

**Cuyahoga Falls City Council
Minutes of the Finance Committee Meeting**

April 18, 2016

Members: Carol Klinger, Chair
Russ Iona
Michael Brillhart

Mrs. Klinger called the meeting to order at 6:30 p.m. All members were present.

Legislation Discussed:

Temp. Ord. A-28
Temp. Ord. A-29

Discussion:

Temp. Ord. A-28

An ordinance authorizing the Director of Public Service to enter into a modification of Contract No. 7045 with CT Consultants, and declaring an emergency.

Mr. Demasi stated CT Consultants is currently designing improvements to Howe Avenue from Main Street to Bucholzer Boulevard. The project involves the removal of existing pavement, new sidewalks, traffic signals and lighting. The City is working closely with ODOT to complete the plan so that construction can begin in early 2018. When the project was originally scoped with ODOT back in 2012, the hope was that all of the project could be built within the existing Howe Avenue right-of-way; however, a preliminary engineering study completed last year determined that some minor work for driveway reconstruction will need to be done outside of the right-of-way and would require temporary easements. Some permanent traffic signal easements will be required to properly install the signal equipment outside of the right-of-way. Approximately 20 temporary construction easements and 4 permanent traffic signal easements would be required for this work. This modification has been reviewed by ODOT, and they will authorize the consultant to proceed with updating the plans to reflect the required easements and prepare the legal descriptions that will need to be negotiated with the property owners. The original contract with CT Consultants was \$411,835. This modification is \$83,657, bringing the total design fees on the project to \$495,492.

Mrs. Klinger asked Mr. Demasi what the estimated total cost of the entire project is at this time. Mr. Demasi stated approximately \$8 million. Mrs. Klinger stated that this fee is in line with the total cost of the project. It is a significant scope change; that is why the increase is happening.

Mr. Iona moved to bring out Temp. Ord. A-28 with a favorable recommendation, second by Mr. Brillhart. Motion passed (3-0).

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Temp. Ord A-29

An ordinance authorizing the Mayor to enter into a contract, without competitive bidding, with Clean Air Concepts for the lease and/or purchase of vehicle exhaust capture systems for use by the Fire Department, and declaring an emergency.

Mr. Jackson stated this project is year two of a multi-year project. It is for exhaust capture within the stations. Most recent reports indicate there are more than 100 carcinogenic agents in internal combustion engines. Gasoline and diesel vehicles are used at the Fire Department. Because of the 24-hour work shift, firefighters reside in that same environment. This project is long and grossly overdue in order to protect employees from those carcinogenic agents.

Following a three-to-four-year research project on the best system, this project began last year with a small project of \$25,000 at Station 2. There are three major manufacturers. Clean Air Concepts was selected. This year, the project is \$80,000, which will complete everything at Station Number 1, Station Number 2 and Station Number 4. Next year, there will be a request for funds for Station Number 5. Hopefully, that cost will be as much as Stations Number 1 and 2 combined. It is about \$10,000 per drop, per vehicle. It is brought in at about \$8,000, \$8,500 per drop of actual expenditure.

Mrs. Klinger asked Mr. Jackson to explain how the system works. Mr. Jackson said the goal is to have zero emissions put into the stations. When a fire truck returns from a call, it is stopped at the doorway at the garage. A large hose is attached to the fire truck and then to a vacuum pump that's piped throughout the system. That is all pumped through a filter back to the outside, so none of that material comes back into the building. The goal is to resolve 16 life-safety initiatives for the firefighters. This is one element they are exposed to. On the trucks, themselves, a no-smoke diesel emission is applied that can be taken on calls, so that during a fire, auto crash, et cetera, exhaust admissions firefighters are exposed to in the general area are limited. When the trucks are started at the stations to go on call, there are black diesel smoke emissions. Instead of being released into the building, those emissions will go into this system and be exhausted into the outside air. It is all automated. When the truck moves forward, it ejects when it approaches the doorway.

Mrs. Pyke asked if this system simply expels the emissions into the air without cleaning the air in any way. Mr. Jackson stated this particular system captures the emissions, so they never actually enter the atmosphere within the fire stations. Mr. Colavecchio asked if there was any way to use natural gas to power a fire truck, as it is a clean-burning fuel. Mr. Jackson said that has been experimented with, but there are no viable options available at this point. Compressed natural gas would be the best clean-air alternative at this point, but none of the large truck manufacturers available are offering that option. The cost of conversion, et cetera, would have to be explored, and, at this time, is not a cost-effective, viable option.

Mr. Brillhart moved to bring out Temp. Ord. A-29 with a favorable recommendation, second by Mr. Iona. Motion passed (3-0).

The meeting adjourned at 6:40 p.m.