated if that is okay. Thanks again Commissioners for having us today and always a pleasure coming out here and just share what's going on statewide, but also what's going on in Williams County and District Wide. But I'll start off by introducing myself for the record and we'll just go down and introduce all our folks from ODOT. My name is Pat McColley and I am the District Deputy Director.
10:05:12 AM	Marcus	Marcus Hefflinger, project manager in construction for ODOT.
10:05:16 AM	Elliot	Elliot Richardson, Transportation Administrator at Williams County Garage.
10:05:20 AM	Dan	Dan Kelsey, an Area Engineer.
10:05:23 AM	Mark Bressler	Mark Bressler, Highway Management Administrator, so I oversee all 10 of our highway garages.
10:05:29 AM	Pat	All right thank you guys. So, again we will just provide a quick update (going through the PowerPoint which has been posted to our Facebook page) and we will go through some high-level stuff and I will turn it over to some of our folks and then I will come back and talk about some statewide initiatives. Page 2 - So, again Ohio is a very densely populated state. Page 3 - 35 th in area, 7 th in population. Page 4 - One of our big changes this year is and it effects your neighbor is a realignment. This is the first time in 40 years that ODOT has realigned and we picked up

		Defiance County essentially. As you guys know being from Williams and me being from Henry the four-county area kind of associates together both government wise, educationally and as well as non-profits, and just made sense that Defiance was in District 2. They have always shared a little bit more with Henry and Williams internally then they have with really Napoleon or Putnam. So, as of April 7 or 8th of April they have come under District 2 and we are still work out some things in construction and long term so. Ohio Department of Transportation takes care of the State's Largest Man-Made Asset just a reminder. As far as direct daily impact ODOT has a greater direct dealing impact than any other State Agencies to the citizens of Ohio. 7th Largest Highway System over 10,000 bridges, 50,000 land miles. District 2 that is actually 390 Employees since we picked up Defiance and about a \$200 million construction and \$60 million operating budget that goes up or down. So. this is before the alignment and then the realignment then after and this is what we added to our inventory as well as population. The last time this happened was 40 years ago and the story is, it's not a story it is what happened. Dayton was part of District 8. Dayton and Cincinnati, I don't think Dayton liked to be in the same district of Cincinnati and neither did the Governor. So, the Governor said ODOT you are moving Dayton, Montgomery County up to District 7 and that was the last change and nothing else has changed since, but what is happening here is again Defiance is going up to District 2 and really we have the two western cities on the US 24 Corridor now which is Defiance and Napoleon and then you have Mercer and Auglaize going up to District 1, they associate more with Lima than they do with Dayton and Preble and Greene are going up to District 7. Now Greene is part of the outer belt. The Outer Belt is Dayton so it just makes sense that the Outer Belt be with the same district. Then Preble is a little more rural but it has I70 going through it. So, instead of 170 flipping back and forth, it will stay in District 7 and then Fayette is going down to 8. They associate more with Cincinnati. So, anytime we change internally that causes, people don't like change generally so but overall it is going well.
10:08:16 AM	Pat	Page 5 – Ohio's Infrastructure. ODOT, our infrastructure, we're fifth in lane miles, interstate lane miles, third in structures after Texas and Illinois, and sixth in vehicle miles traveled. That's the total miles traveled along our system. Sixth in freight tonnage. That could be roads, over the roads, it could be the sea, it could be plane or definitely Class 1 rail. And then third in route miles and you have one of the major Class 1 rail lines going through Williams County as you know.
10:08:46 AM	Pat	Grant Opportunities. I won't go over all those.
10:08:49 AM	Pat	Maintenance Updates. Mark, do you want to handle that?
10:08:52 AM	Mark Bressler	Yep. So, like I said my name's Mark. I oversee all the highway garages. Elliott and I are going to tag team these. He'll get more into the Williams County specifics. First off, just talking about mowing and snow and ice through villages. So, they came out with a law last year where ODOT's now required to do this. In D2 we've been doing it the whole time. It never made sense to us if we're plowing snow going through a village to pick our plow up and not plow and treat the roads, so we've been doing it anyway. Just more partnership. It makes sense for the public,

		right? It helps out the villages as well who we have a lot more manpower and resources than. So, and then for mowing our, Elliot works with your villages quite a bit and you know, we do our mowing three to four times a year and that's what we can provide. Some villages like to mow it themselves and do it a lot more and give it that nice golf course look. That's not something we're able to do, so we just kind of work with them to see what their preference is.
10:09:53 AM	Mark/Elliot	Chip Seal Operations. So, another change that came out last year is we are required to notify as the commissioners of any chip seal operations going on in your county at least 30 days beforehand. The reason for that I believe is just because when not given a heads up, you know, there's typically within the first two weeks of chip seal there's a lot of complaints from people that live out that way and then after two weeks once the chips are kinda knocked down and we've swept it up several times, those complaints go away. So, it's just giving you that heads up that you might get more complaints and feel free to direct them over to us. Elliot loves taking complaint calls. He's a professional expert at it, right Elliot? Elliot: Something like that.
10:10:34 AM	Mark	There was a guy in Williams County a couple years ago that was really fired up that I talked to that he really wanted to trade vehicles with me so that way he could drive my vehicle throughout the chip seal roadway. So, I told him that was fine, but he never took me up on that offer.
10:10:48 AM	Pat	What type of vehicle did he have?
10:10:53 AM	Mark/Pat	He had a, he thought I would have a really nice truck and then he didn't want my Honda Ridgeline. (Laughter). Pat: What year is your Honda Ridgeway?
10:10:58 AM	Mark	2011. Elliot and I were both baffled. This year we do have a couple miles in Williams County, just on State Route 2. It's actually combined with Defiance County. They're doing a much larger job. Elliot do you know off the top of your head how many miles they're doing on their side?
10:11:12 AM	Elliot/Mark	Their State Route 2 is 12.7 miles. Mark: Yeah, that's where it was continuing on to US 6 in Williams to match it.
10:11:25 AM	Pat	And we were already notifying you guys anyways in these meetings, but there's I think some other areas in the state, that's where some of these laws came into effect recently as far as mowing and plowing and notifying the commissioners.
10:11:41 AM	TR	Well I know chip seal can be a negative, but it's huge. And I appreciate you guys moving more into that. We cannot afford, nor should we afford, to pave and grind and do the crazy stuff. And people understand the dollars and cents. Everybody wants to not pay any more taxes. Deal with it for a couple weeks. It isn't life or death. And I hope everybody is starting to get more and more used to this, finally. You know, the state routes you never expected it on, but it's just to put that layer on and get a few more years out of that real, real expensive paving. And we just did a bid opening for pavement a minute ago, right before you guys. You know, a million bucks. For our little Williams County roads to get some pavement put on

		them. It's just such a big dollar and then, you know, just, raise more gas taxes. If you want paved roads and don't want chip seal, then be prepared to pay more taxes.
10:12:33 AM	Pat	Well, and again like, it really, it's not even sometimes getting an extra couple years. If you do it at the right time, you're preserving and locking up that pavement, you know, and trying to fill some of those voids so you're not getting that penetration from water that, you know, freezes and thaws and things like that. I mean, you can have roads that if you have the right cycle of chip seal and you're chip sealing the right roads, you could not pave that road for a very long time if you're hitting it enough. So, the good thing when I was with the county engineer's office the state just started doing it and it was like, well the state does it. That's what I would always say. That was kind of my excuse.
10:13:04 AM	TR	Took some pressure off the top (inaudible) in the county, didn't it? They do it too.
10:13:09 AM	Pat	And now that I am at the state I can't really use that excuse any more. But we had a good relationship with the county actually. We started Todd, we were working to share equipment (inaudible) if you guys are still doing that with Henry County.
10:13:20 AM	Todd	Not as much, but we offer it so in the time of need it's there.
10:13:25 AM	Pat	Right. Yep, so it was a good partnership. And you guys just started getting into it doing it internally at that time.
10:13:31 AM	Mark	I feel like the public when we talk to them I mean, you're absolutely right. It's like a sixth of the cost if we chip seal it compared to paving it. So, a lot of times I will get deep down with like, well we were giving you this gas tax increase. Why aren't you paving our roads? And when you kind of go over those actual costs and inflation and everything else, we just can't afford to take care of our roads if we don't chip seal them quite frankly. So, it just makes a lot of sense. And I always tell them like hey, in two weeks if it's really bad call me back. And I never get a call back. Because it's usually knocked down and a lot easier. You know, people don't like the dust and all the other stuff that comes with it, but like you said after a couple weeks it's not a big deal.
10:14:08 AM	TR/Mark/ SL	Or go to Michigan, right? Mark: Yeah, exactly. (Laughter). TR: We have a real benefit being next door to Michigan. Our roads are second to none when you go to. SL: Or Indiana.
10:14:22 AM	TR/Pat	Or Indiana. You know, even the townships and the county road. I mean, it's just crazy on how much better our roads are and infrastructure is. Pat: Absolutely.
10:14:29 AM	Mark	The next slide here just talking about Brine Agreements. So, it is something that Elliot does a great job partnering with the locals on. We do it a lot across the district, it's just brine. You know, there's a high cost to buy in to buy, it's 100,000 plus for brine makers. And you have to have tanks. So, you know, for locals to buy into that it's just not gonna happen. But it's a great tool to reduce how much salt you're using. So, we have brine makers. We sell it to the locals. We don't profit off of this at all. We sell it for 7 cents a gallon which is what our cost is just in equipment to make it. Equipment and salt, sorry. We take our hours of our personnel out of it.

		So, it's dirt cheap honestly. Seven cents a gallon. Elliot works really well. Elliot, how many, how many people do you sell brine to?
10:15:21 AM	Elliot	Three. Mark: Who is it? Elliot: Edgerton, Bryan, West Unity.
10:15:29 AM	Mark	Okay, so if anyone's ever interested, we're more than willing to help out and partner with them and help get them to try it out and see if they like it. So, usually once people start using it they see that it does help reduce their salt usage which saves money. Salt is about \$50 a ton, but after this heavy winter it's supposed to go up to about \$70 to \$80 a ton. So, that's where brine really can come into play and save some cash. Which leads into our next one.
10:15:56 AM	Mark	We highly encourage all the locals to jump onto our salt contracts. We reach out to those that are interested or have been on it previously. The reason for that is once, once it gets into winter and it is a heavy winter sometimes if you're not on the ODOT contract you can't get salt. Now you're getting extracted by these companies that were charging upwards of \$250 a ton for salt. So, when it gets to that point we do help out. I know we've shared salt with the locals quite a bit at times. They always find ways to then bring it back to us after. We do a little agreement. But, we don't want to see anyone fail and we do that kind of across the board where you know, it's just more of that big brother partnership. And now I'll turn it over to Elliot for the rest.
10:16:42 AM	Elliot	So, we have a pretty extensive list of culverts that we need to get done in the next couple of years across the county. Next year we plan on doing a handful east of Bryan on State Route 2, 34 where they overlap there to 191. I've got one on 191 north of Stryker that we'd like to get done. 20A on either side of the Hilltop school, a pretty big culvert on either side. Obviously going to wait until after the school year for sure to even think about doing that. And then our biggest project of the year is the box culvert which is just north of Commissioner Westfall's house on 127. That's the first one we've done, or we're gonna do in our county. That big of a project, 127. We'll probably put a closure out for around 40 to 45 days, hoping to get it done closer to 30. It would give us a buffer for weather and any other issues.
10:17:42 AM	Pat	If Commissioner Westfall complains about it, at least we told you two about it.
10:17:47 AM	TR/SL/Pat	He's not here. SL: We'll say don't you remember when they told us. Pat: Don't you remember they were in here and told us.
10:17:51 AM	Todd	Is that the one north of West Unity?
10:17:53 AM	Elliot	That one is, a contractor is going to do that one at the pony farm there. That will maybe one of the last jobs of this year if not one of the first of next spring. For that one. Ours, I am hoping to start that box culvert after the 4th of July and then we'll avoid holidays and everything else and get it done and back open before school starts again. Our paving train is slated to come in October. We've got some patchwork to do on 20. 49 north of 20, that repaving job got pushed back until next year and I don't think that road's gonna hold up until then so we're gonna do some patchwork up there. US 6, that, some of that might get pushed to next year for us

		because of having to do 49. And some work on 34 again east of Bryan. Our berming is already done for the year. We're just gonna do small spot berming for the rest of the season when needed. And then we already talked about the chip seal, that one mile stretch from the county line, Defiance County line to US 6.
10:19:06 AM	Elliot	Those are the Adopt-A-Highway Groups we currently have. There's a few of them that have expired permits that our permit department's working on. But, we hope to get them back up to date and picking up.
10:19:24 AM	Dan/Pat	And I'm gonna move up a little bit so I can see. Pat: And now you're getting a vision test. Dan: Exactly.
10:19:31 AM	Dan	I'm Dan Kelsey. I brought Marcus with me today. Marcus runs all the projects in Williams County for me so that's why I brought him today. Pretty light season in 2026 for Williams County. Right now, as you know, probably know I'm assuming, State Route 34 bridge. It's closed and it's gonna open up next week. We replaced the wearing surface on that structure and painted the structure steel and just gave it a makeover so it'll last another ten years. She was pretty tired. The only other project we have is a resurfacing project on 34 between Jefferson Street in Blakeslee and Church Street in Edon, as well as west of Edon to the Indiana line. The start date I am guessing mid-summer. It's kind of a unique repaving project. Actually, Gerken is the contractor, the awarded contractor. And it's a pilot project. So, we have our standard mixes that we put down that are, you know, cookbook mixes out of the spec book. But this is a test pilot that they are going to try six different mixes as well. They're gonna put down the original mix as a control mix and then they have six different mixes to go along with that with different AC content. Just to make sure that I think one, we're doing the right thing and then two, maybe there's something better out there that we should be doing. So right now, I think Gerken, and you can correct me if I'm wrong, is developing those mix designs and they'll work with us. So, it's kind of a different animal.
10:21:10 AM	Dan	And that is just a couple of pictures of that bridge on State Route 34. The picture on the left is right after they (inaudible) demolition. You can see what kind of bad shape it was in. And then the picture on the right is during the concrete pour itself, the bidwell setup. So, it looks a heck of a lot different now. It should be open next Friday.
10:21:36 AM	Pat	Okay. And so, roundabouts. We are looking at, you know, obviously roundabouts are about 90% effective at reducing fatalities, 76% effective at reducing serious injuries and about 30% effective at reducing crashes. So, if we see areas where we are having serious injuries or even fatalities, this is something we look at. It goes to really a benefit/cost ratio. So, there's a, as morbid as it sounds, there's a cost associated with each fatality and with each serious injury. Really that would be the benefit I guess and then the cost would be how much it costs. So, if you're ever wondering like, well why are they putting one in there? Well, it's probably because there are serious injuries or fatalities and you know, the benefits that we'll see in perpetuity is really, they even don't look at perpetuity. They only look a few years out. Usually about three to five years back and five years out. But obviously you'll

		see those benefits in perpetuity. You know, are there because of the serious injuries and fatalities. A little bit to crashes. Crashes just aren't worth as much money as you would expect. So, the one on 49 and 20 north I should say is funded. There is a study underway for the south one as well to put a roundabout in there.
10:22:53 AM	SL/Pat	They didn't do those studies at that same time apparently? Pat: I'm not sure when they did it. SL: I mean, anybody that's around here that ever drives that road would say why are they putting it there first and not there?
10:23:07 AM	Pat	Yeah, I think the last time I was here last year we shared the crash diagrams. And the crash diagrams, it would have had the year. I remember we shared it last year. And I think the same thing. Well, it's like this one makes more sense. But then when you look at the crash diagrams, and they were similar time frames. I don't remember exactly the time, but they'll show each crash. So those OH1 reports that the Sheriff and State Patrol fill out out here and the police do as well. It actually pinpoints exactly where these crashes occur. And then they'll even come with a crash number. They'll tell you the crash number, the date, what time it was. Was it a fatal, a serious injury? But, there were definitely some there. But then there was also, there was actually surprisingly a lot there as well. I think we were pretty surprised.
10:23:53 AM	TR	Well and remember coming off from that northbound, there's a big hill right there and a big curve. So, you're coming off a hill and around a curve to where the other one's a little bit more wide open. It has to be, like we learned at County Road K and 13 and G and 13. You know, just because our perception is one thing the data shows something else. And then you go talk to the EMS guys and they say yeah, we pick up a lot of people, a lot more people here than down there. And it's like boy, my perception would have never been that.
10:24:18 AM	Pat/TR	And if I remember correctly too, going back a year, so the southbound had a lot of crashes. Some of them were probably those trucks, you know, whatever they're doing. And there's a lot of disruption I would say out there, but it wasn't a lot of like, you had less serious injuries and fatals. So, you might have had a lot of crashes, so even though there might be an intersection that has more crashes than the other. TR: They're not killing people.
10:24:42 AM	Pat/BK/SL	It goes back to benefit/cost ratio. A crash may only be worth, I don't know what they, what FHWA says it's worth. It might be \$12,000 or something, or \$15,000 where a serious injury might be like \$70,000 or \$80,000. And a fatality is like \$2 million. Or 1 point something million. I don't know. Don't quote those exact. You can go to the FHWA's website. Brian: Too late. (Laughter). SL: Too late.
10:25:09 AM	Pat	Yeah. But I mean, obviously a fatality is worth a heck of a lot more. So, you get one or two fatals it's like well benefit to cost ratio. But I think you're right. I think to some degree there might be more crashes there so it might seem like it's a bigger problem. But then you've got like these more serious injuries and stuff there. If I remember correctly a lot of them were, might have been even trucks in that area, you know.

10:25:32 AM	SL	I don't know if there's that many crashes, it's just annoying watching those truckers the way they react down there. I mean, even coming off of you know, out of the truck stop. You might as well figure if you're heading north on 49 you slow down because those trucks are coming down off that hill out of the truck stop and they're not stopping.
10:25:51 AM	Pat	Yep so that will be, the study is underway so we'll see where that goes. We might get funded for that one so maybe it could be next year I'm sitting here and saying we're gonna put one there as well.
10:26:03 AM	TR	And speaking of that 49 and Loves, I pushed that up the food chain when they first went in pretty hard and nobody at ODOT, same thing. There just wasn't enough crashes there for them to reduce that speed coming off of that hill. But if there any wheels we can grease, our public, you know, and the citizens finally quit calling us and complaining. But when Loves first went in I mean it was several times, the folks that live over there that is one dangerous section. You know, you get somebody from out of town to pop up over that hill and those trucks are coming out of Loves, it's nasty.
10:26:32 AM	SL	Of course, that's out of a parking lot, a private parking lot on to a state road, so they probably don't put roundabouts in places like that.
10:26:38 AM	TR	Well it wouldn't be a roundabout, but a slower speed coming up over that hill and getting them slowed down coming up over that hill.
10:26:44 AM	Pat	So, the prima facia speed limit in Ohio on roads like that is 55mph. So, you need to essentially legally to change it, you need to do a speed study. The speed study takes into account, it's like the 85 th (inaudible) professional engineer's, traffic test too, like the 85 th percentile of what people are driving, that's part of it. It also, I think it depends on how many houses or something. I don't even know. But a lot of times those places, even though you might see the problem, they wouldn't actually qualify for a lower speed limit even with the speed study.
10:27:19 AM	TR	They just don't hit the right number, right?
10:27:21 AM	Pat	They don't hit the right number. The other thing is even though trucks are pulling out which is a problem, the good and bad with a truck is it takes a long time to pull out. It's a very visible thing that's pulling out.
10:27:31 AM	TR	You see it (inaudible) motorcycle.
10:27:33 AM	Pat	It's like oh, there is a massive thing pulling out in front of me. Even though it's slow and it slows people down and everything, but it's a very visible thing pulling out. So, yeah, that's, we'll see what happens with that one. Sometimes too, I mean, I hate to say it but there's some intersections we're taking a look at, maybe they don't meet, and the second they do, like let's say, this sounds bad, but if there's a fatality there then we will go back and submit again. So, we are applying to the statewide funds that even Todd can apply to or the City of Bryan can apply to or a township can apply to. We're all applying equally. And then we get awarded based on the merits and based on the scoring system. So, it's not like necessarily District

		2 saying we're funding this. It's really us applying for the greater pot that counties, cities, everybody else is applying for too and then it's based on the merits and what money's out there on what gets funded. But, I will say when we get this stuff on or radar it's good to know, even the county engineers a lot of time will call us, or a county commissioner will and they'll say, or a sheriff sometimes. They'll say look we just had another fatal there can we look at that again? And then it's like yes, this is now the time to look at it because that's gonna help, you know, the benefit. Again, they're only looking usually three to five years in the past. But sometimes there might have been a fatal you know, eight years ago. And really they're only looking at providing that, you know, what's the benefit? It's whatever happened in the last three years. The cost is the cost so if it's \$3 million it's the cost. If it cost \$4 million it's the cost, but here's the benefit. So really, if you get in a position, you know, it happened six years ago, sorry. I mean, but the good thing is once they're done, that's gonna provide that benefit eight years, ten years, 20 years, 30 years, you know, where there might have been four people that died there. And now (inaudible) are still living.
10:29:25 AM	Pat	Page 20. So, this is actually what it looks like. This is a very, a very preliminary rendering. But it was a hundred, this is pretty high actually. 139 rural intersection on the safety plan list. So, we categorize all our intersections. Rural intersections, suburban intersections and urban intersections. So, this is a good example, based on the crashes it's 139 in the whole state out of all the intersections. So, there's something going on there. High speeds and truck traffic on US 20. Wait, this is, okay. So again, 4.2 million. These things aren't cheap to put in, converting to a single-lane roundabout.
10:30:20 AM	Pat	Page 21. Well, speaking of crash data I guess it's in here. So, so you're seeing a lot of injury crashes and a fatal. So, I'm glad they put this in there. I didn't realize they did that. But, so you can see the years. So, like 6/4/22, so when we originally applied for funding that would have been in the three-year period. That fatal probably helped us a lot applying. But when you look at the injury rate, so PDO is property damage. This is actually pretty bad. So, you have seven injury crashes, one fatal, and one property. So, your percentage of, if somebody's getting in a crash there, they're either getting seriously injured or dying. I mean, that's what it tells me. Usually a lot of times you actually see more PDO's, the property damage. But for some reason, like you know, 90% of these, eight out of nine of them, 87 point something percent if I'm doing my math right. If you get in a crash there it's going to be an injury or fatal. That's also part of the merits is like your percentage of injury over total crashes.
10:31:23 AM	Pat	Page 22 - This is the south one. So, this kind of, this talks about your, you know, it essentially, it kind of looks a little complicated, but the warrants that need to be met. So, the warrants that actually are met. They are not met for yeah, they're met for a roundabout. So, when you look at the severity, that's when you start looking like okay, what if it's an all-way stop. What would that mean? What's the crash severity ratios? Your lowest are gonna be a single lane roundabout. So, the existing is at like a 3.5 and then your, you know, your single lane roundabout is at a .93.

		And when you look down here you can look at like KA, a serious fatal. You see how low that gets. Serious fatal is now .24. Serious fatal has gone to .0035. And then your O is no injury, just your PDO crashes. So, you don't see as much of a benefit there, but it's still a benefit.
10:32:22 AM	Pat	Page 23 - This is north. So, when you look at northbound for example, you see PDO, PDO injury, PDO, PDO injury, PDO, PDO, PDO, injury, PDO. So, PDO is property damage. So, these are the lowest crashes that we consider. So, in this case you might actually, so you have ten and the other one had nine. But, the one that had nine had, you know, eight out of nine of them were fatalities or serious injuries. Where ten of these, there's ten of them, but you only have three serious injuries out of ten. So, 30%. So, that's how we kind of follow the data. You can see the crashes at the bottom. There's four in '21, one in '22 and 5 in '23.
10:33:13 AM	Pat/Dan	Page 25 - Some major area projects. 17D and US 24. Hopefully in July, right. We're gonna open that in July? Dan: Early August.
10:33:25 AM	Pat	Early August? Okay, early August, we'll go with that. This is also, so this is, there's been fatalities here. There's been fatalities on US 24 at County Road P and some other locations. We are seeing this in other areas as well. US 30, US 23 if you're going down to Columbus. You're seeing us remove these at-grade intersections. We're making them right in, right out. So, this project is putting an interchange at 17D which is in between Defiance and Napoleon, very close to the Defiance County line. The Defiance County line's probably less than a mile, half a mile west of here. What we're doing in Henry County is we will remove all the at-grade intersections. So, there will not be any at-grade intersections, it will be interstate look-alike. In Defiance they've already put an overpass in and then at Jewell and Flory I think it is, we're doing right-ins, right-outs on those once we're done with all this. So again, expected early August opening and this will be nice because it will just button up this corridor. So, west of, or east of Napoleon is all interstate look-alike. West of Napoleon it was not.
10:34:30 AM	Pat	So, that's where we're seeing our problems is these intersections. So, this was a picture. This is a while ago, October. It looks much different now. Okay, that's for the one in Defiance that's already been in at Independence Road. We're also building a connector road with, we're working with the county engineer's office there on P to 16. That's a little more recent picture.
10:34:50 AM	Pat	Page 32 – Some regional projects. So, if you drive to Toledo on 24 you're gonna see us working on the concrete section of 24 with those joints. Honestly, the concrete hasn't been doing as well as what we were hoping. So, we're grinding out some of those joints and diamond grading the top, so that's what they're doing there.
10:35:12 AM	Pat	Page 33 – This is our biggest project we sold this fiscal year in the district. This is US 24 and 6, the bypass. About \$58 million, and this, when they did Fort to Port it opened in 2012, they never touched this section. So, the bypass going around Napoleon was always four lanes. So, when they, they did everything west of here and they did everything east of here they never touched this. It's, the concrete

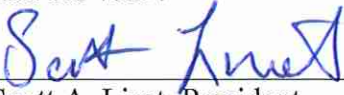
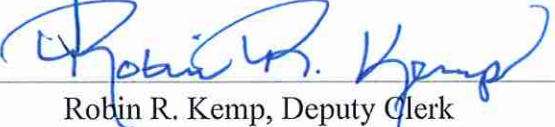
		pavement's original to 1960's, but also it's what's underneath the concrete pavement with the drainage and everything else that needs fixed. The bridges as well. So, we are actually going to be taking out a bridge by Walmart in Napoleon, it used to be Fosters Canning there, I don't how familiar you guys are with Napoleon, but this is again a big project rehabbing. Same stuff really we've had to do with I-75. I-75 wasn't really touched since the '60's. I mean, yeah, we had overlays and things like that. We have done that on I-75 over the last 15 years. We've done it on 475. We've got two sections of 475 to go. But it's the same thing. After about 60 years we start seeing failures. So, here's, I should probably have had you do this stuff Anne.
10:36:19 AM	Pat	Page 34 – But here's some of the traffic impacts. There will be bi-directional traffic where we will reduce it down to one lane. What might surprise you is actually US 24, actually even west at 17D has more truck traffic than I-75 south of Lima does. And I-75 is the highest average truck traffic of any interstate in the state of Ohio. I don't know about the turnpike. But, yeah, so, but yeah, I, don't get me wrong I am cherry picking which part of I-75 to compare it to, but it does show you how much trucks are actually on US 24. It's a very high percentage truck route.
10:36:54 AM	Pat	Page 36 – Some statewide initiatives. So, there's two things going on. Some people get them confused. We have an, I'm gonna go in reverse order, an I-73 feasibility study. A very high-level look at what would I-73 look like if it went through Ohio if we had an I-73. More for southern Ohio. And then there's the 23 to 71 connector. That's a better connection to Columbus. Northwest Ohio has been pushing that. The Toledo area has been pushing that. Senator Reineke has been pushing that amongst, a lot of other legislators up here have. And it's a much more in-depth study to get a true connection really from 23 to 71 because existing 23 is degraded so bad. I mean, when you'd drive down to Columbus 40 years ago it was pretty easy to get down there. Now they've got 39 traffic lights before you hit 270 and you've got more people going on Route 315, you've got more people on 36, 37 and even, like if you put in Google maps and you're going to Columbus, I don't know what route it takes you. It probably doesn't take you that way, you go through Kenton maybe, or?
10:37:53 AM	TR	Both. It's crazy. Wherever you're at in Bryan it will switch, it will either take you down 6 to 75 to 23 or it will take you through Kenton.
10:37:59 AM	Elliot/TR	I think it's different time of the day, too. If you're going first thing in the morning it's not going to take you through Delaware. TR: Yeah.
10:38:04 AM	Pat/TR	So actually, even like me, like if I'm driving down to Columbus I always put, I know where I'm going. I go down there a lot. But I will put it in my Google maps. It almost always tells me to go through Kenton. It doesn't even tell me to go on 23. I have never listened to it because I always forget a turn and then I'm in the wrong place. But, like, it just tells you how much that's degraded and it used to never say that. You know, and even 315. TR: I take 315 because it's pretty.
10:38:31 AM	Pat/TR	I do take 315. Once I get down there I take 315. But, even 40 years ago like my grandfather would take us to Ohio State games, he had season tickets. We used to

		take 315 and it used to take 15 to 20 minutes longer. Now it doesn't. That's the fastest route usually if you look at our (inaudible). TR: Because there's roundabouts. Pat: Yeah, well there's roundabouts. But it's just, 23 has just degraded so much. TR: Yeah, it's horrible.
10:38:48 AM	Pat	Page 37 - So this is the 73 Feasibility Study. Again, mostly for southern Ohio. Because really when you look Northern Ohio they're looking at stuff here but it's doing what we did on 24 where they're taking out these at-grade intersections. If you drive to Columbus you already are seeing us doing that. We're putting in overpasses. Making right-ins, right-outs. 75, we've already upgraded 75, 15 years ago, in the last 15 years I should say. So, that's already three lanes in each direction. So, there's not much to do in Northern Ohio to make this an interstate which would take out intersections and make sure there's plenty of capacity.
10:39:22 AM	Pat	Page 39 - This is the 36 to 37, or I'm sorry, this is 71 to 23 connection. And this is what they originally started with. This is what they refined it to, so kind of an eye around Ashley so Ashley wouldn't be touched. North or south of Ashley it would start north of Waldo. So, if you want to get your bologna on the way down, you're out of luck, unless you want to do a detour. And then it would connect into 71 right before the (inaudible) there. This is actually a further refinement, where we're at now. There will be a final report due on October 1 st to the legislature. You can see a few different routes, but again, north of Waldo coming down mostly to Morrow County and hitting it with 71. The biggest issues are, I mean the connection is degraded. But, the farmers are obviously not happy down there. But they weren't happy when we Fort to Port in either. There was a movement that they weren't happy about that, so I don't know where this will sit. It's going to be a political decision ultimately.
10:40:27 AM	Pat	Page 41 - So you're curious like, how much time does it save you if they build this. If you drive at 2 a.m. it will save you four minutes in 2035. If you drive during a.m. peak period which will be like your highest period in the morning, it would save you 18 minutes in 2035. If you drive, if you fast forward in what we project in 2055 because we project out 20 years, it will save you 34 minutes. So, if you go down in the morning and you come back in the morning, in 2055 it will save you 68 minutes round trip. P.M. peak is probably going to similar, maybe a little less. So, if you're going down in the morning it will save you 18 minutes in 2035 and if you come back in the p.m. it might save you 16. It still saves you half an hour or so round trip. And it's a much more obviously reliable connection. What's the traffic projected at? 24,600. That's actually more than US 24. Less truck traffic than US 24 but that's more (inaudible) to your average traffic. How to fund this? They're looking at tolling. A lot of states have gone to tolling. And, you don't have to take it if it's tolled. But, if you do toll it at what we consider optimum rates, it would cover 82% of the capital cost and 100% of the maintenance costs. So, there was also, they also looked at using the existing toll rates, but, and it would only fund 4% of the capital costs. But it makes sense because as you know the turnpike was paid off decades ago.
10:42:05 AM	TR	Don't give our county engineer any ideas. He'll be tolling.

10:42:09 AM	Todd	Toll every road we've got. (Laughter).
10:42:16 AM	TR/Todd	He'll be tolling County Road 13. Todd: I have to go, so thank you. TR: He's going to go put his toll hat on. He's gonna go stand out with a bucket.
10:42:18 AM	Pat	He's got an idea. I've got an idea.
10:42:21 AM	Todd	As long as I start with commissioners said. (Laughter)
10:42:29 AM	Pat/TR	Well you said Commissioner Westfall, so. TR: Yeah, Commissioner Westfall's idea.
10:42:30 AM	Pat	So, again, we will see. We will refine this more October 1 st so that percentage could go up. It could go down. But if it's doable, that's where, you know, the General Assembly or the legislature or the next Governor.
10:42:43 AM	TR	I like the idea of putting a toll on much better than raising gas taxes.
10:42:49 AM	Pat	Yeah. Well, and we are actually trying to, there's a tolling study we're looking at doing as far as, you know, capacity adding. TR: If you use it. Pat: Yeah, and the good thing with the capacity in those managed lanes you see them, they're all over in Tennessee, Florida, Republican-Democrat states are doing well, but we're well behind everybody else. We're not leading in the front here. But if you do the managed lanes it actually helps the non-managed lanes too. So, that's, you've got a choice like I can either pay to go in this lane or I can go free in this lane. Well, if more people are paying to go in this lane it does help the lanes that were already there, pre-existing because less people are using them. But then it also gives, if people want to pay the premium, then you get to go in the brand-new lanes, right? But it would only be on adding capacity. So, yeah, we'll see. Indiana's actually looking at tolling all of I-70. We'll see how that goes politically for them. But, you now, if you've got the asset you know, you can toll it.
10:43:48 AM	TR	And up here it's easy because we live and die by the toll road, right? So, we're used to it in this world.
10:43:53 AM	Pat/TR	So when I go down. TR: When you go to Columbus it will be a different sell. Pat: I had a meeting with the Governor about the (inaudible) bridge in Waterville and all that issue, and he asked about some tolling. And I said toll is not a four-letter word in Northern Ohio. And maybe it's because we don't have, maybe our grammar's not very good, because it is a four-letter word. It really isn't. Like in Columbus though that's a four-letter word. It's a foreign concept to them. But all these other states, same thing. They run up with revenue problems. Do you want to keep, you know, as capacity increases? And we have had a lot of increase in truck traffic on I-75, 475, all over, 24. If you want to keep up with it you've gotta do it and it's, these other states have come to a conclusion that they're going to use these managed lanes. We haven't done that yet, so we'll see. So, we do have a tolling study that should be going to the controlling board June 8 th .
10:44:48 AM	Pat	Page 45 – New technology. This is kind of cool. Bamtec. It's actually a company very close to you guys. This is 20A, US 20A interchange over 475. It's the first bridge in the world to utilize this technology and it's a rolled out rebar technology.

		This is foundation steel. I don't know if you know Danny Demarkowski in the Archbold area, but they have a, they do more construction, but they actually have a facility in Archbold that they bought this Bamtec machine from Europe. And it basically, you can put the auto cad drawing in and it spaces out the rebar correctly. It also cuts the rebar correctly. So, with this video, we'll see how it works with the internet here. It's kinda working. It's a little smoother on the screen. But it's about a minute and 43 seconds, 23 seconds maybe.
10:45:41 AM	SL/Pat	And that's steel rebar? Pat: Yeah, yeah, epoxy coated steel. Yep.
10:45:45 AM	SL	We just opened a plant in Williams County that's doing fiberglass rebar. They moved here from Canada.
10:45:53 AM	Pat/AR	They're actually, they're making fiberglass rebar? Interesting. What's the company's name? AR: V-Rod.
10:46:02 AM	Pat	Okay. We have used fiberglass rebar on some of these structures too. We had the first fiberglass rebar structure in the state. I mean, it is actually, I just.
10:46:11 AM	TR	Just imagine the man hours it would take to tie all that together.
10:46:18 AM	Pat	So, that would be, here's a fiberglass rebar right here. That would have taken eight man hours to do. So, that would have taken eight man hours to do. It took a minute and 23 seconds.
10:46:28 AM	TR	A couple guys with little spinners that spin those. (Inaudible) rebar down.
10:46:28 AM	Pat	The story is (inaudible) was, you know, they're one of the biggest contractors in the Midwest and they were trying to figure out which district to go to that would say yes to try this. So, they ended up with District 2 and we said yes to try it. Really, they're trying to experiment to use this on the (inaudible) bridge. So, there might be another machine, foundation steel buys down in Cincinnati area for the (inaudible) bridge. But, if they have this technology for the DiSalle bridge which is by the casino on I-75 that would have, they said it would have saved six months off the job. So, here's the machine in Archbold, Ohio. Very close to you guys. That's black bar. We don't use black bar. That's the different sizes going in and it cuts it. So, the epoxy coater though they have to actually feed in like that. But it can even cut gaps or holes in so if there's some, you know, stand pipe or something in the auto cad drawing it can even cut the holes. So, what it does is it cuts them. This is just a sample and it can go for much longer. A lot of times they use them like in, you see them in like spec buildings and stuff like that, you might use it. So, it drops them down, I've got another video that's a little better. You can see that tie, the metal tape there, that's what the ties do. So, the black bar it will actually cut the right size, pick the right bar. So, if you need to switch bars it will switch bars automatically. A kind of neat, I think a neat technology. I did not know there's a, because we putting epoxy coat, actually the largest bridge in the state of Ohio is in Napoleon over the Maumee river by Campbells. That's the largest bridge with epoxy coated rebar in it in the state of Ohio. Or not epoxy coat, I'm sorry, fiberglass rebar.

10:48:23 AM	Pat/TR	Roadway Reactions. I always like showing some videos. I don't know that my videos are as good as they usually are, but this is one in Perrysburg. So, you'll see a couple cars coming on the on ramp really close to each other. The first one coincidentally was driven by a wife of one of our employees. But you see this, it looks like maybe a red or orange car they get over for them and then for some reason that car just starts, like takes a sharp turn that way and you see both cars are actually going. So, they, originally the Perrysburg police cited the car that was coming on, on the on ramp and then once they saw that it was like the other car got cited. This one, I would not share this in some counties, but I think we're just fine in Williams County. So, there's one deer that crosses the road. Follow the next deer, look at that next deer. I'm going to make it a math problem. So, if a car's going so fast at a certain velocity and a deer hits (reactions to video). And then you've got a picture of a hood. How high does the deer go? So, how high do you think that deer went? TR: It missed the truck. Pat: Yeah, I don't know, like 20 feet maybe. TR: It was high. Pat: The first one successfully won the frogger round. The second one did not. This is one, so, this is on the Veterans Glass City Skyway. We have a truck that is running empty during those really high winds. It's this red truck here, he's got his four-ways on. And he gave us a show right in front of our camera. This just happened a couple months ago. TR: He should have stayed beside that other truck. He was empty, he should have up-geared a little. Pat: Luckily nobody was beside him.
10:50:45 AM	Pat	And with that we can take any questions you guys have.
10:50:49 AM	TR/SL	I think we're good. SL: Nope.
10:50:54 AM	SL	Thanks for going up there and looking at the water holes on 15 by the?
10:51:02 AM	Elliot	Yes, we are meeting with Todd and some, a representative from the solar field to see what we can do. SL: Danny? Elliot: Yeah (inaudible).
10:51:11 AM	SL	I think Todd is offering to camera that, TV it for you guys.
10:51:27 AM	Elliot	Yeah, because it's way off our right-of-way. I think, we think part of the issue is out in the field was something that a county main ties into and then our stuff ties into, but the issue is on the opposite of the road. So, we'll see what we can come up with.
10:51:31 AM	TR	Good and you are addressing the water across the road on to the south of there too, right? Because we think that water shouldn't have went across that road.
10:51:58 AM	Elliot	Right, it's the first the high water has ever happened.
10:52:05 AM	TR/Elliot	The first time that that's every happened was, and I had reported that to their team when it happened and then this other wet hole has showed up since. But, something, there's a retention pond right there. There's gotta be some way to offset that. Either put a bigger pipe to get it out of there or something. Elliot: I mean ChemCare is where that goes to begin with. Out of that retention pond too and the overflow is, I don't know. So, yeah, we'll have to figure out. TR: Good, alright, well you should be on it.

10:52:08 AM	SL	Well, thanks for coming. TR: Yep, thanks for coming in.
10:52:13 AM	ADJOURN	SL: We'll stand Adjourned.
WILLIAMS COUNTY COMMISSIONERS		
APPROVED:		
		Not Present
Scott A. Lirot, President	Bartley E. Westfall, Vice-President	Terry N. Rummel, Member
ATTEST:		
		
Anne M. Retcher, Clerk	Robin R. Kemp, Deputy Clerk	

RESOLUTION 26-0263

COUNTY COMMISSIONERS' OFFICE
WILLIAMS COUNTY, BRYAN, OHIO
May 21, 2026

In the Matter of:
Approving Minutes from Regular Session

The Board of Williams County Commissioners met in regular session on the above date with the following members present:

Scott A. Lirot, Yes Bartley E. Westfall, N/P Terry N. Rummel, Yes

Commissioner Rummel moved adoption of the following resolution:

THEREFORE, BE IT RESOLVED, that after review, the Williams County Commissioners hereby approve the minutes of Regular Session(s) held on May 19, 2026; and

BE IT FURTHER RESOLVED, that it is further found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Commissioner Lirot seconded the motion.

The vote upon adoption resulted as follows:

Mr. Scott A. Lirot, yes

Mr. Bartley E. Westfall, ~~yes~~

Mr. Terry N. Rummel, yes

WILLIAMS COUNTY COMMISSIONERS

Scott A. Lirot
President of the Board of Commissioner

NOT PRESENT

Vice-Pres of the Board of Commissioners

Terry N. Rummel
Member of the Board of Commissioners

RESOLUTION 26-0264

COUNTY COMMISSIONERS' OFFICE
WILLIAMS COUNTY, BRYAN, OHIO
May 21, 2026

In the Matter of:
Approve Agenda as Amended or Presented

The Board of Williams County Commissioners met in regular session on the above date with the following members present:

Scott A. Lirot, Yes Bartley E. Westfall, N/P Terry N. Rummel, Yes

Commissioner Rummel moved adoption of the following resolution:

WHEREAS, Commission Staff, to the best of its ability, has prepared the agenda for the day, and

WHEREAS, the Board of County Commissioners has reviewed said agenda and find it to be satisfactory as presented or as officially amended on the record in open session; therefore

BE IT RESOLVED, that the Board of Williams County Commissioners hereby approves the agenda as amended or presented for today's date; and

BE IT FURTHER RESOLVED, that it is further found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Commissioner Lirot seconded the motion.

The vote upon adoption resulted as follows:

Mr. Scott A. Lirot, yes

Mr. Bartley E. Westfall, _____

Mr. Terry N. Rummel, yes

WILLIAMS COUNTY COMMISSIONERS

Scott Lirot
President of the Board of Commissioners

NOT PRESENT

Terry Rummel
Vice-Pres of the Board of Commissioners
Member of the Board of Commissioners

RESOLUTION 26-0265

COUNTY COMMISSIONERS' OFFICE
WILLIAMS COUNTY, BRYAN, OHIO
May 21, 2026

In the Matter of:
Approving Payment of Bills

The Board of Williams County Commissioners met in regular session on the above date with the following members present:

Scott A. Lirot, Yes Bartley E. Westfall, N/P Terry N. Rummel, Yes

Commissioner Rummel moved adoption of the following resolution:

WHEREAS, the Williams County Auditor certifies that the money for the credit of the bills listed on the Disbursement List is in the Treasury for the credit of the Funds from which they are to be paid, and is not appropriated for any other purpose; therefore

BE IT RESOLVED, that the Board of Williams County Commissioners hereby approve the payment of bills as submitted; and

BE IT FURTHER RESOLVED, that it is further found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Commissioner Lirot seconded the motion.

The vote upon adoption resulted as follows:

Mr. Scott A. Lirot, <u>yes</u>	<u>Scott Lirot</u> President of the Board of Commissioners
Mr. Bartley E. Westfall, <u>—</u>	<u>NOT PRESENT</u> Vice-Pres of the Board of Commissioners
Mr. Terry N. Rummel, <u>yes</u>	<u>Terry Rummel</u> Member of the Board of Commissioners

RESOLUTION 26-0266

COUNTY COMMISSIONERS' OFFICE
WILLIAMS COUNTY, BRYAN, OHIO
May 21, 2026

In the Matter of
Supplemental Appropriation(s)

The Board of Williams County Commissioners met in regular session on the above date with the following members present:

Scott A. Lirot, Yes Bartley E. Westfall, N/P Terry N. Rummel, Yes

Commissioner Rummel moved adoption of the following resolution:

BE IT RESOLVED, by the Board of Williams County Commissioners that we hereby approve Vickie L. Grimm, Williams County Auditor to create new lines and make supplemental appropriation(s) from and to the following funds:

Department: Williams County Department of Aging

From:	2073-45-202-506060	DOA Rental-Building	\$3,540.00
To:	2073-45-202-506000	DOA Contract Services	\$1,140.00
To:	2073-45-202-506665	DOA Radios, Pagers, Cellular Phones	\$2,400.00

Reason: Cover costs of printers, internet services and phone services

Department: Williams County Hillside

From:	5018-50-260-505030	Hill Capital Assets-Computer	\$450.00
To:	5018-58-260-503300	Hill Non-Capital Equipment	\$450.00

Reason: MNJ Apple iPad-Attendance/Timeclock

BE IT FURTHER RESOLVED, that it is further found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Commissioner Lirot seconded the motion.

The vote upon adoption resulted as follows:

Mr. Scott A. Lirot, yes

Mr. Bartley E. Westfall, —

Mr. Terry N. Rummel, yes

WILLIAMS COUNTY COMMISSIONERS

Scott Lirot
President of the Board of Commissioners

NOT PRESENT

Vice-Pres of the Board of Commissioners

Terry Rummel
Member of the Board of Commissioners

RESOLUTION 26-0267

COUNTY COMMISSIONERS' OFFICE
WILLIAMS COUNTY, BRYAN, OHIO
May 21, 2026

In the Matter of:
Entering into a Subsidy Grant Funding
Application Update 2027

The Board of Williams County Commissioners met in regular session on the above date with the following members present:

Scott A. Lirot, Yes Bartley E. Westfall, N/P Terry N. Rummel, Yes

Commissioner Rummel moved adoption of the following resolution:

WHEREAS, on May 20, 2026 Williams County Court of Common Pleas, Juvenile Division, submitted to the Williams County Commissioners an Ohio Department of Youth Services Subsidy Grant Juvenile Court Funding Application Update for Grant Year 2027 for grant funding for the term of July 1, 2026 – June 30, 2027; therefore,

BE IT RESOLVED, by the Board of Williams County Commissioners we do hereby approve the Subsidy Grant Funding Application Update as set forth above and attached hereto. A copy of the Funding Application will be on file with Williams Common Pleas Court – Juvenile Division; therefore

BE IT FURTHER RESOLVED, that it is further found and determined that all formal actions of this Board concerning and relating to the adoption of this Resolution were so adopted in an open meeting of this Board and that all deliberations of this Board and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Commissioner Lirot seconded the motion.

The vote upon adoption resulted as follows:

Mr. Scott A. Lirot, yes

Mr. Bartley E. Westfall, —

Mr. Terry N. Rummel, yes

WILLIAMS COUNTY COMMISSIONERS

Scott Lirot
President of the Board of Commissioners

NOT PRESENT
Vice-Pres of the Board of Commissioners

Terry Rummel
Member of the Board of Commissioners

**Ohio Department of Youth Services Subsidy Grant
JUVENILE COURT FUNDING APPLICATION UPDATE**

Submit electronically in PDF format by June 1, 2026 to:

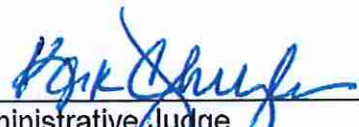
DYSGrantsreporting@DYS.Ohio.gov

Juvenile Court: Williams County

Fiscal Year 2027 Projections:

- a) Projected number of admissions to DYS in FY 2027: 2
- b) This represents (check one) from the previous year:
 an increase a decrease X no change
- c) Projected number of admissions to a CCF in FY 2027: 3
- d) This represents (check one) from the previous year:
 an increase a decrease X no change

Authorized Signatures:



Administrative Judge

5.19.2026

Date



President, Board of County Commissioners
or County Executive

5-21-26

Date

Required Attachments to this page:

- Attachment A, Page 1, for FY 2027
- Attachment A, Page 2, for FY 2027
- Budget Forms for each program listed on Attachment A, Page 2

A Program Narrative (Attachment B) only needs to be submitted if one or both of the following is true:

- The court is creating a new program for FY 2027
- The program has changed to the extent that the current Program Narrative (Attachment B) is no longer accurate

**Ohio Department of Youth Services
Subsidy Grant Carryover Exemption Form**

A request to exempt funds exceeding the carryover balance limit must be received by **June 1, 2026** with the FY 2027 Subsidy Grant Agreement and Funding Application. This is the only opportunity to request an exemption to the June 30, 2026 carryover limit.

Juvenile Court:

Williams County

FY 2025 Total Allocation x 25% (.25) (RECLAIM Ohio + Youth Services Grant) x (.25)	(a) \$ <u>16,350.00</u>
Estimated FY 2026 Carryover Balance (Estimate as of June 30, 2026)	(b) \$ <u>140,299.80</u>
Amount of FY 2026 Carryover Balance (line b) exceeding the Carryover Limit (line a) subject to withholding. (Line b - Line a)	(c) \$ <u>123,949.80</u>
Amount requested to be exempted	(d) \$ <u>123,949.80</u>

Reason for Exemption Request:

(4) Fluctuation in community resources, grant match funds and county funding levels;

**Fiscal Accountability
Attachment A Page 1**

County: <u>Williams</u>			
Allocations			
FY 2027 Tentative Base Allocation (YSG/510)	(1A)	\$	65,400.00
FY 2027 Tentative Variable Allocation (RECLAIM/401)	(2A)	\$	
FY 2027 Supplemental RECLAIM Allocation	(3A)	\$	
FY 2027 Targeted RECLAIM Allocation	(4A)	\$	
FY 2027 Competitive RECLAIM Allocation	(5A)	\$	
FY 2027 JDAI Allocation	(6A)	\$	
FY 2027 Y/E EVB Program Development Allocation	(7A)	\$	
FY 2027 Behavioral Health Juvenile Justice (BHJJ)	(8A)	\$	
Allocations Subtotal		(A)	\$ 65,400.00
Tentative Carryover Balance as of 6/30/26 and Carryover Limit			
Subsidy Grant Carryover (YSG + RECLAIM)*	(1B)	\$	105,733.37
Targeted RECLAIM Carryover	(2B)	\$	
Competitive RECLAIM Carryover	(3B)	\$	
JDAI Carryover	(4B)	\$	
Y/E EVB Program Development Carryover (include any former HB-153 Funds)	(5B)	\$	34,566.43
Behavioral Health Juvenile Justice (BHJJ)	(6B)	\$	
Tentative Carryover Subtotal		(B)	\$ 140,299.80
Carryover Limit (25% of Total FY 2025 RECLAIM and Youth Services Grant Allocations)		(C)	\$ 16,350.00
Exemptions			
Subsidy Grant Carryover Exemption (YSG + RECLAIM)*	(1D)	\$	89,383.37
Targeted RECLAIM Exemption	(2D)	\$	
Competitive RECLAIM Exemption	(3D)	\$	
JDAI Exemption	(4D)	\$	
Y/E EVB Program Development	(5D)	\$	34,566.43
Behavioral Health Juvenile Justice (BHJJ)	(6D)	\$	
Total Exemptions		(D)	\$ 123,949.80
Withholdings			
Subsidy Grant (YSG + RECLAIM)*	(1E)	\$	
Targeted RECLAIM	(2E)	\$	
Competitive RECLAIM	(3E)	\$	
JDAI	(4E)	\$	
Y/E EVB Program Development	(5E)	\$	
Behavioral Health Juvenile Justice (BHJJ)	(6E)	\$	
Withholding Estimate (to be withheld from FY 2027 payments)		(E)	\$ -
Available Program Funds			
Subsidy Grant (YSG + RECLAIM)*	(1F)	\$	171,133.37
Targeted RECLAIM	(2F)	\$	
Competitive RECLAIM	(3F)	\$	
JDAI	(4F)	\$	
Y/E EVB Program Development	(5F)	\$	34,566.43
Behavioral Health Juvenile Justice (BHJJ)	(6F)	\$	
Total Available FY 2027 Program Funds		(F)	\$ 205,699.80
Estimated Program Costs			
Subsidy Grant Estimated Program Costs (YSG & RECLAIM)*	(1G)	\$	171,111.16
Targeted RECLAIM Estimated Program Costs	(2G)	\$	
Competitive RECLAIM Estimated Program Costs	(3G)	\$	
JDAI Estimated Program Costs	(4G)	\$	
Y/E EVB Program Development Costs	(5G)	\$	34,275.42
Behavioral Health Juvenile Justice (BHJJ)	(6G)	\$	
Total Estimated FY 2027 Expenditures		(G)	\$ 205,386.58
Unallocated Funds			
Subsidy Grant Unallocated (YSG & RECLAIM)*	(1H)	\$	22.21
Targeted RECLAIM Unallocated	(2H)	\$	
Competitive RECLAIM Unallocated	(3H)	\$	
JDAI Unallocated	(4H)	\$	
Y/E EVB Program Development Unallocated	(5H)	\$	291.01
Behavioral Health Juvenile Justice (BHJJ)	(6H)	\$	
Total Unallocated FY 2027 Funds		(H)	\$ 313.22

* Supplemental Allocation Included In RECLAIM GROUP VOL 165 PAGE 795

Page 2

County: Williams

FY: FY27

Prepared By: Annie Zervos

Phone # 419-633-5157

Funding Category	Activity Purpose	Local Program Name	Program Funding
Subsidy Grant	Grant Administration	Grant Administration	\$ 6,931.65
Subsidy Grant	Behavioral Change	EVB Probation	\$ 84,504.16
Subsidy Grant	Behavioral Change	Diversion	\$ 11,165.35
Subsidy Grant	Behavioral Change	Group Programs	\$ 7,500.00
Subsidy Grant	Behavioral Change	Ohio Teaching Families	\$ 9,000.00
Y/E EVB Program Development	Program Development	HB 153 (Trainings)	\$ 26,000.00
Subsidy Grant	Support Activity Tracking	Electronic Monitoring	\$ 8,310.00
Subsidy Grant	Behavioral Change	Family Services	\$ 8,000.00
Subsidy Grant	Support Activity Admission	Clinical Assessments	\$ 8,700.00
Subsidy Grant	Skill Knowledge	Parent Project	\$ 12,000.00
Subsidy Grant	Support Activity Tracking	Conflict Mediation	\$ 5,000.00
Y/E EVB Program Development	Support Activity Tracking	Restitution / Community Service	\$ 8,275.42
Subsidy Grant	Behavioral Change	Residential Treatment	\$ 10,000.00
Total Program Costs			\$ 205,386.58

Note: For each program, indicate the Funding Source, Primary Purpose, Local Program Name, and the total budget for the program. Please list programs in order by funding source (Subsidy Grant, Targeted, JDAI, Competitive, DAEL, Y/E EVB Program Development) then by local program name.

Provide the Juvenile Court Budget for the Current Year:

\$927,172.00

Exclude the following:

1. Any state or federal funding
2. Operational costs of detention centers, rehabilitation centers, or other facilities

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Grant Administration	LOCAL PROGRAM / ACTIVITY NAME:	Grant Administration

VOL 165 | PAGE 797

TOTAL STAFF and FRINGE BENEFITS

Describe the services that the positions will provide.
Preforms various secretarial and administrative duties for financial reporting and grant reporting as directed by the Juvenile Court Administrator.

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Behavioral Change	LOCAL PROGRAM / ACTIVITY NAME:	EVB Probation

VOL 165|PAGE 798

Type	PERS 14%	\$	9,739.62
Type	Medicare 1.45%	\$	1,008.75
Type	WC 3%	\$	2,087.07
Type			

TOTAL STAFF and FRINGE BENEFITS

Probation Officers will provide supervision and support to those placed on supervision by the court. The probation officers will also provide Pre-Adjudication Diversion services to the youth that are not subject to traditional probation. Probation Officers will also assist the Diversion Counselor as needed in coordination or facilitation of groups or programs.

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Behavioral Change	LOCAL PROGRAM / ACTIVITY NAME:	EVV Probation

Note: If the services to be provided are out-of-home placement, the facilities must either be approved by the Department of Youth Services per the minimum standards or licensed by the authorized state agency.

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Behavioral Change	LOCAL PROGRAM / ACTIVITY NAME:	Division

VOL 165 | PAGE 800

Type	PERS 14%	\$	931.41
Type	Medicare 1.45%	\$	96.47
Type	WC 3%	\$	199.59
Type			
Type			

TOTAL FRINGE BENEFITS	\$	1,227.47
TOTAL STAFF and FRINGE BENEFITS	\$	7,880.35

Budget Narrative - Describe the services that the positions will provide.

Budget Narrative - Describe the services that the positions will provide.
The Diversion Officer provides informal diversion services for referred youth and families. The Diversion Officer facilitates and monitors programs that the Court provides or refers youth and their families to. The Diversion Officer provides services in office, in the schools or other approved locations. All services are designed to prevent youth from being formally involved in the juvenile justice system.

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Behavioral Change	LOCAL PROGRAM / ACTIVITY NAME:	Diversion

<u>Item Description</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>	<u>Briefly explain the reason needed.</u>
Mileage Reimbursement	3500	\$ 0.75	\$ 2,625.00	Mileage reimbursement for the Diversion Officer for travel to schools, agencies and other locations.
Cell Phone Service	12	\$ 55.00	\$ 660.00	Cell phone service for diversion officer to maintain communication with schools, referrals and the identified youth/families.
Total Maintenance Costs			\$ 3,285.00	

Note: If the services to be provided are out-of-home placement, the facilities must either be approved by the Department of Youth Services per the minimum standards or licensed by the authorized state agency.

Subsidy Grant

FUNDING CATEGORY:

Williams

COUNTY:

Group Programs

LOCAL PROGRAM / ACTIVITY NAME:

Behavioral Change

Abstract: D... ..

[illegible]

Note: If the services to be provided are out-of-home placement, the facilities must either be approved by the Department of Youth Services per the minimum standards or licensed by the authorized state agency.

Subsidy Grant

FUNDING CATEGORY:

Williams

COUNTY:

Ohio Teaching Families

LOCAL PROGRAM / ACTIVITY NAME:

Behavioral Change

Activity Purpose:

[illegible]

FY27_Budget_Forms

COUNTY:	FUNDING CATEGORY:
Williams	Y/E EVB Program Development
Program Development	HB 153 Trainings

VOL 165 PAGE 804

FY27_Budget_Forms - HB 153 Trainings

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Support Activity Tracking	LOCAL PROGRAM / ACTIVITY NAME:	Electronic Monitoring

VOL 165 PAGE 805

FY27_Budget_Forms - Electronic Monitoring

Subsidy Grant

Subsidy Grant

FUNDING CATEGORY:

Williams

COUNTY:

Family Services

LOCAL PROGRAM / ACTIVITY NAME:

Behavioral Change

Activity Purpose:

[illegible]

Note: If the services to be provided are out-of-home placement, the facilities must either be approved by the Department of Youth Services per the minimum standards or licensed by the authorized state agency.

Clinical Assessments

VOL 165 PAGE 807

FY27_Budget_Foms - Clinical Assessments

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Skill Knowledge	LOCAL PROGRAM / ACTIVITY NAME:	Parent Project

VOL 165 PAGE 808

FY27_Budget_Forms

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Support Activity Tracking	LOCAL PROGRAM / ACTIVITY NAME:	Conflict Mediation

VOL 165 PAGE 809

FY27_Budget_Forms

Purchased or Contract Services Budget Form

COUNTY: Williams FUNDING CATEGORY: Y/E EVB Program Development

Activity Purpose: Support Activity Tracking LOCAL PROGRAM / ACTIVITY NAME: Restitution Community Service

Agency Name/Individual (List all Providers by Name)	Public/ Private	Services to be provided	Quantity	Unit Costs	Total
YMCA	Public	Cleaning	85	\$ 11.00	\$ 935.00
Williams County Public Libraries	Public	Organizing, Decorating, Cleaning, Landscaping	125	\$ 11.00	\$ 1,375.00
Bryan Parks & Rec	Public	Landscaping, Cleaning	85	\$ 11.00	\$ 935.00
Bryan Senior Center	Public	Cleaning, Decorating, Set up for programs, Serve meals	35	\$ 11.00	\$ 385.00
First Church of Christ	Public	Assist with set up for community meals and programs	25	\$ 11.00	\$ 275.00
Cancer Assistance of Williams County	Public	Processing newsletters and mailers	22	\$ 11.00	\$ 245.42
Veterans Services	Public	Cleaning and other projects	25	\$ 11.00	\$ 275.00
Williams County Humane Society	Public	Cleaning	150	\$ 11.00	\$ 1,650.00
Village of West Unity	Public	Outside work, Cleaning	25	\$ 11.00	\$ 275.00
Health Department	Public	Cleaning and	25	\$ 11.00	\$ 275.00
Montpelier Parks & Rec	Public	Clean up, Landscaping	25	\$ 11.00	\$ 275.00
Montpelier Senior Center	Public	Cleaning, Decorating, Set up for programs, Serve meals	25	\$ 11.00	\$ 275.00
Montpelier Police Department	Public	Detail vehicles, cleaning	25	\$ 11.00	\$ 275.00
House of Prayer	Public	Food pantry, organizing, cleaning, serve meals	25	\$ 11.00	\$ 275.00
Pioneer Community Church	Public	Assist with set up for community meals and programs	25	\$ 11.00	\$ 275.00
Edon & Stryker Senior Centers	Public	Cleaning, Decorating, Set up for programs, Serve meals	25	\$ 11.00	\$ 275.00
Total Purchased or Contract Services					\$ 8,275.42

Note: If the services to be provided are out-of-home placement, the facilities must either be approved by the Department of Youth Services per the minimum standards or licensed by the authorized state agency.

COUNTY:	Williams	FUNDING CATEGORY:	Subsidy Grant
Activity Purpose:	Behavioral Change	LOCAL PROGRAM / ACTIVITY NAME:	Residential Treatment

VOL 165 PAGE 811

FY27_Budget_Forms

SUBSIDY GRANT NARRATIVE

SKILLS / KNOWLEDGE

INDIVIDUAL YOUTH TRACKING REQUIRED

SKILLS/KNOWLEDGE PROGRAMS: ACTIVITIES DESIGNED TO TEACH AND EDUCATE WHEN A DEFICIT IS NOTED AND/OR SKILL ACQUISITION IS NECESSARY FOR SUCCESS.

REQUIREMENTS:

Skills/Knowledge Activities

- These activities include non-therapeutic instruction that provides guidance, practice, feedback and experience.
- May involve an assessment and/or testing prior to, or at activity admission, and at activity completion – success is measured by skill attainment at program termination. Outcome can also include short-term recidivism or achievement measures.
- These activities must contribute to reducing a criminogenic risk (e.g. education, employment, pro-social decision-making, etc.) or contribute to a need that reduces a youth's risk to offend or re-offend. May involve services to parents/guardians.

PROGRAM INFORMATION

County Name	Williams County	Projected Start Date	7/01/2026
Local Program Name	Parent Project		
Primary Service Location	Community	Activity Purpose	Skills / Knowledge Program
Domain of Interest (Check All That Apply)	☐ Employment / Vocational Activities ☐ Educational Activities ☒ Skill Acquisition Activities ☒ Life Skills Activities		
Primary Intervention(s)	Parent Project		
Recognized Curriculum or Service Model	☒ Yes ☐ No		
Source	California Evidence-Based Clearinghouse		
Quality Assurance Provider	☐ Court ☒ Contracted		

TARGET POPULATION

Sex	Males/Females	Offense Level	Any offense level
Race/Ethnicity	All	Projected # Youth / Families to be Served	Youth/Family 40
Age Range	8-17	Average # of Direct Service Hours per Youth/ Family	Youth/Family 200

Risk Level(s) at Admission	Any risk level	Projected % of Completion Successes	Youth N/A Family 100
Screens and Assessments	N/A		

EXPECTED PROGRAM OUTCOMES

Primary Outcome (to be measured for Annual Program Report) – should be a pre/post-test or assessment measure, or a short-term recidivism or accomplishment measure (3 to 6 months post completion). Examples can include 25% improvement on score from pre-test to post-test, no new delinquency charges, obtain employment, advance to the next school grade, etc. Target should be 60% or higher.

90% of children whose parents complete Parent Project will not have new delinquency complaints filed in the next 12 months

PROGRAM DESCRIPTION

Respond to the questions listed below. Responses should not exceed 200 words per question.

- 1) Briefly describe the purpose of the program.

To assist parents with troubled adolescents dealing with issues such as rebelliousness and defiant behavior, negative responses to structure and discipline, poor peer associations, apathy towards school, and relationship issues between parent and child, and child and siblings.

- 2) Describe how youth are selected and referred to the program.

The parents of adjudicated and, to a lesser extent, non-adjudicated youth are referred by probation officers to the program. When probation staff interviews youth and families it can become evident when this program can be helpful.

- 3) Describe what services are provided to the youth from intake to program termination, and what skills are taught.

The services are provided to the parents/legal custodians. Behavior management skills are taught, strategies are discussed to implement the changing of daily habits and how to implement boundaries and be consistent with disciplinary interventions. Parents are given tools for reducing family conflict and to help improve communication. Also, parents are given strategies to increase the youths school attendance, improve grades and reduce school-based behavior problems.

- 4) Discuss how the primary intervention(s) are used with the youth in the program (individual, group, classroom instruction, role playing exercises, skill practicing, etc.). If a group process is used, mention how many youth are typically involved in the group.

Group sessions for parents/ legal custodians are weekly, structured, facilitator-led support groups designed to help parents feel less isolated and more empowered. There are on average 20 parents/legal custodians per group. Group learning activities in a workbook format help to maximize both learning and interest. Skill practicing sessions are also used to help parents.

- 5) Describe the frequency and duration of youth involvement in the program (how often do youth participate and for how long).

There are on average 20 parents per group. Each session is 3 hours and meets for 10 weeks with the time and location depending on the availability of the parents being served. The class is taught by a licensed therapist that has been trained and certified by the Parent Project, using the Parent Project curriculum and the Changing Destructive Adolescent Behavior curriculum. Participants must attend every session, as each session builds on the previous session. Participants complete periodic assignments, generally every week.

- 6) Describe any incentives or rewards that you can earn in the program.

Verbal praise is given, as goals are reached, and a certificate of successful completion of the program.

- 7) Describe what the youth must achieve/accomplish to successfully complete the program.

Parents need to attend all scheduled sessions to successfully complete the program. Upon successful completion, the parents receive a certificate and fill out an exit survey. A copy of the certificate and survey is sent to the Court and completion is reported to the Judge. The surveys are reviewed by the Court Administrator at the time of completion. The surveys are reviewed to ensure participants are receiving a good quality program.

QUALITY ASSURANCE

Briefly describe the quality assurance processes used. Describe how the court verifies that the services are being provided in accordance with the program design. If another organization is providing the services, include a brief description of that organization's internal quality assurance processes and how the organization updates the court regarding youth participation/progress. Response should not exceed 300 words.

A survey is completed by the parents at completion and the completed surveys are filed with and reviewed by the Court with periodic file review. Generally speaking, Court staff and the instructor do not meet regarding the program unless the parent is not attending or is inappropriate in the sessions. Successful completion is reported to the Court and the surveys are reviewed by the Court. No post testing is used but the probation officer meets with parents to discuss what they learned and how it will be implemented in their household.

PROGRAM CONTACT INFORMATION

Name, Title	Amanda J. Beck, Director
Agency	Beck Parenting Support
Agency Address	152 Dogwood Lane, Montpelier, Ohio 43543
Phone Number	419-388-5509
E-mail	amandajobest@gmail.com

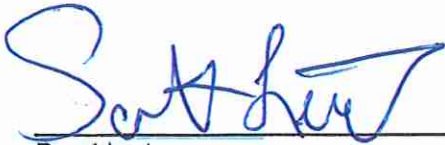
QUALITY ASSURANCE CONTACT INFORMATION

Name, Title	Ronda Muehlfeld, Court Administrator
Agency	Williams County Common Pleas Court, Juvenile Division
Agency Address	One Courthouse Square, Bryan, Ohio 43506
Phone Number	419-633-5161
E-mail	Ronda.Muehlfeld@wmsco.org

SIGNATURE PAGE

WILLIAMS COUNTY COMMISSIONERS – APPROVAL

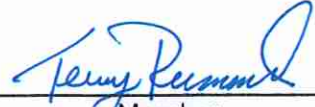
Date: 5-21-26



President
Scott A. Lirot

Not Present

Vice-President
Bartley E. Westfall



Member
Terry N. Rummel

County Administrator, Vond T. Hall

Date

WILLIAMS COUNTY PROSECUTOR

153.44 ORC

This Agreement is approved as to form, with deletion of any indemnity clauses and attorney fee provisions in accordance with Ohio Attorney General Opinions 99-049 and 2005-007.



Katherine J. Zartman, Williams County Prosecutor

5/20/26

Date

FISCAL OFFICER'S CERTIFICATE

5705.41 O.R.C.

The undersigned, County Auditor of Williams County, hereby certifies that the amount required to meet this contract has been lawfully appropriated for such purpose, and is in the treasury or in the process of collection to the credit of an appropriate fund, free from any previous encumbrances.

Not applicable - VGrimm

Vickie Grimm, Williams County Auditor

05/20/26

Date