

Calhoun County Road Commission Task Force

Questions from Members to Managing Director and/or Board Chair

For the July 10, 2012 Task Force Meeting

1. Financial Review of last 5 years: a. EOY Cash position; b. EOY General Fund; c. Spent roughly \$2.3 million more than revenues...justification? d. Sustainability of benefits, ie, retirement (18%), retiree healthcare, etc.?
2. Whether the Road Commission has had the vision to see this and what if anything has been, or is in the process of being done to put the “financial house” in order.
3. Has there been strategic planning of operations, including planned service delivery methods considered with declining revenues/increasing costs?
4. Why has the RC decided to go into deficit spending?
5. What is your plan to match revenue and expenditures going forward?
6. Why have they not addressed unfunded liabilities for retirees? If they have addressed the issue, then what is the plan?
7. Is there currently any investigation taking place by the State for alleged “mis-management”?
8. Has the Board of Road Commissioners considered bankruptcy, chapter 7, 11 or 9?
9. Has this Road Commission Board considered raising taxes or fees within the county & townships to make up for the short-falls?
10. Has the Road Commission Board considered “restructuring” its management and operating protocols to move toward a balanced budget and eliminate the deficit?
11. Is the Road Commission currently engaged in a “policy” of returning paved roads back to gravel in an attempt to cut expenses?
12. What is the RC's capital equipment replacement plan?
13. Review of past 5 years capital purchases- effectiveness, cost, bidding/ acquisition methods used

14. How much road repair/maint. money has been left on the table and not spent from townships for the past 5 years in 50/50 match?
15. What is the procedure/paperwork to establish the cost analysis to determine the cost effectiveness of purchasing new equipment? Training to run?
16. Why pages 6,7,8 of Policy 12, Purchasing?
17. What was the justification of the 4 new cabs, plus add-on of frames in front?
18. Does the CCRC reimburse for personal miles of CCRC owned vehicles?
19. DOT/CDL certification for supervisors?
20. Workplace accident, immediate drug test always?
21. Concern about the "calling in" of CCRC board members for meetings.
22. Mary Jo Crumpton's contract: Is it accurate that it included an \$18,500 raise after one year? 4 weeks vacation the first year?
23. Many procedures appear to have been developed to be able to respond to the County's Road Commission Task Force request (No numbering system, etc.. Is that true?
24. How are employees scheduled in the morning?
25. How are projects monitored?
26. Hiring of staff? Background?
27. How does the on call system work; how often used?
28. Would the Road Commissioners and Managing Director describe their performance and outcome as satisfactory or not? If yes why, if no why?
29. Any reviews of the quality of work performed and materials utilized?
30. Proof of procedures followed for all purchases over Purchase Policy threshold level. Any purchases that exceeded the threshold where policy was not utilized?
31. Why does the night shift utilize cold patch all year? Why do you utilize a 2nd shift crew?
32. What was the topic of your closed session in April or May? Did you attempt to censure a Road Commissioner in closed session under what was listed as "legal matters"?
33. Why was it necessary to spend over \$10k on a lawyer to review an internal matter?
34. Was a RC supervisor allowed to drive RC vehicles after his arrest/conviction of DUI and not having a valid driver's license? If the supervisor did not operate RC vehicles during that time was he allowed to work?

35. Did RC supervisors and other employees use RC equipment and work time last May to cut firewood and transport cut wood to their home(s)?
 36. Why does the RC issue quad cab 4x4 pickups to all their supervisors and managing director?
 37. Why do the RC Managing Director and supervisors utilize their pickups to travel to and from work? How many supervisors are on-call at one time?
 38. Do you have a log of mileage where the supervisor vehicles were used for business and personal use? Were any personal miles reimbursed by the supervisors/Managing Director?
 39. How many office staff were included in the July 2011 staffing report and what were their functions?
 40. Do you have 2 full time I.T. personnel? If so, why?
 41. Why do you employ 2 Lead Mechanics out of a staff of 4 total?
 42. How long did the RC employ their Engineer without that person having the proper/required credentials? Was there any loss in revenue from the State as a result, and if so, how much? How much money did it cost to have prints sealed by a qualified engineer as a result?
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- 1) ALLEGED EMPLOYEE CONCERN: The correct oil and stone was used in the durapatchers for about the first year. Since then management has used the wrong oil and stone. Therefore, the result is a failed patch. Is this true? Add chip & seal, and pothole repair material to the statement regarding inferior materials.
- 2) ALLEGED EMPLOYEE CONCERN : After the May 2011 storm, management had a prison crew of 10 to 15 individuals, rented equipment, and other employees out on a local road cleaning trees out of ditch lines which posed no hazard to the public when management should have had them on primary roads where traffic could not pass through due to debris. Is this true?
- 3) ALLEGED EMPLOYEE CONCERN : Employees who speak in favor of RC elimination or speak with Doug Wildt/County Commissioners feel they are singled out and retaliated against. Are they in fact retaliated against? What have Commissioners and Managing Director done to prevent that from happening?
- 4) ALLEGED EMPLOYEE CONCERN : Last year several employees report they were ordered to utilize defective cold patch (someone forgot to put binding agent into the mix) and fill potholes with nothing more than oil-coated stone. It was also reported the cold patch without binding agent required a dike to be constructed when the oil ran across the parking lot. Please speak to this.

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1. OBSERVATION: The Calhoun County Road Commission train company has a full complement of passengers, is spending nearly all of its revenue on paying people to ride. Very little monies left to repair the tracks or maintain the train. Please speak to this.
 2. OBSERVATION: The primary task of the CCRC is to preserve the road infrastructure for the residents of Calhoun County.....there simply is not enough revenue projected to do that with nearly 90% of every \$ being used for pensions and benefits!!! Another way of seeing that, perhaps is to say that 1\$ out of every 10\$ is spent on road infrastructure for the Calhoun County Residents....or.....9 \$ out of every 10 \$ is spent on the Road Commissioners, pensions and benefits.
 3. OBSERVATION: The primary evidence, is that the Road Commission Board and Management (past and present) has spent its' vast revenues on preserving & Growing the Road Commission entity!!!