

Minutes
LAFAYETTE TOWNSHIP BOARD OF TRUSTEES
Special Meeting
Wednesday, March, 24, 2010

Meeting called to order: 1:10 p.m.

Members Present: Trustee Lynda Bowers, Trustee Donald Butler, Trustee Nanci Shanley, Fiscal Officer Shirley Bailey.

L. Bowers – I will call the special meeting of the Lafayette Township Board of Trustees on March 24th to order at 1:10 p.m. and the notice of the meeting was sent to both the Trading Post and the Gazette on March 17th and posted in the Township Hall, both as required. Roll call.

D. Butler – Butler here.

L. Bowers – Bowers here.

N. Shanley – Shanley here.

L. Bowers – Okay. Nanci, you want to do your grant proposal first?

N. Shanley – Sure. I am proposing that we move forward to engage the services of Gatchell Grant Resources, LLC to take a look at least at our Fire and Rescue needs and prepare grants accordingly. Have you all received a copy of the fee schedule that I sent around? Okay. They have had excellent success rate in communities throughout Ohio. Closest to home would be Montville. They got a \$55,000.00 plus grant that they used for erecting their fencing for baseball diamonds at a new park that they're constructing on Poe Road and they have been very successful with fire grants. Fire grants open up, the FEMA fire grants open up in April, so we have to move forward quickly. And my proposal is that we authorize moving forward with them preparing grants for us at the fees that they've outlined in their fee schedule which are \$600.00 non-refundable retainer fee, there is an 8% fee if the grant is awarded, with a \$3,000.00 cap. If they are not successful in retaining the grant, they then write the grant the following year without charging a retainer fee and quite frequently the grant will cover some or all of the fees. Are there any questions?

L. Bowers – Any discussion, Don?

D. Butler – Pretty straight forward.

L. Bowers – I have some questions, some concerns, and maybe we could address it separately, but I have no problem first of all with Vera Gatchell. She's got a good reputation, in fact I even took a grant course from her one time in emergency, emergency management director's course. And she's got a good reputation. She's doing some work for Medina City but only their assistance fire grants. She's also done some work for some other local townships, but only the competitive grants and I don't have any problem with the assistance fire grants and I don't have any problem with the other assistance competitive grants, because those are things that

sometimes you have to go outside the lines on, but I do have some difficulty just carte blanche awarding formula grants, which are typically the FEMA grants. Those are grants that we apply for routinely. We've been very successful. I'm not aware of any FEMA grant we have not gotten because they're all done on a formula. In fact, the last assistance fire grant which is competitive grant that this township did, Brad did the leg work and I did all the writing on it. We were awarded that and, you know, Nanci, you're a professional writer – we didn't have that but we've got that now. The formula grants we can actually put administrative dollars in, and so that's money that our township gets to offset some of our administrative costs there and we'd be losing that here. Like I said, the competitive grants, no problem, but the formula grants I don't know why we would hire someone to do what we have done very successfully ourselves.

N. Shanley – Okay, talking to, yeah, talking to Brad and to Jeff, the last FEMA grant that they state that they got was for the safety trailer which was in the early 2000s.

L. Bowers – Right. That's the last one applied for.

N. Shanley – We have lost opportunities in past recent years by not submitting for equipment that did need to be, even last year, that did need to be replaced. They've made a short list of equipment and I've talked to Vera about what the parameters are for replacing certain pieces of equipment, safety equipment, through the grants, and actually we've lost some opportunities and I would like for us not to do that. As far as I'm concerned, any fee that we would pay would far outweigh running out and buying the equipment ourselves and the example being the air packs. I'm told that FEMA uses about a ten year window in age before they will look at, favorably, upon a grant for air packs. And turn out gear also is about ten years and we have about twelve air packs that would be within that timeline and about ten sets of turn out gear that we could potentially have paid for as opposed to funding those ourselves. We just voted to purchase six air packs for \$30,000.00. We could potentially hold off on that and have that paid for through the grant, which I think would be well worth it. And again, talking to Jeff and Brad both, they're very eager to get some help with grants. They just really don't feel like we're capitalizing on them as well as we could be. And it's a question of time and how well prepared they are even if it is a formula grant. They're just, the history isn't there that we've really been as aggressive as we could have been about pursuing them, so I would like to see us move forward.

L. Bowers – Well, the question that I have, but you just answered, whether that's a formula grant or competitive grant and like I said, I have no problem with competitive grants, that takes an edge. Formula grants are simply qualification and filling out the paperwork and if we have missed opportunities then that is our fault for not filling out the paperwork. I have great concern about the trend that we have invoked upon of paying people to do the jobs that we were elected to do. Filling out that formula paperwork is pretty easy. And I've done the ones that I've been asked to do when I was liaison, the Fire Department really didn't have to do everything except collect the documentation which they're going to have to collect for any grant writer. I just think that we can do that. Now if the Board still feels that they want to farm that out instead of requiring our employees and our elected officials to do it themselves, then, you know, that's, the majority will rule on that.

N. Shanley – Well, the department heads of the Fire Department have told me that they do not have the time or the expertise. They just really do not have it. And looking back at last year, we paid, what was it, fourteen, sixteen thousand dollars for fencing for that baseball diamond.

L. Bowers – That’s a competitive grant.

N. Shanley – ODNR, with an ODNR, ODNR grants last year covered that for other places.

L. Bowers – That’s a competitive grant, and I’ve got no problem with competitive grants. I have difficulty paying people to fill out the formula grants which is just filling in the blanks and the documentation collection that Jeff and Brad or someone that they assign are going to have to do even if we hire someone to fill in those blanks for us. I mean, have you seen them? Have you seen those grant applications?

N. Shanley – No, I have not.

L. Bowers – It’s...

N. Shanley – I’m really respecting the request of our department heads and seeing that we have opportunities. Despite the fact that there is a cost involved, which is often reimbursed through the grant, I just really think we’re missing too many opportunities and I would still really like to see us move forward with this.

L. Bowers – I would like to see you break it down into two votes because I think you know how mine’s going to go on one. And, you know, I’m sure it will probably still pass, but I’d like to see you break it down into two votes if you would; one for competitive and one for formula grants. I, I just, you know, we’re watching dollars here and that’s just money we can have.

N. Shanley – Right. Which is exactly why grants are very, very important. I think we’re again, we’re just missing a lot of opportunities. And yes,...

L. Bowers – And that’s a shame because it’s easy to do. You go to the FEMA website and you pull it up and it lists them all. They’re all there today.

N. Shanley – I think these folks are there and townships are using them more and more and other municipalities are using them more and more because of limited time because the competition is there, because of lower tax revenue and things like that and I think that we just would be short changing our community if we really didn’t pursue this more aggressively. I’ll be happy to break it down. **The first motion being for using Gatchell Grant Services for competitive grants. They can assess the needs of our township and advise what grants might be available for those and prepare them.**

L. Bowers – And I’ll second. Any further discussion? All in favor, aye?

D. Butler, L. Bowers, N. Shanley – Aye.

L. Bowers – And opposed, same sign.

N. Shanley – **The second motion I would then make is to secure the services of Gatchell Grant Resources for noncompetitive formula grants for the purposes of securing equipment and services for the township.**

D. Butler – You’re saying on the formula grants, we haven’t had one since the year 2000?

N. Shanley – I don’t know what year we got the safety trailer. I think it was 2002, but I’m not positive.

L. Bowers – Yeah, I don’t think they’ve applied for anything, Don.

L. Bowers – Is there a second on the motion?

D. Butler – **I’ll second the motion.**

L. Bowers – Moved by Mrs. Shanley, seconded by Mr. Butler. Any other discussion? All in favor, aye?

N. Shanley, D. Butler – Aye.

L. Bowers – And opposed, same sign. **And I will oppose.** Nanci, thank you for breaking that down for me. It’s just a matter of principle. It’s doing things that we can do ourselves.

D. Butler – Which we haven’t done for ten years.

L. Bowers – That’s correct, and that’s a shame.

D. Butler – Okay.

L. Bowers – Well, it’s not been ten years, been eight years.

N. Shanley – It’s a long time. I don’t think we can lose any opportunities.

Appropriations Budget –

L. Bowers – Appropriations Budget. Shirley, did we get a new Certificate of Resources?

S. Bailey – Yes, we did.

L. Bowers – How’s it stack up against the one we have?

S. Bailey – We got it just before the meeting.

L. Bowers – Bill, I apologize. I tried to call you but I couldn’t remember the right number. Neil’s not going to be here until about 1:30, so, we’re buying some time. I called the wrong, I can’t remember your number, I’m sorry.

S. Bailey – There’s three sets. In comparing the first certificate...

B. Thorne – I will be outside for a few minutes. I’ve got lunch in the car I have to go eat.

L. Bowers – Okay.

N. Shanley – Great. Good. Works out. (laughter)

S. Heiszek – Do you want a Reader’s Digest?

S. Bailey – The certificate, the last certificate we received before we got this one today,...

L. Bowers – Well, this one’s better.

S. Bailey – Hum?

L. Bowers – This one’s better.

S. Bailey – Yeah. The General Fund was at \$586,905.51, now they have it at \$664,681.57, so we’ve increased on the General Fund.

L. Bowers – Motor Vehicle License Tax – back up to \$12,351.00.

S. Bailey – Right. Cause the Motor Vehicle was at \$9,343.10 and now it’s up to \$12,351.30. I can put that one back up if you want it.

L. Bowers – That’s the only one that it really affects isn’t it?

S. Bailey – No, it affects...

L. Bowers – Well nothing else went down.

S. Bailey – No, we went up.

L. Bowers – Yeah, well, we don’t have to appropriate more just cause we have more. But the one that we had to cut down I think we can change.

S. Bailey – Well, we cut down on Motor Vehicle and we cut down on Permissive, where Permissive is up, way up now. I had to cut it back to \$65,000.00 in order to be within this range because Permissive in September was \$65,086.04.

L. Bowers – What’s the difference in that unencumbered carryover? Why did that change so much? Was it just a mistake on the certificate earlier? I mean, that’s huge. We’re showing a hundred and eighty-six...

S. Bailey – What are you looking at?

L. Bowers – Permissive Motor Vehicle. We’re showing a hundred eighty-six unencumbered balance on the new one, that would have been our carryover and on the old one in September they were only showing the unencumbered balance at \$28,000.00. What changed?

S. Bailey – Right. More came in in October and November.

L. Bowers – Aah. Okay. Gotcha.

S. Bailey – Okay?

L. Bowers – Gotcha. Curious.

S. Bailey – But the auditors go by, were going by the September one because they didn't know the exact changes. Now that we got the one today, Permissive is up to \$223,496.47, so that's a significant change.

L. Bowers – Does everyone have their resolution in front of them?

N. Shanley – Did you prepare a new one with these new figures or no?

S. Bailey – No. I just got this before the meeting.

N. Shanley – Okay.

S. Bailey – So there was no way I could change it.

L. Bowers – Well, chances are, Shirley, you're going to have to do an amended certificate after, after the end of first, second quarter anyway, you always do, so,...and I don't...

S. Bailey – With this though...

L. Bowers – I don't anticipate that we're going to spend Motor Vehicle License Tax or Permissive probably much during that time. Usually that comes in the fall when we do the road projects, so...

S. Bailey – True, but it's best to have everything set now.

L. Bowers – You want to do it now?

S. Bailey – And, with Motor Vehicle, I can put that back to \$12,000.00. You did have fifteen, but we can go to twelve.

L. Bowers – Okay.

S. Bailey – And...

L. Bowers – Is the Board okay with that?

N. Shanley – Are we just hand amending it?

L. Bowers – Yeah.

N. Shanley – That's fine. I'm fine with that.

L. Bowers – And Shirley can run a new copy for signatures then if we need to. And Permissive, to what?

S. Bailey – The signatures come on a separate anyway, so that’s not going to affect this. The Permissive was at \$150,000.00 and since we have \$223,000.00 now, ...

L. Bowers – You want to put it back there.

S. Bailey – I can put it back to a hundred and fifty. And that will take care of your road bids that you’re going to have coming in.

L. Bowers – Okay, the fund totals would be General Fund, \$252,515.00, Motor Vehicle - \$12,000.00, Gas Tax - \$150,000.00, Road and Bridge - \$596,228.00, Cemetery - \$6,750.00, Sheriff’s Contract - \$270,000.00, Fire District, 2111, the old district – zero, Zoning - \$33,780.00, Fire and Rescue - \$1,074,672.72, Permissive Motor Vehicle License - \$50,000.00, and the old Ambulance District – zero.

S. Bailey – Zoning though, we have to change. We have to, we have to decrease. They have here, if you look at the new certificate, it’s \$31,218.22. So...

L. Bowers – So we can make a General Fund transfer later then?

S. Bailey – No, Zoning I would have to reduce that now.

L. Bowers – Right. And then when we need those funds we can make a General Fund transfer.

S. Bailey – Right. You can make the change at that time cause you’re just going to be moving it from General into the Zoning.

L. Bowers – So you want that to thirty-one?

S. Bailey – Thirty-one even would be fine.

L. Bowers – Board okay with that?

N. Shanley – I’m fine with that.

L. Bowers – Are all those numbers okay? Is there a motion?

N. Shanley – I’ll make it

L. Bowers – I’m sorry.

N. Shanley – I didn’t bring it, cause it would be changing. **I will make a motion to approve RESOLUTION #13-2010 MAKING PERMANENT APPROPRIATIONS FOR 2010 as amended at the meeting today.**

L. Bowers – **I’ll second.** Moved by Mrs. Shanley, seconded by Mrs. Bowers. Is there any other discussion on that motion? All in favor, aye?

N. Shanley, D. Butler, L. Bowers – Aye.

L. Bowers – And opposed, same sign. Somebody want to pull Bill away from his lunch? And while we're doing that, how about the Eastlake crossover replacement? Did everyone get an email on that?

D. Butler – Shirley?

S. Bailey – I did change...

D. Butler – No.

S. Bailey – Yeah.

D. Butler – On top too?

S. Bailey – Yeah.

D. Butler – Okay. The bottom here is changed, the top wasn't.

S. Bailey – Yeah. Thank you for letting me know, though. Because I had changed in two places and not in three.

Eastlake Road Crossover -

L. Bowers – Eastlake Road crossover. Don, you want to talk about that?

N. Shanley – You want to sign this now or do you want to prepare a new one and we'll sign.

S. Bailey – You can just...

L. Bowers – You can sign the sheet.

S. Bailey – You can sign the sign-in sheet cause, or the approval sheet.

D. Butler – Eastlake crossover came in after our last meeting. David, you want to address that please?

D. Figgers – Since I've been running the Service Department, what we do is rather than pave the road and dig it up later like goes on in a lot of communities, we try and dig the road up and then pave it. So we always look at the crossovers. Crossovers in this township are slowly being replaced as we pave the roads. The one on Eastlake is approximately twenty-some years old. It is plastic but it's not smooth board; it's corrugated. It's starting to give way. We thought before we paved the road we would put a new crossover in there. Just one on our end and I had the, had a contractor look at it and he gave us, the one who usually does our crossovers, he gave us a price of \$5,400.00 to do the work. He will also put in a catch basin. There's a catch basin that, until we dig it up and look at it a little further, but it looks like Westfield, the Terrace, or whatever, has got a pipe that comes out from there and goes into our ditch in a match shift catch basin and we're gonna take that out and redo it the right way. So the estimate was \$5,400.00.

L. Bowers – Did Russell Terrace install that?

D. Figgers – I don't know who put it in.

L. Bowers – Want to have the engineer's office look at it first and make sure what specs were used?

D. Figgers – For?

L. Bowers – Before we go tearing out. It might be part of their construction requirements.

D. Figgers – I can, I...

L. Bowers – I don't know, I'm just saying let's have the engineer's office maybe look at that and make sure we're not undoing something that they did for a reason. I just don't know what that would be.

D. Figgers – I can do that.

D. Butler – You want to address the Ryan Road?

D. Figgers – While I'm up here? Yeah. After a conversation after the last meeting, I think we had that was on Tuesday, had a conversation with one of the Trustees. It was suggested that due to the cost of, we've got a lot of money in our department, had a lot of carryover, people are hungry for work, it was suggested that I might want to do another road. The road that pops up is Ryan Road. From 162, I had them, the Engineer's Office, I got this at 10:30 this morning. Engineer's Office looked at from 162 south to Chippewa Road. Got a couple different, couple different prices depending on what we want to do. There's a chip and seal, which would cover the cracks and all, it doesn't do anything for stability on the road, it's just a, it more or less covers up the cracks for the time being. It seals them. Had that. We had a motor-paver with a chip and seal and he gave us an estimate for two inches of 402 hot mix. And that's what's on the road right now – 402. After Roy and I and the engineer talked about it, we feel the best way to go would be to just go over it with the two inches of the 402, just like what's on there now, just top it. And that comes in at, I believe, \$162,000.00.

L. Bowers – Discussion, Don?

D. Butler – We were just talking about the berming. What's going to happen on the edge there. Is that, that's not a part of this.

D. Figgers – The, the berming is part of the material and to lay it down is part of this. It's on the second page of that, half way down, it says shoulder reconditioning, 411 limestone aggregate. That's \$16,100.00. What we would do is take that out, out of the bid. We'll buy the, we'll buy the stone ourselves. We've got some sitting out here. We've got some down in the dump area. We'd have to get some more in. And Roy and I'd berm it ourselves. We would save approximately \$10,000.00.

D. Butler – You'd build that shoulder back out too, or?

D. Figgers – The shoulder, no. We would...

D. Butler – Well that's the problem – You can put berm now and it's gonna go right down to the ditch.

D. Figgers – Well we could look at it. If it needs to be rebuilt we could.

D. Butler – I'm telling you it needs to be rebuilt. That's why the materials falling right off the road, cracking off the road. There's no support there for it.

D. Figgers – Okay.

N. Shanley – I don't know if you're talking about the same spot that I'm envisioning...

D. Figgers – Right out front of his house, darn near.

N. Shanley – Yeah. It looks like the water's collecting right at the edge of the road and the freezing and the thawing, it's tearing apart the actual road right at the edge.

D. Figgers – It is.

N. Shanley – So looks like what needs to happen is for something to angle down and move the water away. Right now there's bunches of standing water right there where there's nothing anywhere else.

D. Figgers – You know why the water's standing there?

N. Shanley – Why?

D. Figgers – It's because the guy across the street doesn't have his driveway in right. It's coming right down off his driveway, just north of that. You have to have a swale in a driveway. A swale follows the ditch line. That way when the water comes down your driveway, it hits the swale instead of going back up into the road it goes off to the side so when they build driveways they, they come down until it hits the swale and then the swales supposed to go off on both sides, from the middle of the driveway, from this side to this side...

N. Shanley – Um-hum. Like a crowned, sort of like a crowned.

D. Figgers – Like a crown. That driveway doesn't.

N. Shanley – What can we do so that this doesn't keep happening to our road.

L. Bowers – Can require the driveway to be fixed.

D. Figgers – We can reco...yes. Along with twenty other driveways, or fifty other driveways in this township but every time we try to do something we get stalled because the people don't want to cooperate. That's the same as with the driveway pipes. There's one over on Egypt right now, the whole ditch is full of water.

N. Shanley – Yeah.

D. Figgers – The people say, well the ditch isn't deep enough. That's, you, you can make the ditch ten foot deep, now you've got a retention basin. If the water won't go through when it gets up to the pipe, you're still gonna back up the water.

N. Shanley – Yeah, and I, I see that. I'm still thinking that if the water comes across the road, if there is a place for the water to go other than to pool right there at the edge, it would help, even if they're not compliant.

D. Figgers – Correct. Once we berm that and we can build the shoulder out a little bit and berm that, you won't have the, there will be no place for the water to sit. It'll leach out.

L. Bowers – Folks, I'm gonna make a suggestion, cause we've got...

N. Shanley – People waiting.

L. Bowers – Two people need to go back to their offices. We could go ahead and approve adding Ryan Road to the bid list because we don't have to award it, we can bid it and we make that decision at the time. What I'm going to suggest is go ahead and put that on and approve that but we're going out on a road ride next Wednesday at 9:00 a.m. with the Engineer's Office and during that ride they may point out things to us that are much more of a priority than that road so we can consider that at the time too. And, Dave, if you want to put together a list of those driveways, Don's the liaison of Service, he can bring those in and we can send them to Bill and find out what we can do, cause I know that letters have been sent before.

D. Figgers – Yeah.

N. Shanley – I'll make a motion that we add Ryan Road and that crossover on Eastlake Road to the bid list.

D. Figgers – The bid, when the bid goes out, it's going to have to be bid two separate ways. One for the Roads in Chippewa's motor-paver with a chip and seal and all, cause the 402...

L. Bowers – They'll have a packet that they come in to pick up so it'll be in there that way. Is there a second to Mrs. Shanley's motion?

D. Butler – Second.

L. Bowers – Moved by Mrs. Shanley, seconded by Mr. Butler to add Ryan Road to the bid specifications and approve the Eastlake Road crossover. All in favor, aye?

D. Butler, N. Shanley, L. Bowers – Aye.

L. Bowers – And opposed, same sign. Bill, on those bids, we're still waiting on that decision on Lion's Park as well. I sent that email to you and to Brian Richter.

B. Thorne – What's it?

L. Bowers – Lion's Park is still a private drive. We can talk about that later.

B. Thorne – I heard in there that they're getting you material.

L. Bowers – They're doing it? Okay.

B. Thorne – They said so.

L. Bowers – Well, they haven't, we didn't know that. We didn't get any word back.

B. Thorne – (indecipherable) contact.

L. Bowers – Okay.

B. Thorne – You're going to have to, obviously that's gonna be in the same bid package. Obviously can't use road funds for that.

L. Bowers – Right.

B. Thorne – And, but, yeah. I already talked to them about it, they said they would let you know they were going ahead so I didn't do anything further.

L. Bowers – Okay. Good then we can get our bids out. Mrs. Shanley?

S. Bailey – Lynda? Before you go any further, unless you're finished with the bids.

L. Bowers – Yeah, we...

S. Bailey – Cause we have an expense on a car for the Sheriff's Department.

L. Bowers – We'll talk about that. That's part of our contract discussions, so, thanks.

S. Bailey – Okay.

L. Bowers – That's not been approved. That car is sitting.

S. Bailey – Right. And this is an estimate as to what it's going to cost.

L. Bowers – Right. It's sitting. Could I please have that? He was supposed to send that to me. Mrs. Shanley?

Executive Session -

N. Shanley – I will move that this Board recess into Executive Session for the purposes of personnel matters of employment, appointment, compensation, and security response protocols.

L. Bowers – I'll second. Roll call vote. Mr. Butler?

B. Thorne – I'm not sure the last one works but the first two do, so.

L. Bowers – Well, you'll see.

B. Thorne – Okay. I thought it didn't fit, but okay.

D. Butler – Yes.

L. Bowers – Yes. Lynda Bowers, yes.

N. Shanley – Yes.

L. Bowers – Mrs. Shanley, yes. And Mr. Butler said yes. I'm sorry, the tape doesn't pick up our names. Okay. Back into our room and we're inviting the Sheriff and Prosecutor Bill Thorne.

Executive Session commenced at 1:30 p.m.

Deputies' Vehicles -

L. Bowers – I'm going to resume the regular meeting at 2:05. Sheriff, the only thing that's remaining is the Board needs to discuss two things on vehicles. Number one, the SUV has been off the road for approximately a week and a half. The last time the SUV needed service had to do with EPA regulations and those have been taken care of and our current contract that we were operating under before we do this amended agreement requires the township to be responsible for all maintenance and those sorts of things and so that was done. But one of the Trustee's raised an issue, was not pleased that that was approved without a Board discussion so having been presented with an \$852.00 item on replacing the brakes on the SUV, I told them to park it until we could have a meeting and the Board discusses it. We've got an \$852.00 bill for brakes on the SUV. Is that vehicle something, Sheriff, that you think we can continue to use for the next year or should we lump it out?

N. Hassinger – If I was in your shoes, I would not put a lot of money in that vehicle.

L. Bowers – Just...

N. Hassinger – I would probably run it until, gosh, until the next major expense on it.

L. Bowers – Well, it's next major expense. It's been parked for a week and a half. We're using one of your fleet cars right now.

N. Hassinger – I would not put a lot of money into it.

L. Bowers – And the bill is \$852.00.

N. Hassinger – Yeah, I would think that would be excessive, I would say... I would not recommend it.

L. Bowers – So that leaves us with...

N. Hassinger – I would not even recommend you purchasing an SUV.

L. Bowers – Oh heavens no.

N. Shanley – No, no.

L. Bowers – That won't happen again.

N. Hassinger – They're a waste of gas, I mean, they're great vehicles. We don't need them in this county.

L. Bowers – Crown Vic? Is what Nanci's husband recommended and so did you, the Crown Vic.

N. Shanley – The Crown Vic.

N. Hassinger – Well, we just bought nine Dodge Chargers because they're the least expensive. They're not bad cars. The Crown Vic of course, is the old dependable and they're a good automobile. I would recommend, The Chevy of course is also very good. Any one of those three would be very good.

N. Shanley – The feedback that he'd gotten was from some officers that are using Chargers elsewhere is that the cab, you know, it's a lot smaller and by the time you put all the gear and mount all the gear, it's a lot smaller space to work out of.

N. Hassinger – That is correct.

N. Shanley – And that was the case with the Malibu too, I think.

N. Hassinger – Yes.

N. Hassinger – Yeah.

L. Bowers – Well, bids for the Crown Victoria, the ability to purchase those vehicles are open until August 31st, 2010 on STS, on state bid.

N. Shanley – At what figure?

D. Butler – Neil, how many miles do you put on a car? We're down to a point, what bothers me is we're gonna have two and a half, three officers running around in one car. How many miles are you looking at...

Unknown –Can I get a copy of this release?

L. Bowers – I'm looking for that answer.

N. Shanley – Actually, I bet I have that in here.

N. Hassinger – The number of miles we put on a car will vary of course on the number of calls. You know, the more calls you get, the more the car is sitting. We're trying to do stationary patrol here, very frank, to cut our miles down and save gas. But you're going to put, in a township, if

the guy's active, and they all are, you're gonna probably look at 150 mile a shift, 200 mile a shift, 150 anyway.

D. Butler – A year?

N. Hassinger – A shift.

L. Bowers – Shift.

N. Hassinger – Each shift. 150 mile a shift. Would you say that's about average? He works Liverpool Township part-time. Yeah, you're gonna look at 150 mile a shift.

N. Shanley – Sheriff Hassinger, how, what is your average accumulated mileage on a cruiser before you retire it at the Sheriff's Department?

N. Hassinger – The best time to get rid of a car is around 100,000 mile. After 100,000 mile the maintenance cost becomes so great that it...

N. Shanley – Okay.

N. Hassinger – It just doesn't serve. We're running them now, unfortunately, to 100, close to 200,000 and it's not wise. They're, liability wise, if something happens to that car, liabilities too great between your officer driving it and the public could be injured.

N. Shanley – Okay.

N. Hassinger – I would not recommend over 100,000 miles.

N. Shanley – Okay. Thank you.

L. Bowers – Trying to see what the mileage is on our vehicles right now.

N. Hassinger – The SUV, I haven't looked at it lately, it's over 100.

L. Bowers – Well it should be on this estimate.

N. Hassinger – It'll be on it somewhere.

D. Butler – 150 miles a shift, you're talking two shifts a day?

N. Hassinger – Well, and you're, if you're running that one car, if you've only...

D. Butler – Only have that one car.

N. Hassinger- Yeah, you're looking, you're looking probably, again it depends on the number of calls, but I would say you're looking, yeah, 400 miles a day. At minimum.

D. Butler – 2,800 a week.

N. Hassinger – Um-hum.

D. Butler – About eight months use you'll get 100,000 miles.

N. Hassinger – Possibly. When I was in the patrol...

L. Bowers – And if we're down to one car it's 25,000 a year then.

N. Hassinger – We, when I was in the patrol we had a couple posts on the turnpike, every six months.

S. Heiszek – That car's not running seven days though, is it?

D. Butler – Well, I'm just saying, that mathematically, it's the only car we have, you know, if we're gonna ...120 hours a week...

N. Hassinger – We're trying to reduce our miles driven but by the same token how can you reduce miles driven and still protect people.

N. Shanley – And patrol, yeah.

N. Hassinger – And I'm a firm believer that high visibility reduces crime. They see the marked cruisers, it's going to be a deterrent. And I'm...

D. Butler – Well, what I'm asking Neil, is there an alternative to just buying a car for \$20,000.00 and then every year have to replace it? Everybody knows the cars depreciate quickly and have all the upfront costs and (indecipherable).

N. Hassinger – I think, we're trying to get three years out of our car. I think in the township, if we manage it right, we'll get three years out, two and a half years out of your car.

L. Bowers – On the '05 right now, on the '05 Crown Vic, it's 121,000 miles on that right now. And the Explorer is off the road, so, you know, what are we going to do with that vehicle? We're not going to fix it, we need to sell it.

N. Hassinger – Is it drivable?

L. Bowers – They're telling me it needs brakes. I think that we've got a tremendous liability if we put it back on the road now with a \$852.00 bill in front of us says it needs brakes.

N. Hassinger – No, I'm just saying about selling it though, you want to make sure you sell it as is.

L. Bowers – Yeah. Yeah.

N. Shanley – Doing the math, at 400 miles a day, and I just took six days, cause we know we're not going to do 400 at seven days, it gets us 41.66 weeks before we're at 100,000 miles.

N. Hassinger – My estimate is, with the way we're gonna be doing it here, that you're gonna get about, if we manage it properly, you're gonna get about 65,000 miles a year on a car. 65 to 70 by reducing some things.

L. Bowers – So if we would, if we would get one car now and then possibly wait till the end of the year and then rotate them out for a period of time we'd have two going until one starts getting, I mean, we'd have one car most of the time, but for a period of time every now and again we might have two until one starts getting a lot of high bills on it. And that would, and using that vehicle, running it out till it's dead would keep some of the miles. Well, what I'm saying is, right now we've got the '05 on the road and it's not got any major problems that we're aware of but that could change next week. We take the SUV out of service, sell it, that money goes back into the, to the contract fund, go ahead and order a new car and so for a period of time we'd have the new car and we'd have the '05 on the road until it starts getting expensive and then we rotate that car out and as we start getting the miles on the new car maybe we make a decision later on. So at times, we'd have two cars working and at times we'd have one. That makes some sense?

D. Butler – What other options are there other than buying a car? Is there any other options?

N. Hassinger – You can lease cars now. There's companies that will lease patrol cars. Yeah, they'll lease you patrol cars and then I think it's after three years it's your car. You buy it for a dollar or something like that.

N. Shanley – Let's not go there.

L. Bowers – Ooh, we don't want to go there.

N. Shanley – Let's not go there.

B. Thorne – That's a lease / purchase. We don't...(laughter)

N. Hassinger – Yeah, I mean, that's available.

L. Bowers – Apparently they're not gonna live for three years, so it doesn't matter.

N. Hassinger – I don't have the information on these companies either.

N. Shanley – Sheriff Hassinger, is there a fleet, is there an ability to use a fleet car and is there a cost?

B. Thorne – I'm gonna say, the contract that we...

N. Hassinger – The contract that I saw, yeah, the contract that I saw that the county came up with, I think it's far too expensive. If I was in your chairs, I would not do it.

N. Shanley – Yeah, I saw something come through the county that was basically buying the car. I mean, essentially, we're buying the car there.

N. Hassinger – Oh you're doing more than buying the car.

N. Shanley – Yeah. I mean, we have enough income through the levy to theoretically replace a car every year and still be within...

L. Bowers – We do.

N. Shanley – The revenue of the levy.

L. Bowers – And as long as one car is still usable, until it starts wearing down, you can use that to offset some of the miles on the new vehicle.

N. Hassinger – If I was in your shoes, I would run these cars until they're really not, they get to the point they're costing you more to run than they're worth. And then, replace the car. Utilize it that way.

N. Shanley – And in your estimation, the \$800 for the brakes, you think its crossing that line, correct?

N. Hassinger – Well, with that car, with the other repairs and needs of that car, I think that one's getting a little excessive.

N. Shanley – Okay.

N. Hassinger – I mean, if that was a good car, a very good vehicle, I would say put the money in the brakes. Personally, that sounds a little high for brakes to me, but...

S. Bailey – Well, there's more than just brakes.

L. Bowers – Yeah. But that's the basic.

N. Hassinger – I'm guessing you're gonna have to replace the rotors on it too at that price.

L. Bowers – Yeah.

S. Bailey – Right.

N. Hassinger – If it was a real good car, I'd say fix it.

N. Shanley – But you think this is past it?

N. Hassinger – I think the car, you're talking about the SUV?

N. Shanley – Correct.

N. Hassinger – I personally think that car's outlived its usefulness.

N. Shanley – Okay. Well, it's expensive on fuel too, so.

N. Hassinger – It's too expensive, yeah. I don't recommend you buy SUVs. I just don't recommend it. Now the Chargers and the Chevy's, again, I don't care what you buy, it's up to you, give a little better gas mileage. They give a little better gas mileage than the others.

L. Bowers – Well, I'm gonna make a suggestion to the Board that we entertain a motion to sell the 2005 Ford Explorer, keep it out of service and sell it...

S. Bailey – It's an Expedition.

L. Bowers – Expedition.

N. Shanley – Expedition.

L. Bowers – Sorry, I do that all the time. And then, since we already have a vehicle on the road and we've got some time on the state bid schedules to get a quote on both the Charger and the Crown Vic and compare the quotes, including detail out.

N. Hassinger – We can give you, since we just bought the Chargers, we can give you what the cost it was for us.

L. Bowers – I actually do have that and I've shared that with the Board. But the Crown Vic, I'd like to compare that and the detail out as well.

N. Hassinger- Yeah.

D. Butler – I'd also like us to get detail on leasing equipment.

L. Bowers – Okay. Ken, can you get the information on the lease company for us?

N. Hassinger – I'll try to find it, I don't ...I'll see if I can find it for you.

N. Shanley – If they don't do anything except for lease/purchase,...

L. Bowers – Don't bother.

N. Shanley – We'd be back where we started.

L. Bowers – Well, unless it's on state, if they're on state, they might be on the state STSs. It's possible.

N. Shanley – Okay, okay.

L. Bowers – If they're on the STSs, it's not a problem.

N. Shanley – Okay.

B. Thorne – No, that, but, could change, I don't think they have to, you don't have to bid the purchase of police cars, Township doesn't.

L. Bowers – Yeah.

D. Butler – To purchase what?

N. Shanley – Police car.

B. Thorne – There's no competitive bidding requirement for a police car.

L. Bowers – Yeah, I think law enforcement might be exempted and they changed something on fire trucks, too, didn't they?

B. Thorne – Fire trucks, up to \$50,000.00.

L. Bowers – Yeah. Okay.

N. Shanley – Yeah.

B. Thorne – But I think, and I'll double check, because they keep playing with it.

L. Bowers – I'd still like to see the leasing information.

B. Thorne – Last time it was exempted for the police cars.

L. Bowers – I'd still like to see the leasing information, so let's get it.

D. Butler – Let's do it. The information we got, there's so many caveats to it, that I don't buy those figures.

L. Bowers – They exempted police cars completely?

B. Thorne – Think so.

L. Bowers – Cool. I know they changed some stuff but I didn't see all that.

B. Thorne – Why, I don't know, but...

L. Bowers – Maybe they're looking at the same \$50,000 testing, and if you're buying a police car for \$50,000, you're out of here anyway. Okay, anything else? Neil? Sheriff, you have anything else?

N. Hassinger – No.

L. Bowers – Anything else from the Board while the Sheriff is still here?

N. Shanley – Nothing.

D. Butler – Thank you for your time.

L. Bowers – Okay.

N. Shanley – Thank you.

N. Hassinger – Thank you.

L. Bowers – For the record, the Prosecutor’s Office will be drafting a clean contract for us and we’ll be setting a special meeting when we get that. Someone want to make a motion to sell the 2005 Ford Explorer? Expedition.

N. Shanley – I will make a motion to sell the 2005 Ford Expedition.

L. Bowers – I’ll second. And we will do that by, I’ll check and see if there’s any government auctions coming up soon, otherwise we can do it by sealed bid.

B. Thorne – Gotta move.

L. Bowers – I know, but we got to figure out how we’re gonna do it.

N. Shanley – I will amend my motion to either do it by auction, if there is an auction coming up within reasonable time frame or by sealed bid if there’s no auction available.

L. Bowers – Okay. Any further discussion? All in favor, aye?

D. Butler, N. Shanley, L. Bowers – Aye.

L. Bowers – And opposed, same sign. And I’ll go ahead and get those quotes on the vehicles then. Okay.

B. Thorne – How much do you think it’s worth?

L. Bowers – I’m sorry?

B. Thorne – How much do you think it’s worth?

L. Bowers – I haven’t the foggiest notion, but we can have one of the dealers up town give us an idea. They’re usually pretty good about that.

B. Thorne – Cause if it’s really that bad a shape, and you don’t get at least \$2,500.00, less than \$2,500.00...

L. Bowers – Then we don’t have to worry about it?

B. Thorne – Don’t have to worry about it.

L. Bowers – Okay.

B. Thorne – That’s another exempt on the sale.

L. Bowers – Well,...

D. Butler – I don't know if it still holds, but in the past we had a buyer for it, so...

B. Thorne – Yeah.

D. Butler – If he's still interested, make it quick and easy.

B. Thorne – Yeah. Under the, what's mandatory requirement for auction type sale, then you can just sell to whoever you like.

L. Bowers – I'll have one of the used, you know, Eddie's got the blue books, we can look at that first of all, cause he has to have them for divorces all the time to see what vehicles are at, and then we can have one of the dealers up town look at it.

D. Figgers – There may be more than one person interested in that car too.

L. Bowers – Let's find out what it's worth.

Service Department Truck -

L. Bowers - Okay. Service Department truck. Bill, you're on. Or somebody is.

B. Thorne – I guess, (laughter)

L. Bowers – We have a Notice of Bid, and there's a question about some information that's in it.

B. Thorne – Okay.

L. Bowers – I'm not sure it should be in there.

B. Thorne – From two down?

N. Shanley – Yeah.

L. Bowers – And I want to make sure the bids aren't too specif...or the...

N. Shanley – The specs.

L. Bowers – The specs are too specific.

B. Thorne – Okay. Take a look at that. One thirty-five, that...Okay. Take a look at it.

L. Bowers – So we're not able to do anything with that today? You can't look at it now?

B. Thorne – Well, the, I've looked at this but I say I'm gonna take a look at this. Yeah, I'll get back to you by tomorrow.

L. Bowers – Okay.

B. Thorne – By Friday.

L. Bowers – So what's the Board's pleasure if Mr. Thorne gets back to us in the affirmative tomorrow?

D. Butler – If he gets back in the affirmative, let's go ahead.

N. Shanley – Can we make a motion pending,

L. Bowers – Yes.

N. Shanley - well, yeah, okay. **I will make a motion that we move forward to advertise for bids based on whatever Assistant Prosecuting Attorney Bill Thorne gets back to us with in terms of language and specifications.**

L. Bowers – And would that be for a...

N. Shanley – A Peterbilt.

L. Bowers – No.

N. Shanley – I'm sorry.

L. Bowers – Would that be for a tandem axle...

N. Shanley – **For a tandem axle**, yes.

L. Bowers – 5600, 56,000 gvw or greater.

B. Thorne – The only one of these that jumps right out at a glance but I do want to, as I say, I do want to have time to think about it, is you have a specific Mailhot power up power down scope. Is there a reason why that name is specified?

R. Delaney – That's the only one available. It's the Mailhot power up power down. It's just a brand.

L. Bowers – Well, that would be the problem, brand.

B. Thorne – That's the problem. Yeah, it's a brand. There are other people that make whatever that is.

R. Delaney – Power up power down.

B. Thorne – Okay.

L. Bowers –**Mrs. Shanley has made a motion to approve sending out for bid a 56,000 G.V.W. or greater tandem axle truck for the service department, is that your motion, Mrs. Shanley?**

N. Shanley – Yes, it is.

L. Bowers – Subject to approval of the bid specs by Assistant Prosecutor Bill Thorne. Is there a second?

D. Butler – I'll Second.

L. Bowers – Seconded by Mr. Butler. Any discussion? All in favor, aye?

D. Butler, N. Shanley, L. Bowers – Aye.

L. Bowers – And opposed, same sign.

B. Thorne – I thought we, you were talking about a new or used rather than a demo or new.

L. Bowers – Used.

B. Thorne – That's what, it doesn't say that, that's what I'm saying. Thought we would be going for a used.

L. Bowers – Used.

B. Thorne – Rather than new.

L. Bowers – Yeah, it should say used.

B. Thorne – Okay. That's why I need to read it over is to look close.

L. Bowers – That's alright.

B. Thorne – Okay. I'll get back to you.

L. Bowers – I don't have the specs in front of me, so.

B. Thorne – No. That's why I just want to clarify that because that was my understanding, we were going for a demo or a used.

L. Bowers – It should say used and it should have a maximum mileage on it I think on your specs. Do they have a maximum mileage, Dave?

B. Thorne – 3,000 miles or less.

L. Bowers – Okay. The, anything else to come before the Board, Mr. Butler?

D. Butler – Not for me.

L. Bowers – Mrs. Shanley?

N. Shanley – Nothing for me.

L. Bowers – Mrs. Bailey?

S. Bailey – Nothing.

L. Bowers – Mr. Thorne?

B. Thorne – The only, the only thing I would, I just, in case you guys want a copy, I gave Shirley a copy of, an updated copy, cause it's a little early but I doubt they did it anyway cause the quest on depository contracts and that procedure. If anybody wants one I brought a copy for anyone that would like updated copy.

L. Bowers – Absolutely. See all the hands that are on the table?

B. Thorne – That's why I brought enough to go all the way around.

L. Bowers – Thank you, you're good. Anything else?

B. Thorne – No, nothing from me.

L. Bowers – Let the record reflect Mr. Thorne gave each member of the Board and the Fiscal Officer an updated through 3/22/2010, ooh, that is fresh, Public Depository Contracts – Township Instructions. Thank you, Mr. Thorne. Okay. Meeting's adjourned.

Meeting adjourned at 2:25 p.m.

Approved: _____

Donald Butler, Trustee

Lynda Bowers, Trustee

Nanci Shanley, Trustee

Shirley Bailey, Fiscal Officer