

**OGLALA LAKOTA COUNTY COMMISSIONERS
AGENDA
COURTHOUSE – THIRD FLOOR MEETING ROOM
906 NORTH RIVER STREET, HOT SPRINGS SD
WEDNESDAY AUGUST 9, 2023**

**1:00 Call Meeting to Order
Pledge of Allegiance
Review Agenda for Conflicts**

Action Agenda Items for Consideration:

- *Approve Agenda**
- *Approve minutes of County Commissioners – July 21, 2023 and August 3, 2023**
- *Approve the Auditor’s Account with the Treasurer for July, 2023**
- *Travel approval for Commissioners and Sheriff to attend the State Tribal Opioid and Methamphetamine Prevention Summit on October 3, 2023 in Pierre; possible action**

(Move any unfinished items to end of meeting)

- 1:05 Al Schaefer, SD State Legislative Audit-**2020-2021 Audit Exit Conference***
- 1:15 Request for funding in the amount of \$10,000.00 for the Oglala Lakota Nation Fair and Rodeo Pow Wow from Tyler Yellow Boy, Chairman of 2023 Oglala Lakota Nation Fair and Rodeo; possible action**
- 1:20 Lynx Bettelyoun, Highway Superintendent-**Review quote from Fair Manufacturing for Snocrete model 948D snow blower in the amount of \$162,318.00; approve to pay previously voided transaction and pay the quoted amount for freight to Batesland, SD for Model 948D snow blower in the amount of \$1,000.00; possible action
*Updates***
- 1:30 Jerlene Arredondo, Veteran’s Service Office-**Travel approval request to attend the Annual Veteran Service Officer Conference in Sioux Falls, September 5th through the 7th, 2023; possible action
*Monthly Report***
- 1:35 Discussion on HB3372 regarding a letter opposing heavier trucks requested by GoRail, a National non-Profit that advances smart transportation policy; possible action**
- 1:40 Discuss usage of assigned General Fund surplus cash (ARPA); possible action**
- 1:50 Wendell Yellow Bull, Commissioner-**Resolution to limit funding to \$20,000.00 and to only provide funding to outside organizations that provide public-service related services to residents of Oglala Lakota County; possible action***

***Resolution earmarking \$1,000,000.00 of the assigned General Fund surplus cash for the improvements to the County Shop; possible action**

- 2:05 Ramon Bear Runner, Commissioner-***Discussion on BMS/OLHA regarding working with young people; possible action
- 2:10 Teresa Pullen, Treasurer-***Discussion regarding Property Tax payment plans; possible action
- 2:20 Sue Ganje, Auditor-***Review 2024 Provisional Budget; motion to approve
- 2:30 Commissioners-***Report on Human Trafficking workshop in Pierre
- 2:40 Vanessa Plume-Sheriff-***Report on Human Trafficking workshop in Pierre
***Memorandum of Agreement between Prairie Wind Casino of the Oglala Sioux Tribe on the Pine Ridge Indian Reservation and Oglala Lakota County; possible action**
***Request for additional backup and support for County Law Enforcement for deeded property on the Reservation, continued discussion**
***Updates**
- 2:50 Public Comment**
- 2:55 Approve bills**
- 3:00 Executive Session, SDCL 1-25-2 (1) Personnel; Executive Session, 1-25-2 (3) Legal**

Adjourn

*****Call in*****

Phone number: 1-866-528-2256

Access code: 3315728

Agendas are set 24 hours prior to a meeting, any items added at the meeting will be heard for informational purposes only, if any items require action, such action will be deferred to the next meeting.

Oglala Lakota County fully subscribes to the Americans with Disabilities Act. If you desire to attend this public meeting and are in need of accommodations, please notify the commissioners' office, (605) 745-5132, 24 hours prior to the meeting so that appropriate services and auxiliary aids are available.

OGLALA LAKOTA COUNTY UNAPPROVED MINUTES OF JULY 21, 2023

The Oglala Lakota Board of County Commissioners met in regular session on July 21, 2023. Present: Allyssa Comer, Art Hopkins, Wendell Yellow Bull and Sue Ganje, Auditor. Absent: Anna Takes the Shield, Ramon Bear Runner.

The meeting was called to order at 1:17 p.m. by Allyssa Comer, Vice-Chairwoman. The agenda was reviewed for conflicts. ALL MOTIONS RECORDED IN THESE MINUTES WERE PASSED BY UNANIMOUS VOTE, UNLESS OTHERWISE STATED.

Anna Takes the Shield, Chairwoman, called in at 1:20 p.m. but asked that Comer continue chairing the meeting as Takes the Shield was on the road and may lose service.

Motion made by Yellow Bull, seconded by Hopkins, to approve the agenda with the addition of “approve April and May Auditor’s Account with the Treasurer” to the Agenda for publication purposes.

Motion made by Yellow Bull, seconded by Hopkins, to approve the agenda with amendments.

Motion made by Yellow Bull, seconded by Hopkins, to approve the meeting minutes from June 14, 2023.

Motion made by Yellow Bull, seconded by Hopkins, to approve the Auditor’s Account with the Treasurer for June, 2023 as follows:

TO THE HONORABLE BOARD OF OGLALA LAKOTA COUNTY COMMISSIONERS:
I hereby submit the following report of my examination of the cash and cash items in the hands of the County Treasurer of this County on this 30th day of June 2023.

Total Amount of Deposit in First Interstate Bank, HS:	\$ 803,283.40
Total Amount of Cash:	\$ 1,733.50
Total Amount of Checks in Treasurer's Possession Not Exceeding Three Days:	\$ 4,831.90
FIRST INTERSTATE SAVINGS	
First Interstate, HS:	\$ 3,109,209.33
CERTIFICATES OF DEPOSIT:	
Schwab 2 year	\$ 14,899.51
Schwab 2 year	\$ 2,042,250.00

Itemized list of all items, checks and drafts that have been in the Treasurer's possession over three days:

Election Petty Cash: \$ 15.00

RETURNED CHECKS:

Deaton, Tyler \$ 110.10

Lewis, Harold/Carole \$ 220.20

TOTAL \$ 5,976,552.94

Dated This 30th Day of June 2023.

/S/ Sue Ganje
Sue Ganje, County
Auditor of Oglala
Lakota County

/S/ Teresa Pullen
Teresa Pullen, County Treasurer
of Oglala Lakota County

County Monies \$ 5,779,647.62
Held for other Entities \$ 142,690.27
Held in Trust \$ 54,215.05
TOTAL \$ 5,976,552.94

The Above Balance Reflects County Monies, Monies Held in Trust, and Monies Collected for and to be remitted to Other ENTITIES: SCHOOLS, TOWNS, AND STATE.

Motion made by Hopkins, seconded by Yellow Bull, to approve travel to attend the SDACC/O County Convention in Sioux Falls on September 12 and 13, 2023 for Commissioners Comer, Hopkins, Takes the Shield and Yellow Bull, and Cindy Burns, Election Administrative Assistant.

Bills will be moved to the end of the meeting.

Motion made by Yellow Bull, seconded by Hopkins to approve the Auditor's Account with the Treasurer for April and May, 2023 for publication purposes as follows:

TO THE HONORABLE BOARD OF OGLALA LAKOTA COUNTY COMMISSIONERS:

I hereby submit the following report of my examination of the cash and cash items in the hands of the County Treasurer of this County on this 30th day of April 2023.

Total Amount of Deposit in First Interstate Bank, HS: \$ 70,122.47

Total Amount of Cash: \$ 2,085.77

Total Amount of Checks in Treasurer's Possession Not Exceeding Three Days: \$ 6,630.06

FIRST INTERSTATE SAVINGS

First Interstate, HS: \$ 3,203,610.22

CERTIFICATES OF DEPOSIT:

Schwab 2 year \$ 14,888.33

Schwab 2 year \$ 2,030,109.38

Itemized list of all items, checks and drafts that have been in the Treasurer's possession over three days:

Election Petty Cash: \$ 15.00

RETURNED CHECKS:

Deaton, Tyler \$ 110.10

TOTAL \$ 5,327,571.33

Dated This 30th Day of April 2023.

/S/ Sue Ganje
Sue Ganje, County
Auditor
of Oglala Lakota County

/S/ Teresa Pullen
Teresa Pullen, County
Treasurer of Oglala Lakota County

County Monies	\$	5,174,230.56
Held for other Entities	\$	107,729.93
Held in Trust	\$	45,610.84
	\$	
TOTAL		5,327,571.33

The Above Balance Reflects County Monies, Monies Held in Trust, and Monies Collected for and to be remitted to Other ENTITIES: SCHOOLS, TOWNS, AND STATE.

TO THE HONORABLE BOARD OF OGLALA LAKOTA COUNTY COMMISSIONERS:
I hereby submit the following report of my examination of the cash and cash items in the hands of the County Treasurer of this County on this 31st day of May 2023.

Total Amount of Deposit in First Interstate Bank, HS:	\$	805,500.56
Total Amount of Cash:	\$	627.26
Total Amount of Checks in Treasurer's Possession Not Exceeding Three Days:	\$	1,182.22
FIRST INTERSTATE SAVINGS		
First Interstate, HS:	\$	2,874,794.70
CERTIFICATES OF DEPOSIT:		
Schwab 2 year	\$	14,893.83
Schwab 2 year	\$	2,033,062.50
Itemized list of all items, checks and drafts that have been in the Treasurer's possession over three days:		
Election Petty Cash:	\$	15.00
RETURNED CHECKS:		
Deaton, Tyler	\$	110.10
TOTAL	\$	5,730,186.17

Dated This 31st Day of May 2023.

/S/ Sue Ganje
Sue Ganje, County Auditor
of Oglala Lakota County

/S/ Teresa Pullen
Teresa Pullen, County Treasurer
of Oglala Lakota County

County Monies	\$	5,632,070.88
Held for other Entities	\$	56,113.13
Held in Trust	\$	42,002.16
TOTAL	\$	5,730,186.17

The Above Balance Reflects Monies, Monies Held in Trust, and Monies Collected for and to be remitted to Other ENTITIES; SCHOOLS, TOWNS, AND STATE.

The Highway Department's updates were provided in the packet including: mowing county roads #16, 16A, 2, 7 & 4; blading on Rd #15, 16 & 27; reshaping Rd 6; installed auto gate on Rd #6, 2-36" X 40' culverts on Rd #6; graveling 75 tons on Rd #2, 100 tons on Rd #7 & 50 tons on Rd #6.

Motion made by Yellow Bull, seconded by Takes the Shield (Dubray), to approve accepting the low bid from Vollan Oil for 5,200 gallons of Diesel #2 at \$2.95/gallon and Westco for 1,000 gallons of gasoline at \$3.365/gallon.

Motion made by Yellow Bull, seconded by Takes the Shield (Dubray), to approve the transfer of 43 gallons of gas from the Sheriff's Department in the amount of \$148.33 to reimburse the Highway Department for fuel used.

The board also reviewed the VSO report. Motion made by Yellow Bull, seconded by Hopkins, to accept the VSO report for June 2023 and Highway Department report, and place on file.

Sam Kipp, Assessor in Training - Director of Equalization Office, presented the 2024 DOE budget request.

Nathan Kehn, Badlands Soil Conservation, called in at 1:42.

Ramon Bear Runner, Commissioner, entered the meeting by phone at 1:46 pm by phone.

Motion made by Yellow Bull, seconded by Hopkins, for Comer, Hopkins, Takes the Shield and Yellow Bull to set up a meeting with the Chairman of the Tribal Law and Order Committee to discuss the MOA between Prairie Wind Casino, Oglala Sioux Tribe and Oglala Lakota County.

Motion made by Takes the Shield (Dubray), seconded by Yellow Bull, to move the MOA between Prairie Wind Casino, Oglala Sioux Tribe and Oglala Lakota County to the next regular meeting.

The Board received a letter from April C. Two Bulls who has made a request for additional back up support for the County Sheriff.

Motion made by Yellow Bull, seconded by Hopkins to table the request for backup regarding law enforcement.

Bryan Brewer met with the Board. He asked if School Security officers could be deputized to back up the Sheriff for faster response. He will discuss it with the Tribe and report back.

Bryan Brewer and Jeff Whalen, The Akicita Lakota Veterans, a non-profit organization, met with the Board to request that the County pay \$11,100.00 to Murdock Electric to aid in getting a new double-wide trailer set up for Veterans and their families due to the Veteran’s Shelter closing soon. Whalen noted that the electricity needs to be done before skirting and completing the rest of the set-up. It will also be a soup kitchen and food pantry.

Motion made by Hopkins, seconded by Yellow Bull, to approve paying Murdock Electric \$11,000 toward the cost of providing electrical services to the new facility. Roll call was taken; Yellow Bull, yes; Hopkins, yes; Takes the Shield (Dubray), no; Bear Runner, abstain; Comer, yes. Motion carried.

Nathan Kehn, Soil Conservation District Director, spoke of the 2024 budget request in the amount of \$2,500, which helps fund a part time position. Kehn spoke of the trees planted, benefits to producers and the writing of grants to assist the district.

Contact was lost with Bear Runner and Takes the Shield (Dubray) at 2:23, Bear Runner re-entered the meeting at 2:53 pm.

Motion made by Yellow Bull, seconded by Hopkins, to approve paying the bills as follows:

GENERAL FUND		
AT&T MOBILITY	WIRELESS PHONE SHERI	\$149.95
AT&T TELECONFERENCE	PHONE CONFERENCE SER	\$24.40
BEAR RUNNER, RAMON	MILEAGE	\$66.30
BEAR RUNNER, RAMON	MILEAGE	\$66.30
BEAM INSURANCE ADMIN. LLC	VISION PLAN	\$15.68
CAROL BUTZMAN CONSULTING	OUTSTANDING CHECK RE	\$139.75
CENTURY BUSINESS	COPIER LEASE/METER	\$449.02
CENTURY BUSINESS	COPIER LEASE/METER	\$201.96
CLINICAL LABORATORY OF	AUTOPSY	\$1,675.00
COMPUTER REPAIR W/THERAPY	COMPUTER REPAIR	\$434.99
DENISON, FRANCES	TRAVEL REIMBURSEMENT	\$134.00
TAKES THE SHIELD, ANNA	MILEAGE	\$51.00
TAKES THE SHIELD, ANNA	HUMAN TRAFFICKING TR	\$324.40
TAKES THE SHIELD, ANNA	MILEAGE	\$51.00
DOUGLAS, CRAIG S.	CLOSE QUARTER CONCEP	\$650.00
EFTPS	EFTPS PAYROLL TAXES	\$1,994.74
FALL RIVER CO. SHERIFF	INMATE HOUSING	\$5,795.00
FALL RIVER CO. TREASURER	REIMBURSEMENT	\$59.82
GOLDEN WEST	LOCAL PHONE/EMAIL/LO	\$183.00
GOLDEN WEST	LOCAL PHONE/EMAIL/LO	\$121.04
GOLDEN WEST	LOCAL PHONE/EMAIL/LO	\$194.00

HOPKINS, ARTHUR L	MILEAGE	\$108.12
HOPKINS, ARTHUR L	HUMAN TRAFFICKING TR	\$273.40
HOPKINS, ARTHUR L	MILEAGE	\$108.12
HUSTEAD LAW OFFICE, P.C.	CAAF	\$1,048.50
LYNN'S DAKOTA MART	MEETING SNACKS/WATER	\$18.97
MASTEL, BRUCE	WEB HOST/UPDATE/SERV	\$35.00
MASTEL, BRUCE	WEB HOST/UPDATE/SERV	\$35.00
MASTERCARD	COUNTY CREDIT CARD	\$978.42
MASTERCARD	COUNTY CREDIT CARD	\$639.71
QUADIENT FINANCE USA, INC	POSTAGE	\$486.82
QUADIENT FINANCE USA, INC	POSTAGE	\$544.56
OGLALA SIOUX TRIBE	MONTHLY RENT/VSO OFF	\$100.00
OGLALA SIOUX TRIBE	OUTSTANDING CHECKS R	\$2,070.00
PLUME, VANESSA	HUMAN TRAFFICKING TR	\$451.80
QUALITY INN PIERRE	HOTEL	\$836.00
RELIANCE STANDARD LIFE	LIFE INSURANCE	\$25.00
SD ASSN OF COUNTY COMM.	CATASTROPHIC LEGAL P	\$57.00
SDVSOA	2023 MEMBERSHIP/CONF	\$100.00
OL COUNTY TREASURER	SALES TAX	\$5.15
SD STATE RETIREMENT	SDRS CONTRIBUTIONS	\$1,039.02
SOUTHERN HILLS LAW PLLC	CAAF	\$397.46
SOUTHERN HILLS TITLE	TITLE SEARCH	\$2,130.00
STURGIS RESPONDER SUPPLY	CLOTHING ALLOWANCE	\$519.92
THOMSEN REUTERS - WEST	SUBSCRIPTION	\$148.00
THOMSEN REUTERS - WEST	SUBSCRIPTION	\$148.00
TREASURER - EXPENSES	TREASURERS OFFICE	\$4.00
NAASZ, JANET	OUTSTANDING CHECK RE	\$10.64
YELLOW BULL, WENDELL	MILEAGE	\$66.30
YELLOW BULL, WENDELL	HUMAN TRAFFICKING TR	\$309.10
YELLOW BULL, WENDELL	MILEAGE	\$66.30
YELLOW BULL, WENDELL	OUTSTANDING CHECKS R	\$107.52
MAZAWAICUNA, MICHELLE	OUTSTANDING CHECK RE	\$1,249.76
SIERRA, LAURA	OUTSTANDING CHECK RE	\$1,437.76
BELT, JEAN	OUTSTANDING CHECK RE	\$72.24
VARICK, PEGGY	OUTSTANDING CHECK RE	\$13.70
RED OWL, PHINET	OUTSTANDING CHECK RE	\$118.96
COMER, ALLYSSA	MILEAGE	\$97.92
COMER, ALLYSSA	HUMAN TRAFFICKING TR	\$194.35
COMER, ALLYSSA	MILEAGE	\$97.92
COMMISSIONERS	MAY SALARIES	\$1,375.00
STATE'S ATTORNEY'S OFFICE	MAY SALARIES	\$500.00
VETERAN'S SERVICE OFFICE	MAY SALARIES	\$3,189.33

SHERIFF	MAY SALARIES	\$5,570.98
CORONER	MAY SALARIES	\$350.00
MICROFILM IMAGING SYSTEMS	SCANNING EQUIP LEASE	\$75.00
BEAM INSURANCE ADMIN. LLC	VISION PLAN	\$25.21
DELTA DENTAL OF SD	DENTAL PLAN	\$114.50
RELIANCE STANDARD LIFE	LIFE INSURANCE	\$7.00
	TOTAL FOR GENERAL FUND	\$40,138.81
COUNTY ROAD & BRIDGE		
AT&T MOBILITY	WIRELESS PHONE SHERI	\$94.34
BANNER ASSOCIATES, INC.	PROFESSIONAL SERVICE	\$1,377.50
BEAM INSURANCE ADMIN. LLC	VISION PLAN	\$30.56
BUTLER MACHINERY CO.	EQUIP/REPAIR	\$363.51
CAMMACK RANCH SUPPLY	AUTO GATES	\$17,160.00
COMPUTER REPAIR W/THERAPY	COMPUTER REPAIR	\$157.50
CULLIGAN	UTILITY	\$13.00
DELTA DENTAL OF SD	DENTAL PLAN	\$274.70
DIAMOND MOWERS	SUPPLY	\$617.76
EFTPS	EFTPS PAYROLL TAXES	\$3,607.75
FALL RIVER CO. TREASURER	REIMBURSEMENT	\$34.83
GREAT PLAINS COMMUNICATIO	LOCAL PHONE & INTERN	\$220.64
GREAT PLAINS COMMUNICATIO	LOCAL PHONE & INTERN	\$220.64
GREAT WESTERN TIRE INC.	TIRES	\$283.90
LACREEK ELECTRIC ASSOC	UTILITY/ELECTRIC	\$221.49
MARTIN AUTO PARTS	PARTS/SUPPLY	\$256.30
MARTIN AUTO PARTS	SUPPLY	\$389.78
MASTERCARD	COUNTY CREDIT CARD	\$149.08
MASTERCARD	COUNTY CREDIT CARD	\$352.08
MCI COMM SERVICE	LONG DISTANCE	\$52.30
MENARDS	SUPPLY	\$199.77
MIDWAY SERIVCE/VOLLAN OIL	FUEL	\$15,334.10
RELIANCE STANDARD LIFE	LIFE INSURANCE	\$117.75
OL COUNTY TREASURER	SALES TAX	\$3.40
SD STATE RETIREMENT	SDRS CONTRIBUTIONS	\$1,760.92
WALK-N-ROLL	SUPPLY	\$409.51
CRBR ADMIN HOURS	MAY SALARIES	\$14,804.83
	TOTAL FOR COUNTY ROAD & BRIDGE	\$58,507.94
	TOTAL PAID BETWEEN 6/15 AND 07/21/2023	\$98,646.75

Lance Russell, State's Attorney, met with the Board. He will prepare corrective deeds for all deeds on file in the name of Shannon County to read Oglala Lakota County and re-file them with the Register of Deeds.

The Board reviewed jail and Court Appointed Attorney Fee expenses. Russell noted that a Public Defender would need a retainer and could possibly be near double the cost of CAAF. He also noted that the CAAF costs will probably increase due to the recent US Supreme Court decision regarding Tribal members/Non-Tribal members.

Motion made by Yellow Bull, seconded by Hopkins, to adjourn at 3:53 pm.

/s/ Allyssa Comer
Allyssa Comer, Vice Chairwoman
Board of Oglala Lakota County Commissioners

ATTEST:

/s/Sue Ganje

Sue Ganje, Oglala Lakota County Auditor

OGLALA LAKOTA COUNTY AUGUST 3, 2023

The Oglala Lakota Board of County Commissioner Special meeting, set for August 3, 2023 was postponed due to a lack of a quorum of Commissioners. Commissioners present: Anna Takes the Shield (Dubray) and Ramon Bear Runner. The new meeting date will be August 9, 2023 at 1:00 pm located on the 3rd floor in the meeting room.

/s/ Anna Takes the Shield (Dubray),
Anna Takes the Shield (Dubray), Chairwoman
Board of Oglala Lakota County Commissioners

ATTEST:
/s/Stacy Schmidt, Deputy
Stacy Schmidt, Oglala Lakota
County Deputy Auditor

Registration is Open!

More information to come soon!

SAVE THE DATE!



STATE TRIBAL OPIOID AND METHAMPHETAMINE PREVENTION SUMMIT

Formerly known as the State Tribal Meth Summit

Ramkota Hotel and Event Center
October 3, 2023
Pierre, SD

A block of rooms has been reserved at the Ramkota in Pierre, SD. These rooms can be reserved by calling 605.224.6877 and mentioning the Department of Tribal Relations.

Thank you so much,

FW: Q6-Closing-Communication Those Charged with Governance.docx;Q6- Closing-Management Letter (Updated April 2020).docx;Q5-Letter of Representation SPRF (Updated April 2020).docx;

1 message

Schaefer, Al <Al.Schaefer@state.sd.us>
To: "agenda@OLCounty.org" <agenda@olcounty.org>

Fri, Aug 4, 2023 at 8:47 AM

The Letter of representations is the one that will need to be signed by Sue and Anna.

Allen L Schaefer, Auditor III
Department of Legislative Audit
Email al.schaefer@state.sd.us

-----Original Message-----

From: Schaefer, Al
Sent: Monday, July 31, 2023 7:46 AM
To: Ganje, Sue <Sue.Ganje@state.sd.us>
Subject: Q6-Closing-Communication Those Charged with Governance.docx;Q6- Closing-Management Letter (Updated April 2020).docx;Q5-Letter of Representation SPRF (Updated April 2020).docx;

Here are the items for my closing conference on the 9th for OL County. The Q6 Closing Management Letter will be discussed at the closing conference. The other Q6 document is for informational purposes. The Q5 Letter of Representations is the letter that needs to be printed and Anna and you sign and I will need a signed copy.

See you the 9th.

Allen L Schaefer, Auditor III
Department of Legislative Audit
Email al.schaefer@state.sd.us

3 attachments

 **Q6-Closing-Communication Those Charged with Governance.docx**
66K

 **Q6- Closing-Management Letter (Updated April 2020).docx**
66K

 **Q5-Letter of Representation SPRF (Updated April 2020).docx**
100K



427 SOUTH CHAPELLE
C/O 500 EAST CAPITOL
PIERRE, SD 57501-5070
(605) 773-3595

RUSSELL A. OLSON
AUDITOR GENERAL

August 9, 2023

Oglala Lakota County
906 N. River Street
Hot Springs, SD 57747

This letter is intended to inform you of matters that must be formally communicated to those charged with governance in accordance with auditing standards generally accepted in the United States of America. These required communications include, but are not limited to, the following:

- 1) The auditor's views about qualitative aspects of the entity's significant accounting practices.
- 2) Any significant difficulties encountered during the audit.
- 3) Any disagreements with management.
- 4) Corrected and uncorrected misstatements, other than those that are trivial, brought to management's attention as a result of the audit.
- 5) Representations the auditor has requested from management.
- 6) Management's consultation with other accountants, if any.
- 7) Any significant issues arising from the audit that were discussed or communicated to management.
- 8) Any other findings or issues considered significant or relevant to those charged with governance regarding their oversight of the financial reporting process, such as any threats to auditor independence.

As part of performing the audit of the financial statements of Oglala Lakota County (County) as of December 31, 2021 and for each of the years in the biennial period then ended, we have identified the following matters that we feel are required to be communicated to those charged with governance.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application. The significant policies used by the County are described in Note 1 to the financial statements. No accounting policies were changed during the audit period noted above. We noted no transactions entered into by the County during the audit period for which there was a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

Difficulties Encountered in Performing the Audit

We noted no significant difficulties in dealing with management in performing and completing our audit.

Disagreements with Management

For the purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no significant disagreements arose during the course of our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management and those charged with governance.

There were no material unposted audit adjustments for the audit period ended December 31, 2021. A recap of significant auditor recommended adjustments that were posted to the financial statements were given to and approved by the County Auditor.

We are also required to communicate with management and those charged with governance the effect of any uncorrected misstatements which are less than material but more than trivial, including the impact of unposted adjustments in prior years. A recap of these items have been discussed with and approved by the County Auditor.

Management Representations

We have requested certain representations from management that are included in the management representation letters dated August 9, 2023.

Management's Consultation with other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If consultation involves application of an accounting principle to the County's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

There were no other findings or issues noted during the audit.

This communication is intended solely for the information and use of those charged with governance and, if appropriate, management and is not intended to be and should not be used by anyone other than those specified parties.

Sincerely,

Allen L Schaefer

Allen L. Schaefer
Auditor-in-Charge



427 SOUTH CHAPELLE
C/O 500 EAST CAPITOL
PIERRE, SD 57501-5070
(605) 773-3595

RUSSELL A. OLSON
AUDITOR GENERAL

August 9, 2023

Oglala Lakota County
906 N. River Street
Hot Springs, SD 57747

In planning and performing our audit of the financial statements of Oglala Lakota County (County) as of December 31, 2021 and for each of the years in the biennial period then ended, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, we considered County's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the County's internal control. Accordingly, we do not express an opinion on the effectiveness of the County's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the County's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses and therefore, there can be no assurance that all deficiencies, significant deficiencies, or material weaknesses have been identified.

Auditing standards generally accepted in the United States of America and *Government Auditing Standards* require that we provide you with this management letter to communicate:

1. Deficiencies Noted in Internal Control:
 - a. Deficiencies in internal control which are material weaknesses or significant deficiencies. Material weaknesses and significant deficiencies will be included in the schedule of current audit findings included in the audit report and are summarized later in this letter.
 - b. Deficiencies noted in internal control which did not rise to the level of being a material weakness or significant deficiency, yet are important enough to merit attention by those charged with governance. These deficiencies are described in detail later in this letter.
2. Violations of laws, rules and regulations and provisions of contracts or grant agreements.

- a. Material violations of laws, rules and regulations and provisions of contracts or grant agreements. Material violations will be included in the schedule of current audit findings included in the audit report and are summarized later in this letter.
 - b. Immaterial violations of laws, rules and regulations and provisions of contracts or grant agreements. These violations are described in detail later in this letter.
3. All unadjusted proposed audit adjustments to the financial statements which were not corrected, including the nature, amount and effect of the uncorrected misstatements. These adjustments have been determined by management to be immaterial, both individually and in the aggregate, to the financial statements, taken as a whole. The lead schedule of potential audit adjustments has been given to and discussed with Sue Ganje, County Auditor.

Deficiencies Noted in Internal Control Which Are Material Weaknesses Or Significant Deficiencies which are included in the schedule of current audit findings in the audit report:

None Disclosed

Deficiencies Noted in Internal Control Which Did Not Rise To The Level Of Being A Material Weakness or Significant Deficiency Yet Important Enough To Merit Attention Of Those Charged With Governance:

1. The Emergency Management Fund and the M&P State Fund Custodial Fund had negative cash balances on December 31, 2021. We recommend the County transfer funds to cover the deficit in the Emergency Management Fund and investigate why the custodial fund was overdrawn.
2. Internal controls over payroll expenditures were inadequate in that not all timesheets that are turned into the Auditor's office are signed by the employee and department head. We recommend all timesheets be approved by the respective department head or designated person and signed by the employee.
3. Internal controls over payroll expenditures were inadequate in that the regular hours and overtime hours for an employee were not properly calculated resulting in an overpayment of wages. We recommend care be taken when figuring time worked for the calculation of wages due.

Material Violations of Laws, Rules, and Regulations and Provisions of Contract and Grant Agreements which are included in the schedule of current audit findings in the audit report:

None Disclosed

Immaterial Violations of Laws, Rules, and Regulations and Provisions of Contract and Grant Agreements

1. The County did not transmit to the State's Unclaimed Property Fund any outstanding checks that were older than one year as required by SDCL 43-41B-14 and 43-41B-18. We recommend the County remit to the State's Unclaimed Property Fund outstanding checks older than one year as required by SDCL 43-41B-14 and 43-41B-18.

We also noted other less significant items throughout the course of the audit that were discussed with management.

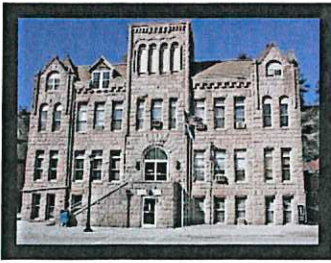
This communication is intended solely for the information and use of the South Dakota Legislature, state granting agencies, and the governing board and management of Oglala Lakota County and is not intended to be and should not be used by anyone other than these specified parties. As required by South Dakota Codified Law 4-11-11, this report is a matter of public record and its distribution is not limited.

If you have any questions, please contact me.

Sincerely,

Allen L Schaefer

Allen L. Schaefer
Auditor-in-Charge



**FALL RIVER & OGLALA LAKOTA
COUNTY AUDITOR
County Courthouse**

**906 North River Street
Hot Springs, South Dakota 57747
Phone (605) 745-5130 Fax (605) 745-6835
E-mail sue.ganje@state.sd.us**

August 9, 2023

Allen L Schaefer, Auditor
3707 Locust Street
Rapid City, SD 57701

We are providing this letter in connection with your audit of the financial statements of Oglala Lakota County as of December 31, 2021 and for each of the two years in the biennial period then ended for the purpose of expressing an opinion as to whether the modified cash basis general purpose financial statements present fairly, in all material respects, the financial position of the governmental activities, aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of Oglala Lakota County and the respective changes in financial position in conformity with a comprehensive basis of accounting other than generally accepted accounting principles. We confirm that we are responsible for the fair presentation of the aforementioned financial statements in conformity with a comprehensive basis of accounting other than generally accepted accounting principles. We are also responsible for adopting sound accounting policies, establishing and maintaining appropriate internal controls, and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, the following representations made to you during your examination.

1. We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated December 29, 2022, for the preparation and fair presentation of the financial statements of the various opinion units referred to above in accordance a basis of accounting other than United States Generally Accepted Accounting Principles (modified cash basis).
2. We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

3. We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
4. We acknowledge our responsibility for compliance with the laws, regulations, and provisions of contracts and grant agreements.
5. We have reviewed, approved, and taken responsibility for the financial statements and related notes.
6. Required Supplementary Information consisting of Management's Discussion and Analysis has not been prepared.
7. We have identified and communicated to you all previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
8. Significant assumptions used by us in making accounting estimates, including those measured at fair value, are reasonable.
9. Related party relationships and transactions have been appropriately accounted for and disclosed.
10. All events subsequent to the date of the financial statements requiring adjustment or disclosure have been adjusted or disclosed.
11. The effects of uncorrected misstatements and aggregated by you during the current engagement are immaterial, both individually and in the aggregate, to the applicable opinion units and to the financial statements as a whole.
12. The effects of all known actual or possible litigation and claims have been accounted for and disclosed.
13. All component units, as well as joint ventures with an equity interest, are included and other joint ventures and related organizations are properly disclosed.
14. All funds and activities are properly classified.
15. All funds that meet the quantitative criteria in GASB Statement No. 34 and GASB Statement No. 65 for presentation as major are identified and presented as such and all other funds that are presented as major are considered important to financial statement users.
16. All components of net position, nonspendable fund balance, and restricted, committed, assigned, and unassigned fund balance are properly classified and, if applicable, approved.
17. Our policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance are available is appropriately disclosed and net position/fund balance is properly recognized under the policy.

18. All revenues within the statement of activities have been properly classified as program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
19. All expenses have been properly classified in or allocated to functions and programs in the statement of activities, and allocations, if any, have been made on a reasonable basis.
20. All interfund and intra-entity transactions and balances have been properly classified and reported.
21. Special items and extraordinary items have been properly classified and reported.
22. Deposit and investment risks have been properly and fully disclosed.
23. With respect to your assistance in the preparation of the Notes to the Financial Statements, we have performed the following:
 - a. Made all management decisions and performed all management functions;
 - b. Assigned a competent individual to oversee the services;
 - c. Evaluated the adequacy of the services performed;
 - d. Evaluated and accepted responsibility for the result of the service performed; and
 - e. Established and maintained internal controls, including monitoring ongoing activities.
24. We have provided you with:
 - a. Access to all information, of which we are aware that is relevant to the preparation and fair presentation of the financial statements of the various opinion units referred to above, such as records, documentation, meeting minutes, and other matters;
 - b. Additional information that you have requested from us for the purpose of the audit; and
 - c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
25. All transactions have been recorded in the accounting records and are reflected in the financial statements.
26. We have no knowledge of any fraud or suspected fraud that affects the entity and involves:
 - a. Management;
 - b. Employees who have significant roles in internal control; or
 - c. Others where the fraud could have a material effect on the financial statements.
27. We have no knowledge of any allegations of fraud, or suspected fraud, affecting the entity's financial statements communicated by employees, former employees, vendors, regulators, or others.
28. We have disclosed to you all known actual or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements.
29. We have disclosed to you the identity of the entity's related parties and all the related party relationships and transactions of which we are aware.

30. There have been no communications from regulatory agencies concerning noncompliance with or deficiencies in accounting, internal control, or financial reporting practices.
31. The County has no plans or intentions that may materially affect the carrying value or classification of assets and liabilities.
32. We have disclosed to you all guarantees, whether written or oral, under which the County is contingently liable.
33. We have disclosed to you all significant estimates and material concentrations known to management that are required to be disclosed in accordance with GASB Statement No. 62 (GASB-62), *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. Significant estimates are estimates at the balance sheet date that could change materially within the next year. Concentrations refer to volumes of business, revenues, available sources of supply, or markets or geographic areas for which events could occur that would significantly disrupt normal finances within the next year.
34. We have identified and disclosed to you the laws, regulations, and provisions of contracts and grant agreements that could have a direct and material effect on financial statement amounts, including legal and contractual provisions for reporting specific activities in separate funds.
35. There are no:
 - a. Violations or possible violations of laws or regulations, or provisions of contracts or grant agreements whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, including applicable budget laws and regulations.
 - b. Unasserted claims or assessments that our lawyer has advised are probable of assertion and must be disclosed in accordance with GASB-62.
 - c. Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by GASB-62
 - d. Restrictions, assignments or commitments of fund equity that were not properly authorized and approved.
36. The County has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset or future revenue been pledged as collateral, except as disclosed to you.
37. We have complied with all aspects of grant agreements and other contractual agreements that would have a material effect on the financial statements in the event of noncompliance.

Board Chairperson

County Auditor



Re: [EXT] Request

Ganje, Sue <Sue.Ganje@state.sd.us>

Wed 8/2/2023 10:24 AM

To: Anna Takes Shield <atakes88@gmail.com>

Ok, couple of questions. Confirming his message, they do not receive funding from OST?

Do you know if they have a 501 c 3 designation?

I will be leaving at noon today and be out until Tues, or maybe Wed...

Sue Ganje
County Auditor
Fall River/Oglala Lakota County
605-745-5130

NON PROFIT
ASSOCIATION ?

From: Anna Takes Shield <atakes88@gmail.com>

Sent: Wednesday, August 2, 2023 10:16 AM

To: Ganje, Sue <Sue.Ganje@state.sd.us>

Subject: Fwd: [EXT] Request

If need be I can speak more on the matter in the meeting.

----- Forwarded message -----

From: Tyler Yellow Boy <tyler.yellowboy@oglala.org>

Date: Tue, Aug 1, 2023, 10:46 AM

Subject: Request

To: Anna Diaz <anna@oglala.org>, Anna Shield <atakes88@gmail.com>

Greetings,

I am Tyler Yellow Boy the Chairman of this years Oglala Lakota Nation Fair and Rodeo. This year our event has grown and so we as the committee are respectful asking for financial support with this year's event in the amount of \$10,000.00. The OLN Fair and Rodeo completely run off of fundraising over the year prior to the event. We don't not receive any funding from the Oglala Sioux Tribe. So with the event we have something for everyone. Starting with our youth event to softball as well as our powwow and rodeo events. This year we are expecting to grow bigger and with growing we have to look for additional financial support.

So thank you for your time and consideration in this matter. If you have any questions please feel free to call me 605-407-1804.

Thank you,
Tyler Yellow Boy

Sent from my iPhone

Re: call us

1 message

Arthur Hopkins <arthurhopkins10@gmail.com>
To: Stacy Schmidt <bookkeeping@olcounty.org>

Thu, Aug 3, 2023 at 9:24 AM

Yes, I will. for what it is worth,whatever past obligations we have need to be considered,and made sure that they,(whatever) are payed out and to ensure that we have enough finances for the [future.as](#) always I am just 1 vote,wopila

On Wed, Aug 2, 2023 at 2:58 PM Stacy Schmidt <bookkeeping@olcounty.org> wrote:

Art, when you get a minute can you call the Auditor's office? We are basically wanting to know if you would respond to Bobbie's email about the meeting and type out what you would like us to say to the other Commissioners.

Thanks,

Stacy Schmidt

Deputy Auditor/Bookkeeper

Oglala Lakota County

906 N River St

Hot Springs, SD 57747

605-745-5130

bookkeeping@olcounty.org

Historical and Statutory Notes

The repealed section related to fund for promotion of industrial, tourist, and recreational activities, tax levy, transfer from general fund, expenditures.

7-18-12. Expenditures for industrial, tourist and recreational activities to nonprofit corporations or associations—Reports required—Inspection of books and records

The board of county commissioners may promote industrial, tourist, and recreational activities and make payment from the general fund to nonprofit corporations or associations engaged in promotion either within or outside of the boundaries of the county. Any nonprofit corporation or association which accepts funds from a board of county commissioners, shall file an annual report of all receipts and expenditures with the county auditor not later than December thirty-first of each year. All books and records of the nonprofit corporation or association may be inspected by any member of the board of county commissioners, or by any agent or attorney representing the board, for any proper purpose at any reasonable time.

Source: SL 1969, ch 28; SL 1985, ch 77, § 6.

Cross References

County general levy purposes include expenditures pursuant to this section, see § 10-12-9.

Library References

Counties ⇨ 158.

Westlaw Key Number Search: 104k158.

C.J.S. Counties § 198.

7-18-13. County contributions to safety programs

Any county of this state that has a population of thirty thousand or more, through its board of commissioners may, from its general fund, contribute to the support of a program of safety and the prevention of accidents. Such support may be, in whole or in part, to a safety council operated on any plan of membership and action as formulated by the National Safety Council.

Source: SL 1971, ch 49.

Cross References

County general levy purposes include expenditures pursuant to this section, see § 10-12-9.

7-18-14. Flood control cooperative agreements authorized

Every county shall have power to enter into agreements with the United States, with the State of South Dakota and with any authorized agency, subdivision, or unit of government, federal or state, to cooperate with and furnish assurances of cooperation and sponsorship as required by federal or state law in preventing or controlling flooding.

Source: SL 1971, ch 48; SL 1972, ch 46.

Fair Manufacturing, Inc
 2900 Alumax Road
 Yankton, SD 57078
 USA

INVOICE

Invoice Number: 8342
 Invoice Date: Jan 12, 2023
 Page: 1

Voice: 605-653-3247
 Fax: 605-653-3800

Bill To:
Fall River & Ogalala Lakota County Payroll/Accounts Payable 906 N. River St. Hot Springs, SD 57747

Ship to:
Fall River & Ogalala Lakota County Payroll/Accounts Payable 906 N. River St. Hot Springs, SD 57747

Customer ID	Customer PO	Payment Terms	
Fall River & Ogalala		Net 30 Days From Pick Up	
Sales Rep ID	Shipping Method	Ship Date	Due Date
Lydel Thomas	Customer Pick Up	7/19/23	2/11/23

Quantity	Item	Description	Unit Price	Amount
1.00		Snocrete model 948D snow blower SN:948D4423, two hydraulic compensators, headlight kit, and female hitch portion of choice	162,318.00	162,318.00

RECEIVED
 JUL 17 2023

Subtotal	162,318.00
Sales Tax	
Total Invoice Amount	162,318.00
Payment/Credit Applied	
TOTAL	162,318.00

Fair Manufacturing, Inc
 2900 Alumax Road
 Yankton, SD 57078
 USA

QUOTATION

Quote Number: 0247
 Quote Date: Aug 7, 2023
 Page: 1

Voice: 605-653-3247
 Fax: 605-653-3800

Quoted To:
Fall River & Ogalala Lakota County Payroll/Accounts Payable 906 N. River St. Hot Springs, SD 57747

Customer ID	Good Thru	Payment Terms	Sales Rep
Fall River & Ogalala	9/6/23	Net 30 Days	Lydel Thomas

Quantity	Item	Description	Unit Price	Amount
1.00		Freight to Batesland, SD for Model 948D snow blower	1,000.00	1,000.00
			Subtotal	1,000.00
			Sales Tax	
			TOTAL	1,000.00

OGLAIA LAKOTA COUNTY VETERAN SERVICE OFFICE

PINE RIDGE SD 57770

OFFICE (605) 867-2555 FAX (605) 867-1300

FAX COVER SHEET

DATE 8-7-23

TIME _____

TO Auditors Office

ATTN _____

FAX # 605-745-6835

FROM J Arredondo

COMMENTS July monthly report

OF PAGES SENT INCLUDING COVER SHEET

2

· OGLALA LAKOTA COUNTY VSO

MONTHLY ACTIVITY REPORT July 2023

OFFICE VISITS APPOINTMENTS 20 **WALK-INS** 61 **PHONE** 124 **TOTAL** _____

DEATHS TRIBAL MEMBERS 2 **NON-TRIBAL MEMBERS** _____

VETERANS ADMINISTRATION

NEW CLAIMS 3 (PERSON 3 PHONE _____)

EXISTING CLAIMS 28 (PERSON 25 PHONE 3)

NEW MEDICAL ENROLLMENT 2

DD214 REQUESTS 11 (OFFICE 11 OTHER _____)

HOME LOAN 1 **VA STATE HOME** 1 **OTHER** _____

SD STATE BENEFITS

VETERANS/ACTIVE DUTY BONUS 1 **BURIAL BENEFITS** 1 **EDUCATION** 3

HEADSTONE/SET UP 1 **RECORDS/OTHER** 6 **STATE PARKS** _____

HUNTING/FISHING LICENSÉS _____ **LICENSE PLATES** _____ **DRIVERS LICENSE** _____

TRIBAL

TRIBAL VETERANS FLAG 2 **FUNERALS/ROLL CALL** 2

MEETINGS _____ **OTHER** _____

PUBLIC OUTREACH

SOCIAL MEDIA 2 **RADIO STATION** 2 **OTHER** _____

OTHER _____

VSO NAME Jordana S. Cifuentes



Letter Opposing Heavier Trucks

1 message

Brett Sebastian <bsebastian@gorail.org>

Mon, Jul 31, 2023 at 10:52 AM

To: Sue Ganje <auditor@frcounty.org>

Dear Sue,

I work on transportation policy issues in South Dakota for GoRail, a national non-profit that advances smart transportation policy.

I'm reaching out to you about a bill proposed in Congress to raise the federal weight limit of heavy trucks on our nation's roads. H.R. 3372 would establish a 10-year "pilot program" for states to test 91,000-pound trucks, a 14% weight increase over the current limit of 80,000 pounds. **We're asking for your help to stop this before it's imposed on your local roads.**

There is already a wealth of data showing this is bad policy, starting with the impact to local roads and bridges and the taxpayers who fund them. An analysis earlier this year looked specifically at local infrastructure—trucks don't just travel on the Interstate after all—and found that the overall cost of 91,000-pound trucks would be \$60.8 billion.

For example, in South Dakota:

- Number of local bridges at risk with 91,000-pound trucks: **1,081**
- Cost of replacing at-risk local bridges: **\$564,476,040**

Heavier trucks also mean more trucks, more traffic, and more emissions as freight gets diverted away from rail. This so-called "pilot project" is really just a backdoor 11,000-pound increase in maximum truck weight.

We're working with the Coalition Against Bigger Trucks on a group letter from state and local government officials like yourself to be sent to Congress **before H.R. 3372 potentially comes up for a floor vote as early as September**. A similar letter in 2019 had over 1,000 signers from communities across the country and we're hoping this effort will send a powerful message to Congress that local roads and bridges simply cannot handle heavier trucks.

Please click this link to learn more and let us know if we can add your name to the letter. You can also simply respond "add my name" to this email if you wish to sign.

Please reach out if I can answer any questions.

Thank you,
Brett

GORAIL
(469) 610-3350 | bsebastian@gorail.org

See our Issue Brief on Truck Size and Weight for a deeper dive.

All Information (Except Text) for H.R.3372 - To amend title 23, United States Code, to establish a safety data collection program for certain 6-axle vehicles, and for other purposes.

118th Congress (2023-2024) | [Get alerts](#)

[Back to this bill](#)

Sponsor: [Rep. Johnson, Dusty \[R-SD-At Large\]](#) (Introduced 05/16/2023)

Committees: House - Transportation and Infrastructure

Committee Meetings: [05/23/23 10:00AM](#)

Latest Action: House - 05/23/2023 Ordered to be Reported (Amended) by the Yeas and Nays: 33 - 27. ([All Actions](#))

Tracker: ⓘ

[Introduced](#) > [Passed House](#) > [Passed Senate](#) > [To President](#) > [Became Law](#)

There is 1 version of this bill. [View text >>](#)

Click the check-box to add or remove the section, click the text link to scroll to that section.

[Titles](#) [Actions Overview](#) [All Actions](#) [Cosponsors](#) [Committees](#) [Related Bills](#) [Subjects](#) [Latest Summary](#) [All Summaries](#)

Titles (1)

Official Titles

Official Titles - House of Representatives

Official Title as Introduced

To amend title 23, United States Code, to establish a safety data collection program for certain 6-axle vehicles, and for other purposes.

Actions Overview (1)

Date	Actions Overview
05/16/2023	Introduced in House

All Actions (6)

Date	All Actions
05/23/2023	Ordered to be Reported (Amended) by the Yeas and Nays: 33 - 27. Action By: Committee on Transportation and Infrastructure
05/23/2023	Committee Consideration and Mark-up Session Held. Action By: Committee on Transportation and Infrastructure
05/23/2023	Subcommittee on Highways and Transit Discharged.
05/17/2023	Referred to the Subcommittee on Highways and Transit. Action By: Committee on Transportation and Infrastructure
05/16/2023	Referred to the House Committee on Transportation and Infrastructure. Action By: House of Representatives
05/16/2023	Introduced in House Action By: House of Representatives

Cosponsors (2)

Cosponsor	Date Cosponsored
Rep. Costa, Jim [D-CA-21]*	05/16/2023
Rep. Edwards, Chuck [R-NC-11]	05/22/2023

Committees (1)

Committees, subcommittees and links to reports associated with this bill are listed here, as well as the nature and date of [committee activity](#) and [Congressional report](#) number.

Committee / Subcommittee	Date	Activity	Related Documents
House Transportation and Infrastructure	05/16/2023	Referred to	
	05/23/2023	Markup by	
House Transportation and Infrastructure Subcommittee on Highways and Transit	05/17/2023	Referred to	
	05/23/2023	Discharged from	

Related Bills (0)

Subjects (1)

Latest Summary (0)

Shown Here:

The Impacts of Heavier Trucks on Local Bridges

March, 2023

Contributors

Rick Bailey
County Commissioner
Johnson County, Texas

Brian Keierleber, P.E.
County Engineer
Buchanan County, Iowa

Roger D. Mingo, P.E.
Principal
R.D. Mingo and Associates

Josh Harvill, P.E.
County Engineer
Chambers County, Alabama

Thomas Klasner, P.E.
County Engineer
Jersey County, Illinois

Matthew Muir
Director of Policy and Technology
Coalition Against Bigger Trucks

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Foreword

The impact of heavier and longer trucks on locally owned bridges is an important issue that needs to be explored nationally, including Congress. While we have long known that heavier trucks increase bridge damage, this study represents the first attempt to work directly with local officials to quantify the real world impacts. County officials, specifically county engineers, know their bridges better than anyone else.

Since Counties have few options for increasing revenue to cover the increased bridge damage that heavier trucks might be causing to county-owned infrastructure, knowing the full scale of the fiscal challenges that might arise is imperative.

The National Association of Counties (NACo) and the National Association of County Engineers (NACE) are interested in the outcomes of the *Impacts of Heavier Trucks on Local Bridges* study. Further, we view this research as an important source for policymakers to utilize when considering legislation in Congress and state legislatures to increase truck weight.

Using National Bridge Inventory data and the methodology developed with county officials, including engineers who have personally designed, maintained and inspected these bridges, this research fills a longstanding gap in knowledge on the subject and reveals massive financial costs that would burden counties across the country.

Sincerely,

Matthew D. Chase
CEO/Executive Director
National Association of Counties

Kevan P. Stone
CEO/Executive Director
National Association of County Engineers

Executive Summary

Research on the impact of weight increases for semi-trailer trucks on bridges has historically focused on structures located on interstates and other major highways, failing to examine the effects of the extra weight on local bridges (defined as bridges that are not

For the purposes of this study, “local bridges” is used to describe bridges that are not on the National Highway System.

a part of the National Highway System). This is despite the fact that three-quarters of all bridges are on local roads. What’s more, the limited research that has been done on local bridges has not included input from those who know these bridges best: the county, city or township engineers who designed, built and regularly inspect them.

Because legislation to increase truck weights is proposed every year in state legislatures and in Congress, it is imperative to understand the full impact on local infrastructure and determine the associated costs. This research fills that knowledge gap by looking exclusively at local bridges and using data that is collected and analyzed by the local professional engineers who have intimate knowledge of each bridge.

There are 474,266 local bridges in the U.S. Our research found that **87,455 of those structures would be “at risk” of needing to be replaced or strengthened to accommodate heavier configurations, nearly 1 in 5.** Bridges defined as at risk would require posting, increased monitoring and inspection and ultimately would need to be replaced or strengthened to accommodate the configuration. A conservative estimate of the cost of replacing or strengthening those at-risk bridges would be as much as **\$78.4 billion** depending on the weight of the truck.

This study was conducted by the Coalition Against Bigger Trucks (CABT) in conjunction with county road officials from four counties across the nation. The county officials who participated in this study personally oversaw the design and construction of many of their bridges. They are aware of any unique circumstances such as flooding, design specifications, the history of the bridge and the condition of each component. It is the combination of their familiarity with their local bridges and their professional engineering education and training that justifies reliance on this approach for evaluating the impact of heavier trucks on local infrastructure. The local officials are:

Josh Harvill
County Engineer
Chambers County, Alabama

Brian Keierleber
County Engineer
Buchanan County, Iowa

Thomas Klasner
County Engineer
Jersey County, Illinois

Rick Bailey
County Commissioner
Johnson County, Texas

They oversee a diverse set of bridges. From a total of 35 structures in Buchanan County, Iowa that predated the production of the Model T to bridges that face flooding 15 feet above the deck, there are variety of unique challenges these officials face in managing their local infrastructure. Their bridges are of varying quality, but like many county bridges across the country, age and condition are significant concerns.

The methodology we used for this study relies on data from the National Bridge Inventory (NBI), a compilation of detailed engineering information on each bridge in the nation based on inspections performed by infrastructure engineers. The data is maintained by the Federal Highway Administration (FHWA). Every bridge has an “operating rating” which is defined as the “maximum permissible load level to which the structure may be subjected to” based on a design vehicle. For each heavier truck configuration, it was determined if the operating rating would be exceeded at any point during passage based on the length of the structure. If the truck weight on the bridge exceeded the operating rating, the bridge was deemed as being at risk for needing replacement or strengthening.

The method was applied to the four counties and reviewed closely with the officials responsible for bridge maintenance, construction and inspection for those counties. The lists accurately reflected the bridges that could not handle heavier trucks. After confirming the accuracy of our approach, this analysis method was applied to non-NHS bridges nationwide.

According to each official, the associated cost, which was set by bridge replacement estimates reported to the FHWA by state departments of transportation, would be severely prohibitive and would ultimately result in significant bridge closures absent substantial increases in revenue.

The strength of our research lies not only in the data within the NBI, but more importantly, in the consultation with local officials. The specific insight provided can aid in identifying the scope of the damage caused by heavier trucks and the often impossible nature of coming up with additional funding.

The results of this study show a devastating financial cost associated with heavier trucks. This cost is not limited to the federal government, but would be inflicted upon nearly every township, city, county and state in the nation. Absent additional funding, failure to replace these bridges would result in a patchwork of closures, disrupting commerce and everyday lives. Ultimately, bridges can and will fail, resulting the loss of human life.

Monetary Impact of Heavier Configurations by State

State	88,000 lb. at-risk bridges	88,000 lb. replacement cost	91,000 lb. at-risk bridges	91,000 lb. replacement cost	97,000 lb. at-risk bridges	97,000 lb. replacement cost
Alabama	2,161	\$1,098,011,395	2,331	\$1,295,160,672	2,790	\$1,773,045,235
Alaska	236	\$179,973,972	242	\$193,489,513	289	\$220,565,942
Arizona	304	\$391,780,538	321	\$464,844,816	392	\$561,117,796
Arkansas	2,028	\$1,120,532,017	2,245	\$1,325,044,027	2,746	\$1,721,958,287
California	2,829	\$6,019,277,295	3,089	\$6,974,048,612	3,456	\$7,983,267,237
Colorado	837	\$879,295,153	861	\$954,550,989	1,092	\$1,192,072,938
Connecticut	179	\$689,867,604	199	\$796,692,240	274	\$1,055,768,742
Delaware	51	\$364,659,750	54	\$378,662,785	65	\$425,411,942
District of Columbia	8	\$140,699,873	9	\$144,791,482	12	\$177,178,939
Florida	909	\$1,359,214,102	992	\$1,620,356,800	1,297	\$2,445,287,859
Georgia	2,280	\$2,028,937,750	2,443	\$2,237,144,913	2,703	\$2,465,316,745
Hawaii	224	\$1,137,718,388	226	\$1,218,791,358	260	\$1,394,046,542
Idaho	616	\$415,158,769	623	\$450,758,731	728	\$565,971,810
Illinois	1,067	\$832,059,855	1,252	\$1,067,271,845	1,614	\$1,395,732,907
Indiana	1,658	\$1,340,559,246	1,922	\$1,631,216,083	2,415	\$2,133,059,262
Iowa	5,011	\$1,377,791,782	5,061	\$1,451,707,675	5,565	\$1,656,254,553
Kansas	5,787	\$2,221,720,551	5,658	\$2,354,015,585	6,613	\$2,785,517,207
Kentucky	1,706	\$1,141,308,750	1,695	\$1,296,872,679	1,943	\$1,608,810,055
Louisiana	3,182	\$2,579,970,855	3,245	\$2,702,833,667	3,665	\$3,052,159,985
Maine	363	\$656,112,937	376	\$694,005,285	480	\$905,896,011
Maryland	181	\$363,228,317	200	\$466,765,773	254	\$732,087,678
Massachusetts	254	\$1,833,913,937	281	\$1,953,339,478	359	\$2,213,377,591
Michigan	582	\$488,314,885	589	\$582,546,421	727	\$716,514,552
Minnesota	707	\$521,068,232	764	\$622,589,202	987	\$860,460,545
Mississippi	2,538	\$989,552,152	2,660	\$1,078,283,747	3,376	\$1,539,589,767
Missouri	4,134	\$1,582,715,821	4,128	\$1,666,735,074	4,544	\$1,846,508,918
Montana	876	\$613,891,368	932	\$716,792,435	1,097	\$847,825,519
Nebraska	3,405	\$1,296,185,035	3,499	\$1,417,253,654	3,871	\$1,651,032,072
Nevada	56	\$121,865,009	61	\$132,107,656	82	\$225,992,899
New Hampshire	251	\$451,771,953	254	\$487,828,622	323	\$633,940,538
New Jersey	323	\$1,243,744,512	355	\$1,404,157,127	424	\$1,646,463,043
New Mexico	271	\$205,270,742	287	\$228,195,344	343	\$293,239,443
New York	891	\$1,243,883,442	945	\$1,387,888,250	1,117	\$1,706,771,065
North Carolina	1,479	\$604,244,866	1,482	\$657,488,246	1,813	\$871,212,902
North Dakota	604	\$180,359,035	592	\$189,594,319	698	\$295,218,804
Ohio	2,203	\$2,092,492,730	2,214	\$2,169,111,109	5,394	\$6,909,092,332

State	88,000 lb. at-risk bridges	88,000 lb. replacement cost	91,000 lb. at-risk bridges	91,000 lb. replacement cost	97,000 lb. at-risk bridges	97,000 lb. replacement cost
Oklahoma	2,854	\$1,017,901,368	2,961	\$1,130,386,195	3,482	\$1,443,786,279
Oregon	1,938	\$3,254,064,076	2,012	\$3,418,767,891	2,273	\$3,758,306,874
Pennsylvania	1,065	\$837,827,796	1,058	\$926,294,010	1,244	\$1,205,999,130
Puerto Rico	387	\$490,338,233	383	\$490,338,233	427	\$528,800,392
Rhode Island	79	\$443,906,918	88	\$494,251,178	102	\$574,628,586
South Carolina	3,861	\$1,946,337,233	3,774	\$2,079,690,581	4,187	\$2,346,941,205
South Dakota	1,088	\$535,647,920	1,081	\$564,476,040	1,249	\$694,049,180
Tennessee	1,862	\$1,170,937,719	1,914	\$1,262,351,639	2,391	\$1,530,324,319
Texas	1,460	\$626,790,730	2,184	\$1,034,594,960	2,692	\$1,461,447,430
Utah	378	\$381,755,158	400	\$419,101,175	466	\$503,921,037
Vermont	375	\$252,277,174	388	\$283,009,596	453	\$340,954,186
Virginia	893	\$1,118,464,622	932	\$1,277,405,758	1,141	\$1,822,542,816
Washington	1,393	\$1,918,234,429	1,459	\$2,103,683,572	1,695	\$2,456,327,987
West Virginia	397	\$336,677,170	422	\$385,143,200	531	\$498,825,149
Wisconsin	747	\$352,120,375	809	\$433,979,634	979	\$568,926,376
Wyoming	263	\$109,063,472	288	\$128,346,448	335	\$154,938,698

Introduction

Research conducted on the impacts of increases in the weight or length of semi-trailer trucks has historically failed to evaluate the implications for local bridges. Published studies have primarily focused on the impacts of bigger trucks on interstates and other major highways. This is despite the fact that three-quarters of all bridges are on local roads¹. This represents a serious gap in knowledge that must be addressed prior to any meaningful discussion on changing truck size and weight limits.

In addition, the limited research that has been done on local roads has not included input from those who know local roads and bridges best: the county, city or township engineers that designed, built, and regularly inspect them.

This study addresses these two fundamental shortcomings. The methodology used to examine the impact of heavier configurations on local bridges is supported by data reported to the National Bridge Inventory (NBI) that is collected and analyzed by the local professional engineers who have detailed knowledge of each bridge.

This study is being conducted by the Coalition Against Bigger Trucks (CABT) in conjunction with county road officials from four counties. They are:

Josh Harvill
County Engineer
Chambers County, Alabama

Brian Keierleber
County Engineer
Buchanan County, Iowa

Thomas Klasner
County Engineer
Jersey County, Illinois

Rick Bailey
County Commissioner
Johnson County, Texas

Each of the county engineers have inspected the bridges in their counties and, in some cases, have personally overseen their design and construction. They are aware of any unique circumstances involving weather, flooding, periods of high truck traffic, the history of the bridge and the condition of each specific bridge component. The high level of familiarity with their infrastructure gives these local experts insight into how each bridge would respond to repeated loads over time, which components are closest to critical failure, and which are most susceptible to damage under load.

It is the combination of this familiarity with their local bridges, their professional engineering educational background of the official and their use of guidelines from publications like the

¹ Federal Highway Administration. (2022). *LTBP InfoBridge Data: 2022 National Bridge Inventory*. Retrieved February 2, 2022

AASHTO *Manual for Bridge Evaluation* that allow for NBI data to be thorough, precise and very appropriate for our research purposes.

Research Objectives

The objectives of this research include:

- 1) Conduct a study to assess the impact of increased loads on local bridges in four county case studies, identifying the cost of retrofitting or replacing structures that are unable to accommodate each configuration.
- 2) If the methodology is confirmed accurate in each county case study, apply it to the entire network of local bridges nationwide, identifying a total cost estimate associated for each proposed configuration.
- 3) Achieve a level of accuracy appropriate for use by policymakers at the state and federal level.

Background

There have been several studies conducted on the implications of heavier trucks on infrastructure. While these studies utilized a variety of approaches, they did not work closely with local officials to review their findings, and in some cases neglected to examine local bridges. The following is a summary of some of the applicable modern research on the subject.

USDOT Comprehensive Truck Size and Weight Limits Study, 2016

The most recent and highest profile research on the infrastructure impacts of longer and heavier trucks is the 2016 USDOT Comprehensive Truck Size and Weight Limits Study which sought to “assess the impacts that vehicles would have on bridges” as per Subsection 32801 (a)(4) of the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141).

The methodology utilized involved an examination of 490 bridges using *AASHTOWare Bridge Rating* software, utilizing the load resistance factor rating method of analysis to identify maximum moment, shear and the relevant rating factors when compared to control vehicles. The results were then extrapolated to draw national conclusions on 88,945 bridges on the National Highway System, including interstates.

This research identified \$400 million to \$5.4 billion in costs associated with the various truck configurations. There were significant shortcomings in this research that we seek to overcome:

- **Failure to examine local bridges**

This research only examined interstate and US highway bridges, accounting for less than 20% of bridges.

The study provided the reasoning for not examining local bridges, stating that:

Local bridges were not considered as the design, construction, and management of local bridges vary greatly given that there are thousands of independent local owners across the Nation with differing practices. Consequently, it is difficult to draw detailed conclusions about the impacts of truck size and weight increases on these facilities.²

While the study goes on to predict that inclusion of local bridges would “not differ” from their examination³, no conclusive finding is discussed, including the number of local bridges

² U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Final Report to Congress*, p.19

³ *Ibid*, p.24

that could not accommodate each configuration or the associated financial burden of replacement/strengthening placed on units of local government.

They concluded the subject by stating that “Development of methodology and an analysis of the impacts that changes in Federal truck size and weight limits would have on local bridges are needed.”⁴

- **Use of extrapolation to draw conclusions**

The conclusions about the 88,945 bridges examined were drawn from an examination of a subset of only 490 bridges. Efforts were made to select bridges for this subset that accurately reflected the larger group based on bridge type⁵, span length⁶ and age⁷.

While proper precautions were utilized, there are inherent shortcomings when drawing conclusions from a small sample.

By using data from each individual bridge in the system, our research eliminated the need for extrapolation, working directly with the data collected by the local officials responsible for the maintenance and construction of the bridges under their purview.

- **Lack of specific, localized knowledge**

There are inherent limitations with an analysis of bridges that does not include input and consultation from local engineering officials. Data on a spreadsheet only provides a partial picture of each bridge and the ability to handle longer and heavier configurations.

While the USDOT study was limited to NHS infrastructure, they recognize the limitations of a national approach that ignored differences between even state practices that can come from consultation with local officials:

the methodology does not take into account any cost- or budget-driven decisions that may be made by the State DOTs and does not address State DOT policy alternatives that may initiate more refined analysis or load testing options to improve load ratings.⁸

This is further demonstrated in the use of a single, nationwide cost estimate for rehabilitation/repair on a national level of \$235 per square foot. Utilization of state specific numbers gathered from actual reported costs would provide a more accurate number, which is the approach utilized in our study.

⁴ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Final Report to Congress*, p.24

⁵ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Bridge Structure Comparative Analysis Technical Report*, p.19

⁶ *Ibid*, p.19

⁷ *Ibid*, p.21

⁸ *Ibid*, p.58

This research should be viewed as a supplement and extension of the USDOT study, working to overcome the shortfalls by examining the effect of each configuration on case studies that include the local bridges in specific counties, and expanding that research to all local bridges.

Transportation Research Board Recommendations for Further Research, 2019

At the request of USDOT, the Transportation Research Board (TRB) convened a working group that spent a year developing a detailed research plan of 27 projects that would address gaps in research on truck size and weight. The TRB research projects have been before USDOT for more than three years now and have not been undertaken.

The TRB recognized the important need to examine local infrastructure, including multiple recommendations that encouraged further research into the impacts on local bridges. Project B1 asks USDOT to “Compile information from state and local highway agencies on costs and treatment selection criteria for bridge deck repair, rehabilitation, and replacement and for bridge span strengthening and replacement.”⁹

In particular, the TRB research recommendations recognize the difficulty in national examinations of local bridges, citing the varied decision-making and different levels of capability in local highway departments. They ultimately urge an examination of states or counties that are representative of the national inventory of bridges.¹⁰

Wassef Local Infrastructure Study, 2017

In 2017, a national examination of the impacts of longer and heavier configurations on local bridges was conducted by Wagdy Wassef for the AASHTO Subcommittee on Bridges and Structures. The purpose of the study was to examine all local bridges to determine their ability to adequately handle longer and heavier configurations, and to identify a cost associated with their replacement or strengthening.

This study used a thorough examination of National Bridge Inventory data, developing a formulaic approach to all local bridges based on load effects and load ratios. This research resulted in two sets of findings. The first was a set of results that excluded currently posted bridges, finding a range of 740 to 6,909 bridges that would have to be replaced, depending on the heavier configuration, with a cost as high as \$41 billion. The latter paradigm which ignored existing posting status, an assumption we adopt in our research, found a range of 37,244 to

⁹ National Academy of Sciences, Engineering, and Medicine. (2019). *Research to Support Evaluation of Truck Size and Weight Regulations*, p.63

¹⁰ Ibid, p.65

75,683 bridges needing replacement depending on configuration with a cost as high as \$87.2 billion.

The Wassef study was unique in that it developed a methodology to examine the nationwide impact on local bridges and did not rely on extrapolation to reach the results. He utilized a state-specific average for per square foot costs of replacement/strengthening, a more accurate approach than a singular nationwide estimate.

Our research utilizes a similar approach through the use of NBI data and weight capacity information determined by local officials. We seek to expand on Wassef's work by confirming and reviewing our methodology and findings directly with impacted local officials, as well as updating it with more recent bridge information.

The Importance of Studying Local Bridges

While the importance of studying truck traffic on local bridges is readily apparent to those who live and work near these roads, some have claimed proposed configurations will not operate on local roads.¹¹ Other research has found that examining local infrastructure presents too large a challenge or is outside the scope of study. Local bridges represent 76% of the nation’s bridge stock.¹² When policymakers are tasked with evaluating truck weight increase proposals, it is critical that they know the full fiscal impact of their decisions, and garnering data on local infrastructure is of the utmost importance.

Truck Travel

No truck trip begins and ends on the Interstate system, and local roads are utilized extensively for truck travel.

Average daily truck trip data within the National Bridge Inventory is calculated using a variety of means depending on the state and local government computing the total. This makes it hard to draw national conclusions with a high degree of precision, but the data do allow broad conclusions to be drawn about where trucks travel. This data in the NBI states that 13.5% of daily truck trips over bridges take place off the NHS.¹³

“With the housing boom, we have seen increased volume of trucks carrying cement, lumber, sand and gravel on our county roads and have to adjust our work accordingly.”

Rick Bailey
Commissioner
Johnson County, TX

Condition

Local bridges are more often in poor condition.¹⁴

Bridge Type	Percentage of all bridges	Percentage of Poor bridges
Non-NHS	76.4%	89.6%
County Owned	36.5%	51%
City/Municipal Owned	7.8%	7.4%
Town/Township Owned	5.0%	7.1%
NHS	23.6%	10.4%

¹¹ Americans for Modern Transportation. (2022). *Safer, Green Transportation Infrastructure Improvements to Support Domestic Jobs*, p.1

¹² Federal Highway Administration. (2022). *Bridge Condition by Highway System 2022*

¹³ Federal Highway Administration. (2022). *LTBP InfoBridge Data: 2022 National Bridge Inventory*. Retrieved February 2, 2022

¹⁴ Ibid

County bridges that are not on the NHS represent 36.5% of the national bridge stock, but 51% of all poor bridges. Overall, local bridges represent 76.4% of all bridges, but 89.6% of poor bridges.

This has significant implications for evaluating whether these bridges can handle heavier truck configurations. Local bridges, being in worse condition overall, are more vulnerable to the potential damage caused by heavier trucks.

The Transportation Research Board supported this claim in 2019 by stating:

Bridges and pavements on local roads typically are of lighter construction than those on major roads, and local governments often have fewer resources for maintenance and enforcement than state governments. Therefore, many local roads are more susceptible than major roads to effects of changes in truck sizes and weight.¹⁵

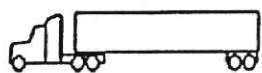
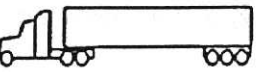
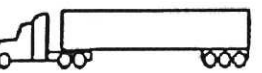
¹⁵ National Academy of Sciences, Engineering, and Medicine. (2019). *Research to Support Evaluation of Truck Size and Weight Regulations*, p.33

Assumptions

An examination of hundreds of thousands of bridges owned by a variety of governmental entities requires assumptions to be made that streamline the ability to examine the issue while simultaneously representing the real world changes these policies would have. This includes identification of the configurations being examined, the characteristics of truck operation, bridge selection and proposed alternatives to replacement.

Truck configurations

The truck configurations examined mirror the single trailer configurations used in the 2016 USDOT study that exceed the national weight limit of 80,000 pounds. The specifications utilized include gross vehicle weight, axle weight, and axle spacing. The following table is from the USDOT analysis in 2016, modified to show the configurations evaluated.

Truck 1 CS5 (3S2) ATC 1	5-axle vehicle (GVW = 88)	Axle Data						
		Axle Locations	0	197	247	739	789	
		Allowed Max. Loads (kips)	12.0	19.0	19.0	19.0	19.0	
Truck 2 CS6 (3S3) ATC 2	6-axle vehicle (GVW = 91)	Axle Data						
		Axle Locations	0	197	247	688	739	789
		Allowed Max. Loads (kips)	12.0	15.8	15.8	15.8	15.8	15.8
Truck 3 CS6 (3S3) ATC 3	6-axle vehicle (GVW = 97)	Axle Data						
		Axle Locations	0	197	247	688	739	789
		Allowed Max. Loads (kips)	12.0	17.0	17.0	17.0	17.0	17.0

Truck Operation

This research operates under the assumption that a substantial number of trucks will transition to the higher weight if allowed under each scenario, and that each truck configuration will operate at the maximum legal weight. This has historical precedent: when trailer length was extended from 48' to 53', it became predominately utilized nationwide. This approach was adopted by the USDOT in their study on the issue as well.¹⁶

¹⁶ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Bridge Structure Comparative Analysis Technical Report*, p. ES-7

Bridge Selection

This paper examined only bridges that are defined as not being on the NHS (item 104 in the National Bridge Inventory). This dataset includes state, county, municipal and town/township owned bridges.

Assigned Ratings and Excluded Bridges

Depending on a variety of factors, a bridge may have an operating rating assigned to it based on the design, rather than basing it off of inspection data. There are five requirements involving the design specifications, existing condition and a force effect analysis.

Because the methodology relies upon an analysis of the operating rating, it requires an accurate number that reflects the bridge's current condition and bridges with an assigned operating rating often understated the weight they were able to carry. Additionally, a handful of bridges were identified as having "no rating analysis performed" and were excluded. Due to these factors, 37,897 local bridges have been excluded from the study.

An additional 14,762 bridges had a code indicating the operating rating was determined through "field evaluation and documented engineering analysis" but were all given an assigned rating of 36 tons. These bridges were also removed due to an inability to accurately use the operating rating to determine load carrying capacity. Since some of these bridges may be incapable of handling heavier loads, this research ultimately undercounts the total number of at-risk bridges.

In the county-specific analysis, 10 bridges with assigned ratings were found to be at risk for requiring replacement or strengthening through the review by the respective county officials. These structures were added to the total number of at-risk bridges.

Existing Overweight Exemptions

States have a variety of existing overweight trucks operating today, ranging from permitted overweight loads to higher weight limits on state and local roads. This research worked under the assumption that existing overweight traffic is limited in nature due to a variety of factors that often apply: inability to utilize the Interstate system, inability to carry the load across state lines, requirements for additional axles, additional permit costs and restrictions on commodities, routes and hours of operation. This examination looks at a change to the

"Our bridges that see overweight log truck traffic are facing dramatic decreases in their lifespans upon inspection."

Josh Harvill
County Engineer
Chambers County, AL

national weight limit, which would allow heavier trucks to operate with no additional restrictions.

Existing overweight traffic is rare and the majority of trucks operate under the national weight limit of 80,000 pounds. This is reflected in available data in states like Michigan. While weights up to 164,000 pounds are allowed to operate on local, state and interstate routes, only 8% of trucks exceed 80,000 pounds.¹⁷ The state of Pennsylvania offers dozens of permits to exceed a gross vehicle weight of 80,000 pounds, most of which require an additional axle. Despite these broad permits, six and seven axle trucks made up less than 4% of total semi-truck daily vehicle miles traveled.¹⁸

With these facts in mind, this study assumed that a change in weight limits would lead to significant adoption and a dramatic increase of truck weight in general operations, regardless of existing permits and exemptions.

In the case study counties, local officials have seen firsthand the impact of even the limited operation of these permitted vehicles. Structures that see significant overweight traffic are often the first to need replacement and have to be built using far more expensive techniques and materials. Whether it's log trucks in Chambers County or agricultural trucks in Buchanan County, the operation of these vehicles dramatically changes the approach each office has to take when evaluating, maintaining and replacing bridges. A national increase would change this burden from a few select routes to our entire transportation system, dramatically increasing the impact.

Bridge Posting

A bridge that is weight restricted is a bridge that needs repair or replacement. The role of government when it comes to infrastructure is to create and maintain roads and bridges that can safely and economically accommodate traffic necessary for personal and commercial purposes. A bridge that is load restricted has failed to meet that goal, with limits put into place to preserve structural integrity until the bridge is repaired or replaced.

Enforcement of bridge weight limitations poses unique difficulties for law enforcement, who are often unable to sufficiently monitor each bridge and may not have the necessary equipment to determine if a violation has taken place. In addition to monitoring traffic on the bridge, officers must be trained and equipped for roadside weighing of commercial vehicles.

¹⁷ Michigan Department of Transportation. (2017). *Truck Weights in Michigan*, p. 2

¹⁸ Pennsylvania Department of Transportation. (2021). *Pennsylvania Highway Statistics 2021 Highway Data*, p.7

It's difficult to quantify the violation percentage without constant monitoring, but spot checks and enforcement, when possible, show significant non-compliance. Violations are particularly common in cases where there are no ideal alternative routes, which is often the case considering bridges are generally built in convenient locations.

"The only time posting a bridge works is if I am standing on it."

Brian Keierleber
County Engineer
Buchanan County, IA

In Buchanan County, load postings cost more than \$1,000 per bridge. This is an expensive venture that adds up quickly, particularly for counties with tighter budgets and a high number of affected bridges.

Even the slightest violation rate dramatically reduces the effectiveness of load posting, as described in research published in the *Journal of Bridge Engineering*:

Under imperfect compliance, however, a violation rate as low as 2.5% (i.e., one illegal truck in 40 ignores the posting) causes the mean value and variability of the annual maximum live load effect distribution to increase significantly, resulting in a significant loss in reliability. Thus, unless posted loads are strictly enforced, the effectiveness of enhancing existing bridge reliability with a posted load restriction is questionable.¹⁹

When numerous bridges must be posted, it creates significant route disruptions for commercial vehicles, where the most straightforward route is not always legal and GPS technology may not be updated with the latest postings. This can create exorbitant costs associated with high detour distances depending on the location of the posted bridge and alternative paths. When bridges are restricted, truck traffic becomes more consolidated as the number of viable routes decreases, often placing this heightened traffic into high density populated areas as route lengths increase. Ultimately, the higher the cost of compliance, the higher the likelihood of a violation.

It is an inevitability that a posted bridge will face a load above the legal limit, either through intentional or inadvertent violation. Weight restricting a bridge is an emergency action that does not eliminate the need to retrofit or replace the bridge.

¹⁹ *Journal of Bridge Engineering*, Solomon Asantey and F. M. Bartlett. (2005) *Impact of Posted Load Limits on Highway Bridge Reliability*.

Methodology

The method of examining bridges and their ability to handle heavier configurations was formulated in close consultation with all four local engineering experts. The methodology used to conduct the analysis utilized data from the National Bridge Inventory (NBI), a compilation of information on each bridge in the nation based on reports from individual State transportation departments, federal agencies and Tribal governments. The information reported is outlined in a document titled *Specifications for the National Bridge Inventory* created by the USDOT and is supplemented by the *AASHTO Manual for Bridge Evaluation* and the *Manual for Bridge Element Inspection*, along with the FHWA's *Bridge Inspector's Reference Manual*. The individual points in the dataset are collected by the relevant agencies responsible for bridge inspection, ranging from local governments to federal entities. The information for each bridge is updated during biannual inspections.

Through an analysis of each configuration, axle spacing and weights, the maximum weight a configuration will place onto a structure while it is crossing was determined. If that weight exceeds the operating rating, the bridge was deemed at risk for needing replacement or strengthening.

Bridge Load Ratings

Within the NBI, there is a datapoint titled "operating rating" (item 64), defined as "the absolute maximum permissible load level to which the structure may be subjected for the vehicle type used in the rating". This is the maximum weight a bridge should be subjected to for even a single pass of a design truck that varies depending on the design specifications of the bridge.

Item 63 of each bridge's report designates the method used to come to that rating. The various methods (load factor, allowable stress, load and resistance factor, etc.) are well established engineering calculations designed to analyze the weight capacity of a bridge.

These analysis methods reflect numerous aspects of a bridge that can affect load capacity, including:

Bridge age	Structural layout	Bridge material
Structural condition	Redundancy	Bridge design
Traffic volume	Field trials	Bridge strength
Past performance	Site specific factors	Span length

A filter was applied to take the length of bridges into account. A shorter bridge may not bear the entire weight of a truck at a given time, meaning it may be capable of handling a heavier

configuration. Therefore, it was necessary to apply a formula that accounts for the length of the bridge. Using the position and weight of the axles to determine the maximum weight that would be on the bridge during a pass, this calculation determined whether that weight exceeded the operating rating. If exceeded, the bridge was deemed insufficient to accommodate the configuration and would be at risk of failing and needing repair or replacement.

In addition to this technical analysis, the relevant local official in each case study county closely examined their bridges to evaluate and expand the findings based on characteristics that may not be evident in the National Bridge Inventory Data. This could include changes in the status of the bridge since the last inspection, unique local circumstances, periods of accentuated truck travel and outdated design loads that overstate the operating rating and do not account for modern day vehicles. This more thorough examination both added and removed bridges from the list of those incapable of handling heavier loads. These changes were minimal, reflecting recently reconstructed bridges, temporary structures and recently inspected bridges with updated operating ratings.

Bridges Identified as At Risk

When a bridge fails the test for a configuration, it is defined as being at risk. These are bridges that, based on the identified operating rating, would have to be replaced to safely accommodate the configuration for any significant period of time.

There is a process that would apply in different ways to all bridges identified as at risk. Some bridges could be load restricted but would face increased wear and tear and risk significant damage in the likely scenario that enforcement is not perfect. In the most extreme scenario, the oldest and poorest condition structures would be immediately at risk of collapse and would require closure.

Most bridges identified would have to be load restricted, due to both safety concerns and legal requirements. As pointed out in the previous section, posting a bridge is an ineffective strategy that creates significant issues with enforcement and detours. Ultimately, it is a bridge that has failed to meet the needs of legal vehicle traffic.

If a bridge is not posted or there are violations, there would be a need for increased monitoring, inspections and repairs as the weight limit of the bridge is being exceeded, creating a risk of severe structural damage. The lifespan of the bridge would be significantly shortened and each passage of the heavier configuration risks damage to critical structural components. This increased inspection and repair cycle would come at a substantial cost to the responsible governmental entity, many of which have already limited budgets. Additionally, it could complicate efforts to preserve funding necessary for replacement.

When a bridge significantly deteriorates or has severe damage to a critical component, it would be closed. There are currently 3,301 bridges nationwide that are either fully closed due to construction or have reached a level of damage that requires closure due to safety concerns. Unfortunately, not all significant structural issues are identified in time, resulting in catastrophic consequences, like what happened on I-35 in Minnesota and the Fern Hollow bridge in Pennsylvania.

Replacement or strengthening can prevent the progress of a bridge through this continuum towards closure or collapse. When structural evaluation of a bridge by engineering experts has determined the operating rating to be insufficient to accommodate a configuration, it must be replaced or strengthened with a design that has been evaluated to adequately bear the weight.

Cost of Replacement and Strengthening

The costs associated with replacing or strengthening a bridge that is deemed incapable of handling a configuration were determined by using statewide averages from the FHWA annual report titled "Bridge Replacement Unit Costs 2020". In particular, the 3-year average for replacement of local bridges that is used for estimates in 2020 were utilized on a per-state basis, applied to the total square footage of each bridge.

Replacement and strengthening were treated as having the same cost per square foot, which was the practice adopted by the USDOT in their 2016 report.²⁰ This reflects the significant shared costs between both. Given the materials of most bridges examined, replacement would generally be the more economical and realistic option.

These cost estimates did not account for both monetary inflation and increases in specific commodities like concrete and steel that tend to fluctuate, particularly in recent years.

In addition to the costs associated with materials and construction, these averages are not inclusive of numerous costs that a bridge replacement or strengthening project may incur. These cost estimates do not include²¹:

- Mobilization
- Demolition of Existing Bridges
- Approach Slabs
- Stream Channel Work
- Riprap
- Slope Paving

²⁰ U.S. Department of Transportation, Federal Highway Administration. (2016). *Comprehensive Truck Size and Weight Limits Study: Bridge Structure Comparative Analysis Technical Report*, p.58-59

²¹ Federal Highway Administration. (2017). *Bridge Replacement Cost Submittal Criteria*

- Earthwork (exclusive of structural excavation, structural backfill, and earthwork associated with Geosynthetic Reinforced Soil Integrated Bridge Systems)
- Clearing and Grubbing
- Retaining Walls not attached to the Abutment
- Guardrail Transitions to Bridges
- Maintenance and Protection of Traffic
- Detour Costs
- Signing and Marking
- Lighting
- Electrical Conduit
- Inlet Frames and Grates
- Field Office
- Construction Engineering Items
- Training
- Right-of-Way
- Utility Relocation
- Contingencies

County Case Studies

An in-depth review of the findings was conducted in the following four counties, as well as discussion of the ability to make the necessary bridge replacements and strengthening. This process involved sharing the data and conducting a bridge-by-bridge review to both confirm, and where necessary, modify the results while identifying the reasoning for any changes.

Chambers County, Alabama

The examination of bridges in Chambers County, Alabama included 144 total county structures. The analysis method found 26-31 bridges that could not accommodate heavier truck configurations, with a cost of \$4.1 million to \$8.6 million.

The following is a report by Josh Harvill, Chambers County Engineer, on the results for his county.

I have served as the county engineer in Chambers County since March 2012. I received my BS in Civil Engineering from Auburn University and have worked in county government for over 20 years, serving as the assistant county engineer in Russell and Chambers counties. I am responsible for managing the operation of the highway department, which includes the construction and maintenance of the county's 784 miles of roadway and 144 bridge structures. In addition to my work in the county, I serve as the Vice President representing the Southeast region for the National Association of County Engineers.

Having spent decades working on the bridges in Chambers County, I have overseen the inspection and maintenance of our entire bridge inventory, as well as the design and construction of many of our bridges.

We face many challenges in Chambers County, even with existing truck traffic. We have 50 bridges that are over 50 years in age, which is the industry standard cycle. In 2018, we worked with our state association to analyze our budget and determine the appropriate pace of maintenance spending to prevent degradation to our roads and bridges. The analysis found that Chambers County should be spending \$5.8 million per year to resurface 29 miles of our paved network, and \$2.1 million per year annually to replace 2-3 bridges.

In reality, we average 11.2 miles of repaving per year, and are not even able to average one bridge replacement per year. Our current operating budget is \$3.05 million short of what is needed to maintain and improve our infrastructure.

Chambers County sees significant heavy truck traffic now and have had to post 28 bridges. Load posting a bridge is ineffective as enforcement is difficult due to the size of our county and the specialized training needed to weigh trucks on the roadside. Our posted bridges create more detours for businesses and our residents, and when we ultimately have to close a bridge it affects all motorists.

Our last analysis of our current bridge backlog found 27 structures needing replacement, representing 1,577 feet in deck length with a total cost of \$10.9 million. Since 2005, we have only replaced 13 bridges, meaning with current funding levels it will be decades before we clear our existing backlog, and that does not account for future degradation of other structures that will necessitate replacement.

We have seen the effects of trucks weighing over 80,000 pounds on our structures already. In particular, we have utilized pre-cast concrete bridges to replace many of the structures. Compared to bridges that don't see high levels of overweight traffic, these structures have higher rates of wear and tear on keyway and precast unit components. **Ultimately, the lifespans of these bridges are shortening, and the exposure to heavier trucks is one of the most likely causes.**

After reviewing our bridges with my staff, there are 31 total structures that would not be able to safely accommodate 97,000 pound trucks, as well as 26 that would need to be replaced to accommodate 88,000 and 91,000 pound trucks. This would be devastating to our county and would dig our budgetary hole even deeper. I have reviewed the cost estimates of \$3.1-\$5.7 million, depending on configuration, and view them as a low-end cost estimate. Since our staff is small, we often have to contract out aspects of bridge replacement, which increases costs. And since the FHWA state cost numbers are older, they do not account for the inflation of various materials which has been as high as 20% or more in recent years.

Overall, the method used to analyze the bridges in this study was very accurate and was even conservative in that it did not identify all the bridges that are concerning. Specifically, upon further review, I identified seven additional structures that passed the operating rating test but would need to be replaced if the standard truck weight was changed. These are older structures that utilized either the H 15 design load or lacked a standardized design load. Examples include the County Road 98 bridge over Chatahospee Creek, rated with the H15 design load with timber components. In the cases of these bridges, the operating rating was artificially higher. Two structures identified as at risk are currently in the process of being rebuilt and were removed from the list.

In some cases, more recent information is available. An example is a bridge on County Road 224, where recent inspection found scour/abutment damage that necessitated

load posting. While this bridge passed the initial review, this more recent information shows it would not be able to handle heavier trucks.

These structures that would be subjected to heavier trucks would have to be posted and the inevitably high violation rates would lead to closures. Absent an increase in revenue, our closed structures would slowly increase, creating major inconveniences for residents and businesses throughout the county. With a population of just over 35,000, we have a limited tax base and generating the additional revenue would be difficult. Our existing backlog is big enough, but our issues would become insurmountable with even heavier trucks.

Chambers County Bridges At Risk with Heavier Truck Configurations

Route Carried	Feature Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
CO. 244	DAVIS CREEK	30.3	58.1	Good	73
CO. 1053	PIGEON ROOST CREEK	32.6	78.1	Fair	102
CO. 150	SANDY CREEK	6	38.1	Fair	102
CO. 150	SANDY CREEK	9	23	Fair	102
CO. 174	SNAPPER CREEK	0	58.7	Fair	92
CO. 156	CHIKASANOXEE CREEK	16.4	142.1	Fair	93
CO. 244	LEE CREEK	19.3	24	Fair	56
CO RD 1021	NF SOUTHERN RAILROAD	12	106	Good	1
CO. 2	SOUTH SANDY CREEK	9	99.4	Poor	102
CO. 150	SANDY CREEK	6	22.3	Poor	102
CO. 174	SNAPPER CREEK	0	61	Poor	92
CO. 92	ALLEN CREEK	6	29.9	Poor	72
CO. 179	WELLS CREEK	6	63	Poor	87
CO. 55	CHATAHOSPEE CREEK	0	178.1	Poor	102
CO. 65	BRANCH	19.4	29.9	Poor	51
CO. 2	LITTLE SANDY CREEK	0	60	Poor	50
CO. 98	CHATAHOSPEE CREEK	38.9	38.1	Fair	57
CO. 160	CARLISLE CREEK	36.3	39.4	Fair	54
CO. 62	CREEK	33.4	38.1	Fair	66
CO. 133	BRANCH	26.2	40	Fair	30
CO. 53	CATY CREEK	30.8	39.7	Fair	82
CO. 131	BRANCH	34.8	27.9	Fair	65
CO. 224	UNNAMED BRANCH	55.8	24.9	Poor	53
CO. 297	STROUD CREEK	36.9	51.8	Fair	71

CO. 260	GAY CREEK	35.1	57.4	Fair	72
CO 28	LITTLE CHATAHOSPEE CREEK	41.3	53.8	Good	28
CO. 1266	WEST POINT RESERVOIR	48	207	Fair	49
CO. 66	LITTLE CHATAHOSPEE CREEK	42.2	60	Fair	72
CO. 1266	WEST POINT RESERVOIR	48	186	Good	49
CO. 1268	WEST POINT RESERVOIR	48	169.9	Good	49
CO. 1268	COUNTY LINE CREEK	0	20	Poor	67

Jersey County, Illinois

The examination of bridges in Jersey County, Illinois included 41 total local structures. The analysis method found seven bridges that could not accommodate heavier trucks, with a cost of \$1.6 million.

The following is a report by Thomas Klasner, Jersey County Engineer, on the results for his county.

I graduated from SIU-Edwardsville with a BS in Civil Engineering and worked in private sector engineering for 14 years where I assisted township, municipal and county governments on construction planning. I was appointed County Engineer of Jersey County in 2003 and hit the ground running on improving our bridge stock. I was awarded "Rural County Engineer of the Year" in 2018 by the National Association of County Engineers largely for my work with our county bridges.

Overall, our bridges are in generally great shape. We have worked hard to balance limited funding and have been able to achieve a high level of quality in terms of ratings of our infrastructure. Decades of dedicated work has been made easier by the fact that the State of Illinois does not allow many exemptions to the 80,000-pound weight limit.

This is a delicate balance. Our funding is limited and largely fixed due to the size of our county which has a population of 23,000. We currently have only a single problem bridge that was recently closed due to scour issues.

I manage 120 miles of county roadway and 29 bridges on the county system, but also work closely with our townships and assist with 379 miles of roadway and 56 bridges under their purview. Many of the townships I work with are in more difficult circumstances with maintenance budgets.

The increased cost of raw materials over the past several years has been an incredible challenge, with prices outpacing inflation and revenue growth. I recently bid out a bridge for \$330,000 that would have cost \$150,000 just ten years ago. The price of steel, concrete, rock and asphalt have dramatically increased. Based on recent construction projects, \$1.5 million represents a low end estimate of the total cost.

With these challenges, we have been able to replace one bridge a year at best, and many years none get replaced. We also chip and seal around 25 miles of roadway a year.

While our bridges are in good shape, our staff of myself, an office manager and only 4 maintenance workers have been able to keep up and maintain our bridges. Any significant changes could disrupt that balance.

At first glance, the amount to replace the seven bridges that would not be able to accommodate heavier trucks may seem small at only a little over \$1.5 million. But the scope of the problem becomes clearer when we can only afford to replace a single bridge a year at best. The cost of replacing these bridges would be a massive budgetary burden not only to our county, but especially to the township governments we work closely with on bridge replacement.

Funding is so tight that in a recent meeting of district-wide county engineers, we discussed issues with matching funds. **Often there will be substantial federal funds available for bridge construction, but the small portion that must be matched by a local government is too much to afford, and that money is often left on the table.**

Not every bridge qualifies for these matching funds, and the inability to take advantage of them when they do is indicative of the dire financial situation in many local governments across our state.

In addition to the immediate concerns about bridges, heavier trucks would dramatically change the lifespan of the structures I am responsible for. Our replacement efforts have been able to keep up with existing lifespan of bridges, but heavier trucks would add to our backlog as we would be unable to replace them quickly enough.

The only alternative when a bridge becomes dangerously damaged and the funding isn't there is to close the bridge. I recently had to close a bridge that saw only 250 vehicles per day, and it has created significant inconveniences for our residents, creating a nearly 10-mile detour in the commutes of many.

My top priority is protecting the traveling public, and when a structure has to be closed to prevent collapse, our transportation network is significantly damaged. Both businesses and residents face delays and detours as entire communities can be cut off.

Jersey County Bridges At Risk with Heavier Truck Configurations

Route Carried	Feature Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
FAS 749	OTTER CREEK	38.6	115.2	Fair	59
ILL 100 (FAP-304)	Trib to Otter Creek	45.3	26.2	Fair	97
ILL 100	DRAINS TO EAGLE LAKE	33.2	33.8	Fair	84
TR 187	LITTLE PIASA CK	50.7	81.7	Poor	50
TR 77	STREAM	35.7	25.9	Fair	98
TR 150C	BRANCH LITTLE PIASA	38.3	25.9	Fair	47
FAS 748	STREAM	35.7	34.1	Good	90

Buchanan County, Iowa

The examination of bridges in Buchanan County, Iowa included 281 total local structures. The analysis method found 66-74 bridges that could not accommodate heavier trucks, with a cost of \$20.8 million to \$22.7 million.

The following is a report by Brian Keierleber, Buchanan County Engineer, on the results for his county.

Brian Keierleber, P.E. County Engineer, Buchanan County, Iowa

I grew up on a ranch near Winner, South Dakota and learned from an early age about the importance of infrastructure. Our pastures were separated by miles of road and our high school was 28 miles away. I attended school for civil engineering at South Dakota State and then was commissioned as a Combat Engineer Officer and was sent to the US Army Engineer School at Ft. Belvoir in Virginia. Through the Army I have constructed bridges with Reserve Units that had never constructed a bridge. We would form and precast concrete beams, construct the abutments, pour the deck and complete the bridges with three separate units over 6 weeks of training.

My professional experience began with the Oklahoma Department of Transportation doing construction inspections. I worked there for 1.5 years and was recruited to work for the City of Bartlesville Oklahoma where I spent the next 4.5 years doing design and construction on secondary roads and bridges. The knowledge gained there was a major asset and taught me about the challenges faced by local government.

I moved to Iowa and became the Palo Alto County Engineer. After 6 years in Palo Alto County, I moved to Buchanan County where I have spent the last 29 years. During my time in Palo Alto County, we constructed 4 bridges across the West Fork of the Des Moines River. I had approximately 110 bridges and 990 miles of roads in Palo Alto and moving to Buchanan County I have 260 bridges and 963 miles of roads.

There were many opportunities for success due to the extreme age of the bridges I had accepted. **I had 3 bridges that pre-dated General Custer's expedition at the Battle of Little Big Horn and two of them were major river crossings over the Wapsipinicon River. I had approximately 35 others that pre-dated the production of the model "T" automobile.**

Bridges are a major emphasis and we have implemented numerous non-traditional methods of replacement and repairs due to our severely limited budget. This has included constructing 32 bridges using railroad flat cars.

We have had to post bridges for weight, particularly the structures that are severely outdated and have not kept up with the vehicles of modern agriculture. There is only

one way that posting bridges is effective – if I am standing on the bridge and watching over it! While we post bridges according to state guidelines, it is far from a solution. At best, we hope it buys a tiny bit of time as we work to repair or replace the structure.

At our current funding level we can overlay about 2 miles of roadway every year. Without additional funding we can get to each mile in about 100 years. I do have pavements that are over 50 years old and do not appear in my 5-year plan. We have many maintenance activities that are on hold due to funding. We have been able to keep up solely through the use of innovative bridge construction and repair methods, which are far from ideal but allow us to maintain a baseline level of bridge effectiveness.

Funding is always a major concern as the needs always exceed the resources. The world we are dealing with has changed significantly in the past few years. Our personnel capabilities are different and the public has gotten more frustrated and demanding. Better infrastructure requires higher taxes, which is a challenge given a population in the county of just over 20,000.

In light of the extreme budgetary pressures and outdated infrastructure we are already dealing with, adding even heavier trucks to our system would make our exceedingly difficult situation impossible absent additional revenue. In the short term, we would have to rerate our bridges for the new standard loads and post those that could not accommodate the loads. As I have seen for decades, posting won't work. Absent significant additional funding, this is a recipe for disaster.

Our county would be devastated by changes in truck weight laws. One immediate effect would be the requirement that we post bridges, which can cost upwards of \$1,000 per bridge. That would be an up front cost of tens of thousands of dollars that were not budgeted for. While posting is not an effective solution, it would be a required first step.

Based on the number of bridges, the cost of replacement and the size of our budget, closures would be an inevitability. There would be no way around it as these bridges are simply incapable of handling these heavier weights. Our county has significant rivers and streams, including the Wapsipinicon River which intersects the entire county. A closed bridge can mean significant delays to both motorists and truck traffic. There are sections of river nearly 10 miles long with a single crossing, meaning what used to be a short trip to work could be tripled in travel time. And if two consecutive bridges have to be closed? Or three? We are talking long term, dramatic impacts to the ability to travel efficiently through our county that would increase costs for businesses and motorists.

Buchanan County Bridges At Risk with Heavier Truck Configurations

Route Carried	Feature Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
LOCAL IOWA AVE	BEAR CR	30.6	102	Fair	69
LOCAL 310TH ST	LIME CR	30.6	102	Fair	65
FM	LIME CREEK	18.5	151.9	Fair	68
LOCAL 260TH ST	BUFFALO CREEK	30.4	210	Fair	73
PARRISH AVE	PINE CR	31	102	Poor	62
FM 140TH ST	SMALL STREAM	19	58.1	Poor	64
LOCAL 230TH ST	PINE CR	29.3	65	Fair	15
FM 145TH ST	LITTLE WAPSIPINICON	23.3	202.1	Fair	57
LOCAL	SMALL STREAM	30.8	78.1	Poor	71
LOCAL	MALONE CR	13	35.1	Poor	97
LOCAL 305TH ST.	LIME CR	0	81	Poor	112
LOCAL 325TH ST	MUD CR	0	101	Poor	69
DANIAL AVE	SPRING CR	33.7	63	Fair	66
LOC 100TH ST	BUFFALO CR	5	57.1	Fair	82
3RD ST NE	MELONE CREEK	36.8	100.1	Fair	53
WASHINGTON ST	DRAINAGE	25.7	77.1	Fair	63
1ST ST W	WAPSIPINICON RIVER	25.6	255.9	Fair	105
RACINE AVE	SMALL NATURAL STREAM	36	91.9	Poor	68
330TH ST	LIME CREEK	36.3	91.9	Fair	71
330TH ST	BEAR CREEK	34.8	154.9	Poor	71
280TH ST	BUFFALO CREEK	37.1	81	Fair	18
FM STEWART AV	SMALL CREEK	37.6	77.1	Fair	59
VINCENT AVE	DRY CREEK	35.3	102	Fair	62
330TH ST	DRY CREEK	34.1	67.9	Fair	15
LOCAL 330TH ST	WALTON CREEK	33.4	68.9	Fair	16
SCOTT BLVD	SMALL STREAM	33.5	67.9	Good	8
QUINSET AVE	SAND CREEK	33.1	125	Fair	64
NOLAN AVE	SAND CREEK	33.5	67.9	Fair	10
320TH ST	DRAINAGE	34.2	67.9	Fair	17
FM LAPORTE RD	MUD CREEK	30.6	102	Fair	55
LOCAL DUGAN AVE	LIME CR	33.1	127	Fair	70
LOCAL	SMALL STREAM	33.4	67.9	Fair	17
LOCAL 240TH ST	PINE CR	35.1	77.1	Fair	61
LOCAL 250TH ST	SMALL CREEK	34.6	77.1	Fair	65
PINE CREEK AVE	SMALL STREAM	34.6	77.1	Fair	65
LOCAL 250TH ST	SMALL STREAM	36	71.9	Good	12

LOCAL 265TH ST	BEAR CR	35.1	77.1	Fair	60
LOCAL 265TH ST	SPRING CREEK	34.6	77.1	Fair	63
LOCAL	SPRING CR	34.1	67.9	Good	17
LOCAL	PRAIRIE CR	20	44	Fair	69
170TH ST	PRAIRIE CREEK	33.5	68.9	Good	8
LOCAL	PRAIRIE CR	20	44	Fair	69
LOCAL RD	BUFFALO CREEK	31.7	80.1	Fair	42
FM	BUFFALO CREEK	33.2	169	Fair	60
PINE CREEK AVE	SMALL STREAM	25.7	49.9	Poor	10
LOCAL	SMALL STREAM	34.5	67.9	Good	12
FM	PINE CREEK	35.1	127	Fair	62
FM	HARTER CR	37.6	75.1	Fair	59
FM	WAPSIPINICON RIVER	32.5	351	Poor	60
FM	OVFLOW WAPSIPINICON RIVE	32.2	102	Fair	54
LOC 100TH ST	STREAM	30.3	56.1	Fair	82
LOC HARRISON AV	SMALL STREAM	34.6	78.1	Fair	63
LOC 110TH ST	HUNTER CR	35.1	76.1	Fair	59
FM LAWRENCE AVE	SMALL STREAM	19	58.1	Fair	69
INDIANA AVE	OTTER CR	36.6	66.9	Fair	12
LOC 150TH ST	OTTER CR	35.1	203.1	Poor	69
LOC CENTRAL AVE	SMALL STREAM	35.1	77.1	Fair	55
VINCENT AVE	DRY CREEK	22.2	46.9	Fair	82
LOCAL 335TH ST.	SMALL STREAM	23.3	28.9	Fair	24
CONCORD ST	DRAINAGE	35.7	53.1	Poor	122
LOC FINLEY AVE	LIME CR	43.9	94.2	Poor	97
POSTEL AVE	SMALL STREAM	42.3	67.9	Fair	11
FM	WAPSIPINICON RIVER	43.4	253.9	Fair	54
130TH ST	SMALL STREAM	43.5	67.9	Good	6
150TH ST	SMALL STREAM	43.5	67.9	Good	4
OVERLAND AVE	SMALL STREAM	43.5	69.6	Good	2
2ND ST NE	MELONE CREEK	44.3	103	Fair	37
LOCAL	SMALL STREAM	40	55.1	Poor	71
QUASQUETON BLVD	SMALL STREAM	46.4	71.9	Good	8
136TH ST	BUFFALO CR	46.4	111.9	Good	14
FM	BUCK CREEK	46.4	143	Fair	57
FM STEWART AV	SMITH CREEK	33.1	32.2	Fair	64
FM 140TH ST	SMALL STREAM	33.1	32.2	Poor	64
LOC TAYLOR AVE	BUFFALO CR	51.9	39	Poor	71

Johnson County, Texas

The examination of bridges in Johnson County, Texas included 183 total local structures. The analysis method found 8-14 bridges that could not accommodate heavier trucks, with a cost of \$2.4 to \$4.1 million.

The following is a report by Rick Bailey, Johnson County Commissioner, on the results for his county.

I have lived in Johnson County for 35 years and am very involved in the infrastructure construction in my precinct. I know my constituents, the roads they use and what we need to do in order to maintain safe and effective infrastructure.

Our county budget is based solely on property taxes, and we are constrained in many ways, as many counties across the country are. The state provides significant assistance, primarily in the form of management of the inspection and rating process for our bridges. But ultimately, our limited county budget is the foundation of our infrastructure funding.

Our infrastructure faces numerous issues. Age is a problem. 98 of the local bridges in our county are over the age of 50 years, and four exceed 100 years old. Not only have these structures been degraded over decades, but many were designed for far lighter and smaller trucks.

We also have serious issues with flooding. This affects maintenance when floodwaters damage roads and bridges, but also raises the costs of construction as we need to conduct flood studies and downstream impact reviews. With those costs, a single bridge can take over a year of planning and time to set aside the money and will need as much as 50% of our budget.

Over the years, projects that were once done in-house are now contracted out due to the amount of time required for construction and the size of the backlog. This has dramatically increased the costs that we face when we replace a structure.

With the older ages and unique conditions, we are already on pins and needles when it comes to many of our bridges, doing our best with a limited staff of only 13 to prevent tragic accidents. We struggle to accommodate existing truck traffic, which has increased dramatically due to the housing boom, with more cement trucks, lumber trucks and sand/gravel trucks on our county roads.

These challenges are only a part of what our county faces. I represent a single precinct of four, amplifying the budgetary issues. An average of \$600,000 annually goes to culverts and watersheds alone.

The review of the analysis of our bridge stock did require unique attention due to some understatement of the problem that heavier trucks would have. Since inspection and weight rating are conducted by the state, we are not involved in that process. The state heavily utilizes the assigned rating method, where certain bridges that qualify are allowed to have a state-legal weight assigned as the operating rating. These bridges were not in the analysis because assigned rating bridges were excluded, but after review there were two that would need to be replaced to accommodate heavier trucks, and these were added to the list. The rest were rated using traditional methods, either load factor or allowable stress, and had operating ratings that reflected the true carrying capacity.

An example of this is the County Road 1206 crossing Mustang Creek, a 62-year-old bridge that uses an outdated design load vehicle. While it has an assigned rating based on the bridge design that says it would accommodate heavier trucks, the reality on the ground is that this bridge often sees substantial flooding, sometimes as much as 15 feet over the bridge. The tremendous force of this water has weakened the structure and the underlying soil and would need to be replaced to accommodate larger truck travel.

The budgetary impacts on our county would be disastrous and would either require cuts in other critical areas or new taxes, which would be especially painful given the small size of our tax base. Absent devastating budgetary shifts, closures would be inevitable, which would create significant hardships for everyday motorists and commercial vehicles alike.

Johnson County Bridges At Risk with Heavier Truck Configurations

Route Carried	Features Intersected	Operating Rating (US tons)	Structure Length (ft.)	Bridge Condition	Bridge Age (yr)
NOLAN RIV RD-PCT 1	NOLAN RIVER	28	101	Fair	56
FM 1434	ROBINSON BRANCH	39	200.1	Fair	58
CR 108 - PCT 4	COTTONWOOD CREEK	36	79.1	Fair	82
CR 210 - PCT 4	TRIB OF COTTONWOOD CK	25	29.9	Fair	28
CR 1208 - PCT. 1	PILOT BRANCH	25	29.9	Fair	74
CR-1206 PCT 1	MUSTANG CREEK	36	75.1	Fair	62
CR 604	IH 35W	41	237.9	Good	59
FM2331	MUSTANG CREEK	43	163.1	Good	56
FM 1434	CAMP CREEK	44	120.1	Fair	53
FM 3391	TR QUILL MILLER CK	44	65.9	Good	25

CR 714 - PCT. 3	VILLAGE CREEK	44	67.9	Good	27
CR 508 - PCT 3	MOUNTAIN CREEK	46	80.1	Fair	28
CR 401 - PCT 4	S FORK OF CHAMBERS CREEK	48	100.1	Fair	80
FM 731	VILLAGE CREEK	47	80.1	Good	59

National Analysis

After a thorough review of the case study counties, the method of evaluating bridges that would be at risk for replacement if heavier trucks were allowed was shown to closely match the findings of each county engineer and did not deviate substantially in any review. In fact, most inaccuracies found were bridges that had not been included in the initial list.

Absent a detailed engineering analysis of every local bridge in the nation, any method of analysis will be imperfect. The methodology applied here provides a useful tool for state and federal policymakers charged with making decisions about truck size and weight laws.

Summary of Data

The application of this method produces conservative results. Not all bridges were examined due to assigned ratings, resulting in an overall undercount of the total at-risk structures. Cost estimates do not account for recent dramatic increases in raw material prices and exclude 22 specific line items. Finally, this study examines only the initial cost and does not account for future deterioration caused by increased loads.

Nationally, a total of 423,422 local bridges were examined.

National Summary of Heavier Configuration Monetary Impact

Configuration	Local Bridges At Risk	Overall Cost
88,000 lbs. 5-axle	69,231	\$54.6 billion
91,000 lbs. 6-axle	72,240	\$60.8 billion
97,000 lbs. 6-axle	87,455	\$78.4 billion

In terms of the governmental entities bearing the impact, local bridges owned by state highway agencies had the second highest amount of at-risk bridges, but have a far higher replacement cost due to a larger average size. **In terms of local governmental entities, counties bear the highest burden, with total costs ranging from \$18.6-\$24 billion, which represents 19.6-23.1% of their bridges.**

An important conclusion drawn from the following tables is that the impact of heavier trucks is not isolated to a single level of government. From top to bottom, there are significant costs associated with replacing bridges that cannot accommodate heavier configurations.

Heavier Truck Impact by Governmental Level

Governmental Entity	88,000 lb. at-risk bridges	88,000 lb. replacement cost	91,000 lb. at-risk bridges	91,000 lb. replacement cost	97,000 lb. at-risk bridges	97,000 lb. replacement cost
County Highway Agencies	40,354	\$18.6 billion	40,907	\$20 billion	47,558	\$24 billion
State Highway Agencies	17,684	\$23.5 billion	19,470	\$26.9 billion	25,872	\$37.8 billion
City or Municipal Highway Agencies	4,230	\$5.9 billion	4,541	\$6.8 billion	5,529	\$8.2 billion
Town or Township Highway Agencies	2,378	\$1.2 billion	2,459	\$1.4 billion	2,957	\$1.7 billion

Conclusion

Policymakers in both Congress and in state legislatures across the country have been tasked with setting vehicle weight limits since the dawn of commercial motor vehicles. They seek to strike a balance between the benefits to commerce and the costs to society.

While some bridges continue to stand since the times of horse drawn carriages, the weight of commercial vehicles has continued to increase, putting immense strain on a system that requires hundreds of billions of dollars to stay standing each year.

Governments of all shapes and sizes are responsible for the maintenance of our roads and bridges. From the tiniest of townships to large metropolises and the federal government, all play a role in the construction and maintenance of our bridges. And the money that funds these projects comes from a variety of sources: user fees, registration fees and taxes on income, property and fuel. While the trucks that cause this damage offset some of the cost, systemic underpayment means that taxpayers, at every level, ultimately pay for the shortfall.²²

The strength of our research lies in close consultation with the local officials who know their bridges the best and know the budgetary difficulties that would accompany additional costs. When changes are proposed to truck size and weight, they can provide the most specific insight into the damage that would be caused to our bridges and the difficult, if not impossible, task of coming up with additional funding.

The data garnered from this study shows a dramatic and devastating cost associated with proposals that would raise the national weight limit. This cost is not limited to the Federal government, with the ability to print money and take out significant amounts of debt, but is spread out among nearly every township, city, county and state in the nation. Failure to replace bridges not capable of holding heavier vehicles would result in a patchwork of closed bridges, creating massive delays for residents and businesses alike. Bridges can and will fail, resulting in the loss of human life.

While the cost of inaction is too high for many units of government, so is the cost of replacing these bridges. Smaller units of government are severely limited in how much revenue they can generate by small tax bases. This is the case in many of the counties that we represent.

The data generated by this research approach should be used by policymakers to evaluate the costs that heavier truck proposals would incur at all levels of government.

²² Federal Highway Administration. (2000). *Addendum to the 1997 Federal Highway Cost Allocation Study Final Report*

Appendix

Table 1: Costs per ft² for Replacement/Strengthening²³

State	Cost (dollars/ft ²)
Alabama	\$130
Alaska	\$372
Arizona	\$223
Arkansas	\$179
California	\$409
Colorado	\$235
Connecticut	\$540
Delaware	\$455
District Of Columbia	\$1,468
Florida	\$174
Georgia	\$162
Hawaii	\$1,436
Idaho	\$243
Illinois	\$199
Indiana	\$176
Iowa	\$115
Kansas	\$133
Kentucky	\$266
Louisiana	\$165
Maine	\$301
Maryland	\$421
Massachusetts	\$594
Michigan	\$267
Minnesota	\$148
Mississippi	\$117
Missouri	\$122
Montana	\$213
Nebraska	\$202
Nevada	\$291
New Hampshire	\$605
New Jersey	\$492
New Mexico	\$255
New York	\$335
North Carolina	\$144

²³ Federal Highway Administration. (2022). *Bridge Replacement Unit Costs 2021*.

North Dakota	\$170
Ohio	\$194
Oklahoma	\$127
Oregon	\$297
Pennsylvania	\$332
Rhode Island	\$868
South Carolina	\$126
South Dakota	\$200
Tennessee	\$126
Texas	\$100
Utah	\$196
Vermont	\$370
Virginia	\$348
Washington	\$294
West Virginia	\$232
Wisconsin	\$132
Wyoming	\$155
Puerto Rico	\$295

Table 2: Local bridges put at risk by 91,000 pound trucks, by Congressional District (2023)

State	Congressional District	# Bridges fail 91k	Cost
Alaska	At-Large	242	\$193,489,513
Alabama	1	134	\$67,068,521
	2	489	\$267,721,392
	3	464	\$198,238,066
	4	436	\$223,609,542
	5	219	\$118,139,895
	6	145	\$87,607,975
	7	439	\$323,316,058
Arkansas	1	890	\$501,950,035
	2	211	\$139,755,951
	3	253	\$151,280,633
	4	894	\$532,290,972
Arizona	1	25	\$27,721,799
	2	135	\$106,475,244
	3	9	\$13,618,320
	4	2	\$19,584,886
	5	6	\$13,931,880
	6	58	\$89,752,193
	7	49	\$137,592,093
	8	2	\$5,530,801
	9	37	\$51,719,743
California	1	634	\$1,080,196,444
	2	351	\$778,854,733
	3	233	\$321,604,226
	4	124	\$239,435,430
	5	204	\$280,494,409
	6	15	\$111,851,807
	7	50	\$178,229,030
	8	24	\$66,839,025
	9	53	\$143,622,763
	10	30	\$65,913,745
	11	4	\$23,556,151
	12	15	\$65,738,815
	13	214	\$451,265,733

	14	18	\$75,746,064
	15	14	\$72,712,102
	16	37	\$70,503,175
	17	12	\$62,684,649
	18	73	\$206,926,802
	19	120	\$205,632,357
	20	82	\$215,767,009
	21	75	\$153,920,851
	22	129	\$257,165,294
	23	114	\$160,123,541
	24	69	\$153,729,194
	25	77	\$144,573,729
	26	31	\$90,918,042
	27	16	\$70,139,083
	28	14	\$42,436,572
	29	4	\$4,512,006
	30	13	\$64,846,746
	31	9	\$41,174,562
	32	7	\$6,472,875
	33	16	\$69,177,033
	34	18	\$87,031,805
	35	6	\$29,017,323
	36	4	\$29,625,751
	37	4	\$28,715,522
	38	6	\$39,593,122
	39	9	\$25,573,134
	40	8	\$29,980,763
	41	16	\$52,102,060
	42	16	\$72,084,410
	43	10	\$68,832,410
	44	2	\$11,746,807
	45	7	\$52,843,945
	46	6	\$46,081,089
	47	10	\$36,801,738
	48	25	\$69,117,973
	49	26	\$123,805,282
	50	18	\$99,691,869
	51	5	\$41,774,115
	52	9	\$51,798,214
Colorado	1	22	\$61,221,730
	2	128	\$130,776,651

	3	326	\$290,397,478
	4	242	\$268,168,600
	5	35	\$43,415,522
	6	15	\$33,208,085
	7	72	\$73,289,309
	8	26	\$58,220,498
Connecticut	1	38	\$178,291,206
	2	59	\$200,676,960
	3	32	\$151,908,588
	4	29	\$111,380,022
	5	40	\$150,138,144
District of Columbia	At-Large	9	\$144,791,482
Delaware	At-Large	54	\$378,662,785
Florida	1	120	\$256,427,153
	2	225	\$137,661,422
	3	102	\$73,889,609
	4	65	\$98,167,196
	5	19	\$56,511,337
	6	31	\$24,208,881
	7	15	\$91,655,179
	8	19	\$17,756,526
	9	21	\$106,205,267
	10	10	\$9,708,156
	11	15	\$12,489,337
	12	3	\$4,942,696
	13	9	\$44,809,855
	14	22	\$36,671,283
	15	3	\$10,373,462
	16	20	\$53,519,860
	17	44	\$67,909,851
	18	58	\$50,351,320
	19	15	\$51,119,669
	20	16	\$25,821,078
	21	24	\$47,906,132
	22	11	\$48,374,854
	23	40	\$63,462,550
	24	26	\$47,726,843
	25	9	\$33,210,301
	26	26	\$51,281,785
	27	11	\$37,646,727
	28	13	\$61,143,878

Georgia	1	153	\$205,441,114
	2	330	\$240,634,824
	3	281	\$214,683,741
	4	47	\$71,991,828
	5	43	\$88,248,334
	6	57	\$40,137,476
	7	13	\$25,032,240
	8	415	\$348,806,977
	9	227	\$152,528,661
	10	244	\$204,572,571
	11	65	\$69,586,679
	12	277	\$313,146,140
	13	68	\$57,572,840
	14	224	\$191,967,045
Hawaii	1	62	\$644,495,899
	2	163	\$568,689,172
Iowa	1	849	\$269,920,723
	2	1045	\$316,567,356
	3	1425	\$381,609,332
	4	1752	\$499,162,509
Idaho	1	304	\$213,345,618
	2	290	\$210,752,338
Illinois	1	14	\$20,301,065
	2	89	\$51,164,563
	3	5	\$5,966,299
	4	5	\$4,101,609
	5	6	\$59,167,695
	6	4	\$8,369,343
	7	21	\$127,061,799
	8	4	\$8,984,452
	9	9	\$13,732,771
	10	19	\$25,215,668
	11	22	\$23,946,745
	12	228	\$186,782,977
	13	58	\$57,859,748
	14	46	\$34,771,608
	15	395	\$191,962,902
	16	218	\$161,932,429
	17	105	\$85,279,002
Indiana	1	52	\$85,443,882
	2	125	\$108,535,874

	3	161	\$166,863,664
	4	321	\$257,652,930
	5	170	\$164,623,026
	6	171	\$148,695,307
	7	44	\$83,709,947
	8	596	\$393,338,319
	9	278	\$220,339,078
Kansas	1	2699	\$956,326,941
	2	1483	\$674,896,708
	3	221	\$186,583,399
	4	1251	\$533,183,574
Kentucky	1	493	\$256,350,428
	2	173	\$217,670,073
	3	64	\$65,623,344
	4	188	\$198,812,204
	5	591	\$331,464,223
	6	180	\$121,437,751
Louisiana	1	263	\$192,480,540
	2	142	\$554,063,037
	3	550	\$433,840,572
	4	826	\$581,191,397
	5	1125	\$690,165,117
	6	336	\$238,487,436
Massachusetts	1	81	\$163,230,428
	2	82	\$235,711,674
	3	25	\$73,395,531
	4	22	\$129,843,826
	5	13	\$30,615,176
	6	16	\$63,470,920
	7	12	\$1,080,176,051
	8	8	\$40,555,469
	9	22	\$136,340,404
Maryland	1	49	\$151,944,499
	2	30	\$37,642,031
	3	13	\$38,657,020
	4	8	\$23,486,538
	5	10	\$40,590,462
	6	64	\$61,473,915
	7	4	\$30,643,538
	8	8	\$25,193,272
Maine	1	122	\$331,852,874

	2	253	\$368,751,518
Michigan	1	143	\$68,050,527
	2	80	\$73,711,998
	3	11	\$15,211,978
	4	26	\$15,095,139
	5	103	\$62,690,265
	6	27	\$29,819,868
	7	46	\$32,060,265
	8	60	\$58,649,647
	9	58	\$34,734,244
	10	5	\$5,452,113
	11	10	\$38,740,338
	12	8	\$45,632,970
	13	13	\$102,826,559
Minnesota	1	215	\$122,154,331
	2	17	\$14,855,678
	3	13	\$26,528,689
	4	22	\$52,292,130
	5	32	\$74,397,306
	6	35	\$33,831,690
	7	293	\$193,899,392
	8	139	\$107,924,135
Missouri	1	27	\$69,103,789
	2	59	\$36,886,676
	3	317	\$129,807,536
	4	863	\$348,348,271
	5	39	\$63,740,340
	6	1540	\$457,734,346
	7	330	\$177,743,703
	8	928	\$363,200,905
Mississippi	1	605	\$222,258,067
	2	1180	\$488,832,716
	3	580	\$218,182,625
	4	298	\$154,059,038
Montana	1	346	\$292,437,477
	2	579	\$421,848,098
North Carolina	1	119	\$60,639,034
	2	21	\$12,192,768
	3	101	\$81,425,090
	4	59	\$41,873,774
	5	225	\$86,171,688

	6	51	\$30,921,725
	7	51	\$21,357,923
	8	76	\$33,675,714
	9	141	\$44,579,894
	10	188	\$89,201,794
	11	389	\$141,197,924
	12	15	\$10,348,891
	13	26	\$12,899,650
	14	19	\$12,385,901
North Dakota	At-Large	591	\$184,308,833
Nebraska	1	646	\$268,085,532
	2	273	\$123,969,602
	3	2583	\$1,028,325,039
New Hampshire	1	52	\$155,961,382
	2	199	\$312,230,266
New Jersey	1	18	\$55,822,271
	2	52	\$293,533,547
	3	35	\$99,697,109
	4	19	\$92,550,120
	5	19	\$38,253,148
	6	16	\$128,993,938
	7	97	\$181,782,942
	8	16	\$104,463,064
	9	22	\$107,813,534
	10	18	\$200,207,100
	11	14	\$25,110,056
	12	29	\$61,680,121
New Mexico	1	35	\$20,496,696
	2	88	\$83,212,875
	3	158	\$117,997,578
Nevada	1	6	\$14,058,734
	2	45	\$70,528,797
	3	2	\$14,342,081
	4	6	\$32,866,268
New York	1	15	\$37,330,357
	2	7	\$27,880,710
	3	6	\$13,121,816
	4	4	\$7,384,874
	5	3	\$12,444,413
	6	1	\$5,284,826
	7	0	\$75,886,847

	8	0	\$29,654,535
	9	3	\$5,286,535
	10	6	\$15,194,227
	11	0	\$279,876,353
	12	14	\$71,786,648
	13	2	\$65,794,436
	14	1	\$16,712,346
	15	7	\$27,947,945
	16	18	\$46,803,721
	17	32	\$70,417,335
	18	62	\$93,388,084
	19	170	\$182,807,179
	20	16	\$27,887,075
	21	201	\$135,100,006
	22	56	\$76,539,393
	23	155	\$172,290,869
	24	103	\$121,693,306
	25	35	\$51,684,102
	26	28	\$104,234,413
Ohio	1	49	\$180,562,396
	2	352	\$276,852,823
	3	31	\$101,693,035
	4	286	\$233,808,606
	5	268	\$194,235,535
	6	246	\$183,157,883
	7	81	\$68,584,471
	8	107	\$92,081,012
	9	149	\$150,639,855
	10	37	\$53,700,403
	11	22	\$109,075,530
	12	324	\$198,968,088
	13	43	\$74,027,315
	14	99	\$106,626,241
	15	121	\$189,842,793
Oklahoma	1	82	\$80,765,802
	2	876	\$327,596,208
	3	1136	\$408,623,427
	4	401	\$145,871,794
	5	426	\$150,533,494
Oregon	1	218	\$621,256,522
	2	736	\$914,003,965

	3	117	\$352,744,367
	4	485	\$717,785,591
	5	286	\$513,212,852
	6	156	\$296,316,781
Pennsylvania	1	50	\$60,329,691
	2	8	\$13,924,810
	3	9	\$51,942,031
	4	36	\$34,432,085
	5	14	\$19,557,688
	6	45	\$33,319,420
	7	41	\$46,230,431
	8	77	\$72,615,663
	9	155	\$89,294,654
	10	32	\$41,565,039
	11	66	\$39,016,308
	12	23	\$71,140,230
	13	93	\$77,537,218
	14	138	\$87,749,692
	15	162	\$109,679,420
	16	95	\$70,374,206
	17	14	\$27,387,477
Puerto Rico	At-Large	376	\$487,046,593
Rhode Island	1	36	\$227,157,249
	2	53	\$271,391,249
South Carolina	1	89	\$190,651,016
	2	275	\$230,191,697
	3	1139	\$480,007,561
	4	402	\$270,299,522
	5	699	\$345,600,725
	6	532	\$316,688,728
	7	634	\$252,430,340
South Dakota	At-Large	1077	\$563,429,282
Tennessee	1	224	\$149,076,245
	2	111	\$93,073,268
	3	180	\$132,410,389
	4	243	\$147,355,071
	5	119	\$76,511,182
	6	230	\$138,376,405
	7	249	\$193,086,344
	8	470	\$243,850,835
	9	78	\$91,250,057

	1	121	\$60,688,130
	2	15	\$6,622,890
	3	18	\$6,381,850
	4	78	\$21,950,950
	5	44	\$32,971,970
	6	107	\$28,926,010
	7	6	\$12,537,120
	8	35	\$12,355,120
	9	5	\$2,166,280
	10	130	\$51,174,110
	11	144	\$83,408,010
	12	34	\$31,051,170
	13	143	\$66,201,228
	14	22	\$11,215,860
	15	56	\$26,976,720
	16	9	\$9,421,530
	17	229	\$84,936,680
	18	5	\$2,002,670
	19	122	\$67,439,040
	20	17	\$10,693,580
	21	46	\$25,261,900
	22	53	\$13,771,960
	23	188	\$87,680,970
	24	20	\$8,120,560
	25	107	\$50,081,090
	26	29	\$9,018,020
	27	111	\$46,492,620
	28	71	\$46,638,780
	29	9	\$8,347,620
	30	12	\$16,702,790
	31	87	\$34,847,460
	32	8	\$7,092,340
	33	8	\$6,523,060
	34	5	\$2,158,080
	35	27	\$17,535,800
	36	53	\$22,034,792
	37	7	\$8,014,710
	38	4	\$2,817,830
	1	111	\$140,986,622
	2	113	\$135,226,378
	3	129	\$100,278,253

Texas

Utah

	4	38	\$35,942,990
Virginia	1	39	\$123,906,722
	2	39	\$42,218,768
	3	7	\$33,301,164
	4	91	\$106,004,454
	5	242	\$314,874,332
	6	185	\$231,067,963
	7	25	\$42,870,642
	8	17	\$61,728,414
	9	248	\$248,398,711
	10	33	\$46,904,723
	11	6	\$29,284,026
Vermont	At-Large	390	\$295,176,640
Washington	1	16	\$46,427,804
	2	153	\$232,559,498
	3	211	\$329,754,251
	4	273	\$275,338,115
	5	329	\$335,031,718
	6	167	\$341,001,574
	7	21	\$143,500,959
	8	229	\$258,450,520
	9	20	\$67,025,797
	10	29	\$65,988,770
Wisconsin	1	28	\$23,943,058
	2	55	\$30,798,504
	3	261	\$126,225,277
	4	15	\$53,287,938
	5	27	\$16,144,735
	6	63	\$35,368,740
	7	259	\$102,709,978
	8	100	\$40,976,232
West Virginia	1	251	\$231,717,169
	2	172	\$173,997,593
Wyoming	At-Large	284	\$127,643,926

Bigger Trucks: Bad for America's Local Communities

Dear Members of Congress,

Representing local communities and Americans across the nation, we are concerned about our transportation infrastructure. We strongly oppose proposals in Congress that would allow any increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks would only make our current situation worse.

Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most certainly set us back in our efforts. Much of our transportation infrastructure that connects people to jobs, schools and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as Interstates. Many of us are unable to keep up with our current maintenance schedules and replacement costs because of underfunded budgets.

The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our Interstates would mean additional trucks that ultimately find their way onto our local infrastructure. Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day.

On behalf of America's local communities and our residents, we ask that you oppose any legislation that would allow any increase in truck length or weight.

Sincerely,



RE: OLCounty Agenda Item

1 message

Kimberly McNemar <kmcnemar@bmscares.org>

Tue, Aug 8, 2023 at 3:56 PM

To: Ramon Bear Runner <ramon.br@oslh.org>, "agenda@olcounty.org" <agenda@olcounty.org>

I think this looks good. Is this information you would provide tenants?

I am also wondering if you would like us to prepare an MOU (Memo of Understanding) for you? We have completed these for schools in your county in the past.

Thank you,

Kim McNemar, NCC, LPC-MH, QMHP

Director of Southern Hills

Behavior Management Systems, Inc.

Office 605-745-6222

Cell 605-685-8408

Fax 605-745-4930

From: Ramon Bear Runner <ramon.br@oslh.org>

Sent: Tuesday, August 8, 2023 3:52 PM

To: Kimberly McNemar <kmcnemar@bmscares.org>; agenda@olcounty.org

Subject: OLCounty Agenda Item

[WARNING: EXTERNAL EMAIL] - This message was sent from outside Behavior Management Systems. Please do not click links or open attachments unless you recognize the sender and know the content is safe.

Kim,

This is a suggested outline for services that BMS could provide to OLHA.

Ramon

We are always looking for talented professionals to join our team! [Search our Job Openings](#)

This e-mail message and any documents attached to it are confidential and may contain information that is protected from disclosure by various federal and state laws, including the HIPAA privacy rule (45 C.F.R., Part 164). This information is

Proposal for services from Behavior Management Services (BMS) of the Black Hills for the Oglala Lakota Housing Authority.

- 1. Assist the Oglala Lakota Housing Authority (OLHA) to oversee and guide behavior management in individuals and families toward fulfilling, productive, and socially acceptable behaviors.**
- 2. Assist OLHA in helping tenants become as independent as possible and emphasize personal dignity.**
- 3. Work with OLHA tenants with the understanding of Abraham Maslow's hierarchy of needs. In which he states that humans must have one level of needs satisfied before attaining the next level.**
- 4. The five needs to satisfy OLHA tenants are: physiological, safety, social, esteem, and self-actualization.**
- 5. These are some but not all services that will be provided by BMS.**

Sample

Application for Property Tax Payment Plan for back property taxes

**Please understand that if approved to be on a property tax payment plan, the payment plan is for delinquent taxes only. All subsequent taxes are to be brought current each April and October. Monthly payments are to be made by the agreed upon date. If you default on either keeping current taxes paid or miss a payment you will be removed from the payment plan and the county could start to take tax deed on your property.

Applicant's Full Name: _____
Telephone #: _____
Applicant's Mailing address: _____
Applicant's Physical address: _____
Legal Description of property for tax payment plan: _____
Parcel # of property for tax payment plan: _____
Amount you wish to pay monthly: _____
Date you wish to have payments to our office by: _____

Please list ALL household members in applicant's home and for the property that the payment plan is requested for: (If more room is needed please continue on a separate sheet)

Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____
Full Name: _____ D.O.B. _____ Relationship to appl. _____

INCOME:

Do you or anyone in your household or household for payment plan receive income from any of the following: If yes, how much and how often: (Must provide copies of all income)

Table with columns: YES/NO, AMOUNT, HOW OFTEN, and various income sources like SOCIAL SECURITY BENEFITS, VETERAN BENEFITS, LEASE INCOME FROM INDIAN TRUST LAND, CIVIL SERVICE RETIREMENT, RAILROAD RETIREMENT, SUPPLEMENTAL SECURITY INCOME (SSI), MILITARY ALLOTMENTS, FRIENDS/RELATIVES OUTSIDE YOUR HOME, NATIONAL GUARD RESERVE, CHILD SUPPORT PROGRAMS, UNEMPLOYMENT COMPENSATION, WORKMAN'S COMPENSATION.

<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	INSURANCE SETTLEMENTS
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	BIA SOCIAL SERVICES
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	ROOMER/BOARDER, ETC.
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	PUBLIC OR FEDERAL ASSISTANCE (ADC)
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	VACATION PAY, SEVERENCE PAY, SICK PAY
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	STRIKE PAY
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	CASH GIFTS, AWARDS & PRIZES
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	SCHOLARSHIPS, EDUCATIONAL LOANS, GRANTS
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	DIVIDENDS & INTEREST
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	FOSTER CARE PAYMENTS
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	ANNUITIES & PENSIONS
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	ALIMONY
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	FOOD STAMPS
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	COMMODITIES
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	_____	OTHER (SPECIFY)

Name of persons

Receiving Money

Amount

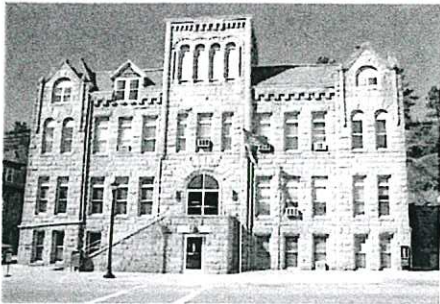
Source of Income

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

EXPENSE INFORMATION

Do you or anyone in your household or household for payment plan pay any of the following? If yes, how much:

<input type="checkbox"/> YES	<input type="checkbox"/> NO	Amount Per Month _____	Actual rent paid or scheduled principal and interest for a personal residence, plus property taxes & homeowners insurance cost.
<input type="checkbox"/> YES	<input type="checkbox"/> NO	Total _____	All utilities: Lights _____ Water _____ Fuel _____ Phone _____ Other _____
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Childcare expenses related to work schedules
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Grocery expense plus household supplies & toiletries
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Basic auto expense, gasoline & upkeep
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Auto ins. _____, employee paid health, _____ life ins _____
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Monthly health or medical installment payments
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Customary monthly expenses for medicine & care
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Court ordered child support & alimony payments
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Auto installment payments pertaining to ONE vehicle
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Standard retirement programs
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Income tax & contribution to Social Security & Medicare
<input type="checkbox"/> YES	<input type="checkbox"/> NO	_____	Other expenses (clothing etc.)



Sample
**FALL RIVER & OGLALA
LAKOTA
COUNTY TREASURER**

**906 North River Street
Hot Springs, SD 57747
Phone: 605-745-5145
Fax: 605-745-3530**

REAL ESTATE TAX PAYMENT AGREEMENT

I, _____, wish to enter into an agreement to make payments on our delinquent real estate taxes on the following parcels:

75250-00600-00700, 75250-00600-00400 & 75250-00600-00600

Beginning May 1st, 2020, I agree to pay **\$200.00** per month towards my delinquent taxes on this parcel. This amount is due and payable monthly on the 1st day of each month. Additional funds may be added at any time. Taxes will be applied when adequate funds have been collected.

I further agree to keep all subsequent taxes current each April and October. I also agree that if I default on this agreement, that the county may start tax proceedings on these particular real estate parcels.

Dated this _____ day of _____, 2023

Applicant

The Oglala Lakota County, South Dakota Treasurer's Office by and through its Treasurer, Teresa Pullen, and the Oglala Lakota County Commissioners, hereby agrees to the above tax payment agreement.

Teresa Pullen
Fall River County Treasurer

Oglala Lakota County Commissioner

Amount Delinquent as of April 2, 2020: \$7,774.08
Approximate payoff date: July 2023

U.S. Federal Poverty Guidelines Used to Determine Financial Eligibility for Certain Programs

HHS Poverty Guidelines for 2023

The 2023 poverty guidelines are in effect as of January 19, 2023. [Federal Register Notice, January 19, 2023 - Full text.](#)

The [Poverty Guidelines API](#) is now available with the 2023 data.

Join our [listserv](#) to stay up-to-date on the latest news regarding the poverty guidelines.

2023 POVERTY GUIDELINES FOR THE 48 CONTIGUOUS STATES AND THE DISTRICT OF COLUMBIA	
Persons in family/household	Poverty guideline
1	\$14,580
2	\$19,720
3	\$24,860
4	\$30,000
5	\$35,140
6	\$40,280
7	\$45,420
8	\$50,560

Approved: 11/17/14

Assist	Report Time	Est MO Amt
0 - 100	120 D - 4 MO	25/MO
101 - 500	210 D - 7 MO	50 MO
500 plus	365 D - 12	75 MO

June 23, 2023

OLC Board + Treasurer;

I would like to be given another opportunity to make \$200.00 payments on Lot 6 + 7 Blk 9 in Bostisland.

I do have family living in my home.

I am getting S.S. Retirement once a month so I can send payment after 1st Wed. of each month.

Thank you for your consideration + time.

Print Red Owl

12-3-1950

605-441-7745

Phinet Red Owl (441-7745)
80000 00900 -00600

* Approx \$22,705.00 back taxes
1989 to Current

* Has not paid any \$ since 1/2023

* IF Stays Current & does not miss pymts
it will take 13^r years to pay current

* Phinet does not live in home
Adult son, adult grand daughter
among others.

* Previously on pymt plan & removed
for non pymts and not current.

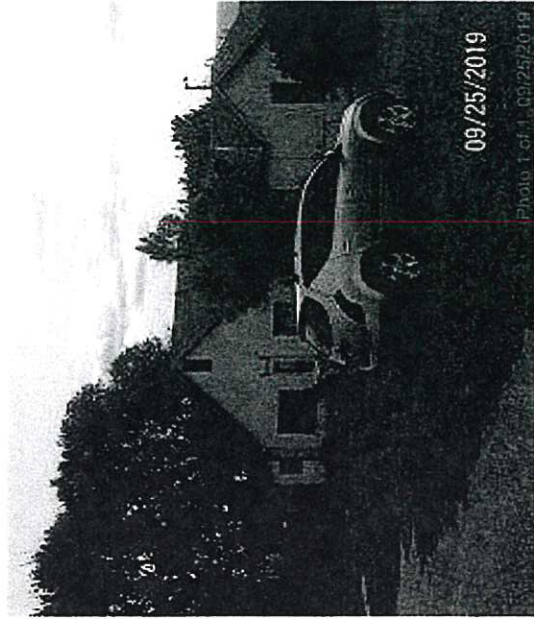
* Recently Switched to owner occupied
but does not reside in home.

Prior Year	Comment	Value Type	Agricultural	Non-Ag	Owner-Occ	Exempt	Total Value	
2023	March 1 Full & True	Land	NONE	NONE	NA-D-S		\$2,140	
		Bldg	NONE	\$0	NA-D1-S		\$13,740	
		Bldg 2		\$0			\$0	
		MH		\$0	NONE		\$0	
		Sub Total	\$0	\$0				\$15,880
		Eq. Factor	1.0000	1.0000				\$15,880
		Total	\$0	\$0				\$15,880
2022	March 1 Full & True	Land	NONE	NA-D	NONE		\$0	
		Bldg	NONE	\$13,740	NONE		\$0	
		Bldg 2		\$0			\$0	
		MH		\$0	NONE		\$0	
		Sub Total	\$0	\$15,880				\$15,880
		Eq. Factor	1.0000	1.0000				\$15,880
		Total	\$0	\$15,880				\$15,880
2021	March 1 Full & True	Land	NONE	NA-D	NONE		\$15,880	
		Bldg	NONE	\$1,920	NONE		\$1,920	
		Bldg 2		\$13,860	NONE		\$13,860	
		MH		\$0	NONE		\$0	
		Sub Total	\$0	\$15,780				\$15,780
		Eq. Factor	1.0000	1.0000				\$15,780
		Total	\$0	\$15,780				\$15,780

Bldg / Adtn	Description	Units	Year
	101 -- Single-Family / Owner Occupied		
	1 Story Frame	780	
	Adjustment for basement - None		
	Base Heat: FHA - Gas		
#1	Porch: 1S Frame Enclosed	120 SF	
Adtn	1 Story Frame	600 SF	1940

1940 20	1934 26
30 Addn [600]	30 1 Story Frame [780]
EP 10 [120] 12	

Sketch 1 of 1



Memorandum of Agreement

Between the Prairie Wind Casino of the Oglala Sioux Tribe on the Pine Ridge Indian Reservation and Oglala Lakota County

For Law Enforcement Services

This Memorandum of Agreement (MOA) is made and entered into on this ____ day of _____, 2023, By and between Oglala Lakota County, the Prairie Wind Casino, and the Oglala Sioux Tribe on the Pine Ridge Indian Reservation. This MOA will begin upon its execution and renew on an annual basis.

1. PURPOSE

To develop cooperative efforts between the Tribe and County where law enforcement services for Non-Natives are provided for on the property of Prairie Wind Casino, which is located in Oglala Lakota County, within the Exterior Boundaries of the Pine Ridge Indian Reservation, in Oglala South Dakota. The property includes but is not limited to: the Prairie Wind Casino, Hotel, Bingo Hall, various maintenance buildings, parking lot, and other future development on the said property.

2. GOAL

The County will assist the Tribe in providing the described services to the employees and patrons of the Tribally Owned enterprise located on the property, and subject to the limitations provided in this Memorandum of Agreement.

3. LAW ENFORCEMENT SERVICES

The County agrees to provide law enforcement services to the extent, and in the manner, as follows:

A. The County will utilize the Prairie Wind Casino as an extra office area as needed, and as determined by the Oglala Lakota County Sheriff providing Law Enforcement Services as needed when it comes to Non-Native customers, as well as provide a visual sense of safety for all.

B. The provisions of services, the standards of performance, the discipline of the deputies, and other matters incident to the performance of such services, and the control of personnel so employed, shall remain under the control of the Oglala Lakota County.

C. It is agreed that the Sheriff of Oglala Lakota County shall have all reasonable and necessary cooperation and assistance from the Prairie Wind Casino, its officers, agents, and employees, so as to facilitate the performance of this Agreement.

D. The Tribe, its officers and employees shall not be liable for the compensation or indemnification of the Sheriff, or any of his employees, for injuries or sickness arising out of their actions under this MOA. The County hereby agrees to hold harmless the Tribe, its officers, and employees against such claims, whether to person or property.

E. The Tribe shall incur no liability for the intentional or negligent acts or omissions of the County, or its officers, agents, or employees in enforcing State Law over Non-Natives, or from actions by County personnel against persons sentenced or ordered to the custody of the State of South Dakota or the County.

G. The Sheriff of the County will enforce State Laws only over Non-Native Americans on the property and will not have any jurisdiction over Tribal Members or any registered enrolled member of any Tribe. The Tribe may however allow the said officers to enforce Tribal Law.

4. CONDITIONS

Nothing in this MOA shall expand or limit the legislative, regulatory, or adjudicatory jurisdiction of either party or the State of South Dakota. This MOA shall not be construed to and does not limit or otherwise affect either party's sovereign powers, including but not limited to either party's sovereign immunities.

5. TERM AND PAYMENT

In consideration for the government services provided in this MOA, the Prairie Wind Casino agrees to provide as follows:

- Office Space at no charge, to include utilities, internet and a computer.
- The Oglala Lakota County Sheriff shall provide basic Law Enforcement services and provide a visual impact for all customers as determined by the Oglala Lakota County Sheriff.

This MOA shall be renewed annually with review.

6. MEETING AND REPORT

The County shall meet annually with the Tribe and the Prairie Wind Casino to coordinate provisions of government services to the Tribe and the Prairie Wind Casino. The County and the Prairie Wind Casino shall provide an annual written report to the Tribe describing the County's provision of the requested services, which were provided during the previous year.

7. PERFORMANCE

The parties agree to provide written notice of any situation or circumstance which inhibits the purpose or effect of this agreement to the Tribal Chairman or delegate, and the Chairman of the Oglala Lakota County Commissioners. Upon receipt of the written notice, the other party shall have 30 days to cure the alleged breach.

8. SIGNATURES

in witness whereof, the parties to this MOU through their duly authorized representatives have executed this MOU on the days and dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

The effective date of this MOU is the date of the signature last affixed to this page

Oglala Lakota County

[Name and Title] Date

[Name and Title] Date

Prairie Wind Casino

[Name and Title] Date

Oglala Sioux Tribe

[Name and Title] Date

[Name and Title] Date



OGLALA LAKOTA COUNTY RESOLUTION #2023-07

WHEREAS, the County desires to have a one-time only cap to funding requests from the General Fund Restricted monies at a total cumulative amount of \$20,000.00 to assist public service-related organizations as outside sources, and;

WHEREAS, the County desires to only provide funding to businesses and/or non-profit organizations that provide public-service related services to residents of Oglala Lakota County, and;

WHEREAS, the County wants to preserve the funding for County purposes, and;

WHEREAS, the Oglala Lakota County Board of Commissioners is authorized to enact such limit;

NOW THEREFORE, BE IT RESOLVED, that the Board of Oglala Lakota County Commissioners will cap the funding to outside entities at a one-time only use of General Fund Restricted monies of \$20,000.00 cumulative total; and that the Board of Oglala Lakota County Commissioners will only provide funding to businesses and/or non-profit organizations that provide public-service related services to residents of Oglala Lakota County and;

NOW THEREFORE, BE IT RESOLVED,.

Dated this 9th day of August, 2023

ATTEST:

Anna Takes the Shield (Dubray), Chairwoman
Oglala Lakota County Board of Commissioners

Sue Ganje
Oglala Lakota County Auditor

OGLALA LAKOTA COUNTY RESOLUTION #2023-08

WHEREAS, the County wants to earmark \$1,000,000.00 of the Restricted General Fund surplus cash for the improvements to the County Highway Shop in Batesland, and;

WHEREAS, the County desires to retain these funds for only the specific purpose of enhancing the building and area used for administration of the Highway and Sheriff departments and the housing of County machinery used by the Highway Department of Oglala Lakota County, and;

WHEREAS, the County wants to preserve the funding for County and local government purposes, and;

NOW THEREFORE, BE IT RESOLVED, that the Board of Oglala Lakota County Commissioners will earmark \$1,000,000.00 of the Restricted General Fund surplus cash for use on improving the County Highway Shop in Batesland.

Dated this 9th day of August, 2023

ATTEST:

Anna Takes the Shield (Dubray), Chairwoman
Oglala Lakota County Board of Commissioners

Sue Ganje
Oglala Lakota County Auditor

Public Comment/
action @ next meeting,
if desired.

Re: Test

1 message

On Time Sports <promos1@ontimesportsco.com>
To: auditor@olcounty.org

Tue, Aug 8, 2023 at 1:06 PM

Hello,

We're working on the game day t-shirts for Pine Ridge High School for the Winter season. We gather sponsors/advertisers to feature on the back of the t-shirts. The featured advertisers are helping in a few ways: by providing the school with their t-shirts and raising funds for the athletic programs. The school can also sell the t-shirts to raise additional funds if they choose to.

The shirts go out to a wide variety of people such as athletes, faculty, and spectators at the home games/events. When you do an ad, you're reaching out to parents, grandparents, teachers, coaches, etc.

Below is the price list. There are discounts available for multiple seasons if you choose to sponsor more than one season.

PRICING

SIZE	PRICE
11 x 4	\$1,200
4.5 x 4.5 (SLEEVE)	\$725
5 x 4	\$650
4 x 4	\$499
5 x 2	\$399
3.5 x 2	\$299

Here is an example for you to see how the shirts are laid out with the different sizes and options. Every project is different depending on which size ads advertisers choose to go with, but this is an example of how they turn out. The mascot and school's name will be on the front in full school colors.



Micki
208-900-6959
Project Coordinator

www.ontimesportsco.com



Fwd: New Employee Onboarding SDRS

1 message

Julie Tomlinson <payroll@frcounty.org>

Tue, Aug 8, 2023 at 8:43 AM

To: Auditor Office <agenda@frcounty.org>, Rachel Hosterman <so@frcounty.org>, Fall River County Jail <jail@frcounty.org>, Lily Heidebrink <doe.director@frcounty.org>, Sue Ganje <Sue.Ganje@state.sd.us>, Teresa Pullen <teresa.pullen@frcounty.org>, Frances Denison <doe.denison@frcounty.org>, em.baker@frcounty.org, Dave Weishaupl <dave.w@frcounty.org>, Nina Steinmetz <fallriverweed@frcounty.org>, Randy Seiler <frchwydept@gwtc.net>, Melody Engebretson <melody.e@frcounty.org>, Fall River State's Attorney <sa.office@frcounty.org>, Carlee Weishaupl-Freitag <doe@frcounty.org>, Stacey Martin <gis@frcounty.org>, Register of Deeds Office <rod@frcounty.org>, Dispatch Office <dispatch@frcounty.org>, Crissy Fall River Hwy Dept Office <hwy@frcounty.org>, Lynn Two Bear <sa.magistrate@frcounty.org>, Carol Boche <sa.circuit@frcounty.org>, Lance Russell <lance_russell@yahoo.com>, Frank Maynard <EM@frcounty.org>, Lyle Norton <sheriff.norton@frcounty.org>, Fall River County VSO <veterans@frcounty.org>, Chrissy Porter <Chrissy.Porter@state.sd.us>, Alexis Madsen <fallriver.county@sdstatedu.edu>

FYI

I am forwarding information from South Dakota Retirement. Everyone is a member of the South Dakota Retirement. It is good to know the ends and outs of your retirement. There is also a Supplemental plan you can have automatically come out of your payroll deductions for extra retirement savings. It's good to plan ahead. Below are links to sign up for free webinars. Or if you ever have questions the staff at SDRS are very informative and helpful. After all it is YOUR MONEY!

Stay Informed!

Julie Tomlinson

Fall River & Oglala Lakota County
Auditor's Office

Payroll/Accounts Payable

906 N. River Street

Hot Springs, SD 57747

(605) 745-5130

----- Forwarded message -----

From: **SDRS Weblink** <SDRSWeblink@state.sd.us>

Date: Mon, Aug 7, 2023 at 3:03 PM

Subject: New Employee Onboarding

To:



NEW EMPLOYEE

ONBOARDING



RETIREMENT BENEFITS

- ✓ South Dakota Retirement System (SDRS)
- ✓ SDRS Supplemental Retirement Plan (SRP)

ATTENTION: SDRS AUTHORIZED AGENTS—We want to make your job a little easier while also educating your new hires about SDRS. SDRS staff will be presenting several ZOOM sessions over the next few months to discuss important topics relevant to new SDRS members, including a brief overview of SDRS and the SDRS-SRP, the importance of designating beneficiaries and appointing custodians for minor children, the SDRS new member packet and ID card, and how to set up online access to MySDRS.

Encourage your new hires to register for one of the following 45-minute ZOOM sessions offered by SDRS!

Wednesday, August 16

10:00 AM: https://state-sd.zoom.us/webinar/register/WN_PMofJXQ2T3igVtSPDL_iXA

12:10 PM: https://state-sd.zoom.us/webinar/register/WN_3kIkGNe-Qpm3l0DmS14t1Q

4:15 PM: https://state-sd.zoom.us/webinar/register/WN_9_wf3JndTeuJcHUn4gBlpg

Monday, September 11

4:15 PM: https://state-sd.zoom.us/webinar/register/WN_qTgNxlkcSV60lpeDBSyJPg



605.773.3731 (Local/Cell Phone Users) • 888.605.SDRS (Long Distance Callers)

<https://www.sd.gov/sdrs>



FYI

Auditor Office <aud@frcounty.org>

Thank You for Supporting RECA Expansion

1 message

Diane Marsalis <Diane.Marsalis.596890647@advocacymessages.com>

Fri, Aug 4, 2023 at
1:14 PM

Reply-To: Diane Marsalis <catwomen@goldenwest.net>

To: "Commissioner Arthur Hopkins (Oglala Lakota County, SD)" <commissioners@olcounty.org>

Dear Commissioner Hopkins, As your constituent, I want to express my deepest gratitude for your recent vote in support of the Radiation Exposure Compensation Act (RECA) expansion amendment to the Senate's National Defense Authorization Act (NDAA). The United States has a responsibility to expand RECA to all Americans who have suffered life-threatening illnesses due to U.S. nuclear weapons testing and manufacturing. It's common sense: when the government harms its own people, those communities deserve justice and adequate compensation. Your recent vote demonstrates a strong commitment to the victims of nuclear testing and uranium mining, offering them hope for just compensation and critical healthcare benefits. I urge you to support RECA expansion during conference negotiations and ensure this provision remains in the final NDAA. Your continued support is crucial to securing justice for these affected communities. Thank you for your leadership on this important issue. Sincerely, Diane Marsalis [41 Lion Road, Pine Ridge, SD, 57770](#)



FYI

Auditor Office <aud@frcounty.org>

Thank You for Supporting RECA Expansion

1 message

Diane Marsalis <Diane.Marsalis.596890647@advocacymessages.com>

Fri, Aug 4, 2023 at
1:14 PM

Reply-To: Diane Marsalis <catwomen@goldenwest.net>

To: "Commissioner Allyssa Comer (Oglala Lakota County, SD)" <commissioners@olcounty.org>

Dear Commissioner Comer, As your constituent, I want to express my deepest gratitude for your recent vote in support of the Radiation Exposure Compensation Act (RECA) expansion amendment to the Senate's National Defense Authorization Act (NDAA). The United States has a responsibility to expand RECA to all Americans who have suffered life-threatening illnesses due to U.S. nuclear weapons testing and manufacturing. It's common sense: when the government harms its own people, those communities deserve justice and adequate compensation. Your recent vote demonstrates a strong commitment to the victims of nuclear testing and uranium mining, offering them hope for just compensation and critical healthcare benefits. I urge you to support RECA expansion during conference negotiations and ensure this provision remains in the final NDAA. Your continued support is crucial to securing justice for these affected communities. Thank you for your leadership on this important issue. Sincerely, Diane Marsalis [41 Lion Road, Pine Ridge, SD, 57770](#)

FYI



Auditor Office <aud@frcounty.org>

Thank You for Supporting RECA Expansion

1 message

Diane Marsalis <Diane.Marsalis.596890647@foradvocacy.com>

Fri, Aug 4, 2023 at 1:14 PM

Reply-To: Diane Marsalis <catwomen@goldenwest.net>

To: "Commissioner Ramon Bear Runner (Oglala Lakota County, SD)" <commissioners@olcounty.org>

Dear Commissioner Bear Runner, As your constituent, I want to express my deepest gratitude for your recent vote in support of the Radiation Exposure Compensation Act (RECA) expansion amendment to the Senate's National Defense Authorization Act (NDAA). The United States has a responsibility to expand RECA to all Americans who have suffered life-threatening illnesses due to U.S. nuclear weapons testing and manufacturing. It's common sense: when the government harms its own people, those communities deserve justice and adequate compensation. Your recent vote demonstrates a strong commitment to the victims of nuclear testing and uranium mining, offering them hope for just compensation and critical healthcare benefits. I urge you to support RECA expansion during conference negotiations and ensure this provision remains in the final NDAA. Your continued support is crucial to securing justice for these affected communities. Thank you for your leadership on this important issue. Sincerely, Diane Marsalis [41 Lion Road, Pine Ridge, SD, 57770](#)