At 4:21 p.m., Mayor Condrey called the special City Council meeting for the purpose of executive session to order via a Zoom video conference in response to the COVID-19 pandemic and the recently signed Ohio House Bill 197 temporarily amending the public meetings law.


At 4:23 p.m. Mr. Mulligan moved to adjourn to executive session under the authority of O.R.C. 121.22 (G) (1) To consider the appointment, employment, dismissal, discipline, promotion, demotion, or compensation of a public employee or official. Ms. Nenni seconded. Motion carried. Ayes: Ms. Nenni, Mr. Moon, Mr. Mulligan, Ms. Condrey, Ms. Vitori.

At 5:30 p.m., Mayor Condrey called the City Council meeting to order via a Zoom video conference in response to the COVID-19 pandemic and the recently signed Ohio House Bill 197 temporarily amending the public meetings law.


Larry and Cheryl Compton, Trenton Ohio, requested that the following comments be read to the city council members during the public comments part of the agenda at the meeting tonight at 5:30 pm. “My husband and I moved to Middletown Ohio about 4 years ago so that he could be a full-time professional skydiver and instructor. He is also now the Chief Tandem Instructor and an AFF Instructor with Start. We lived in Middletown for about 2 years and have now bought a house in Trenton Ohio but still do most of our shopping/entertainment and socializing in Middletown Ohio. I don’t understand why a city is trying so hard to run a business out that is so good for Middletown and that loves Middletown like Start Skydiving does! You have been given the facts as to how much money Start Skydiving brings in every year, by skydivers and their families and friends coming in and spending money on hotels, restaurants, gas, food, etc. just to name one way it brings revenue into the city. Start Skydiving has many different groups around Middletown that they do demos for such as Berachah Church, the Lacrosse Invitational, many different events at Smith Park, and many (usually) high school football teams and little league teams, along with Military events around the area. Both Start and Team Fastrax help advertise Middletown Ohio around the state, country and world. Why would you work so hard to run off something that is a sure thing that you can see the money and good will brought to the city by this business, for something that “might” happen? The facts have been stated as to why corporate jets would NOT work at Hook Field yet you blindly look past the facts. Stop looking at such a narrow window and see the whole picture, and the town you are supposed to be taking care of. Also, Start Skydiving does not need to move to the other side of the airport, where access isn’t as quick if there is an emergency, where it is more dangerous for skydivers and all involved. The separation of the levels of skydiving is one of the safest things about Start Skydiving and one of the things I appreciate the most as a B-license skydiver. You have been given the facts over and over about the Safety record at Start Skydiving. By even thinking about making them move across the airport is asking to remove the best safety feature there is, in my opinion. The owners at Start just want you to honor the contract you already are in and are great, goofy, heartwarming people! Let Start Skydiving continue to grow where it is and continue to be a huge asset for Middletown Ohio! Start Skydiving should be encouraged to grow right where it is for the benefit of the whole town!”

“Good morning, I am a skydiver who comes to Start Skydiving on occasion to jump. It is a fantastic place to jump; the staff are courteous and friendly, the planes and equipment are well maintained and safe, and the landing area is huge and obstacle free. This is the main reason I drive three hours one way just to jump. My DZ in WV is small and has obstacles with fewer outs (places you can use when you can‘t make it to the landing area). I, along with other jumpers from WV and other areas, travel to Start so that we can practice things on our canopies that we cannot at our DZ, as well as jumping larger aircraft with more people. Moving the landing area to any of the proposed locations would greatly hinder that. I have reviewed NTSB Incident reports (government, 2020) along with the ASRS database (gvmnt, 2020) and found that there were six incidents from 1985 including the ones in the report (Susan Cohen, 2020). I am responding to. The Airport at Middletown does not have a tower. There are no restrictions to crossing runways on airports with no towers other than to not get hit. This nullifies some of the incidents. One was due to aircraft communication handovers from one ATC (air traffic controller) to another. One referred to jumpers in the air under canopy close to aircraft. Aeronautical charts include a symbol for places where skydiving takes place along with the radio channel used. There was one fatality which involved someone walking into the prop of an unfamiliar aircraft. She was accustomed to an aircraft with one prop and this one had two. None of these incidents would have
been prevented by moving the location of the DZ. While the proposed locations all have
the circles measured with respect to the corresponding levels of experience, one thing
they fail to mention is that each circle is for one jumper and that a load may contain 20
or more jumpers and they will all be vying for the same circle at the same time. One
does not need a degree in physics to see what happens in this case. The other thing
not mentioned in the proposal is that each new location proposed is on the perimeter
of the airport next to an obstacle. It is not unusual for a bad spot, a wind direction
change, or another unforeseen event to create a bad spot and leave jumpers struggling
to reach the landing area. In a case like this, with the landing area where it is, there
are outs where a jumper can safely land in each of the areas where the new landing
areas are proposed. If they were located in any of the new locations, they would present
a significant hazard when attempting to be reached from at least one area. Since Start
Skydiving has a robust training program for new jumpers and is also a tandem facility
that caters to non-skydivers as passengers, adding any increase to the already
significant challenges to a safe skydive just for the convenience of aircraft is not in the
spirit of the FAA regulation quoted on the first page of the agenda (Susan Cohen, 2020).

"John P. Hart II, 1937 Willbraham Road, Middletown, Ohio 45042. I have numerous
areas to address regarding information contained in the Recommendation to City
Council Document Skydiving Drop Zone location submitted by the City of Middletown –
Airport Commission. This report contains an email listed as exhibit 2, the email is dated
September 16, 2019 9:46AM and is from Paul Lolli, Chief, City of Middletown – Division
of Fire. The email was addressed to Shelby Quinilvan and CC'd to Doug Adkins, Matt
Eisenbraun, Rodney Muterspaw and Dan Dickten. The subject line reads: Skydiving
Incident. The email is being referenced from Appendix 2, Page 25 of 200 within the 5
May 2020 City Council workbook. Start Skydiving puts safety first in every aspect of
doing business. We have comprehensive protocols in place for virtually every conceivable life
threatening emergency and strictly adhere to them. We are one of a few Skydiving
Centers in the United States that have a First Response Trauma Team made up of
qualified volunteers, that have access to a well-equipped emergency response room at
our facility. The second paragraph of Chief Lolli's email reads verbatim; "Matt & Dan,
there was an issue with Sky Divers in the air as Care Flight was arriving and trying to
land. They were delayed landing a bit while they circled the area assuring all skydivers
were on the ground. I was told that the jump occurred after the Shift Commander
advised Start Skydiving to cease jumps...not trying to make a big deal out of this
because I still don't have all of the facts but may be something we need to address; I'll
get back with you. Any questions let me know," Start Skydiving maintains
comprehensive records of every incident that requires medical transport. Had Matt
Eisenbraun or Dan Dickten followed up with me about the September 15, 2019 incident,
they would be reporting that our actions helped save this injured skydivers life and
you would be giving my Daughter Lisa Hart a Certificate of Appreciation, Instead of using
this email to promote a version of reckless operations by Start Skydiving. Chief Lolli
also says; "I still don't have all the facts but may be something we need to address."
How can this be used as part of a recommendation when the incident was never
addressed with Start Skydiving? Under oath I will swear that Start Skydiving did not
allow any skydivers to exit any aircraft after the Shift Commander from the Middletown
Fire Department advised Start Skydiving to cease jumps. I am emailing each member
of Council the documented contained in our 09/15/19 incident report of what
occurred. I ask that the email from Chief Lolli not be used as Matt Eisenbraun and
Dan Dickten are intending it to be used, as an indication of reckless behavior and that
the record reflect the facts."

"I wish to address the "report" in this meeting's agenda in the order of issues that I
came across. Since my safety presentation was included in tonight's agenda, I hope
each of you took the time to view and listen to it again. The first issue is that there are
no such things as "minimum object-free areas" for parachute landing areas. The United
States Parachute Association (USPA) simply states various minimum radial distances
that skydivers must remain from obstacles based on their experience level. These
minimum distances and obstacles are stated and defined in Basic Safety Requirements
(BSRs) found in the USPA's Skydiver's Information Manual (SIM). However, even these
distances and obstacles may be waived by a USPA Safety and
Training Advisor (S&TA), such as myself. Please note, these are MINIMUM requirements.
Drop-zones are encouraged to have as much space available as possible to be used as
an alternative landing area in the event that a skydiver is unable to land in the intended
area for whatever reason. The next lie being told to you is "Table 1 - USPA Parachute
Drop Zone Guidelines." This table is completely made up! There are no such things as
"Class I, II, and III Drop Zones" or "minimum dimensional specification standards" for
"drop-zone areas" defined by the USPA." Such things do not exist and are nowhere to be
found in the USPA's SIM as this report tries to claim. There isn't even a table in the
SIM like the one in the report. Clearly this "consultant" has no clue what he is talking
about and is just trying to make up stuff that appears to be factual. Secondly, the FAA
has guidelines and recommendations, but the FAA even states that these
recommendations and guidelines are not applicable or practical at all airports. The airport’s rules and procedures do not have to “fall within the FAA’s established guidelines” as this report tries to claim. In addition, the airport’s RSA and OFA depicted in the report is not accurate at all. Notice how the grass runway, lime pond, roads, intersection, and their accompanying vehicles, poles, and wires all fall within this exaggerated area. Such things are not permitted to fall within an object-free area or runway safety area. It is also important to note that the FAA specifically makes the effort to state that runway and taxiway safety areas and object-free areas are NOT prohibited areas for skydivers to land, so they are irrelevant. Planes can still take-off and land when someone is in the RSA or OFA. If not, then the whole airport would need to shut down for hours every time the grass gets cut along the runway and taxiway. They are simply areas that must be graded and be able to support an aircraft without causing damage to it if an aircraft runs off the runway or taxiway. Skydivers do not affect this in any way. A plane has never run off of a runway and struck a skydiver. That is not a thing. Moving our landing areas anywhere other than their current location will result in an increased risk of collisions between an aircraft and a skydiver as I have demonstrated and elaborated on in my safety presentation that was sent out back in February. It will also result in an increased likelihood of collisions between skydivers of various skill levels all converging on the same area. In addition to increasing the risk of injury and death of all airport users, moving our landing areas will result in undue financial hardship on our business due to the increase in costs and inefficient delays. Our planes would have to wait for our staff to come all the way back from these proposed landing areas, which will reduce the number of customers that will be able to jump on any given day, which will result in a decrease in revenue being generated in Middletown. None of this is even mentioned in the “Financial Impact” section of the report. We also only have one truck that can only fit a maximum of ten jumpers safely. However, these new landing areas will result in us having to drive back over 30+ jumpers after every load. We would need to buy a bus to achieve this, which we cannot afford. If our vehicle were unavailable, all of our customers would have to walk OVER A MILE back to our hangar on 100+ degree days in the middle of the summer while carrying 30 to 500 pounds of equipment. This is enough to give someone a heat stroke, especially if they have to do it 20+ times each day as our Instructors do. Lastly, the hand-picked opinions of pilots and the biased nature of not listing our current landing area as an option is clearly evident. We were not asked for our opinion or expertise in the field or how it would affect our operations. None of our hundreds of skydivers were surveyed for their opinions or asked how it would affect their skydiving experience. Wouldn’t you want someone to ask for your opinion when trying to determine something that directly affects the safety and success of your business? Also, the skydiving accidents that are listed in this report are completely irrelevant to our landing areas and are just being used as a shameful scare tactic. Accidents can occur during any activity, Start Skydiving prides itself in being the most safety-conscious skydiving center in the world. It is an insult to suggest that our skydiving center is unsafe or that it does not take every precaution to ensure the safety of all airport users.

If you are doing your due diligence as a council member, then you must go straight to the official sources, the FAA and the USPA, not pay some third-party consultants who are known to be used by cities to attempt to kick skydiving centers off of airports. You must also ask all of the right questions:

- Do our landing areas have to move at all in the first place considering they have safely existed without incident for over ten years?
- Why are our landing areas suddenly being labeled as unsafe, especially since only the FAA is the final arbiter when it comes to safety related decisions?
- Why are you willing to increase the risk of an aircraft collision with a skydiver or someone having a heat stroke?
- Why is the city wasting TENS OF THOUSANDS of tax-dollars on bogus airport "consultants" during an impending financial crisis, especially when real officials from the organizations with actual authority in the matter (the FAA and USPA) are willing to answer your questions and provide the actual, real facts FOR FREE?!

I implore you to honor the lease commitments that the city agreed to over ten years ago and let Start Skydiving continue to operate safely and bring tens of thousands of visitors from all over the world every year. We love our community and are committed to serving it safely and honorably. Thank you for your time.”

Ms. Cohen read an additional comment that she had received. Mr. Steve Widmer requested that the full 200-page report be read aloud to City Council members as a public comment. The report was part of the published workbook, available to the City Council and to the public, so the report was not read aloud.

Ms. Nenni thanked the Community Foundation and Downtown Middletown Inc. on behalf of the Downtown businesses for the grants that are being offered. She
Mr. Mulligan congratulated Shelby Quinlin on the birth of her son. He expressed his appreciation to the members of the community, especially the Airport Commission members, for their work in putting together the drop zone report. As we look toward the reopening of our local and state economy, I encourage everyone to move forward with patience. I believe that tide is turning and I am looking forward to spending time with friends and family.

Ms. Vitori congratulated Shelby Quinlin on the birth of her baby and encouraged her to enjoy this time with her family. She thanked Downtown Middletown Inc. and the Community Foundation for their relief efforts to local downtown businesses. I would encourage people to make their own decisions and to allow others to make their own decisions. I encourage a position free of terms of the airport, my intentions are to do what is best for the City of Middletown and for its future. To have a plan in place to be ready for the opportunities that will come about over the next 10-15 years.

Mr. Moon congratulated Shelby Quinlin on the birth of her baby. He wished all of the mothers a Happy Mother’s Day. There is plenty of space at the airport for us all to get along and to operate safely.

Ms. Condrey congratulated Shelby Quinlin and wished all of the mothers a Happy Mother’s Day. She offered her condolences to the families of the two Middletown Covid-19 victims. She stated that City’s financials were accidentally uploaded more than once creating an error in the information listed on the open.gov website; the information is being corrected. She stated that City Council and the City’s boards and commissions need to stay accountable for their meeting minutes.

Ms. Cohen presented an update on the Airport Drop Zone. In 2017, the City entered into a Grant agreement with FAA in which the City agreed to update the Middletown Regional Airport Master Plan and Airport Layout Plan. The City has been working with Woolpert Consulting to complete the plans and the final piece is to document an airport layout plan that places all assets and locations for the airport. The drop zone locations must be mapped out. After our discussion in February, Council asked for additional information. Staff has been working to gather all requested info. We reached out to Woolpert, Quadrex Consulting, the Airport Commission, Airport Manager DiLeo and airport users.

The FAA works with the US Parachuting Association’s basic safety requirements to determine some basics in setting up a safe drop zone. US Parachuting Association Basic Safety Requirements include areas used for skydiving should be unobstructed, with the following minimum radial distances to the nearest hazard:

- Solo Students and A License Holders: 330 Feet
- B and C License Holders and All Tandem Sky Dives: 165 Feet
- D License Holders: 40 Feet
- Hazards are defined as telephone and power lines, towers, buildings, open bodies of water, highways, vehicles, and clusters of trees covering more than 32,292 square feet
- Manned ground to air communications (radios, panels, smoke, lights) are to be present on the drop zone during skydiving operations

The FAA has little to no general guidance on exactly where a drop zone should be located. But did issue two documents of note:

1. FAA Circular 105-2E, Section 6(1)(2): Parachute Landings on Airports. Airports may designate suitable parachute landing areas. While skydivers attempt to land in such areas, at times there may be inadvertent landings in other grass or hard-surfaced areas. This could include landings on runways, taxiways, and other hard-surfaced areas. Areas such as runways, taxiways, clearways, and Obstacle Free Zones (OFZ) are not prohibited areas but should not be designated as a primary landing area and should be vacated as soon as practical. Flying a parachute over runways at low altitudes should be avoided where possible. The FAA recommends that airport management work with parachute operators to develop standard operating procedures (SOP) for activities conducted by parachutists. Airports that receive or have received
Federal funding or grant assurances may have additional requirements or restrictions to parachute landing areas. For additional information, see the current editions of FAA Order 5190.6, FAA Airport Compliance Manual, AC 150/5390-7, Minimum Standards for Commercial Aeronautical Activities; and AC 150/5300-13, Airport Design.

2. FAA Advisory Circular Section 9 Regulations: (As of 2/2019)) 12.5.4 When a DZ has been established at an airport, parachutists are expected to land within the DZ. At airports that have not established DZs, parachutists should avoid landing on runways, taxiways, aprons, and their associated safety areas. Pilots and parachutists should both be aware of the limited flight performance of parachutes and take steps to avoid any potential conflicts between aircraft and parachute operations.

Ms. Cohen provided the following recap of options on the airport property. The City looked at size, costs and operations. The first potential choice is to leave the drop zones where they currently are located.

Size: The size has been marked to meet the current minimum area requirements.
Cost: As the drop zones have been there, there is no direct cost associated with moving them, the only cost is maintenance.
Operations: The operational concerns for maintaining at current location:
Regulations listed above raise safety concerns for having drop zones so close to the runway area when there are other areas that are available. Current locations invite the crossing of runways by parachutists. As plans are required to take steps to avoid conflicts between aircrafts and parachutists, these dependent operations often create situations where the runway is shut down due to parachutists in the air. The other potential choices are to move to a different airport location. There are four different options to move within the airport complex.

Option One: North East Corner of Airport Facility, on the south east side of the runway
Size: Insufficient area to meet safety needs
Costs: Maintenance of area
Operations: Would place drop zones in an area where they could be closer to start skydiving facility and would not require crossing a runway.
Size and ability to differentiate the area made this unfeasible in staff analysis.

Option Two: North side of airport and grass runway
Size: Sufficient to meet safety needs.
Costs: Would require infrastructure to allow vehicle to access the area and gate to protect airport operations.
Operations: Concern about proximity to river and the downside as time to get developed to be used.

Option Three: North West side of airport facility. North of runways, south west of grass runway
Size: Sufficient in size to meet safety needs.
Costs: Require infrastructure of approximately $60,000 to develop gravel road grading, mowing and smoothing for it to be appropriately used as a drop zone.
Operations: Places drop zones in a safe area, farthest away from runway object free zones, farthest away from river. Could be up and moving relatively quickly. Discourages crossing of runway on foot because of distance.

Option Four: South of runway and current runways
Size: Sufficient to meet safety needs would have to be improved to make sure any hazards in the defined area are removed.
Costs: Potential hazard removal and additional costs of moving soccer fields to North Hook prior to use as a drop zone.
Operations: Community concern for use of Smith Park as a park asset. Operationally this option provides closest access to runways without having to cross runway and create additional hazards.
Ms. Cohen stated that staff concurs with the recommendation of the Airport Commission as well as Airport Manager Dickten to move the drop zones to Area 3. Area 3 provides the ability to remove drop zones from all airfield safety areas and object free areas, the safety concerns about crossing runways are addressed and it still maintains the drop zones on airport property.

Mr. Moon commented that he was comfortable with Option 3; Ms. Vitori concurred. Ms. Nenni commented that she looked at all of recommendations and believed that there is space for everyone. She expressed her support to move forward.

Mayor Condrey stated “I am currently not employed by Start Skydiving and have no intentions for reemployment with them. For public perception purposes at this time, however, I will abstain from voting on Consent Agenda items a and b, thus will abstain from voting on the entirety of the consent agenda tonight.”

To authorize the City Manager to enter into a contract with A&A Safety, Inc. to proceed with the 2020 Pavement Marking Program in an amount not to exceed $62,721.43.

To authorize the City Manager to enter into a contract with A&A Safety Inc., of Amelia Ohio, for Rehabilitation of Runway Markings in the amount of $33,259.

Proclaim May 4-9, 2020 National Economic Development Week

Mr. Moon moved to approve the issues and actions listed on the Consent Agenda. Mr. Mulligan seconded. Motion carried. Ayes: Mr. Mulligan, Ms. Vitori, M. Nenni, Mr. Moon. Abstain: Ms. Condrey.

To authorize the City Manager to enter into a contract with J.K. Meurer Corp. to proceed with the Transit Lot Paving project in the amount of $139,332.90.

Mr. Mulligan moved to authorize the City Manager to enter into a contract with J.K. Meurer Corp. to proceed with the Transit Lot Paving project in the amount of $139,332.90. Ms. Nenni seconded. Motion carried. Ayes: Ms. Condrey, Ms. Vitori, M. Nenni, Mr. Moon, Mr. Mulligan.

Mr. Mulligan moved to suspend the Charter provision that requires reading on two separate days and to declare Ordinance No. 02020-22 an emergency measure to be read one time only. Mr. Moon seconded. Motion carried. Ayes: Ms. Vitori, Ms. Nenni, Mr. Moon, Mr. Mulligan. Nays: Ms. Condrey.

Resolution No. R2020-11, a resolution to make adjustments to appropriations for current expenses and other expenditures of the City of Middletown, Counties of Butler and Warren, State of Ohio, for the period ending December 31, 2020 (General Fund) was read for the second time.

Mr. Mulligan moved to approve Resolution No. R2020-11, a resolution to make adjustments to appropriations for current expenses and other expenditures of the City of Middletown, Counties of Butler and Warren, State of Ohio, for the period ending December 31, 2020 (General Fund), Ms. Vitori seconded. Motion carried. Ayes: M. Nenni, Mr. Moon, Mr. Mulligan, Ms. Condrey, Ms. Vitori.

Ordinance No. 02020-20, an ordinance changing the zoning classification for a parcel located at the intersection of Jefferson Road and Spring Grove Lane from B-1 (Neighborhood Business District) to I-1 (Industrial Park District) was read for the second time.
Mr. Mulligan moved to approve Ordinance No. 02020-20, an ordinance changing the zoning classification for a parcel located at the intersection of Jefferson Road and Spring Grove Lane from B-1 (Neighborhood Business District) to I-1 (Industrial Park District); Ms. Vitori seconded. Motion carried. Ayes: Mr. Moon, Mr. Mulligan, Ms. Condrey, M. Nenni, Ms. Vitori.

Ordinance No. 02020-21, an ordinance amending the pay and benefits ordinances, Ordinance No. 02019-83 and Ordinance No. 02019-84 was read for the second time.

Mayor Condrey asked Ms. Cohen to clarify, yes or no:
"A Line Service Technician must be willing and able to perform the duties of both focus areas: "Customer Service and Aircraft Service" (no direct answer given)

I would like to make it noted for the record re: the change from Exempt to Non-Exempt for the Airport Facilities Supervisor:
The staff memo provided to Council states, "When staff was adding the new position to the table, it was also discovered that Airport Facilities Supervisor was marked as exempt in error when the position is non-exempt."

Also, it is my understanding from email communications with the City Manager that there is a critical change to the staff memo that was not updated to council: Line Service Technician is a job title intended to replace both "Line Service Lead" and "Customer Service Lead."

Mr. Mulligan moved to approve Ordinance No. 02020-21, an ordinance amending the pay and benefits ordinances, Ordinance No. 02019-83 and Ordinance No. 02019-84. Ms. Nenni seconded. Motion carried. Ayes: Mr. Mulligan, Ms. Condrey, Ms. Vitori, M. Nenni, Mr. Moon.

Ordinance No. 02020-22, an ordinance establishing a procedure for and authorizing an amendment of the contract with CBM Managed Services now known as Summit Food Service for jail food service and declaring an emergency was read.

Mayor Condrey commented, "In the federal government, we humorously but realistically use what we call "The Washington Post Test". If we question the right answer to something we ask ourselves, "What would (or could) the headline on the Washington Post read?" While not a 100% answer (sometimes we must make decisions that will not read well as a headline), it is typically a very good litmus test. In my mind, this legislation item does not pass the Journal News test. The headline I read is: "City of Middletown prioritizes bail out of 2500 employee Sioux Falls, SD company over its own small businesses." (Richter—you'd probably have a more eloquent way of writing that)

I don't fault Summit Food Service for asking, and I am grateful for the services they provide our city. The reality is that all companies and cities are suffering. The federal government has shelled out exorbitant amounts of money to assist. It is not the City of Middletown's duty to pay this company in order for them to break-even because their contract model did not account for a possible decline in inmates. I asked our City Manager for the original contract (which Council should automatically receive if we are being asked to approve an amendment), which she quickly provided me. The contract never specified we must maintain a certain number of inmates. What if arrests went down?

Oh, wait—a company would never think Middletown would have a decline in inmate population, because well, "it's Middletown". I am tired of Middletown putting itself down, putting itself second to other cities, other entities. It's time we take a stance and take pride in our city. Re: our city manager search: we want a City Manager in Middletown who puts Middletown at the top of his/her list. We deserve to be second to no one, and we deserve to stand our ground on what we believe in. In this case, I believe in the sanctity of city funds for other uses.

I am not opposed to alternatives. This brings up a bigger topic: I want to see our staff empowered to actually come up with alternatives. If you look at the legislation for tonight and the past few council meetings, here are alternatives presented:
"The alternative would be not to de-appropriate the funds."
"Maintain current pay and benefits."
"None"
"The alternative is to not purchase the new roller..."
"The alternative would be not to appropriate the funds..."
"None"
"City Council could choose not to approve the agreement."
These are simply acknowledging that we can approve or disapprove. For Legislation Item 4 tonight, at least 5 alternatives came quickly to my mind:
1. Do not approve this contract amendment but offer alterations when the contract is up in December for three 1-year extensions.
2. Do not approve this contract amendment at all (which was the listed alternative), though for it to be a true alternative, we recognize the contractor could exercise its 90-day notice... then what? Do we have alternative vendors we know could perform the service? I understand they were the only bidder three years ago; has the industry changed since then? I would like to hear this alternative thought through to the end by staff who know the topic the best.
3. Approve with alterations: we pay a flat rate equivalent to 25 inmates or more
4. Approve with alterations: we pay a flat rate equivalent to X inmates or more and the city receives the overage food and is able to donate this food to those in need. (i.e. we do not just pay a company extra and not receive the product)
5. Approve with alterations: only approve this contract amendment moving forward (not retroactive)

We have highly qualified staff with many years of experience. I would love to hear their thoughts on alternatives to what is presented and want to empower them to feel they truly have a voice.

Re: this specific legislation items, I am not opposed to alternatives, but I do not support the amendment as-is.”

The legislation was tabled.

At 6:43 p.m., the meeting was declared adjourned until May 19, 2020 at 5:30 p.m. in Council Chambers.

[Signature]
Nicole Condee, Mayor

Attest: [Signature]