



City-County Summit



PUBLIC WORKS WORKING GROUP

Recommendations

March 26, 2004

City-County Agility Agreement:

The City has already begun the process by drafting an Agility Agreement between the City and the County that anticipates cooperative efforts in the following areas:

- Joint sign shop
- Traffic Line Painting
- Equipment sharing
- Joint purchasing
- Inventory Control
- Graffiti Control
- Sharing Geographic Information Systems

Joint Purchasing:

Joint purchasing of everything from gasoline and paving services that cannot be met by in-house crews to elevator maintenance and bulk road salt should result in lower prices for the City and the County as the purchase volume goes up and the price per unit goes down. An RFP is already underway for elevator maintenance. In addition, the County's salt purchase can be added to the City purchase agreement with the State.

Exchange of Services:

In addition to savings through joint purchasing the City and County can swap or exchange certain services, particularly activities involving specialized equipment such as the City's graffiti removal equipment and forestry services. To assure a fair and equitable exchange of services the Morris Manual provides established base lines for what something should cost. Putting a value on the services exchanged will assure that money is being saved by both governments without necessitating a dollar for dollar swap.

The possibility also exists for revenue generation by the sale of Geographic Information Center services to county municipalities. All communities could benefit from access to information on the location of sewer, water, power and all utilities lines.

City Asphalt Plant:

Another topic of discussion was the City's asphalt plant and its future viability. Legislation has been introduced that would allow the City and County to sell asphalt produced by the City's facility to other communities under a system similar to that of the Water Authority if it is determined that that is financially beneficial. The working group decided to hold further discussion pending the recommendations of the Act 47 Recovery Team.

Privatization of Fleet Management:

Like the asphalt plant evaluation, the Act 47 Recovery Team has been asked to make recommendations regarding the efficiency of the City's fleet maintenance. The County has already started the process of privatization of its own fleet management. The County's heavy equipment will continue to be maintained by two mechanics at a separate facility while the rest of the fleet will be maintained by First Vehicle which guarantees 95% of vehicles in service at all times with a bonus if the target is met.

As with most efforts at mergers and/or privatization, if the City were to contract with First Vehicle every effort would be made to keep those City mechanics and employees that are in good standing.

Another suggestion regarding the maintenance of vehicles is to issue gas cards that would shut off the car when it is due for routine maintenance. This could solve the problem of postponed maintenance which currently contributes to inefficiencies at the City garage.

Administration:

The County has realized great cost savings by placing its engineering and construction division within their department of public works; an organizational approach that the working group feels would be beneficial to the City and facilitate the City-County cooperation.

Parks:

Currently, the county does not offer funded programmed activities at its parks. There may be an opportunity to exchange some park maintenance for recreational programming.

Summary:

While it is unfortunate that a financial crisis is the impetus of these meetings and the subsequent changes, we are optimistic that real and lasting change will occur. Further, input from the Act 47 Recovery Team will force the city and county to make some difficult but necessary choices. Intergovernmental cooperation has not only been mandated; it is a logical step toward a healthy regional economy.

Working Group Members:

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