**City of Mt. Sterling**

**Special Council Meeting**

**Police Training Center - #5 Jefferson Road**

**April 4 at 5:30 p.m.**

**Mayor Flesner calls the Special City of Mt. Sterling council Meeting to order at 5:30 p.m. with roll call. ROLL CALL-Jim Jennings absent, Schenk here, Myers here, Scranton here, Buss here, Lauren Jennings here.**

**Also present is Fire Chief Brian Gallaher, Public works Director Dusty Buss, City Administrator Vada Yingling and City Treasurer Cheryl Flynn.**

**Dane- New Business- we have obviously added one thing to this but we just wanted to get together so we could get Hutchinson’s going on our possible ITEP grant. If anybody has any questions Anthony is here if you do. He has had two meetings here with us and basically this agreement is where we are giving them the go to do is to get started on this ITEP process and they have been successful with numerous places, towns, city’s on this. So, any other questions we have all heard it a couple of times. Anthony, you have the floor if you want to add anything or anyone wants to ask you anything. Myers- I would like to, being in the open situation, I would like to have Anthony walk, for the benefit of the public, walk the council through what this grant is for and what is going to be going on, I am only aware of one committee meeting. But anyway, I know there has been a lot of talk about it yet I don’t know that it has ever been shared with the public and rather than belabor everything I think he could round it up her pretty quick. If you would just explain what this is about and what the plans are. Anthony Miller- ITEP grants are for transportation enhancement projects, there’s nine different categories, the category that best fits your project which we have not established any exact limits yet but we are basically looking to improve capital from South Street to North Street and some part of Main Street. The limits are somewhat up in the air we are going to have to get that worked out with someone at the City as to what limits. The ITEP grant is a means of funding projects like this at 80% with 20% matching funds from the City or from some source that the City has. We are going to try to get this project funded as a historical type project which is one of the ways we have been successful in obtaining funding for the City of Jacksonville, City of Rushville and we are working with the City of Macomb right now. And we are trying to get an agreement with the City of Washington for their square in a similar fashion. What we are asking for is an engineering agreement to move forward with phase 1 part of the project which includes setting up a meeting with IDOT, meetings with highway administration. Getting the environmental survey request done to make sure there are no environmental issues that are in the way. Put together a project report to get the approvals of all of these different sign offs from all the different agencies that are involved so we can move into phase 2 to do some plan specification for the improvements. The more work you have done the more leg work you have done before you turn in this application the better the success rate on getting the funding. As we have explained before there is no guarantee that just because we do the plans and specifications that we are going to get funding. But we are pretty confident we get this thing moving along that one of two things is going to happen, if we are not successful in getting funding within this application period, then having your name in the hat for getting rejected this time will put you in a higher priority classification next time. Which the funding is usually done on a yearly basis but this time around it is 2 year application. Application period ends in June this year, they will make selections in October and there won’t be another application period for 2 years. As we explained before we are willing to do the ITEP application as a service of you guys being our client but in order to start out with phase 1 we need an agreement to get going. One of the things that is involved in this is a details cost estimate and we would like to do some survey, possibly get some payment pours uptown to see what is out there as we develop the phase 1 documents and establish some limits whatever we are using. Whatever we are developing in phase 1 we can go right into phase 2 and use the same data, if we don’t go with that we would basically have to do it from some sort of schematic design and do it all later. So I guess that is in a nut shell what we are after to get an engineering to complete phase 1 and carry it into phase 2, go as far as we can between today and when the applications are due and we can carry as far as you guys want after that. Myers- so we are going to spending 30-40 thousand out of TIF for 2 million? Anthony- that is the phase 1 part, depending on the size of the project we think that improving Capitol from South to North is going to be about a 2 million dollar project. And that is not based on any detailed estimate that is what we think now based on our past experience with projects of this type. Myers- do you mind elaborating on what that consists of, the project? Anthony- well the improvements that we do is totally up to you guys but what we have used as a resource so far is the strategic plan. We are basically looking at reconstruction from building face to building face. We are hopeful that we can save the pavement with some pavement cores, there will be some utility work, some streetscape, and alterations to the parking, street lighting, and handicap accessibility will be a big thing throughout the project. Then the work that we would include on Route 24 will be totally up to you guys that is something we would have to discuss and determine sometime in the near future. Myers- that is certainly something that will have to be in concert with the State. Anthony- oh yes absolutely the State will be the reviewers of the applications they are the ones that select the recipients for the funding and they administer the funding. They will also administer any permits, we will have to have them for IDOT right away and the plans on Capitol will have to be approved even if we weren’t crossing IDOT’s road we would still have to get everything approved by IDOT since it is their funding. Dusty Buss, and I might have misunderstood you at the last meeting Anthony, but I thought when we were talking last meeting that 2 million was going to be the whole project. Anthony, no we think it will be 2 million from South Street to North Street and then the intersection with 24 and again Dusty we could be off on that. We have started putting an estimate together but we don’t have any hard numbers and that as we develop this we are going to know more we can expand or modify the scope to meet whatever kind of money you guys have available that you want to put with this. Obviously, if you end up with a 2 million dollar project at minimum you are going to be responsible for $400,000.00. There is going to be some of the stuff that is not even funded at 100% like I already mentions street lighting is about only a 50%. So, I think what we need to do is, we need to move forward to get a detailed cost estimate to see what it is going to cost to do each section, and to what we think is the appropriate approach to it and establish some exact limits and exactly if we are going to just 24 for phase 1 or all of it at one time. Even if we don’t improve 24 now or we do this in thing in 3 or 4 phases we could do phase 1 now and it will be good for 5 years for the approval. We would like to include any and all improvements but of course you guys portion of the funding is going to actually dictate what we submit for the application. And, 2 million dollars is actually the cap for ITEP funding too per period. The most money you would get would be 2 million dollars. Myers, I am in favor of it but I certainly don’t want see us obligate the tax payers in future generations to pay for something that might cost several million. Anthony, this is one of the few 80/20 funding programs too, as far as federal funding. We feel it is an investment in your downtown area and we hope you feel the same. Mayor Flesner, we were looking at doing something anyways on this my feeling is we are asking businesses to do facades, we are asking, we are asking, we are asking, I think it is time we take a step forward and do something as a City as well. That is my feeling, obviously within our means but I think the time is now, I think we have to take a gamble in getting an 80/20 grant. We have to have this step anyway right Anthony, no matter what this will always be a cost? Anthony, yes we would like to do whatever we can do from now until June to make this happen this time but if it doesn’t we are doing anything now that we would have to back up later, we are just going to be able to get moving forward until the next funding cycle. Myers- so everything is hinged on this grant, we don’t get it we are obligated to pursue it? Anthony, no you are not obligated to pursue anything but once you get the environmental clearances and start preparing plans you are going to have to a set of plans you could use today or you could use for a grant you would get in October or you could use it for some other source of funding you would have you’re not losing anything by doing it now you are just putting an investment upfront to put the plans together. These applications contains tons of boxes that could be checked, the more boxes we have checked the better your chances are in our opinion. Myers, well I understand all that but what I am saying is we are not obligated if we get the grant to go beyond what the studies and everything would produce. Anthony, you are not obligated beyond the cost of the engineering cost. Vada, it was a surprise to be offered ITEP grant in the first place you know when we first started talking about this a few months ago we didn’t even realize it was going to be a 80/20 match until the grant come along. So, our thoughts were we were going to do this anyway with or without the grant not knowing it was available. The strategic plan has been ready and been sitting in a drawer since 2011 and it is 5 years later and we were going to try to do something with it anyway whether we had the grant or not. Emily, our notes do say in the meeting that we had, the City Planning meeting, that the bonding or pledging a portion of our TIF money to pay the TIF portion no taxes would be raised and keep the bonding at a comfortable level for the City. And this is what Steve Klein said, the financial commitment the City can handle with no issue. I just don’t want anybody out in the public thinking the taxes will be raised. That is not the case, we are trying to go at this with a very reasonable way. Vada, and Steve Klein has projections ready when we get, what Steve is looking for next is what Anthony is talking about is the detailed expenses and get those estimates out there. When he can get that together, our scope laid out then we can get those numbers to Steve Klein and he can give us better projections as to what we can and cannot do that way. Anthony, once we get a detailed cost estimates we would be able to fully develop the scope of what all we are going to do with this project. Right now we are just throwing up a flat percentage of what an assumed 2 million dollar project is going to cost. Dusty, so when do you think you could have some better numbers is probably what everyone is wanting to know? Anthony, between now and when we submit this application we are going to know within the next 60 days. But the cost of the phase 1 part of this is not effected by the limits only the phase 2 in the construction cost is going to be effected by the actual amount of work. Schenk, will some of this be engineering on the sewers? Dusty, storm sewer yes. Anthony, we would advise you do any and all underground what needs to be done as part of the project and prior to this project. Because when you get done you are going to have a brand new face to face building. One of things I want to know though is what is the best way for us to communicate and coordinate with questions? Dane, Vada and Dusty. Dusty, I think we are already set in stone what our limits are going to be, what streets we want to complete, and I think everybody is on the same page with that. Anthony, I think the big question on 24 is, is the intent to have new storm sewer from cross to cross and then redo the parking lane and all of the sidewalks streets caped and street lighting or what are we just looking at adding storm sewer, new sidewalks. Scranton, I think a lot of that is going to depend on what the cost is going to be. Vada, I think we need to know the cost of everything before we say we can or can’t do it, but I think we need the cost of everything. Anthony, because one of the things that we anticipate happening is if we put any storm sewer in on Main street we automatically have to do the parking lanes because the only way you are going to get them to drain is to reconstruct them or partially reconstruct them to make them drain to the sewer. And then repair anything on top that you might want. Dusty, right that is the thing that has been driving this from the very beginning was the storm sewer problems that we have had, if we are going to have it up we might as well do it all at once. Myers, how did you arrive at 2 million? Anthony, the whole street is 600 feet on each end about and we have a unit cost on what it cost to do Rushville’s square, so it is just a number of our best guess. Best guess that we could put together in 2-3 hours. We just found out about the possible funding 10 days ago. We are applying a number from a different project to your street basically assuming that improvements are exactly the same. Myers, we are talking cobblestone versus pavement too. Anthony, we did other work other than brick in Rushville, and in Jacksonville we did Main street to College all the way over to the Railroad tracks to the North we have numbers to that too. The bulk of our business is road construction so we have a fairly good handle on it. Without knowing what the pavement structure is like, if the pavement structure is really thin and we can’t use it and we have to rebuild it the cost is going to be different if the pavement is really thick then we can keep the existing street grade roughly the same and mill it off and just put it overlay on it the cost is going to go down. Scranton, we are never going to know an exact number until we commit to this and get it done. Anthony, you are correct. And, even if we were doing an application for you without an agreement about the best we could do is what I told you. The more detailed we can get the application, we are going to put together the building and materials but they are pretty well defined as part of this that is our goal.**

**Alderman Scranton makes a motion to allow Hutchinson’s to move forward with their engineering on phase 1, seconded by Buss. Schenk yes, Myers yes, Scranton yes, Buss yes, Lauren Jennings yes, Jim Jennings absent.**

**Mayor Flesner motion to allow Hutchinson Engineering to move forward with possible ITEP grant phase 1 passes with 5 yes and 1 absent.**

**Mayor Flesner- proposal for new police vehicle purchase. Brandon Norris, we had a committee meeting last week sounds like everybody is in favor of it just kind of a toss-up on what vehicle. I went ahead and got the prices here that I will hand out. From Wright Automotive for the Ford as well as the Dodge Pickup and then Mick had asked to add a Dodge car in there as well. If you look on that the truck is on the front, the car is the second page, I will explain real quick where we are at. If you look on the Dodge Truck the price and then the first highlighted price underneath that. The Dodge Ram Truck the base price $26,547.00 that is actually gone down to $25,977.00 as of the beginning of the year. They hadn’t updated their site yet. The total cost of the truck would be $26,802.00 with the options. If you look at the Wright Automotive bid the base price is $25,298.00 with the options is $27,673.00, if you turn to the second page to that Wright Automotive one all those check marked options are standard on the Dodge. So at that price of $27,673.00 that is the cost of that truck just to have the exact same options as the Dodge. The other thing with the Ford, the Dodge comes with a 5 year, 100,000 mile power train warranty, the Fords only come with 5 year, 60,000 mile power train warranty. A lot of the proposal that I put together for vehicle plan kind of hinges on that warranty there, the longer we have that warranty the more miles and the safer I feel. That way if we do have something with one of the big ticket items, the motor or the transmission we will have a warranty for a longer length of time. Alderman Buss, what is the State contract number for the Dodge? Brandon Norris, they don’t have one I have a letter from Highland that they have a bid with the Southwest conference of Mayors that is good for all Illinois Governmental entities through Thomas Dodge. They have a place in Highland, Indiana and up in Tinley Park. When we talked to Wright they can do the Dodge Charger’s but they don’t have any trucks available. And speaking with Emily this morning then talking with Vada because the ordinance does say anything over the $20,000 we have to have bids that is why I got the bid from not only Wright but Thomas Dodge for those two vehicles as well, in case the letter didn’t fit. Again, the letter there from the Illinois Mayor’s conference, basically what they do is sets a group of about 20-25 suburbs that all go together and do the State bid pricing or a similar State bid pricing themselves, to get other things that aren’t on the State bid but it does apply to all entities. The price there, we would be looking at $26,802 for the truck and $23,500 for the car. Alderman Myers, I don’t have any problem with a car but I certainly do a truck. I have shared my concerns with you, note that the county used to have one and the Sheriff didn’t feel it was practical for his department. Brandon Norris, that is his thoughts and options then. Myers, you don’t see many running around in municipalities. Brandon, you are over in Rushville you see one everyday over there. Myers, that is the Sheriff office but not the City. Alderman Scranton, why do you think the police force needs a pickup? Norris, I would like to have a truck because if we have big things to haul, such as our radar sign we pick up bicycles or anything like that I would like to have something that has a bed that is open that we can just throw stuff in the back and transport it that way, 4-wheel drive in the winter time to get better traction and better mobility in the winter time. It doesn’t happen often but in 2011 when we had 20 inches of snow nobody was going anywhere unless they had a pickup truck. That is just part of it, I would like to have a least one and go with just cars for the rest of the vehicles, and just at all times keep a 4-wheel drive vehicle in our fleet. Myers, can’t you achieve that with the SUV you have now? Brandon, you have to buy the all-wheel drive package which will bump it up about $3000.00. Myers, yeah but can’t you put hitch on that to move your thing around? Norris, it is not a trailer, it is a big basically a 2-wheel cart that is about 5 foot tall, we just use personal vehicles or the dog catcher truck to move it. Myers, yeah but it is not an everyday thing though is it? Scranton, that isn’t something you and Dusty could, you have equipment that could take care of it, or something like that? Dusty Buss, we have yes. Brandon, if we could get ahold of him to use his truck I am sure Dusty would let us use his truck. Duty, yeah. Scranton, I don’t want to over commit you or anything but as infrequent as it is I think he can take care of it pretty easily.**

**Alderman Myers makes a motion we accept the bid for the car**

**Alderman Buss, how is he going to do that, do you guys use the Charger that much in the winter? Brandon, it has traction control, any of the new ones have traction control and they get around decent in the snow. I just again, I would like to have a dedicated 4-wheel drive something we would have more room in and for the cost price I mean any of you in here that has owned a pickup you know the resale value in higher than what cars is. So, for a cost difference of $1500.00 to $2500.00 I don’t understand what the issue is with that. Just having the availability of the 4-wheel drive I mean if you look at the second page at the all-wheel drive charger, it is $24,500.00 so that is what $1500.00 difference? Myers, yeah but it is more practical and the payment cost won’t be as high. Dane, does anybody have any more questions about the truck compared to the car for Brandon? Myers, I made a motion. Dane, ok. Buss, I would feel more comfortable going with what our ordinance states even if we can accept the letter from them or get a bid from someplace else or if it specifically says state net bid. Is it one in the same I just don’t know. Vada, Lonnie was out when I called. Myers, it is my understanding that the State net is acceptable for us to go with. Buss, under our ordinance? Myers, correct. Brandon, or you have to go out for bids, which is why I got multiple bids tonight so we could have it and could move forward. Myers, and it is kind of an umbrella for anyone that wants to participate. Scranton, so the difference in this $23,497 and that is with all the options? Brandon, that is just base price, and then we would have to add options. Buss, if we have a 4 car fleet, if we keep with 3 cars we wouldn’t have the $14,000 expense, correct? Brandon, correct. Dane, to equip the car? Buss, yes to equip it. Brandon, that is listed in that proposal that I did, that would be initially to start the program up and then from that point on we wouldn’t have that cost, it would just be the cost of the vehicle yearly. Which would be obviously from the prices here, if we look at the car, $23,500.00. And they stay right around that price range the last 4 or 5 years, they haven’t made any big jumps or decreases. Buss, I don’t know if we discussed it in depth or really, if we are or are not going to get rid of the Dodge Charger, what is our stance on that? I mean, to have 4 new cars what is the purpose, I mean so they all understand you know what the purpose is. Brandon, with keeping the Dodge Charger that is how we can get into the habit of having a 4 car fleet, we made it last until we purchase the next one approximately a year from now the next budget year money if the money is available. And by having the 4 cars we are putting less miles on each car because we can assign them out to the guys so they are not getting hot seated where they are not being used for 24 hours straight 3 days in a row. To help with the resale value and to help keep it within that power train warranty, the 5 year and the 100,000. Myers, would you believe a predecessor of yours has characterized the Dodge as junk? Brandon, well they are offering a 5 year 100,000 mile warranty compared to a 5 year 60,000 mile warranty. Myers, I mean the current one that you have. Brandon, there are lemons with every car Mick, it doesn’t matter what you get some of them are good some of them are bad. I have had several Dodge’s that I haven’t had any issues with, again they offer a 5 year 100,000 mile power train warranty compared to Ford only offering a 5 year 60,000 mile. Myers, I am not challenging this bid, I am just telling what a predecessor of your described their current vehicle. I mean it sounds good to me, I have made the motion for the car. Buss, does your motion include the $14,000 addition for equipment for a 4th car? Myers, I didn’t make that in the motion. Dane, you need to decide if you want to make your motion contingent on if we keep that 4th car correct? Because if we keep it then we have to keep the 4th car then it is an extra $14,000 to equip it, if we don’t keep a 4th car then we can use that equipment for the new one. Dusty, plus they will have some trade in too. Brandon, no you’re not going to get anything for trade out of that, $1500 maybe. Myers, I will just withdraw my motion, maybe we just keep it to 3 cars. Dane, so do I have any motion on the table for this or are we tabling it? Scranton, so the difference between of the two options that we are looking at right now is about $3000.00? Brandon, between the car and the truck yes, well $1500 and $2500. Myers, but we traded the Dodge we wouldn’t have that $14,000 expense. Vada, and you could get into an every 3 year, you know rotate on 3 vehicles. Dane, we discussed overwhelming that we would look at the upgrade yearly, so we don’t need to decide on Brandon’s actual program. Brandon, I would like to maintain a 4 car fleet and just get in the habit of replacing one yearly, money availability.**

**Alderman Myers, makes a motion that we retire the oldest vehicle in the fleet and go with this one and not have to the additional for spending the cheaper one the Dodge**

**Scranton, what did we have budgeted for the year? Is there enough there? Brandon, yes.**

**Dane, do I have a second? Is there a second? No second? Ok motion dies.**

**Dane, motion to adjourn.**

**Alderman Myers makes a motion to adjourn at 6:15 P.M, seconded by Lauren Jennings. Buss yes, Lauren Jennings yes, Jim Jennings absent, Schenk yes, Myers yes, Scranton yes.**

**Respectfully submitted,**

**Stacy Dunlap, City Clerk/Collector**