

**VILLAGE OF OAKWOOD  
WORK SESSION MEETING MINUTES  
2025-2-11**

**ATTENDANCE**

Eloise Hardin, Ward 2	Matt Jones, Village Engineer
Taunya Scruggs, Ward 1	
Paggie Matlock, Ward 3	
Mary Davis, Ward 4	
Candace Hill, Ward 5	

**ABSENT**

Erica Nikolic, President	Tom Haba, Service Director
Johnnie Warren, President Pro Tem	Mark Garratt, Police Department
Ross Cirincione, Prosecutor	James Climer, Law Director
Sam O'Leary, Assistant Law Director	Gary V Gottschalk, Mayor
Brian Thompson, Finance Director	Carlean Perez, Recreation Director
	Daniel Marinucci, Chief Bldg. Official
	Dave Tapp, Fire Department

*\* Arrived after roll call*

---

**Meeting opened at 6:13pm by Hardin**

**Pledge of Allegiance**

**Roll Call taken**

**Hardin:** We have just the one department head. Matt, is there something you wanted to discuss with us? **Jones:** Sure, previous couple of weeks, it was asked of me to go back and take a look at the pavement condition ratings that we had previously done. I don't have a full update as yet, but I did confirm that, and I didn't realize this because of the timing of me taking over for Ed, we had completed a village-wide pavement condition rating report just prior to 2024, so it was late 2023. We have what I would consider to be very current data on the roads. What I did was I went through and updated the roads that have been done since then. It's mostly county roads, but then also Fair Oaks and First Place, which was a local [inaudible]. **Hill:** I'm sorry, just quickly, are you saying we have that here or you're going to give it to us? **Jones:** I do have that, and I can distribute it to you. I have it and I can pass it around. I actually just finished making these updates half an hour ago, so we do have some data of how the roads rank in relation to each other. Now that's not always necessarily the best way to decide which road gets done next, right? For example, it's no surprise that the lowest three rated streets are Suwanne, Mistletoe and Arbutus, nobody's going to be surprised by that. **Hardin:** Are you saying you're going to give us those after you finish or is the councilwoman asking for them now? **Jones:** I'll distribute it at some point after the meeting. I just wanted to kind of open a discussion about it. **Hardin:** I just wanted to address her concerns. **Jones:** Understood. Again, it'll be no surprise that Suwanne,

Mistletoe, and Arbutus are the three lowest rated streets in the village. I've already had a discussion with the mayor about making an upgrade to Arbutus this year, something similar to what was done on Lincolnville a few years ago, that treatment was relatively low cost to the [inaudible]. Lincolnville is actually one of the higher rated streets now. So, you know, we would look to do something similar to that. Mistletoe and Suwanne are a whole other discussion. I don't know if this is the time to discuss what, if anything, should be done on those two streets. **Davis:** Mistletoe and Suwanne, those are just, you mean so many holes? I don't remember... **Jones:** Suwanne is not even open. And mistletoe has one house on it, I'm not sure that it makes a lot of sense to think about making upgrades to either of those. **Davis:** So, for the one house, is that like a blacktop just to that house right now, or we don't have gravel, or what? **Jones:** That's how Suwanne is right now. There's a couple of houses at the far ends of it. You can get to those houses; the roads are in really bad shape. We can talk about those little sections that need to be done. Again, Mistletoe I don't think has any houses on it. It might have one. That's a bigger decision. Arbutus on the other hand is a street that has a number of homes on it and that street is in very bad condition and should be updated. A recommendation I'll make this year is that we do a project to update Arbutus this summer the way Lincoln was updated a few years ago. **Davis:** And how was that done, may I ask? Lincolnville, Because I don't even know how it was [inaudible]. Did you strip it? **Jones:** It's called asphalt pulverization. Basically, you kind of rubberize the road and then you come back through and level it out with a grater and put a new layer of asphalt on top. So, it ends up getting resurfaced, it's just a different way of dealing with the base. Rather than trying to patch the base and overlay it which is the more traditional way to do it, that road is really too far gone for that, so my opinion is that we would probably pulverize and overlay it. The exact treatment we don't know yet, but it would be my recommendation that we do something like that. **Matlock:** can I ask my question? On Arbutus, that's CMHA, correct? **Jones:** A number of homes on Arbutus are CMHA, but not all. **Matlock:** Okay. But we don't need any type of federal or state funding for that since it's federal housing? **Jones:** For the roads, no. **Davis:** Is that part of the driveway, or is that just the road? **Jones:** We were always looking at doing the road and not anybody's private driveway. **Hill:** And do you have access to the records for how much we spent on Lincolnville? Can you get that to us? **Davis:** Yeah, how much did it cost? **Jones:** I do have that information and I'm going to put together a more formal estimate for Arbutus using the same technique. Prices have obviously changed a lot in the time since then, your unit costs have gone up, but I'll have an estimate for Arbutus. And I can also tell you what Lincolnville cost at that time, just for a frame of reference. Yes, I do have that information, or at least I have access to that information. I will send this data to council and let all of you take a look at it and decide what you want your priorities to be beyond that. The one that I wanted to definitely make sure we move forward with is Arbutus, because I feel very strongly that road is in need of assistance. **Davis:** So, you went back? Because I remember seeing the report. **Jones:** Yeah, so basically, I have the same report that was distributed to you in 2023. I just updated it to take care of some of the roads that are either were done in the last year or are going to be done this year. So we know for sure Broadway, Tryon, the rest of Oak Leaf, those roads. **Davis:** The

other question I had was how was Arbutus rated in the ratings? I mean, were there any other streets that were rated the same as Arbutus or is Arbutus the worst of our...? I remember seeing it, but I can't tell you what it said because it's been a long time since I've seen it. **Jones:** Arbutus' rating is the third lowest in the village. The only two roads that rated lower are Mistletoe and Suwanee. Other roads that rated close to Arbutus, Blackburn, is roughly in the same ballpark, a little bit higher. **Matlock:** You said Blackburn? **Jones:** Yes, Blackburn. And again, until we did First Place, it was ranked right around that same level. That's being updated now. The northern end of First Place that we haven't completed yet is still ranked down at the bottom. **Hardin:** Where's Blackburn again? **Jones:** That is off of Rock Lane back by the senior center. **Matlock:** All right, I got to kind of mixed up about that. Blackburn, Blackwell. **Jones:** Oh no, Blackwell is actually pretty high on the list. So, I just wanted to let you know that this process is going. I will definitely make a recommendation about Arbutus, and I will distribute this information. I can get it to the council clerk. **Hill:** I'm not sure where it will take place, but I would like to reopen the conversation about Suwanee, the residents have been asking about that for some time. And so, whatever a possible plan could look like? **Jones:** So, one possible option there. We're already going to be in the neighborhood doing Arbutus. I would say you do have a couple of houses on it that should have access to a road that functions. You could give some consideration to just paving the sections up to their houses. You have one house that's relatively close to Lampson, Kentucky is up the road on the other end of that, so you could pave those two sections and just leave the other part still closed. There's really no need to be able to drive through it. You have Mistletoe and Arbutus down there just a block away. So, my recommendation would be to just do those little sections and not worry about the part in the middle. **Hill:** Do you know why the part in the middle is blocked off? Why is it not open? **Jones:** It's in such bad condition that it's not drivable, it's been locked off for ten plus years. **Hill:** Is it correct to assume that whatever you could do to the ends you would have to do far more to that middle piece? **Jones:** It would just be a lot. It would be more expensive than doing Arbutus, I think. And again, there's really no need to have that middle section. **Matlock:** If I'm not mistaken, did someone buy a lot over there that they're anticipating and building over on Suwanee? I could've sworn some girl called. **Davis:** I thought it was Mr. Fouche? **Matlock:** No, there was some lady who called and said she purchased a lot and she said she was building a home. Would that affect us as far as when that road... You know, maybe we just have to look into it deeper. **Jones:** That's a bigger discussion. I'm not aware of anybody wanting to build back there currently on that particular street. **Davis:** Now emergency-wise, if a squad or something had to come to these two houses, can they get to these houses? **Jones:** They can get there. **Davis:** Okay, I want to make sure all these...And Mistletoe too? **Jones:** They can get there. **Hardin:** Is water and sewer on all of these streets? **Jones:** There is no water or sewer on Mistletoe, Suwanee does have water and sewer. I just wanted to let you know that was coming. I started taking a look at budget numbers for some of the other projects that are coming up this year, I don't have anything ready to present today other than just my initial look at everything. One thing that I would like to make everybody aware of is that with the upcoming Broadway project, the way the bids came in on that, the construction cost

to the village is trending towards being zero right now. So that's good news. We had six digits of some sort, I don't have the exact number in front of me, budgeted at one point for what the village's share of that project after all other funding is exhausted was going to be. The construction cost estimate for that we last worked up in 2024 was \$2.8 million. The contract actually came in at \$2 million. So, it came in 800,000 out below estimate and we do have OPWC funding on that. We have funding through NOACA, actually NOACA's funding 80% of the project, so we were looking at ways to fund the other 20%. We were able to get OPWC funds for a portion of that. Between those two funding sources, because of how low the bids came in, it's trending towards, our construction cost on that for the village, being zero. I have to confirm that, but that's where it's looking now. There is still going to be a little bit more expense to the village just for engineering. Basically, just my costs to coordinate the projects on behalf of the village, because again, the county's administering this project. It is very similar to Forbes Road, the same type of thing. There will be some billing to the village, but very minimal. Nowhere near the level that we had once anticipated, so that's good news. **Hardin:** This is Tryon to Richmond, right?

**Jones:** That is correct, Tryon to Richmond. **Matlock:** No, you're talking about Broadway.

**Jones:** That's correct, Broadway between Tryon and Richmond. **Davis:** What about the end of Richmond? The end of that thing that we're supposed to be doing with Twinsburg and Willow and us? Is that going to be finished? Because they started working and then they stopped working. **Jones:** I don't have a good update on that right now because we're not administering the project and I don't have real-time updates on it. But what we're hoping to do as far as the phases of our project is we're hoping to complete the eastern end of the job. So, the end closest to that first, get that out of the way and hopefully then they can come in after and do their part. So, the way it's looking right now we'll actually be done before they start. We have some flexibility with how we phase the Broadway project; we're going to split it into two phases. We'll do it east of Pettibone and, well, I don't want to call it south or east. I always say south of Pettibone and north of Pettibone, that's how we're splitting it. The contract doesn't specify which site gets done first. So, I'm going to work with the county and ideally, we'd like to do the far and the southern/eastern end first, get that out of the way because that also then there will be less of an impact to traffic during the busy season. They're really busy in the spring and early summer. We'd like to be working on the other part at that time if possible. **Davis:** So, we have to close both lanes?

Whether going north or going south, it will be closed during this time? **Jones:** They'll be working out one side at a time. How it gets phased, we're still working through the logistics of that. Again, the construction will be done in two phases, they'll either be working past Pettibone or between Tryon to Pettibone, not both. **Hardin:** What's taking so long to get started? Because we've been talking about this for quite a while, the turnaround at Richmond there and Broadway.

**Jones:** I'm actually not the best person to answer that because I'm not administering it. I believe Twinsburg is the lead agent on that, so I'm not sure what the holdup is on it. **Hardin:** Most of ours is already done, Isn't it? We don't have to go down that road, move on. **Jones:** Everything up to the intersection, yes. I don't really have a good update on that. Then the other bigger project, other than the ones that are ongoing, which obviously Oak Leaf was suspended for the

year, that will be coming back in the spring. We already know about that. That job, again, very little if any cost to the village when it's all said and done. The next phase of Tryon is the other one that we're currently planning. We did receive OPWC funding for that, we received CBG and CDSG funds for that and we've also received County 5051. So, we have all three of those funding sources. We'll still probably have some contribution by the village because County 5050 kicks in last. Once you've exhausted your other funding options, they come in and fund 50% of whatever's left over. The way it's trending right now, the amount that's not funded by CDBG, CDFG, OPWC, that's about \$200,000. The county will split that with us, 50-50. So, we're looking at about \$100,000, unless the project comes in underestimate, then at that point it will drop. So right now, \$100,000 at the high end is what the village would be on the hook for to do the rest of Tryon. **Hardin:** Now, Oak Leaf is? **Jones:** Oak Leaf is the southbound one, the west side of the freeway. **Hardin:** What are you doing there? **Jones:** That project is concrete repairs and an asphalt overlay. That starts right where the freeway on-ramp begins and it runs from there to Oak Leaf Oval, so not quite all the way to Alexander. The little section from Alexander to Oak Leaf Oval would be a future project that we'll be looking to get outside funds for. **Davis:** So, did we get any response from Walton Hills for help doing that section? **Jones:** We're not there yet. I know the mayor is very interested in getting Walton Hills to help with the cost of that, I think he's been in contact with Chris Romaine to try to get the county to help facilitate that discussion. It's in the early stages, we're not quite there yet. Right now, we're just... We do have the other portion of the job from Oak Leaf Oval to the freeway onramp. ARPA funds took care of a big chunk of that, and we also had OPWC funding as well on that. That job is almost entirely paid for by outside funds. **Hardin:** Where's this third lane coming in the mayor's been talking about? **Jones:** So, what the mayor wants, and that's what we're talking about, the other part which is not currently funded, that's the section of Oak Leaf Oval to Alexander. He'd like to have a southbound right turn lane added there, which I agree, that would really help the efficiency of that intersection. It's going to be a very expensive third lane. If you're ever on that section of road and you're coming up on Alexander, take a look to the right and see how fast that drops off. There's going to be a significant amount of earthwork that's going to have to be done in order to widen that embankment enough to fill up their lane. It's not going to be an inexpensive project, it's something that we'll seek outside funds for. **Hardin:** As the engineer, it's no secret what's going on over in Walton Hills. If they can continue to develop that land with the warehousing, then we're going to be in trouble. **Jones:** I think that's the reason why the mayor has reached out to Romaine and the same reason why I will continue to seek additional funds. Hopefully it can be done without any cost or with minimal cost to the village. We do have our own use for that section of road, so I think the village should expect to pay something, but I think that it's a regional issue as far as you're saying. A lot of the traffic that's there and a lot of potential traffic growth in that area is actually outside the village. **Hardin:** Are we sure that we're going to be involved in all of the planning as that region is developed? **Jones:** Officially, no. But my company is the village engineers and Walton Hills as well, so I get to hear as things come up, we do have an ear on the ground on this. But are we part of the planning that's happening on Walton

Hill's properties, no, not officially. **Hardin:** But we should never have to worry about them coming in... Never mind, go ahead. **Jones:** No, I understand, really that's about it. Everything else is pretty much it's just going to be a matter of what do you want to have local funds put towards, beyond these things that we're committed to. I wanted to go through the list of things that we're committed to so you know what your discretionary funds will be. **Davis:** We'll write them down, we're ready. I was going to ask you though, is that including those sewers on Alexander [inaudible] that you were going to [inaudible]? **Jones:** That's funded through a completely separate source of money, so I'm not going to discuss that now. **Davis:** I do want to hear about that soon because it was supposed to be in 2025, these people with their septic tanks were supposed to be getting sewers put in. **Jones:** That is still on target to be constructed in 2025. **Davis:** And Garden Road? **Jones:** Garden Road is also on target. **Jones:** So those are all things that we will be working through. Alexander, we're hoping to get that started this year, potentially 2026, but we're hoping to make it this year. **Davis:** Because the residents, one that came that wanted to talk with the mayor and he was promised by 2025 it would be fixed because their septic tank is completely broke. **Jones:** We know, we're trying to get that through as quick as we can. We're working through an outside agency on that since that's a regional sewer district. We're administering the contract, but the funding comes through regional approvals coming through them. It's a little bit more of a slow process, but we're still working through it. **Hill:** I know you work with a number of communities. Can you put together or provide us, so for instance, I know Brooklyn, they put 84% for their general revenue. And then another 9% they put towards roads and the repairs, they'll meet and they set that aside. What are some possible recommendations for what we could do? These roads have to be repaired. We know for the residential ones we don't get any funding, so how do we prepare for having money so that we can do these projects instead of avoiding and waiting? **Jones:** I can certainly ask around to see what different communities do. Speaking of the ones that I know the most about, I was a city engineer in Brunswick for ten years, I'm still the assistant there. Brunswick does have a road levy that they use to fund a portion of their projects. They're a pretty big city, they're 20-some square miles and that levy only generates about \$850,000 a year. It's not covering their annual needs, so they are contributing general fund dollars to that program every year. I don't know the percentages of their overall budget because I'm not privy to the whole budget in Brunswick or anywhere, frankly. I'm not a finance expert, so reading budgets probably isn't the best thing I can do. I know how much money is given to us as a budget to do projects. And Brunswick puts \$3 million a year aside to do work on local roads, then they also will set aside additional funds beyond that to be matching funds for OPWC and things like that. But I can certainly look, Brooklyn is a community we represent. Maybe the better examples would be towns more of the size of Oakwood that we represent. Walton Hills, for example, I could find its data. **Matlock:** Now Matt, that \$100,000 you said that we're abruptly going to come up against when we try to do Tryon to Broadway, is that including the sidewalk project or walk path? **Jones:** The portion from Tryon to Jean Drive. **Matlock:** Did we get anything extra to go on to Glenshire? **Jones:** No. The funding only takes us to Jean Drive. **Matlock:** So, then what would you suggest that we do to

move it down further? Because that's, that's not really... **Hardin:** That's abrupt. **Matlock:** Yeah, most of the problems are further towards, you know, even if we stop at like Glenshire, that's where we have all the walking, on that street. **Jones:** The reason why I was able to get it covered to Jean Drive was because we were already doing a paving project to that point, so I was able to add it as part of a job that's already within those limits. It made getting that section built relatively straightforward. Extending it beyond those limits changes the scope of the project from a standpoint of what the start and ends points are. None of the funds that I've secured for that job would be eligible for the rest of that, they would all have to be local funds. So we could do it, it's just, the village will have to pay 100% of it. **Matlock:** Down the road, is there anything that we can do that could move this project or move their walkway down further? We have a lot of traffic now that comes through Tryon Road. Not only Tryon Road, it's a death trap on Pettibone Road. If you have an accident, what is more crucial? A death or walk path? Because the traffic has picked up tremendously from Solon or whatever, and now they cut through Tryon and you have kids out in the street. I'm not even talking about my end where the hills go, you can't see anything over those Hills, you don't know what's there. So what would you suggest? Is there anything else that we could do to give funding for those pathways? We need those pathways on those streets. **Jones:** There are some sources of funds out there, they're all pretty competitive. Certainly no guarantees that we could get funding through any of the sources I'm aware of. There are sources of funds that are specifically geared towards trails. Typically they're not usually for roadside trails, they tend to be more for trails on new alignments or rail trail conversions. Money for just sidewalks, that's really hard to find. **Matlock:** This area is rural. This would be generally a rural area because you have nothing there and there is a force of individuals in the streets which is not safe. And if you're having it to the point where you have cars that come through those areas, then can we prohibit the traffic? Are there signs that say prohibit the traffic? But see, that's a state road. **Jones:** Yeah, you can't do that on a county route. **Davis:** If we got the funding in 2024 to do the first half or first third or whatever, couldn't we just apply for that same funding for 2025 and do another section? **Matlock:** We tried to do that last time. **Jones:** That's what we're doing. The part that we're doing in 2025 is the section from Broadway to Jean, the block was already done as part of that. I think it was a CDBG funded project that built the other section. CDBG funding is one potential source there, that money is typically capped at about \$150,000 a year I believe, per municipality. That's not going to cover the cost of that. The way I see it, you're looking at a significant local contribution no matter what, even if you are able to find a source of funding to help you with it, it's really something that would have to be a local priority. **Hill:** Do you know the cost of the first part, the roundabout that you already did? **Jones:** I think it was the low twos. I want to say it was like 230 or so. **Hill:** \$2 million? 230? **Jones:** No, the sidewalk. I think it was \$230,000. **Hill:** And we're doing the road? **Jones:** That was just for the sidewalk. Now we're doing the road. **Hill:** How much are those together? **Jones:** The whole job, including a piece of walk from Tryon to Jean, we're estimating it's \$580,000 and that includes engineering and things. That's with resurfacing the road. **Hill:** And that's about what, a third of that total street? **Jones:** Almost exactly half. **Hill:** So the other half would probably be about \$600,000?

**Jones:** Yeah. And again, the eastern half was paid last year, but the walking path was not included as part of that. **Matlock:** Was there a reason why we didn't put the walking path?

**Jones:** I don't know. **Matlock:** Because we were talking about the walking path at that time period. **Jones:** I assume it was a cost thing. The funding that we received on it, We did get OPWC funding on that. OPWC funds would have covered a portion of it, but there still would have been a very large local match and the County 5050 funds would not pay for that. **Matlock:** If we were to take the walkway down to Glenshire, Just hypothetically, how much would just the walkway cost from Jean to Glenshire? **Jones:** I did an estimate on that about a year and a half ago. I can get you that information. **Matlock:** Because we're not dealing with a lot of endcaps going down past that point. **Jones:** I know I did an estimate at one point to go from Lampson to Glenshire. We're already building a portion of that now with this project, it's a fraction of that estimate. I'll have to take a look. **Matlock:** Just look and see because if we go from Jean down to Glenshire, then it will basically just be the walk path. **Jones:** Yeah, I'll take a look. **Matlock:** Then we could look at the other end later down the road back on my end, because I know on my end you're going to be filling stuff in and because of the fact that the water trenches are going to get ugly. **Jones:** From Oak Hill east is going to be very challenging because of that. **Hill:** So, despite the hazard we need to focus on it, that needs to get done. The village has to be able to pay for most of that. **Jones:** Most if not all, depending on what the sources are out there. But again, there aren't a lot of sources of funding out there for that sort of thing. **Davis:** And the 580 was after your funding, that's what we paid? **Jones:** No, That's total cost of the project. Like I said, the village's total dollar amount is about \$100,000 at the high end. **Davis:** And that's just for the trail? **Jones:** That's for the road and the trail. **Davis:** Okay, so, all we need is a trail. **Hill:** And you're going to share the estimate with us? **Jones:** Yeah, I just need to update it. I need to take out the part we're doing now and jack up the unit cost a little bit, it was a couple of years. So that's about all I have for now, unless you have any other questions. **Davis:** You were going to give us a list. **Jones:** Right. Sorry, I was just talking about it all as I went through. I wanted to talk about what funding it is that you're committed to already. Broadway, which again is trending towards zero, but we'll see. Tryon we talked about roughly \$100,000. You have a little bit left on Oak Leaf. So those are the things that are coming up. **Davis:** How much is a little bit? **Jones:** Just \$10,000. **Hill:** So, you're going to send us the estimate for Arbutus? **Jones:** Yes. **Hill:** The cost for the Lincolnville project? **Jones:** Yeah. **Hill:** Some idea of how other communities are supporting these projects, and we're setting money aside and then the estimate for the rest of Tryon? **Davis:** And the road. **Jones:** To the sidewalk for us to try, yeah. Or cap, whatever. **Davis:** So, a copy of the roads thing, resubmit it to us, please. **Jones:** I'll get you a nicer version of that that's more readable than the chicken scratching I have in front of me right now. **Scruggs:** For Ward 1, I know that we probably shouldn't be a part of this conversation, but we've already been talking about our roads in Meadows, and I know that we're not anywhere near the bottom of the list. **Jones:** Right, you're not. **Scruggs:** But we don't care. I guess my question for you would be, as I'm trying to do some research for potential funding, is there something specific I should be looking for since we're a newer [inaudible]? **Jones:** Outside funding for any repaving of any of



the roads in that neighborhood is pretty much nonexistent. That's something that would have to be a local priority. I can make recommendations about potential ways to extend the life of some of those roads, spend a little bit of money now to get a few more years out of them. There are surface treatments that we can do on asphalt roads that can extend the life potentially. I'll have to take a look and see. I haven't been back there in a little while, so I don't know exactly how the roads look now. **Scruggs:** We were promised some things that developers did not continue with afterwards. Now we just don't want it to get to the point where it's bad. So just starting to do some research and figure, you know, we got to figure out how to fundraise. Okay, thank you.

**Davis:** Thank you very much, sir. Appreciate it. **Hardin:** Don't forget Ward 2, Somerville. Seriously, I want to know. **Jones:** You will have a list of where everything falls. And at that point you guys can discuss and think about what you want to prioritize. **Hardin:** Let's see what next on the agenda, it's almost seven. Are we moving anything else? Do you want to continue? We have a few more minutes, Council, and we have to look at what's on the work session to see if there's anything we want to move to the regular meeting. **Joseph:** Just to note, you guys do have to vote to move 2024-WS-51 off of the work session since we have altered the legislation that replaced that. **Hill:** You're saying we have to move it, as in, we're under a time constraint for it? **Davis:** No, remove it altogether. **Hill:** Oh, as in, just get rid of it, alright.

Motion to remove 2024-WS-51 from the work session agenda made by Matlock seconded by Davis

**YES VOTE:** Hardin, Scruggs, Matlock, Davis, Hill

**MOTION PASSED**

**Hill:** 2025-WS-05 Needs to be moved because the charter commission meeting is this week.

Motion to move 2025-WS-05 to the regular agenda made by Matlock seconded by Davis

**YES VOTE:** Hardin, Scruggs, Matlock, Davis, Hill

**MOTION PASSED**

\*To become 2025-15

**Hardin:** The Law Director will give it a number. Just [inaudible] Madam Clerk, when you get to it. **Joseph:** I'll give it a number. **Hardin:** You'll give it a number? Okay. **Davis:** Do we have the paper in there? May I ask about these compensations and everything, they're waiting for this, or do we know already? **Joseph:** It's in the legislation. **Davis:** It's in here? **Joseph:** It's in the ordinance. **Davis:** Okay, thank you. **Hardin:** Okay, is there anything else on the work session that we need to move or remove? **Joseph:** No ma'am. **Hardin:** I hear none. Can I get a motion to... **Hill:** I'm sorry. And I wasn't here last morning, but what is 08? It says one additional assistant. Is this moving from two to three? [multiple voices, inaudible] **Tapp:** From one to two, it was never corrected. **Hill:** So, we've had two, but the legislation was not corrected for what we actually are doing? **Tapp:** Correct, legislation was not corrected last year. **Hill:** When you say last year, I thought you all had two prior to that. Or you just you all just added two last year? **Tapp:** Yeah, in June when we swore everybody in is when we officially added them. You had that position for about two years now, but it never changed in legislation. It was put in a couple

of times, I talked to Jim this week and he finally got around to getting that changed. **Hill:** So, just to clarify because I'm still a little confused. Before last June, you still had two Assistant Fire Chiefs? **Tapp:** Yes, since previous Chief Schade left. **Hill:** Okay, and you're continuing with two? **Tapp:** Correct. **Hill:** Because this is not very clear. But I don't see the legislation behind it either. I didn't see it earlier when I was reading it either. **Tapp:** It's just changing so our structure is correct again. **Matlock:** So, this was basically on the original structure that you had turned into us? It was like two assistant... **Tapp:** Two captains, yes, and eight lieutenants. **Hill:** I could just be missing it, but I did not see it. No, I saw 2025-WS-05, I did not see 2025-WS-08. **Davis:** Mr. Climer, do you want to explain about 2025-WS-08 at our work session? That's the one with the Fire Department for the two additional Assistant Fire Chiefs. **Climer:** Yeah, my understanding from Chief Tapp was that he needs two Assistant Chiefs. One is presently permitted or called for under section 127.02 of the code. So, it's just simply an amendment to permit the two assistant Chiefs rather than one. **Davis:** So, we have to move that from the work session to the agenda. **Climer:** Hopefully at some point, yes. **Hill:** That's the only change in this? **Climer:** Yes. **Davis:** Change it, we're adding the work session 25-WS-08 to the agenda.

Motion to add 2025-WS-08 to the agenda made by Davis seconded by Hardin

**YES VOTE:** Hardin, Scruggs, Matlock, Davis

**NO VOTE:** Hill

**MOTION PASSED**

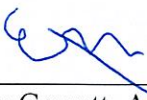
Motion to adjourn work session made by Davis seconded by Scruggs

**YES VOTE:** Hardin, Scruggs, Matlock, Davis, Hill

**MOTION PASSED**

Adjourned at 7:02 PM

Approved 12.9.25

  
\_\_\_\_\_  
Evan Garrett, Assistant Clerk of Council

  
\_\_\_\_\_  
Eloise Hardin, President of Council