

Regular/Public

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President Baker called the regular meeting to order. Pastor David Kearns-Preston offered the prayer. The Pledge was recited by all.

Roll call: Shupp, Miller, Landaw, Vance, Aspiras, Corfman, and Leathers were present.

Landaw moved and Miller seconded that the minutes of the September 21, 2009 regular meeting be approved as amended. Roll call vote. Ayes all. Motion carried.

Public Comment: None.

Standing Committee Reports:

- A. Finance – Mr. Miller had no report.
- B. Utilities – Mr. Landaw had no report.
- C. Health & Safety – Mr. Corfman had no report.
- D. Parks and Recreation – Mr. Aspiras no reported.
- E. Transportation – Mr. Shupp had no report.
- F. Planning – Mr. Vance had no report.
- G. Ordinance & Personnel – Ms. Leathers had no report.

Special Committee Reports: None.

Administrative Reports:

A. Mayor - Mayor Handwerk read a proclamation to help celebrate Public Power Week (October 4-10, 2009). The October Employee of the Month is Tim Coulter from the Utilities Department. Scott Meyers, Department Supervisor, had these things to write about Tim Coulter. "Tim started his employment with Orrville Utilities on December 11, 2006 as a Tool Room Attendant. Tim has made a major impact on the utilities in the short time that he has been with us and he is a very organized and conscientious employee and a lot of this has to do with his background in inventory control while in the Army as an Automated Logistical Specialist. This was maintaining the inventory, receiving and issuing of materials for Apache helicopters. Some of his accomplishments include reorganizing all of the pipe fittings and fastener hardware at the power plant. Tim created the hoist and sling maintenance program which is now in the purchasing manual and he has identified a lot of the power plant slow moving inventories and changed most of the reorder points on those items. One of his biggest tasks was to change the descriptions of part numbers in the GPMate system which allows for easier browsing and minimizes duplications. Tim is very knowledgeable with computer and our systems in which he is also a great asset to the purchasing department. Tim goes above the average employee and helps out everybody and this makes him a very good choice for employee of the month." Tim and I will be eating at Bishop's this Friday.

B. Safety Service Director- Director Wheeler reported that Vine Street/West Water Street paving is scheduled to be completed in the next few weeks. Industrial Park construction is back up at full steam. Contractor is currently working on the storm water pond and then we will move on to the roads. The key thing for us is that we need a few days without rain so the ground can dry up and we can get rolling on the road construction. We will be setting a time of 4-6 pm on October 31st for a communitywide time for trick or treat. Please put your porch light on if you would like to participate. After talking to the Police Chief, by setting a communitywide time for the even we feel that this is the best way to ensure adequate protection for the children that are participating during the event. Also, a reminder that October 4-10 is National Fire Prevention Week. This year's campaign is focusing on ways to keep homes fire safe and prevent painful burns. Please test your smoke detectors and be sure they are working safely and also plan and practice escape in your home and establish a safe place outside for all your family members to meet after evacuating. The downtown revitalization project is winding down. Pavers and paving have both been completed. Tree planting is scheduled to be done this fall. That project should wind down in the next few weeks.

Baker: Mr. Wheeler, has leaf pickup been scheduled yet?

Wheeler: It has not yet. I will keep you updated on that as we get closer.

Baker: The light at High and Vine that is now a flasher since the paving is trying to be scheduled; I have had a couple people wonder if it is possible to make that a 4-way stop rather. There have apparently been some people that are confused. They stop and then pull out thinking that they are going to stop the other way too.

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Wheeler: We did that with the idea that the paving was going to start much sooner than it has. I will get with the Street Superintendent and see if we can figure something else out to make that a little less confusing.

C. Utilities Director – Director Brediger reported that tomorrow he will be in Washington DC to meet with the Federal EPA and American Public Power Association representatives to discuss some regulatory issues that are looming over our industry. It is just an informational meeting. The EPA has asked to speak to the public power community. They have already heard from a large investor owned and some other groups that are going to be impacted by a series of regulations over the next several years, if not a decade, and they wanted to get our input. I will be talking a little bit on behalf of Orrville and the four other Ohio coal burning generating facilities, as well as, about nine other states that have small community utilities like our own. While I am in the neighborhood I will also be meeting with Representative Boccerri's staff and discuss a number of different items with them.

D. Finance Director – Director Strimlan reported the Quarterly Investment Reports were distributed prior to tonight's meeting. That requires no action from Council, but our investment policy does state that Council will be given copies of those on a quarterly basis, so I would just like the minutes to reflect that. Review the document at your leisure. If you have any questions, feel free to give my office a call and we can try to get some answers for you.

E. Law Director - Director Lutz had no report.

F. President of Council – President Baker reported there was an open house informational meeting concerning the truck route that was held two weeks ago. There was a lot of information there. If you were not able to attend, talk to one of the Council people or anyone that was there. A lot of information was given out. I think it was a very worthwhile open house and people learned a lot. There still seems to be a lot of misinformation out running around the community. So check on it before you say boy I really hate that idea. Congratulations to our Utility and Fire Departments since it is Public Power Week and Fire Prevention Week. We have a great City Utility we can be proud of and we have a Fire Department that we can also be very proud of.

Old Business: None.

New Business:

RESOLUTION 31-09

Leathers moved and Corfman seconded that Resolution 31-09, a resolution to make appropriations for current expenses and other expenditures of the City of Orrville, State of Ohio, during the fiscal year ending December 31, 2009, and declaring an emergency, be placed on first reading. Roll call vote. Ayes all. Motion carried.

Lutz: I need to ask for a motion to amend one section of that resolution. Section 37.a under Other Expense the number should be \$1,626,800 and under Total Water Utility Reserve Fund, under that same section, it should be \$1,886,300.

Aspiras: Mr. Lutz, will that change the grand total?

Lutz: No.

Aspiras made the motion to amend seconded by Vance. Roll call vote. Ayes all. Motion carried.

Strimlan: I sent a memo to Council last week detailing the three items included in the appropriation amendment. I will just give you a brief overview again. There is a change in the City Council Payroll in the General Fund. This was simply an oversight. We had budgeted the proper amount, but when it came time for appropriations a different number was inadvertently used. I pointed that item out during the final appropriations workshop; however, I didn't want to prepare legislation for one item, so I waited until we had a few items to change and I am trying to incorporate that in now. The second is the increase in the appropriations of the Solid Waste Fund. Please remember this is simply a pass through fund. What goes into the fund we collect from the residents and then we pay Waste Management for those services. Since the rates have gone up, we will be seeing an increase in revenue, but we need to modify the appropriations to pay that additional expenditure to Waste Management. The third item is the Water Utility Grants Fund I. We set the appropriations in that fund at \$640,000 anticipating a federal grant that we are going to be receiving from the U.S. Army Corp of Engineers. We have limited exposure with that type of grant. It turns out that it is a reimbursable grant, so the funds need to be expended before we can be reimbursed. So we basically need to move the allocation from the Grants Fund to the Utility Reserve Fund where we have a balance so that we can pay those expenses and then be reimbursed from the Army Corp of Engineers. This is the grant for the Water Main Booster Station and the Raw Water Main Upsizing and also the Water Main Extension from the new well. Those are all the changes to the appropriations.

Leathers moved and Aspiras seconded that the rules, regulations, and statutes requiring a reading of a resolution on three separate days be suspended. Roll call vote. Ayes all. Motion carried.

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Leathers moved and Landaw seconded that Resolution 31-09 be adopted as amended. Roll call vote. Ayes all. Motion carried.

RESOLUTION 32-09

Leathers moved and Miller seconded that Resolution 32-09, a resolution accepting the amounts and rates as determined by the Budget Commission and authorizing the necessary tax levies and certifying them to the County Auditor, be placed on first reading. Roll call vote. Ayes all. Motion carried.

Strimlan: This is an annual ordinance. When City Council passed the budget in June I had an appointment with the Budget Commission. Each year all the Government entities in the County have to go before the Budget Commission to present their budget. I did that for the City of Orrville. After all the hearings are done they send out their own form, which is what you have in front of you so it is a little different than the legislation you are used to seeing. This is in place so the County Auditor can collect property taxes for us. I would appreciate it if this could be passed on first reading so we can get this back to the Auditor.

Leathers moved and Corfman seconded that the rules, regulations, and statutes requiring a reading of a resolution on three separate days be suspended. Roll call vote. Ayes all. Motion carried.

Leathers moved and Landaw seconded that Resolution 32-09 be adopted as read. Roll call vote. Ayes all. Motion carried.

RESOLUTION 33-09

Leathers moved and Landaw seconded that Resolution 33-09, a resolution authorizing the Finance Director to execute an agreement and/or agreements to approve the resignation of Trustee and appointment of successor Trustee for the City of Orrville, Ohio water System Refunding Revenue Bonds, Series 2002, the City of Orrville, Ohio Electric System Mortgage Revenue Refunding and Improvement Bonds, Series 1997, and the City of Orrville, Ohio Electric System Mortgage Revenue Refunding Bonds, Series 1998, be placed on first reading. Roll call vote. Ayes all. Motion carried.

Strimlan: This has to do with the bonds for the electric and water utilities. JP Morgan Chase has discontinued its corporate trust business and they have sold it to The Bank of New York Mellon Trust Company. In essence they have discontinued their services to act as trustee for outstanding bonds. The Bank of New York has assumed the roll and an agreement needs to be executed though that permits JP Morgan Chase to resign and allows The New York Mellon Trust Company to be the trustee successor so I need your authorization to execute that document. Our Bond Council has reviewed the document and everything seems to be in order.

Leathers moved and Landaw seconded that the rules, regulations, and statutes requiring a reading of a resolution on three separate days be suspended. Roll call vote. Ayes all. Motion carried.

Leathers moved and Aspiras seconded that Resolution 33-09 be adopted as read. Roll call vote. Ayes all. Motion carried.

RESOLUTION 34-09

Leathers moved and Corfman seconded that Resolution 34-09, a resolution authorizing the Board of Control to enter into a contract and/or contracts to purchase, purchase through financing, or lease a pumper, without bidding, for the use of the Orrville Fire Department, and declaring an emergency, be placed on first reading. Roll call vote. Ayes all, except Shupp. Motion carried.

Corfman: We have several members from the City Fire Department, including most all of the purchase or specification committee that has researched all these trucks and has answers to almost any question I think you could come up with. We are under a timeline to buy in trying to get an engine that will meet lower emission standards and keep the price of that truck down. If you have any questions, or any reason not to go through with this, now would be a great time to ask one of these gentlemen and if any of them want to talk I will make a motion so they are allowed to talk or I will ask them; however you want to do it.

Shupp: To the rest of Council, obviously you know I am not on board with this at this time the process or the timeframe. This wasn't supposed to come up to the Council until 2010. With the economic times that we have right now I really think we owe the tax payers to get competitive bids on this truck, especially as large as this purchase is. This is the largest purchase we have ever made for a piece of equipment. Times are tough and everybody's belts are tightening and I think we need to look at the same thing. If we really need this truck even this year or next year, we need to be looking at a bare bones – not a custom unit, no bells and whistles – something that just meets all the federal and state regulations and we need at least three bids from different manufactures of this type of equipment. We owe that to the tax payers. We can't fast track this to save \$23,000. We really don't know if we are saving \$23,000. We have no competitive bids. If we had competitive bids, someone else may be much cheaper than \$23,000 less. So I don't know how we can say we are saving \$23,000 when we have no other bids to look at. We don't know the difference in the cost between a stainless steel and a standard steel cab body and that is being quoted in this. We don't know that

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cost difference. We don't know the difference between a custom design built or what I call a standard off-the-shelf model. We don't know any of those factors. We have not seen any quotes, any numbers, any prices. We haven't seen the list of things that are on what they are specing. Now I know they know what they are doing, but I would like to see what we are getting for our money's worth. I really think we need to step back from this and get some competitive bids. That is my opinion. Mr. Brediger, when you replace trucks at the line crew, the bucket trucks, do you get competitive bidding?

Brediger: Sometimes.

Shupp: Do you get stainless steel cabs? Custom design trucks?

Brediger: Sometimes we do. Sometimes they are custom, maybe no stainless steel. It depends a lot on the type of truck, the purpose, and what the intended end use is. Sometimes we do have to be a little selective on who's capable of providing that equipment to us. Often times there are often, what we call the standard, out of the box type of vehicle will do and sometimes it doesn't.

Shupp: Good. Glad to hear that. That is just where I stand and I really think Council should take another look at this. I would say to the taxpayers out there, if you agree with me, you need to call these council people because I really don't think we are doing our job with your money unless we get some competitive bids here and step back and look at this situation. We really haven't had any discussions on this since the presentation six or seven months ago at the fire station and that was basically a presentation in my mind. We have not had a committee meeting to sit down and speak about this in specifics either. I would really like to see that done. One other thing, there was a statement in the paper about grants to cover \$100,000 of this. We have no secured grants for this purchase. We are going to take \$100,000 from the EMS fund that we have \$200,000 in so we will cut that in half and we are scheduled to replace that EMS truck in 2012. Where are we going to get the extra \$100,000 then? We are going to be running a proposed budget deficit in 2012 of \$228,000 in the Capital Fund in two years? I really think we need to step back and slow down here. Thank you.

Miller: I don't know the proper procedure for this, but I would certainly be interested in Chief Ballentine's response to that. My understanding is that you guys looked at several units and also there is an issue about guaranteeing the price this year before we spend the money next year.

Ballentine: We have had four trucks to date that were brought into the fire station for us to look over, climb over, we had creepers under them, we drove them. We had one just last week. Last week we had a body manufacture brought a chassis in; actually if anybody seen it, it was kind of a unique truck. It had two different cabs; one on the front and one on the back so you really couldn't tell whether the truck was coming or going by looking at it. That manufacture told us that his projected cost on the 2010 emissions engine right now is \$38,000 for their manufacture to put that engine in. That is what he told us last week. \$28,000, \$24,000 we are guessing. We are taking a wild guess here on that cost increase, but that guy told us \$38,000 just last week on his particular chassis and if we don't have an order in by the end of this year, that is what we are looking at.

Shupp: I repeat my question. That is good and it may be right, but do we have a price on just an off-the-shelf bare bones model.

Ballentine: Every truck is custom built. There isn't an off-the-shelf bare bones model. They don't make one. If I go to a trade show and they have all these trucks on the floor, everyone of them has a sign in the front window "shown courtesy of" this department/this chief. There is no standard, we are just going to build a truck out of the blue today and spend \$400,000 by a manufacture for no business. They just don't do that. Every truck is built to some city or some fire department's specifications. What we are calling custom versus commercial chassis (Freightliners, Internationals, Kenworth, Peterbilt), you can buy those. We talked about that at our workshop. Why we feel that is not an option. I am not going to get into that again tonight.

Shupp: Is there much cost difference between those two?

Ballentine: You won't buy a commercial I don't think once these new standards go into effect. I don't think the commercial truck line is going to be able to meet the NFPA safety requirements. I think everything will be custom built from this point on.

Shupp: That is good information.

Ballentine: As far as stainless versus steel or aluminum? I can't put a price on that today. We are trying to do some research into that, but there again until we give a manufacture our set of specs and say what is it going to cost to build this truck, no manufacture, no salesman is going to sit down and put the kind of effort that he has to commit to take our specs, go through and work up the price on everything that is in there if he is not getting anything out of it. We are working off the ballpark prices we have received. Stainless versus steel or aluminum we took that option based on the fact that we seem to be trying to stretch trucks out further and further and further. We are not looking at a 20 year truck like ISO used to say. Now we are looking at a 25 year truck or 30 year truck and we have a 25 year truck over there that is pretty well rusted out. Can we spend a few thousand dollars and get stainless steel and maybe help that situation 30 years down the road when maybe the budget is not as good anymore either, but we might have to push that truck for 35 years? That is what we are looking at. We're trying to look in the crystal ball. It makes good sense. We have talked stainless

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versus..the rescue has a stainless steel cab on it. The cost difference back then was very minimal; within \$5,000 to \$6,000 I think is what they told us to go to stainless at the time. Now is that true today? I can't tell you today. I can't tell you until we get some prices. You sell tow motors. If somebody comes to you with a set of specs and says ballpark this for me and then go to bid. Is it going to be different? Probably, yeh. Any other questions? I will try to answer them all.

Leathers: Just for the record and for those who may be watching; how old is the truck you are replacing and what condition is it in?

Ballentine: #68, which is the one that will actually physically be replaced up at Station 2 – the Station 2 engine is a 1984. The #67, which is what we are calling the reserve engine right now, is a 1979. Those are the two trucks that we are looking to replace. The '79 will go and the '84 will go into reserve. I sent an e-mail to Mr. Wheeler today which I believe he got out to you guys maybe late; trying to address some questions and I tried to address the terminology of reserve engine because to me it is not a reserve engine. We are buying a front line truck. The truck is going to go into Station 1, which covers the whole west end of Orrville. There is also some attachment in there from ISO from the last time ISO was in from 2001 and they made it very clear in there that the City of Orrville is required to have three engines of 1500 gpm or more to meet the City's requirements for a fire department. It was very clear in there. Then there is a table attached to that that shows numbers on the left hand side which is test sites that they give (they don't give names), but those are all buildings within the corporation limits of Orrville and then it shows the required fire flow for that specific building. Very few of them on that list are under 3000 gpm. One was as high as 6000 gpm. It says that we have to be able to pump that should that building get on fire. I don't know what that building is. I could give you some wild guesses what I think it is. That 2001 ISO thing was done before we had the huge American Weather Seal building; before we had the Spectrum plant; before we had the possibility of some additional buildings going up in this town. I don't know what our pumping capacity will be in the future.

Aspiras: You mentioned that #67 is 30 years old and I know #68 is 25 and I know that on March 9th we sat and discussed with you guys. You told us the condition. It failed the pump test; it had several rust areas. What is the situation with #68? Are we going to be looking at a similar situation when that is 25 years old?

Ballentine: #68 is doing...all I can tell you is that today at 25 years old it is still passing it's pump test and doing quite well. Because of the way we respond in Orrville; because Station 2 engine never leaves the city limits of Orrville. It doesn't go out into the country to the rural fires. We keep it in town so it doesn't get the pumping needs that the primary engine out of Station 1 gets. Station 1's engine goes to all the barn fires, all the mutual aide calls, and all that kind of stuff. #68 stays in the city limits to protect the citizens of Orrville at all time so we always have a pumper in Orrville no matter what is going on in the rest of the county. It never leaves.

Aspiras: And that will go on reserve should this purchase go through?

Ballentine: Right, yes.

Vance: I think residents need to know Chief that I had submitted a number of questions to you and you would have just received those this morning and I felt like you responded with a very informative memo that explained a lot of these questions. There was new information in there that I had not heard before. Specifically that our insurance rating requires that we have a reserve pumper, that we have three pumps, in order to maintain our insurance rate. That goes directly to everyone who lives in Orrville's pocketbooks. Because we would pay higher insurance rates. I didn't understand that before. The way I had framed the question before was will our insurance be impacted if a reserve truck is no longer there, but I thought your memo today explained that it is called a reserve truck. I felt like you did a good job explaining what exactly the role of this truck is because I think at first flush people might say well \$400,000 for a reserve truck seems like a lot for something that is not going to be used very often. Could you describe for us the use of this vehicle?

Ballentine: The reserve truck for us is a truck that is not physically making first response calls. If we get a fire in Orrville, depending on its jurisdiction and what because we have policies set up for what goes but very seldom to a call in Orrville do both engines leave their station and go to that call. The main reason being is if you understand fire operations, especially if we have to use an aerial ladder, it takes one engine to tie up just to supply that aerial ladder. So if we go into a fire and we have to put the aerial up in the air and start to throw water out of that tower, one engine is going to hit the hydrant and supply that truck only. That is its assignment. That is its job. The other thing to think about would be with your sprinkler and stand pipe buildings the first in engine is going to go straight to the sprinkler to connect. We did some training out at the American Weatherseal building the other day. We did a scenario with fire coming out of one of the front drive up overhead doors on the front of the building. The sprinkler connection is clear around on the east side of the building so engine #69 goes right by that fire and clear around to the backside of the building so that truck is committed back there to supply the sprinkler system. There are no hand lines that are going to come off that and go into the building because it is too far from that point. So #68 would become the attack pumper in that case. The reserve truck is a truck that is still in service. It is a front line truck virtually. It is just that we

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don't run it first out on all calls. At the Stoller fire an example of that is that #66 came in and set the aerial ladder up; #68 hit the hydrant on Market Street in front of Stoller to supply the aerial. So there is its job; it is going to pump water to that aerial ladder. 1000 gpm out that nozzle on the top of that bucket – that's its job to keep that truck full of water. #69 came down Water Street, the backside, and hit the hydrant at the end of Water Street behind the post office and came into the back of the building. #67 went down to Sterling Avenue and made a hydrant connection down there which is on a different main because we were sucking the main down so low on water pressure we were losing pressure to the aerial ladder to help offset the supply to the aerial ladder so we took a different line, a different water main and laid hose back up from Sterling Avenue and then I still had to call the Central Fire Department in for another engine which laid in off Vine Street to help protect the Heather Studio building for us. So we tied up four engines, on four different hydrants with three different mains being used at that time on that call. It is for the bigger fires. Any big fire we have. It is coming. I guarantee that. We were this close to putting it in service down at Senor Ponchos the other night because we had some water issues down there with the hydrant. It is not that it just sits there and never goes anywhere until something breaks or something goes down. It is used by our department. It will respond to calls. It will have its assignments, but it doesn't go first out. If we get an engine out of Station 1, an engine out of Station 2, the aerial out of Station 1, the rescue out of Station 1, and then if we need that additional pumping capacity then that truck comes out and goes into play.

Vance: I have done a blog post of this at my blog rememberthepromise.net and given a lot of my thoughts. I didn't know we were going to get into an extended discussion here tonight, but I think another aspect of this is that our town has a lot of industrial operations going on. We are just under way on a second industrial park. A third one is envisioned and I think we do have a responsibility to industries who are looking to locate in Orrville to be able to say that we have an adequate fire service in order to protect their property exposures that they have; there industrial operations going on. We had a close call a week or two ago when there was an incident at Beakart that could have been bad. Thankfully it was adverted, but all of our equipment went out on that run. It is just a reminder that we do have significant industrial operations and that there could be occasions and certainly there will be in the future where we have to bring a lot of fire fighting capability on a situation so I think that is a reason to do it. The main question in my mind is not only how do we pay for it, but what expense will this purchase be at other competing priorities for the City? That is something I would like to get more information on. I know we have discussed it a little bit, maybe 10 minutes of discussion so far, but that is one thing I would like to have a little bit more information on. I think certainly the fire service has been a source of pride for this community for many years and deservedly so. They represent the best of this community and we need to give them our best and I think that is what we are all committed to. The question is how can we do it with the resources that we have that doesn't put us in a financial bind and doesn't require us to have to take some kind of measures here in the future where we are in a fiscal emergency and need to go back and ask for a tax increase or something like that. I think we need to avoid that. The deficit that my colleague Mr. Shupp mentioned, I believe our Mayor and our administration our committed to avoiding deficits in future years and they have given us a five year plan that shows how this purchase could be made and still not incur deficits over the five years. That is an important component I believe to this decision. That is my comments on this.

Ballentine: I have just one more issue that was talked about. The EMS fund and where does that money come from. Thanks to Council and an ordinance that was passed, that fund self-generates. That is money that comes from EMS collections from billing for EMS calls and there was \$100,000 of that fund taken out when we bought the heavy rescue unit and there is now over \$200,000 in it again and there will be plenty of money in that fund when we get ready to buy a squad. I will guarantee you that because our EMS calls are going up every year. I don't see that being an issue. It is not going to obstruct buying the EMS down the road.

Leathers: I have a question in regards to time frame. We were told mid to late October.

Ballentine: I wish I could give you an answer on that. I don't know that anybody sitting in this room can right now tell you what the time frame is going to be. All I can tell you is that when we get an ordinance to go ahead, if we get an ordinance to do this, we will make some contacts and they are going to tell us whether we have engines available today or not and when we have a contract in our had, we will tell you whether we have an engine to build your truck or not. The company that we had been dealing with; that we had worked the closest with; that we wrote our specs around had 24 engines on the shelf that they could build 24 more trucks this year, but they said there are a lot of cities that are doing the same thing we are doing. They are trying to get one in before the 2010 changes. We do send Ben Steiner, our service mechanic, a week at a time to EVT (Emergency Vehicle Training) classes and he came back the other day and started telling me about the 2010 engine and he said we know it is going to hit eventually. Everybody is going to have to go to it eventually, but anything you can do to avoid it the better off you are because the urea cycle that is going to be involved is based on over the road trucks. You change the urea out or you add urea after so many tanks of fuel. Well fire trucks never run out of fuel. We never let them go below three quarters of a tank of gas. So how do you tell when you need to switch this out and when the engine

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needs to recycle this urea there is a light that will come on and start blinking and if you don't do it within a reasonable time it shuts the truck down on the spot and starts to cycle. I am getting this from my mechanic as the best I can understand the 2010 engine. I said I can see that lasting until we have a couple firefighters inside a building and that light starts blinking or somebody hasn't done their job previously that week and it has been blinking for a week and that truck goes down while you have guys inside fighting a fire and somebody gets seriously injured and then I am sure the EPA will have to relook their decision on exempting fire trucks from this standard.

Handwerk: Chief you just mentioned one of the three things I wanted you to talk about. One was the difference between the engine that we would like to purchase now as opposed to the one next year and you talked about that. As far as that urea, you were saying the other day even about storage. It has to be stored at room temperature. It can't be too hot or too cold. The shelf life is very small. So if you get that new one and next year you order this truck, you are looking at us having to have a place to even store it.

Ballentine: Yes. Vince told me that from what he found out, and he was just down to EVT school here two weeks ago, urea starts to really lose its shelf life over 70 degrees and it freezes at 32 degrees. So everything on the truck has to be heated that is using the urea. Anything over 70 degrees it starts deteriorating. Its shelf life drops off. That is the first I heard that side of it and we are not sure how to address that because in the summer time inside the station is of 70 degrees. They are not air conditioned. It is not like I can keep it cooler than that in the truck bay so I don't know how that will function. We may be changing urea out every two weeks. I don't know.

Handwerk: The other thing was just, Councilman Shupp mentioned it, it felt like we were rushing this through. Hasn't this already been put off a year before this purchase?

Ballentine: This was supposed to go last year or the year before and we put it off last year.

Handwerk: Financial concerns. Secondly, I think the important part and this has been mentioned before in all the meetings we have had but it is still one that...if you order it today, you still aren't going to get that truck until next year at this time.

Ballentine: Right. You won't have it for a least probably a nine month delivery time right now.

Aspiras: And that is when payment is due?

Ballentine: Because we don't know who we are dealing with yet. We don't have a vendor lined up yet. We are not sure on the payment side of it. Whether things fall through with the vendor we started looking at or something like that and we have to look at another vendor, then maybe they will want some payment up front, but I guess I got to believe that the EMS account is where that falls into line. It is hard to get vendors to sit down and talk to you dollars and cents when they don't know if they even got a truck to sell you. Any other questions?

Shupp: I don't know if you are correct on the ISO rating and the insurance cost. I checked with my agent several years ago and he says that as far as residential is concerned it wouldn't matter if we were a 4, 5, or 3 it has no bearing on residential cost for fire insurance. It is basically based on hydrants on your street and the construction of the home. That is what I was told.

Ballentine: I have the ISO report with me tonight from 2001 and ISO is graded on water supply (40%), fire department (50%), and dispatching (10%). So I have 50% to work with. I looked that over today. I pulled that out of the file and tried to look it over. I can't tell you what the ISO rating is. I tried to talk to some insurance men because we are real close to going to a 3. We are so close to being a 3 from a 4 that I could put numbers, cost figures, on how much it is going to cost me to go from that 4 to that 3 and is it worth it to the citizens of Orrville for me to spend that amount of money to go one more grade. Insurance agents have told me that probably not on the residential, but I can not tell you what commercial and industrial because that is on a case by case basis. It depends on their carrier. It depends on their deductible. Maybe Councilman Vance could verify that. I am not an insurance agent so I don't know.

Vance: I think there is no doubt that insurance rating is a key factor for premiums for large accounts.

Wheeler: I know Council is aware of this, but if you could maybe just clarify the condition of engine #67 which you are talking about replacing.

Ballentine: It hasn't passed its pump test in three years. We did it three years ago and it cost \$150 a year to have a pump test so we did not do it this year. We tried it two years in a row and it didn't pass. We have already rebuilt that pump twice and gone to oversize bushing on the impellers and items inside the pump so it is not worth trying to rebuild the pump and make it pump 1500 gpm any longer. It is not cost prohibited. We have tried to stretch as much life out of that truck as we could. We actually ran it up until September 2nd on grass fires outside the city limits. We ran it for mutual aide calls to other departments for man power request only where they didn't need the engine, but they needed five guys to come over and help them out. Good truck to take five guys over there on because you had the axes, equipment, and the hose and nozzles, but you didn't have the pump because you couldn't depend on the pump. We have taken the tires off of...we had to have tires put on that truck; we blew a tire. We took the tires off of #68 and moved them to #67 and put the new tires on #68. We needed batteries in #67 a couple weeks ago. We took the batteries out of #68 and put them in #67 and put the new batteries in #68 knowing that truck is going to be around the

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longest. We have quit running it lights and sirens on call. We just don't feel the risk is worth the benefit any longer. We will take #63 to take man power to other cities and stuff like that. We run another engine out on grass fires if we have to. It is just not going there any more.

Vance: That was one of the questions I had was how much longer can we keep this truck in service. Essentially you said it is out of service.

Ballentine: Technically it is out of service other than for non-emergency calls.

Vance: It is just a transport vehicle at this point, but it is not used in firefighting service at this point. So the answer is that it can't be kept any longer in service. It is out of service now, as of September 1st.

Ballentine: When the guys driving the truck and riding on it come to me and say they are not comfortable riding on that truck any longer and I am not comfortable driving that truck, then I can't make somebody jump up in that truck and drive it. I said okay if that is they way you guys feel then it is time to down grade it. I did not do that as a political move to try to make this move any faster. I will keep using the truck as it was other than we are not running it lights and sirens and running it hot to calls because it is just not worth taking that risk with it any longer. The real axle housing busted in half and we had to have it welded to keep the grease in the rear end.

Leathers: I would just like to go on record saying that when we had our meeting in March over there I wouldn't get on that truck so I don't expect any of you guys to get on it either.

Vance: I road on the truck and it was a memorable ride.

Ballentine: Any other questions? I would be glad to host any workshop. I think Rich had talked about having one before the next Council meeting and beat this thing to death if you want. We will try to pin down any more numbers you would like to see us pin down.

Corfman: I am asking, are there any more questions we are going to ask tonight? Do you guys have questions that you don't feel we have answers to?

Miller: If I can just clarify one thing. In Mr. Locher's recording of the last committee meeting on September 25th he said – I am quoting – "however, he said (he is talking about Mr. Ballentine) at the end of October the cost of the unit most strongly under consideration would increase by \$23,000." So my question is: we have to the end of October to get this particular unit that we are looking at, is that correct?

Ballentine: To have some sort of agreement or commitment that they would take an engine and set it off to the side and say this is Orrville's engine and nobody else gets it. They are willing to work with us to the point that if we can say okay we have authorization to get this done even though we don't have a contract or the financing worked out they will set an engine off to the side and put our name on it. They actually told us to buy the engine out right, buy the engine this year. I said what happens if you don't get the deal? Are you going to ship that engine to another fire truck manufacture and are they going to build a truck off an engine I bought from you? And nobody has that answer either.

Miller: So we do have until the end of October to make this decision?

Ballentine: Yes.

Leathers: If that engine is still available.

Ballentine: We have until the engines run out. They are telling us the end of October.

Miller: My feeling is this, I mean sometimes I am not real clear where the founding fathers that made the charter and said we need to do things on three readings where they wanted to make the exceptions; however, I am hearing tonight that we have some council members that are still looking for some more information. We are talking about an expenditure of almost a half a million dollars of the taxpayers money and my feeling this is one of those times where the founding fathers would say this is worth three readings and if we were to have a special meeting next week, as my understanding was Mr. Corfman was going to call at the fire station, have a second reading and then have a third reading at the next council meeting we would still have a dozen days until the end of October and maybe everybody's questions would still be able to be answered. That is my thought.

Strimlan: Just a reminder. Once this, if this resolution is passed, we will need to modify the appropriations before we can make any sort of a down payment. So that will also need to be brought before Council and passed as legislation.

Aspiras: If Ms. Strimlan could elaborate. I know during the March meeting we talked about the \$362,000 of inheritance tax that was not yet appropriated; actually we had not even received that at that time. Have we received that? Has that been appropriated? Are those funds available?

Strimlan: We did receive that as income; however, what we would need to do is just like we did tonight, we'd need to make an appropriation amendment in order to make the \$100,000 down payment whether it comes from the EMS fund, General fund, or Capital fund. We did not build that into the final appropriations. It is included in the 2010 budget, but it is not in the 2009 appropriations.

Vance: That money went into the General fund and we would have to transfer that from the General fund to the Capital Improvement fund. Is that correct?

Strimlan: We could pay that out of the General fund.

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Vance: I think that is another element to this decision is that we got a windfall. We got non-income tax money, non-earnings income tax money in the form of an inheritance tax earlier this year. \$362,000?

Strimlan: Approximately.

Vance: Plus the \$100,000 either coming from the EMS fund or I understand we are applying for a \$50,000 grant to help with this purchase. That is not money that is coming from money that had already been appropriated this year. That was money that was unexpected and came in. I know at first when I heard of that money coming in that was my first thought was that is perhaps how we could fund this purchase. I would still like to be able to get it out there; here is what we are not going to be able to get next year if we do this purchase. I think that is a decision this community needs to be aware of. What we are getting and what we are not getting if we make this decision.

Shupp: Are we going to have the meeting on the 12th?

Leathers moved and Corfman seconded that the rules, regulations, and statutes requiring a reading of a resolution on three separate days be suspended. Roll call vote....Corfman – Yes, Leathers – Yes, Shupp – No, Miller – No, Landaw – No, Vance – No, Aspiras – Yes. Motion denied.

Corfman: We will have a special meeting at 7:00pm at the fire station next Monday. Please bring any last questions you would have.

Wheeler: Will there be a second reading at that time?

Corfman moved and Miller seconded that a special meeting be held on Monday, October 12th for a second reading of Resolution 34-09. Roll call vote. Ayes all. Motion carried.

Ballentine: My door is open if you got questions you would like to sit down with me and my staff or me personally; I am over there until 6:30 in the morning to 4:00 in the afternoon. This would not be a real good week, but if you let me know I would change my schedule. We are in the middle of Fire Prevention Week and we have at least two programs every day this week. Tomorrow we are doing all the grade schools. I encourage the public if they have questions they don't understand, please stop in and see us. We will be glad to show you the truck. I will show you the standards. I will show you the ISO. I have nothing to hide. I think my guys on the department have done a very good job at trying to research this out.

Shupp: I thank you for the information. You have done a good job explaining, but I do feel there are some citizens that would like to attend this meeting on the 12th and ask some questions on there own.

Ballentine: Anybody that wants to come to that meeting, it will be at the fire station. We will have the coffee on. If you have questions, I want everybody to be comfortable with it. I know the economy is not good right now. I wish I had answers for all the questions which I don't, but they are really hard to come by right now because we have not made a commitment with anybody to purchase a truck. We haven't even talked about going out for bid. If we go out for bid and the bids come in at \$500,000 because nobody can guarantee us the 2007 emissions engine right now because by that time they are gone are we going to go through with it. I know this truck is going to do nothing but go up in cost. It is not going to go anywhere but up. I took a ride to Columbus with the Chief of Plain Township and he just ordered a \$1M aerial ladder recently to beat this emission thing for Plain Township which is over around Belden Village Mall and he was telling me they told him that the mufflers alone for the 2010 engine are going to be over \$1500 just to buy the muffler for the truck to replace the muffler. So anything we can do to save long run cost; that is what we are trying to do. In the long run we are trying to do everything we can to save money here.

Good of the Order:

Lutz: I won't be at the next meeting.

Leathers moved and Vance seconded that the council meeting be adjourned. Ayes all. Motion carried. Council was adjourned at 8:35p.m.

Tamra Peppard, Clerk of Council

Date

Lyle Baker, President of Council

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