

**NORTH RIDGEVILLE MUNICIPAL COUNCIL
MINUTES OF
SPECIAL MEETING FEBRUARY 15, 2006**

CALL TO ORDER: 5:34 P.M.

President Ronald Arndt: The Chair calls to order tonight, the Special Municipal Council meeting for the North Ridgeville City Council dated February 15, 2006.

CALLING OF THE ROLL - ROLL CALL:

Present were Council Members Nancy Buescher, Dennis Boose, Richard Jaenke, Bob Olesen, Bernadine Butkowski, Gayle Manning and President Ronald Arndt.

Also, present were Mayor David Gillock, Safety-Service Director Denny Johnson, Law Director Andrew Crites and Chief Deputy Clerk of Council Paula Cope.

President Arndt: A special thank you to everybody for being able to toggle your schedules around. I know, particularly, for Mr. Boose coming from far downtown or far places, and for any of us here that had to jockey our work schedules around, I really want you to know how much I appreciate you being here. You have all received your notices by the Police Department and we're now going to have an opportunity for the Mayor and his contingency of experts talk with us about the real purpose of this meeting. Having said that, Mr. Mayor, if you would be kind enough to explain.

Mayor Gillock: The basic purpose, as there are a couple of things to go over here and I'll ask Chris Rangus to give specifics. Last Wednesday, when we had the big snow fall, one of our trucks caught on fire and destroyed it and many of you have seen it. Over the last few years, because of our financial situation, we haven't replaced equipment as we have needed it and we now find ourselves in a situation where we have fourteen snow plow zones and thirteen trucks. There is a real fear that we will get hit and we won't be able to handle it. That is basically the need for this emergency meeting. We need to get a truck to be prepared. The question that has come up is that do we really need the emergency? I compare this situation to an experience of where if a pump went out on our lift stations, we wouldn't wait until we get a rain to back up into basements. We need to address this emergency now. As for the timing, I thought about waiting until the next Council meeting. However, the next Council meeting is next Tuesday and I really didn't want to wait another week. We get some pretty big snow storms in March and April, so the need is really there to address this situation. Ohio Revised Code states, under emergency, that if there is a super majority vote, then we can begin the bidding process. Our Charter states, in the event of an emergency, we can obviate the bidding process. Besides that, when we went out and got the quotes, one of the places we went, and you'll see on the bottom of the sheet, was Mike Bass Ford. Mike Bass is on the State bid list. Anytime you go to the State bid list, that is deemed to have been bid and the state code also allows that if you go to another vendor that will meet or beat that price, you can go to another vendor. The truck that we're going to be talking about is the Valley Ford, the last one on the list. You'll see that it is 32.7 and is below the Mike Bass Ford bid. That is the chassis and the chassis is what the State bid is based on. When you

get into all the other things that go on it, such as the lights, the super hydraulics, the plow, is where you get up to the 58.9. We still need Council's approval if we are going to spend more than 25,000, which is the main reason we are here. We are getting insurance reimbursement on the truck at 14,975 dollars. The money has been appropriated in the temporary appropriations and the contingency fund has 100,000 in it. The money is appropriated. We are here before Council to get approval to get this truck ordered as soon as possible to at least give us the minimum trucks necessary to keep our streets plowed. If we get hit and we don't have enough trucks; each truck does about 19 to 20 lane miles, that will be tough to cover. With that, I will let Chris explain in more detail about the truck, what happened, provide pictures and why we are picking that particular truck.

Service Department Superintendent: Chris Rangus: Thank you, Mayor. I would like to thank you all for coming tonight. That means a lot to me and shows that all of you are here because of the circumstances we have. That is why I took the time this week to do this so that I can keep you guys informed of what's out there. I know that, that is how you rely on the Mayor and us to do for you. We are the eyes and ears to get you the facts and that is what I want to talk about here. The Mayor eluded that we have 14 zones for City plowing. One thing that the Mayor did not mention and I will, is that as it stands right now and if that truck was in perfect running condition, we would have 14 trucks. That is 12 trucks that could spread salt; two cannot. As it stands now, if that truck was on the road, because of the age of our fleet, because of the lack of trucks we have, we actually cover two zones in our City that we can't spread salt on. These two trucks are four by four trucks without salt spreaders in them and we can't put them in there because they are too light duty. One of the things that we did this year was jockey all the routes around and keep those trucks in close and the big trucks that go out, kind of skirt through those developments besides their own. They might go through theirs once and the next time they might go out through another or they'll go out through theirs or back to the other. Even if you just take into consideration that we have 14 plows and only 12 trucks that have the ability to salt right now. Eliminate this truck, we are now down to being able to cover 13 plow zones and there are 14 in the City. We actually had to do that the night of the eighth because that truck burnt up about four o'clock. So, here is an instance where we jockeyed and we did what we had to based on that happening. I have to commend my guys as they did a heck of job, even with a down truck. The problem being is that we can't keep doing that. We can't keep up with the volume of snow. We can't keep up with the volume of streets. It's been reported in the paper that last year we added 60 lane miles and we added zero drivers and zero trucks. As it stood right there, we just expanded everybody's route by adding those 60 miles and now we've shrunk our driver pool down even further. I do have, if anybody would like to see, the actual plow routes that we give to our foreman. You can see what each street length is measured. We measure them by length so that we can kind of see where the driver's are at quantity wise. As the Mayor eluded, the average route is about 19 lane miles. We have one that is 37, but he's a lot of street. We have some that are 12 that are a lot of residential. On an average, you would say that one truck would plow 19 lane miles in a zone. With that being said, in front of you, I gave a break down on trucks. When this happened, the Mayor asked me to get some ideas on equipment. He took the initiative and did some on his own. We came up with these three scenarios that you see in front of you. The first one is from a company called Valley Ford. That is the manufacturer of the

chassis itself. The dealers do not assemble these trucks as you have seen them. They buy a chassis. They, then, put a central hydraulic system on it. They, then, put a dump body on it. They, then, put a plow on it and that is all done by the body manufacturer. No dealer has these trucks sitting on their lots at this time of the year. Maybe, come May and June, they may make a few to show around. But, right now nobody has these because everyone has bought them already. There was a used one out there. What we found out was that it was a demo truck with 15,000 miles on it. It had every bell, whistle, light that you could think of and it was three years old and priced at 58,000. It was more expensive than these. That was one thing we looked at, but we just determined that this was our best course of action. What you'll see here reported is Valley Ford equipment; a Ford F550 diesel four by four with a mild steel body part. The mild steel body would be the dump body, the spreader and the auger on the back. A nine foot western plow, tires, tailgate, spreader, that is all the same, but I wanted to show what we have. We would be looking at 54,740 dollars with a delivery of under thirty days. We then go down to Mike Bass Ford, who we went to also for a Ford F550 diesel with a mild steel and an eight and a half plow versus the nine, because they spec their stuff at eight and a half. We are looking at 56,209 and they are telling us ten working days. We go down to the last issue, which I will have a picture that I can show you. Some of the things we have changed prior to me coming here and I've embraced it and taken it further is we are looking at more stainless steel parts on these trucks. The mild steel just rusts out extremely fast and we are lucky to get five years on some of the parts in the beds of these trucks just from the salting we do during half of the season. The beds just deteriorate, the augers deteriorate, the bolts, the heads of the nuts just rot away. We moved into some stainless steel parts on these trucks to get a better life expectancy. That last option you see is a stainless steel dump body, stainless auger, stainless spinner bracket with a poly spinner, instead of a mild steel that does not deteriorate with salt. We are looking at 58,918. The Valley Ford's are less than a 30 day lead time. There is two things you want to look at here. Price is one and time delivery is another. With that being said, Valley Ford is on the State bid list for the chassis. They are also on the State bid list for most of the body parts. We are not, in my opinion, circumventing the bidding system as 99 percent of these parts are on the State bid list. Something that I don't think is, is the light system. We are talking 350 bucks in the course of what this is, but the body, the auger, the spinner, those are all State bid items. The ten day lead time is what bothers me about the Mike Bass Ford. That is ten working days or two weeks he is telling me. Everybody I talk to says you can't build a truck that fast and their concern is what gets missed. It takes longer than a week to get some of these smaller parts. If it takes a week to get parts, how do you build it in a week. The Mayor and I had extensive talks about this and this was one of his things. We need a truck and we need it bad and we have to look at delivery dates. We have never bought a truck from Mike Bass Ford. We have never bought any body equipment from Mike Bass Ford. I would say from the equipment that we have out back, at least a third of our bodies are Newell and probably about 50 percent of our augers and spinners are Newell equipment. Here again, let's keep the equipment standardized so we are not buying spare parts for three or five different things in our inventory, which is a pain in the butt to keep track of. If you look at all this together, if you go with mild steel, Valley Ford is cheaper with a little longer delivery time. I really like the idea of going to stainless because in the long run, that 4,000 dollar difference is less than the cost of a bed if it has to be replaced in five years. That doesn't include our time, our labor, our down time with the vehicle. I mean, to me, we are saving money in the

long term because the average bed life, until it turns into a salt shaker, is about five years. They just rust away. If you want my honest opinion sitting here, I would really appreciate the Valley Ford Newell equipment with the stainless on it. I think, in the long term, it is a better deal for us. I know the ten days is better for us if you want to look at that, but I am concerned that the parts that we are going to be getting on that truck aren't parts that we have here now, which in the long term, could cost us money down the road waiting for parts. We buy from Newell Equipment all the time. We have a good rapport with them. They treat us extremely well. If we have a problem and they can't get us a part right away, they loan us a part. We have gone and picked up parts, if they can't make a delivery. They treat us very well and I think that is something to look at in this over all picture.

Mayor Gillock: Mr. President, I just wanted to add one thing. This is Ben Makowski and this is John Sullinger. They are our mechanics. If you want to ask them some questions, I would certainly appreciate that. One thing I also would like to add is that we originally went to Mike Bass because we knew they were on the State bid list. We don't know them. They don't know Newell equipment. We are twisting Newell's arm a little bit in trying to work with us on the thirty days. They do have that kind of relationship with those guys. In our bid process, when we do go that way, is lowest and best and we think that is the best vendor for our situation.

Council Member Jaenke: Mr. President, first, I would like to thank Chris and his guys for doing a phenomenal job all winter long. I have had a lot of compliments from my constituents compared to prior years. I do know that Valley Ford does a lot of business with other cities as well and they have a lot of experience in terms of the truck business. I would favor Valley Ford. The other issue is the stainless steel body for another 4,000 dollars, plus the nine foot plow is certainly worth the additional 4,000 dollars and I would support that.

Council Member Buescher: Mr. President, I agree about the stainless steel bed. I think that is an excellent deal for us. Mayor, did you say that this money has already been appropriated?

Mayor Gillock: Yes, we have 100,000 dollars in contingencies. It's not specifically for a truck.

President Arndt: What other questions about the dollars and cents?

Council Member Buescher: I think for the 4,000 dollar difference, to get that stainless steel body is real important.

Council Member Olesen: If this is going to take 25 to 30 days to get here, what are we going to do in the meantime? What happens if we have a big snow fall this weekend?

Service Department Superintendent Chris Rangus: We have kind of brain stormed some stuff. French Creek has a plow that they use to plow their lot. They actually have two. They have an older one and a newer one. We could borrow that. We have contacted the Fire Department. The Fire Department has a plow that they use to plow their lots. The problem there, is that they need it. It doesn't have yellow lights and they won't let me plow with red lights.

Council Member Jaenke: If we really have a problem, like a foot of snow, could we do something like rent one if we had to?

Mayor Gillock: There really isn't any you could rent. We didn't look into trying to borrow one from Bay Village or anything like that. If it comes on a weekend, it is probably not that big of a deal to get one from French Creek. Although, they have to keep it open, but that is their slower period. The Fire Department helped us out on the last one, but remember, the truck burned up at five o'clock in the afternoon after we had been plowing all day. They have to keep their ramps clear. Between the Fire Department and French Creek, we could probably handle it. Wednesday, we were getting an inch an hour. They did a good job. They get to the main streets and then to the side streets.

Service Department Superintendent Chris Rangus: It would just take longer.

Council Member Jaenke: To me, it is worth waiting a couple of extra days to get the stainless steel body.

Mayor Gillock: When they say ten working days, well that's two weeks. We're already talking to Newell and they are saying up to thirty, so it might be a week to eight days.

Safety-Service Director Johnson: I don't think it will take the 30 days. We have a good working relationship with them. They know our dilemma. I think we'll get it sped up quite a bit.

President Arndt: Mr. Boose?

Council Member Boose: Yes, first, my compliments to Chris for not only getting all this information together in a format that is understandable to the lay person, thank you; but also, for all the work that you and your crews do. They did a fantastic job. Just a couple questions. Are all these 2006's or 2007's?

Service Department Superintendent Chris Rangus: 2006's.

Council Member Boose: You indicated the life of a mild steel body, the way we use them, is approximately five years. What would be the life span be of the stainless steel body?

Service Department Superintendent Chris Rangus: We don't have any full bodies here to see, but the average they are telling us is ten years.

Council Member Boose: It is well worth the money. What is the life expectancy of the vehicles, chassis and everything else?

Service Department Superintendent Chris Rangus: Until we run them into the ground, because we don't turn them over. We have never sold a truck, so it could be until the wheels fall off. Some of our bigger trucks, we are getting 14 years out of the big tandem axles.

Mayor Gillock: There is one that has eighteen on it.

Service Department Superintendent Chris Rangus: That is the one from Westlake that stays on the highway. It's a used truck and we had to put 6,000 dollars into the transmission this year just to keep it running. Some of our four by fours, realistically, we're pushing it to get ten years out of them. In reality, the truck that we are looking at and the plow system, they are just over sized, over built parking lot trucks. They are really not made for highway use but in some areas we have to use them for residential and stuff. The truck that burned was our hill truck. That covered the north side of Center Ridge road, all the hills; Olive, Wallace, Cornell. That was what that truck's main duty was to salt all the hills and on the way out, go back and hit residential to keep traffic moving. One expansion on these prices I wanted to show on the bottom. Even if Valley Ford would be higher on the body parts, under the normal mild steel that they would have been, if you look at the chassis, they have been low all along. We just called, just to get a price on a chassis for comparison with Harrison, Mike Bass and Valley and you can see their numbers from the get go, were the lowest on everything.

President Arndt: Anything else Mr. Boose?

Council Member Boose: Yes, you indicated that some of the parts that aren't stainless steel also deteriorate quite rapidly. The same thing, if you could guess, is double the life span of those things?

Service Department Superintendent Chris Rangus: The one's I'm talking about are the bolts underneath that holds everything together. Those will all be stainless now. Yes, we are actually looking to double the life of those. Without actually having one and using it, I'm going by a little bit of what the factory says and a little bit of what other people, that have had them, say. We are hoping to get twice the life and help us last the bed to the truck. As it stands now, the bed goes away. We then invest all this money into a new bed on a used truck. When that bed gets bad on that truck and the truck is still decent, other cities get rid of it and get a new one. They turn it over. We are taking that used truck and putting a body on it and now we're running it until it's really far out and run down.

President Arndt: Thank you.

moved by Arndt, seconded by Boose to suspend By-Laws to give T 18 it's first reading, with the understanding that the allocation is not to exceed 62 grand, is to be applied to the Valley Ford Newell Equipment Ford F550 Diesel Four by Four with all the stainless steel gear, the nine foot plow listed at the 58,918 dollars

President Arndt: Is there any further discussion among anyone in the room? There being none, all those in favor signify by yes. All those opposed by no. Any abstentions?

Yes, 7 No, 0

President Arndt: Will the Clerk please read T 18.

**NORTH RIDGEVILLE MUNICIPAL COUNCIL
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Chief Deputy Clerk Paula Cope:

T 18-2006 AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF NORTH
4225-2006 RIDGEVILLE, OHIO, TO ENTER INTO A CONTRACT FOR THE
PURCHASE OF A SNOW PLOW TRUCK WITHOUT FORMAL BIDDING
OR ADVERTISING DUE TO THE EMERGENCY PRESENTED BY THE
RECENT LOSS OF A FLEET VEHICLE IN AN AMOUNT NOT TO EXCEED
\$62,000 AND DECLARING AN EMERGENCY

moved by Arndt, seconded by Boose to dispense with our second and third
readings on T 18

President Arndt: Is there any discussion among anyone in the room? There being none, all those
in favor signify by yes. All those opposed by no. Any abstentions?

Yes, 7 No, 0

moved by Arndt, seconded by Boose to adopt tonight T 18

moved by Arndt, seconded by Boose to add the emergency tonight to T 18

President Arndt: Is there any discussion among anyone in the room? There being none, all those
in favor signify by yes. All those opposed by no. Any abstentions?

Yes, 7 No, 0

President Arndt: Additionally, we have a motion on the floor by Arndt, a second by Mr. Boose to
adopt tonight with the emergency. Any discussion? There being none, all those in favor signify
by yes. All those opposed by no. Any abstentions?

Yes, 7 No, 0

Chief Deputy Clerk Paula Cope: T 18-2006 has been adopted with the emergency and becomes
permanent ordinance number 4225-2006.

Permanent Ordinance No. 4225-2006

President Arndt: I think that you have heard from the consensus of Council that it was handled
well and it feels good as you have done your research and it's great having the support of your
crew here, to show up. We appreciate this proactive approach.

ADJOURN:

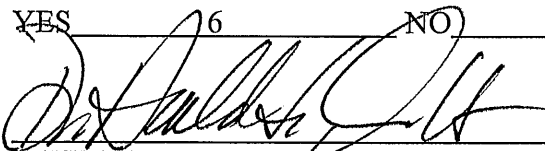
moved by Butkowski to adjourn

President Arndt: Meeting adjourned.

Meeting adjourned at 6:01 P.M.

MOTION Olesen 2ND Manning DATE March 6, 2006

YES 6 NO 0 ABSTAIN 0


PRESIDENT OF COUNCIL DR. RONALD F. ARNDT


CLERK OF COUNCIL CHARLES A. NORRIS