

Union Township Board of Supervisors
Continued Board Meeting
March 24, 2014 continued until April 14, 2014

The Board of Supervisors Meeting was called to order by Chairperson Andrew Tullai at 6:08 p.m. The meeting was held at the Union Township Municipal Building, 3904 Finleyville-Elrama Road, Finleyville, PA. The pledge of allegiance was recited.

Board Members in Attendance by roll call were Stephen Parish, Larry Spahr, Andrew Tullai, and Charles Trax. Brenda Cushey arrived at 6:30 p.m. Also in attendance, Debra Nigon—Secretary,

Public Comment

There was no public comment.

At the beginning of the meeting, Mr. Tullai made note that he recently spoke with Jefferson Hills Ambulance and they have a stainless steel bed available which was to be sold and the sale did not go through. He said the Board may want to keep this in mind as they continue discussing the truck purchase.

Mr. Frye, former Road Superintendent, who attended the meeting as a resident was also asked for his input by virtue of his experience working with the Road Crew. No members of the current road crew could attend. The current trucks were purchased in 2009, five years ago.

The price of gasoline versus diesel which is now currently more expensive was discussed. The power of the diesel in comparison to the gas-powered Ford was also mentioned. Mr. Parish mentioned the fact that air pollution laws may change; although Mr. Tullai noted that concessions are usually made concerning vehicles already purchased.

Mr. Tullai said that Jefferson Hills Township and Penn Dot both told Mr. Parish that they developed problems with their diesel trucks; whereas, Fallowfield Township was very happy.

Mr. Frye said to check whether the diesel truck requires an exhaust fluid called urea. Mr. Tullai read from the specs that the Terrastar gets 8.63 miles per gallon on the diesel. The miles per gallon figure was not readily found for the Ford F-550.

Mr. Frye said that, in terms of the International Terrastar, the advantages to him seemed to be the boxy, bigger oversize cab which offered more room and better visibility and the air ride seat for a more comfortable ride. He said that even though he had experienced problems with the diesel engine in his own truck, new emission controls caused issues and his diesel was only a 6 liter and now they are up to 6.7 liters and they have had time to work these issues out. Regardless, he still prefers the diesel because of the low torque and greater longevity, although they are more expensive to run. He also said that preventative maintenance is very important with a diesel truck and it is critical to get the oil changed on time. He said Union Township is very timely with maintenance and it is on schedule and that it didn't seem to

present any issue. The current trucks are manual transmissions. Mr. Frye said that, a member of the road crew wanted a standard transmission but that this is not available except on a Chevy these days but that his personal opinion is that the automatic transmissions are very good now. Mr. Frye said that International says they have a heavy duty transmission. Mr. Spahr asked if either the Ford or International have a transmission difference. Mr. Frye said that the transmission on the Ford has come a long way also. Mr. Frye said that International has a history of selling heavy duty trucks and just recently broke into the medium duty dump truck market and, for this reason, he associates International more with a heavy duty truck. In response to the weight of each vehicle, Mr. Frye said that the International grossed at 19,500 and the Ford 550's at 19,000, but he does not know the light weights on either one. Mr. Spahr noted Fallowfield Township's claim that they could obtain more road coverage without getting as many loads when hauling salt in a storm. The Board attempted to compare the payload of the International Terra Star with the Ford F-550 but could not find the figures in the specs. Mr. Frye said the payload which is printed in the paperwork, once it is found, would only apply after subtracting the weight of the bed and salt spreader. The Board also looked at the turning radius figures. Mr. Tullai said turning radius of Ford 550 is 21 feet 2 inches. The International had a turning radius of 25 feet, 8 inches.

It was noted that the warranty is pretty much the same on both vehicles.

In terms of price, with the trade-in applied of \$19,000 per truck, each International truck would be about \$6000 to \$7000 more per truck than the Ford F-550's. Mr. Parish said that Ford may have given us something on trade. It was agreed that he could call and ask for a trade-in value or find out what could be had for selling them out right. Mr. Parish said that he learned from Peters Township that Perryopolis Auction would come and pick-up our vehicles and would accept a minimum price, and that by sending them to auction, it may be possible to get twice as much. Also, Mr. Parish mentioned that Push and Pull had inquired if we were going to put our trucks out to bid, so perhaps there may be some interest there.

Mr. Tullai said one idea would be to purchase one of each vehicle to see how each does. Mr. Spahr said he also was thinking along those lines as an option.

Mr. Trax suggested seeing if the dealers would leave one of the vehicles here for a week or so that the road crew could test them out on the roads. He said that he has seen this done for tractors and other equipment purchased for the Trax Farms business. It was decided that it was worth asking if this were a possibility.

Motion to adjourn at 6:54 p.m.

Motion by Steve Paris, Second by Larry Spahr

Roll call vote: Parish-yes, Spahr-yes, Tullai-yes, Cushey-yes, Trax-yes. Motion carried.


Debra A. Nigon, Secretary