

# FINDLAY CITY COUNCIL MINUTES

REGULAR SESSION

APRIL 20, 2010

COUNCIL CHAMBERS

**PRESENT:** Collette, Monday, Nichols, J. Slough, M. Slough, Urbanski, VanDyne, Ward

**ABSENT:** Schedel

President Schuck moved to open with the Pledge of Allegiance and a moment of silent prayer.

**MINUTES:** Mr. J. Slough moved to accept the minutes, as circulated, of the April 6, 2010 City Council meeting. Mr. Ward seconded the motion. Motion carried. Filed.

## ADD-ONS:

none.

## REPLACEMENTS:

none.

## RECOGNITION/RETIREMENT RESOLUTIONS:

none.

## WRITTEN COMMUNICATIONS:

none.

## ORAL COMMUNICATIONS:

### **Barry Fawcett, Findlay, Ohio – Hunters Creek drainage project**

Mr. Fawcett is a resident of Hunters Creek and mentioned that with petition, the drainage project was passed. The Equalization Board has been called to rule on some residents that have protested their participation in the project. He asked City Council for an update where the project is at. Mr. Hackenberg replied that he is trying to get the Equalization Board together that has been appointed by City Council but they are having scheduling difficulties, but are hoping to come to a conclusion within the next couple of weeks. Those who filed valid protests to the project will receive a notice of the meeting. The meeting is open to the public, but the public cannot participate in the meeting. Mr. Fawcett then asked if the process will be delayed because of the Equalization Board. Mr. Hackenberg replied that once the Board meets, their decision will come back to us quickly and then Council will pass legislation determining how to proceed assuming the protestors are satisfied with what the Board recommends. The project should not be delayed for any length of time. Mr. Fawcett then asked that if it is delayed, will the contractor price stay the same. Mr. Hurt replied that he has already spoken to the contractor who is open to holding the price from the previous bids that we have had. Mr. Hurt is going to check to see if they can keep the bids they already have for the project or if they will have to rebid the project. The only way the project would change is if we would have to rebid and they would come in at more than 15% over what the Engineer's estimate is currently. If that would happen, Ohio Revised Code allows the petitioners to re-evaluate the cost of the project. He does not anticipate having a big change in the bid price. The estimate for the assessment includes contingency and money to move utilities, so there is contingency built into the price now, so we should be able to hold that price.

### **Don Grimes, Findlay, Ohio – Red light cameras**

Mr. Grimes mentioned that it needs to be publicized the criteria that will be used for the red light cameras in Findlay. He has not seen anything in the newspaper that would explain the criteria that judges whether you ran the red light or not. Older drivers drive slower, so they are not always through the intersection before the light turns red. He also noted that the Courier mentioned that the emphasis is on safety for these cameras. He would like to see the yellow light lengthened. He suggested lengthening it by a second or two. He said a couple of years ago, the length of time for most yellow lights was two and one half (2 ½) seconds to four (4) seconds. Mr. Grimes timed the yellow traffic lights at Bright Road and Melrose Avenue. Those lights are timed at three and seven tenths (3.7) seconds. He also timed the yellow lights at Bright Road and Fostoria Avenue are timed at three and eight tenths (3.8) seconds. Mr. Grimes suggested extended those times to five (5) or five and one half (5 ½) seconds and then compare the data collected and see if safety has improved before moving forward with the expensive red light cameras.

Mr. Collette asked City Engineer Brian Hurt if the yellow lights could be adjusted. Mr. Hurt replied that they can be adjusted. Mr. Collette then asked if there are any ODOT regulations on what they can be timed at. Mr. Hurt replied that there is ODOT regulations on the timing of yellow lights as well as national regulations. Mr. Hurt mentioned that there are dilemma loops that detect when cars are coming up to a yellow light which may extend a yellow light for a second, depending on if the car hits the dilemma loop which is a few feet before the stop bar (in some cases, it is 100 feet before). If a car goes over the dilemma loop when the traffic light is yellow, it will allow the car (if it is going the correct speed) a little extra time to get through the intersection. This would happen at more heavily traveled sections, not at every traffic light. All light colors (red, yellow, or green) can be adjusted. Mr. Collette then asked Mr. Hurt if there is any down side to changing the timing of a yellow light. Mr. Hurt replied that intersections work in cycles. It is all about timing. Factors that have to be taken into consideration are your side street lights, pedestrians; those who are stuck in the middle of the intersection waiting to turn need to have enough time to be able to turn once the light turns red before the oncoming traffic receives a green light. It is not a safe thing to say that there are no drawbacks to lengthening the time of yellow lights. Mr. VanDyne asked if there are any studies on what the safety is on all red lights at an intersection. Mr. Grimes replied that another individual from the audience who has requested to speak has done some research on that as well as has

researched on the safety of increasing the yellow light length and will present those during his time to speak. Mr. Grimes mentioned that he had complained to the City Engineer about the length of one of the yellow lights on the north end of Findlay when the red lights were changed a few years ago when the yellow light was only two (2) or two and one half (2 ½) seconds. It was then moved out to about three and one half (3 ½) seconds which made a big difference. By increasing the length of the yellow lights to five (5) or five and one half (5 ½) seconds at the intersections that are proposed for red light cameras, then there should not be any excuses for not having stopped for a red light.

#### **Brandon King, Findlay, Ohio – Red light cameras**

Mr. King asked Council if the red light cameras really make intersections safer for drivers as claimed by the National Institute for Highway Safety or other companies that are installing them, or are they just money makers. There are several independent studies that have dealt with the safety of red light cameras. The Washington Post stated three (3) outside traffic specialists independently reviewed the data and said they were surprised by the results. They concluded that the cameras do not appear to make any difference in preventing injuries or collisions. A Traffic Consultant and former Senior Researcher at Northwestern University Center for Public Safety stated that the data very clearly indicated that the red light cameras are not performing any better than intersections with out cameras. A December 2003 study commissioned by Ontario, Canada Ministry of Transportation states that after evaluating the performance of red light cameras at sixty-eight (68) sites over two (2) years, the report concluded that jurisdictions using photo enforcement experienced an overall increase in property damage accidents of eighteen and one half percent (18.5%) coupled with the four and nine tenths percent (4.9%) increase in fatal and injury rear-end collisions. Intersections monitored by cameras experience an overall two percent (2%) increase in fatal and injury collisions compared to a decrease of twelve and seven tenths (12.7%) in camera-free intersections. Non-camera intersections fared better than camera intersections in every accident group. The Urban Institute at the North Carolina Agricultural and Technical State University also found that there was an increased accident rate of forty percent (40%). Their study concluded that in many ways, the evidence points toward the installation of red light cameras as a detriment to safety. The studies have found more effective ways of to promote safety at highly traveled intersections. The University of South Florida reported that the Federal Highway Administration at the National Highway Traffic Safety Administration stated the majority of red light running safety issues can be resolved through inexpensive engineered remedies that address infractions in the first second after the light changes. Inexpensive interventions including lengthening the yellow light timing and/or adding a brief all right light interval which prevents traffic to clear the intersections prior to releasing cross traffic. The Virginia Transportation Research Counsel released a report on the safety affects of red light cameras. Funded by the Virginia Department of Transportation (VDOT) and the Highway Administration provided a city by city assessment that showed significant increases in the number of injuries and accidents at intersections with photo enforcement. VDOT increased the duration of their yellow lights from four (4) seconds to five and one half (5.5) seconds at Route 50 and Fair Ridge which decreased their accidents. Research by the Texas Transportation Institute confirmed that longer yellow lights yield sufficient accident reductions. They found that when the yellow light signals are one (1) second shorter than what the standard ITE timing formula specifies, the minimum red light violations jumped one hundred and ten percent (110%), adding an additional second to the ITE minimum yellow light, there was a fifty-three percent (53%) reduction in violations, producing the greatest benefit of all the factors studied. When safety is the main concern, preventing crashes is more important than reducing violations. Independent studies show that it is more affective to reduce accidents by increasing the length of the yellow lights by one (1) second than implementing red light cameras, than why wouldn't Findlay adjust the timing of the yellow lights. As American Traffic Solutions, RedFlex, and the Insurance Institute for Highway Safety have an interest in public safety, just as Burnie made off Leeman Brothers and Enron had a vested interest in their clients, or is it purely profit driven? Why would you want to put more of a financial burden on the residents of Findlay when studies show that when red light cameras do nothing for safety?

#### **Linda Bishop, Findlay, Ohio – Red light cameras**

Ms. Bishop is concerned about the use of cameras give private companies control to spy on citizens and assess fines. Since this is their bread and butter, what is to prevent them from assessing fines that are not deserved. The reason she is concerned about this is because last year she and her husband traveled through Chicago where a toll booth camera. Ms. Bishop paid her fines at each toll booth and did not go through the prepass lines. When they arrived home, they had a picture of the back end of their car stating that they had went through a toll booth without paying (she was not sure which toll booth it was as the picture did not show which one it was), and an eighty dollar (\$80) fine. They did have the option to come back to Chicago to dispute the fine, but expenses to return to Chicago would have been more than the fine. Ms. Bishop paid the fine out of fear because she didn't want it to escalate. Ms. Bishop has vowed never to return to Chicago due to this experience and she wonders why Findlay would want to do the same thing by installing red light cameras which could cause people to fear coming to Findlay. Ms. Bishop is a part-time bus driver and while driving the bus, she came upon a light change where she would have had to slam on the breaks, which would have caused the children to be thrown onto the floor, so instead she proceeded through the intersection. Ms. Bishop is afraid that a company that makes their money through red light cameras is not going to be very considerate to citizens. The cameras give them some room to possibly cheat a little.

Mr. Collette replied that all the comments tonight on the red light cameras are relevant and need to be taken into consideration. With safety being our main concern, if these studies are proved out, before we move ahead with the cameras, there are two (2) things we don't want to do. One (1) being that we don't want Findlay to become a town with a bad reputation of being a speed trap or traffic light trap. He would like to see the speakers requests be considered before moving ahead with the cameras. Mr. Barker replied that they have reviewed many of the studies out there on red light cameras and can put some of the rumors to rest. The length of a caution light will not be shortened to catch violators. The cameras are not tripped unless someone goes over the stop bar which is the wide white line at an intersection until after the light has turned red. So, if someone is in the intersection when the light turns red, that would not be a violation. The company that the City would like to deal with does not issue the citations unless the Findlay Police Department tells them to. They send the fifteen (15) second video clip to the City of Findlay where it is reviewed by a Police Officer who makes the determination as to whether or not it constitutes a violation. Mr. Barker reiterated that the camera does not trip until after the light has turned red. The tripping mechanism is behind the stop bar, so the light would be read before a car enters the intersection. Ms. Bishop asked if the light turns red and you are already going through it, are you going to be ticketed. Mr. Barker replied that if you are beyond the stop bar, you will be safe, you will not receive a violation. Someone from the audience asked if the road is wet or icy and the light turns and you slide through the intersection while trying to stop, are you going to receive a ticket. Mayor Sehnert replied that it would be considered a speed violation. Drivers have to abide by the conditions of the roadway. If the speed limit is 35 mph, that is if the roads are in perfect condition. If the road is wet or icy, you have to reduce your speed. Most drivers don't. If you are unable to stop and you go through the intersection, it would be considered a speed violation. Cameras do not cause accidents, drivers do. Most likely everyone has been in a situation where they had to determine whether they should speed up or slow down so they don't have to slam on their brakes and draw attention to themselves because they have been going too fast. It is the person driving the car that is causing the problem, not the cameras. Drivers need to slow down and pay attention to their driving. Many drivers now are texting or doing other things while driving and not paying attention. He has seen many drivers run red light and has thought to himself, "Where are the Cops when you need them?" There may even be an Officer near the violator, but he/she may not be watching the light because intersections are defined by statute as to what the intersection is. Unless an Officer is sitting at the intersection for the purpose

of red light violators, you will not be able to determine where the car was at the time the light changes because during the day, it is hard to see the light changes, during the evenings, it is much easier to see the light changes when you are sitting off to the side. The cameras do not identify the drivers. It is similar to a parking ticket in that a parking ticket is issued to the owner of the car. A parking ticket is ten dollars (\$10), red light cameras issue one hundred twenty dollar (\$120) tickets. So, if someone is mad at you and borrows your vehicle and drives through a red light, you will be the one to get the ticket because it is your vehicle even though you weren't driving it at the time. President Schuck clarified that City Council is not a public forum. A Committee of the Whole meeting could be conducted to further discuss this issue. Councilmember unanimously decided to proceed with the rest of the City Council meeting.

## PETITIONS:

none.

## REPORTS OF MUNICIPAL OFFICERS AND MUNICIPAL DEPARTMENTS:

Findlay Police Department activities – March 2010. Filed.

Budget Summary of Year-To-Date Information as of March 31, 2010. Filed.

### Service Director Bruce Hardy – 2010 operating costs for Riverside Pool

The Findlay YMCA is committed to operating the Riverside Pool this summer. The City's plan is to recall Chris Scherger from layoff after April 20, 2010, and assign part of his time to overseeing maintenance of the pool with the rest of his time spent in other public works areas working on concrete curbs, street repairs, and mowing grass. He will be budgeted as a full-time employee through October 31, 2010. A swimming pool operating budget will need to be established. Legislation is requested. Ordinance 2010-027 was created. Filed.

FROM:	Swimming Pool Fund	\$ 5,606.05	
FROM:	General Fund	\$ 30,881.95	
TO:	Swimming Pool Personal Services #25076000		\$ 18,012.00
TO:	Swimming Pool other #25076000		\$ 18,476.00
FROM:	General Fund	\$ 17,005.00	
TO:	Parks Maintenance Personal Services #21034000		\$ 17,005.00

### City Engineer Brian Hurt – WPC sluice gates

During routine maintenance at the Water Pollution Control Plant and the Bright Road Pump Station, it was found that four sluice gates were irreparable and will need to be replaced. Cost of replacing the gates is estimated to be over the \$25,000 bid limit, therefore, formal advertising and bidding will be necessary. Once project costs are finalized, a separate appropriation request will be brought to City Council. Legislation is requested. Ordinance 2010-028 was created. Filed.

### City Engineer Brian Hurt – Flood mitigation funds

\$50,000 is budgeted for the operation and maintenance of the USGS flood stream warning gates in the 2010 Capital Improvements Plan. In order to continue the agreement with USGS, funds will need to be appropriated. Legislation is requested. Ordinance 2010-027 was created. Filed.

FROM:	Capital Improvements	\$ 50,000.00	
	Flood Mitigation Fund		
TO:	USGS Stream Gauges (O&M) #3197400		\$ 50,000.00

Findlay W.O.R.C. Program Monthly Tally Sheet – January 1, 2010 through March 31, 2010; Findlay W.O.R.C. Program Charge and Payment Statistics – January 1, 2010 through March 31, 2010; Findlay W.O.R.C. Financial Analysis – October 6, 2009 through April 9, 2010.

### Discussion:

Mr. Urbanski requested a breakdown of costs. Mr. Barker replied that yes the yearly budget will show the breakdown of costs. Filed.

### Mayor Pete Sehnert – Appointment to Blanchard Valley Port Authority

Request for confirmation for reappointment of Robert Beach to the Blanchard Valley Port Authority through June 30, 2014.

Mr. Nichols moved for the confirmation of Mr. Robert Beach to the Blanchard Valley Port Authority, seconded by J. Slough. All in favor. Filed.

**Service Director Bruce Hardy – Health Plan and Fitness Stipend Update**

Costs for the City's 2009 health plan was \$3,991,000 which was 6.8% less or \$289,000 compared to 2008 costs of \$4,280,000. The biggest contributing factor to the reduction in costs was that drug claims went down by \$181,000 or 23%, raised co-pays, step therapy, increased prescription refills by mail order, and switching networks to Caremark. The next biggest reduction was that medical claims were down by 5% or \$144,000) due to less use of the health plan. Results of the initial round of fitness stipend program testing were relatively good. Second round testing will be in late September and October 2010. Employees will only need to be retested in categories they did not pass.

**Discussion:**

Mr. Urbanski asked if the staffing numbers the same for 2009 as they were for 2008. Mr. Hardy replied they are very close. Mr. Urbanski then asked if the decrease in costs were not affected by the layoffs in 2009. Mr. Hardy replied that layoffs did not happen until November 2009, so that did not affect the decrease in costs. Filed.

**City Engineer Brian Hurt – US 224 Resurfacing (SR 235 to CR 300)**

The Ohio Department of Transportation (ODOT) is finalizing the details for the US 224 resurfacing (from SR 235 to CR 300) project. Preliminary legislation from ODOT (Ordinance No. 2010-015) was adopted by City Council on February 16, 2010. As indicated by the preliminary legislation, the City will share in the cost of construction that is within the City corporation limits. The City's estimated share of \$1,400 was appropriated on March 2, 2010 through Ordinance No. 2010-017. The final resolution was prepared by ODOT and reflects a revised estimate for the City's share of an additional \$618 that needs to be appropriated. Legislation is requested. Ordinance 2010-027 was created. Filed.

FROM: SCM&R Highways Fund \$ 618.00  
TO: US 224 – ODOT Resurfacing Project #32801300 \$ 618.00

**Service Director Bruce Hardy – replacement sludge grinder at WPCC**

A replacement for the 1988 sludge grinder at the Water Pollution Control Center is needed. It would not be cost effective to repair the current grinder. Cost to purchase a new grinder is \$14,150 which will come out of the Equipment Replacement Fund Account. This piece of equipment is critical to the operations of the solid processing procedures, and there is a 6-8 week lead time of arrival after the new one is ordered, therefore, emergency legislation is requested. Ordinance 2010-027 was created. Filed.

FROM: Sewer Fund WPCC Equipment Replacement Account \$ 14,150.00  
TO: WPCC #25061000-other \$ 14,150.00

**COMMITTEE REPORTS:**

The **APPROPRIATIONS COMMITTEE** to whom was referred a request to appropriate a total of \$53,493.00 for Riverside Pool 2010 operating costs.

FROM: Swimming Pool Fund \$ 5,606.05  
FROM: General Fund \$ 30,881.95  
TO: Swimming Pool Personal Services #25076000 \$ 18,012.00  
TO: Swimming Pool other #25076000 \$ 18,476.00  
  
FROM: General Fund \$ 17,005.00  
TO: Parks Maintenance Personal Services #21034000 \$ 17,005.00

We recommend approval of the above stated request. Mr. Ward moved for adoption of the committee report. Mr. Collette seconded the motion. All in favor. Filed.

The **APPROPRIATIONS COMMITTEE** to whom was referred a request to appropriate \$17,125 for MobileEyes program first year costs of computer hardware and software installation. Funds are to come from CIT Capital Improvements to Fire Department MobileEyes Software #31901500, and then \$4,136 each subsequent year for licensing and royalty fees for Findlay Fire Department's Long Term Operations and Planning Committee (LTOPC) which would enable code inspections through the utilization of MobileEyes program.

FROM: CIT Capital Improvements \$ 15,727.00  
TO: Fire Department Mobile Eyes Software #31901500 \$ 15,727.00

We recommend approval of the above stated request. Mr. Nichols moved for adoption of the committee report. Mr. Collette seconded the motion. All in favor. Filed.

The **APPROPRIATIONS COMMITTEE** to whom was referred a request to appropriate \$25,000 from the General Fund to the SID so that the City's promised contribution of \$25,000 towards this venture may be paid. The Downtown Findlay Improvement District formed a Special Improvement District (SID) to secure funds to provide maintenance services and improvement projects for downtown Findlay.

FROM: General Fund \$ 25,000.00  
TO: General Expense – other #21010000 \$ 25,000.00

We recommend approval of the above stated request. Mr. Collette moved for adoption of the committee report. Mr. VanDyne seconded the motion. All in favor. Filed.



AN ORDINANCE AUTHORIZING THE DIRECTOR OF PUBLIC SERVICE OF THE CITY OF FINDLAY, OHIO, TO ADVERTISE FOR BIDS WHERE REQUIRED AND ENTER INTO A CONTRACT OR CONTRACTS FOR THE REPLACEMENT OF FOUR (4) SLUICE GATES AT THE WATER POLLUTION CONTROL CENTER AND THE BRIGHT ROAD PUMP STATION, AND DECLARING AN EMERGENCY.

Mr. Ward moved to suspend the Statutory Rules and give the Ordinance its second and third reading. Mr. J. Slough seconded the motion. Ayes: Ward, Collette, Monday, Nichols, J. Slough, M. Slough Urbanski, VanDyne.

The Ordinance received its second and third reading. Mr. Collette moved to adopt the Ordinance, seconded by Mr. Nichols.

Discussion:

Mr. Nichols asked the City Engineer if this request is unusual being that the pump station is not that old. Mr. Hurt replied that the sluice gates are rusted shut. There are four (4) cast iron gates that are very heavy and very expensive. The sewer gases probably contributed to the rust. He will be going to the manufacturer to see why this would be happening when they are less than twenty (20) years old, what are some of the causes, and how can it be prevented in the future. The replacement gates will take approximately twelve (12) weeks to arrive.

Ayes: Collette, Monday, Nichols, J. Slough, M. Slough, Urbanski, VanDyne, Ward. The Ordinance was declared adopted and is recorded in Ordinance Volume TT, Page 2010-028 and is hereby made a part of the record.

## UNFINISHED BUSINESS:

### Old Business

Mr. M. Slough asked the City Auditor if there would be another avenue to gain higher interest rates than the .7% we are receiving on City investments from Star Ohio, or if we are locked in for a certain timeframe with Star Ohio. Mr. Sprague replied that in 2009, the City's main concern was liquidity and safety. We wanted liquidity because we were going through cash quickly, so we needed access to cash as debt service payments came in and in order to meet payroll and general accounts payable expenses. Now that we are cash neutral and starting to level off the use of the City's cash, we will be deploying that cash outward. We like to have pledge collateral, so if we deposit a large sum of money, we have to make sure those funds are collateralized. They would have to pledge a Fanny Mae security or something similar to that as an investment against the City's CD. This is a lot of work for smaller banks. We have some facilities with Fifth Third Bank where we have pledge collateral. We feel comfortable working with Chase Bank because we know that JP Morgan was backed by the Federal Government during the bailout process. Some of the larger banks we feel comfortable doing business with without pledge collateral, but CDs are very low (as low as .4%). So if we invest in a million dollar (\$1,000,000.00) bond, 4% interest rate is sufficiently lower than .7%, but there is not much difference with investing the money for two (2) or six (6) years because the spread is just not there. His goal is to invest in other banks to get higher yields. He is starting to invest with them now. Before 2009, a lot of City funds were invested in Star Ohio whose yield has dropped to .07%, so he is transferring funds out of that account and put them into an account at Fifth Third that is yielding .25%. Eventually, the duration will be extended out. In the past, banks would not extend durations out because they wouldn't tighten for an extended period of time, but now are saying it is based on economic events. They are thinking relieving their credit facility. Up until now, the Federal Government has had a huge amount of assets on their balance sheets, but they are now starting to get rid of those assets. We expect to see interest rates go back up. Mr. M. Slough then asked how long we will lock into them. Mr. Sprague replied six (6) month to a year timeframe because of the prospect of interest rates rising. We can go out to two (2) years which we did in 2008. Most of that matured in the last six (6) months, so now we are stuck with the low interest rates.

Mr. VanDyne stated he is expecting the Army Corp of Engineers to provide yet this week or next week the cost estimate for the combined plan for the Flood Mitigation Group. The Flood Study Group will then meet shortly after that. He will inform everyone when that meeting will be.

Mr. Collette is concerned about how Council is repealing the Initiative Petition by way of Ordinance. He reminded Council that they had a vote from Findlay citizens, but that Council is making accusations as to its defects as the reason for repealing it. It is his hope that there will be some forum of litigation where questions could be addressed. Even though Council can repeal Ordinances, he wants citizens to have a voice in this matter. The Ordinance is up for its third reading at the next City Council meeting. Mr. Hackenberg replied that the Ordinance was enacted by an initiative and there is a provision in it that was liked by a lot of individuals because the City was to pay for the repair of all sidewalks, which might be why it was passed, but this Council repealed that section of the Ordinance quickly after it became effective due to the realization that we were going to spend hundreds of thousands of dollars a year in sidewalk repairs. It is not unprecedented and his only reason for repealing the Ordinance is because the alternative is very cumbersome and could take a year or longer. He doesn't anticipate a fight with the repeal, but to name Findlay City Council as Defendants in a lawsuit over an Ordinance because City Council is in charge of Ordinances, is not the best way to handle the situation. Mr. Collette then replied that if they were named as Defendants, they would not have to respond, but instead a third party would be needed if they wanted to intervene and respond if they wanted to.

Mr. Hardy reminisced about the letter that was addressed by Councilman Monday at the last City Council meeting concerning Cooper Tire and the amount of money they gave in executive bonuses and the concern if they would give back money to the City of Findlay who has promised them water and sewer abatement of three hundred seven thousand dollars \$307,000 for three (3) years. Mr. Hardy talked with Steve Schroeder this morning. His response was that so far in 2010, Cooper paid into the City Income Tax three hundred thirty thousand dollars (\$330,000.00) which would be twenty-six million four hundred thousand dollars (\$26,400,000.00) in bonuses which is the same as what was advertised what the executives received. Mr. Schroeder replied that it was for all employees. Mr. Hardy told Mr. Schroeder that we are appreciative for their contribution. Mr. Schroeder also mentioned that all the others they have a deal in other states, they have not asked for any give backs or any consideration given that they promise to do anything. There will be an additional one hundred (100) jobs at Cooper this year, twenty (20) of those jobs will be Engineers, and some of those will be management positions. Mr. Schroeder also mentioned that they contributed to the Northwest Ohio Flood Mitigation Partnership at a time when they didn't have the funds to do so (in 2008). Cooper Tire is not planning on adjusting anything, but instead they are planning on taking advantage of the water and sewer abatement the City of Findlay has offered to them. Mr. Collette thanked Cooper for their response and appreciate what they are to our community and their expansion in jobs.

**New Business**

Mr. J. Slough: **PLANNING AND ZONING COMMITTEE MEETING – 4:30 PM – APRIL 27, 2010, COUNCIL OFFICE**

Agenda: 1. Historical Museum rezoning

Mr. Hardy recognized Airport Manager Robert Johnson attended an Airport Managers meeting recently and received a trophy for the Airport of the Year Award for the City of Findlay's Airport, as well as Mr. Johnson was named the Airport Manager of the Year. Mr. Johnson contributes the Airport of the Year Award from the stimulus project of about five million dollars (\$5,000,000.00) to the airport in 2009, two million dollars (\$2,000,000.00) of that was made available to the City in 2008, but then the FAA took the two million dollars (\$2,000,000.00) and gave it to someone else because Findlay was lower on the priority list.

President Schuck made a motion to excuse the absence of Mr. Schedel. Mr. Nichols approved the motion, Mr. J. Slough seconded the motion. All in favor

Mr. Nichols moved to adjourn into executive session regarding a personnel issue. Council adjourned into executive session at 8:31 pm. Mr. J. Slough seconded the request. Ayes: Collette, Monday, Nichols, J. Slough, M. Slough, Urbanski, VanDyne, Ward. Council reconvened into regular session at 9:44 pm.

President Schuck adjourned Council at 9:45 PM.

  
CLERK OF COUNCIL

  
PRESIDENT OF COUNCIL