

CITY COUNCIL STUDY SESSION

TO: Mayor and City Council
FROM: Mari E. Macomber, City Manager ^{MEM}
SESSION DATE: October 1, 2010
TIME: 4:30 pm
PLACE: Second Floor Conference Room

We will meet in the second floor conference room of City Hall. We will need to adjourn the Study Session to attend the City Council meeting at 6:00 pm.

AGENDA:

- RADIO REPLACEMENT
- FOLLOWUP FROM COUNCIL RETREAT
- NEWSLETTER

RADIO REPLACEMENT

During the Council Retreat, it was noted that there were funds placed in the budget for radio replacement. As explained, the budgets were shown to the Council without constraint or changes from the City Manager. In both the Fire and Police Department budgets there were funds allocated for radio replacement with the total cost set at \$375,000. It was determined that there was a duplication of a portion of the funds, leaving the estimated amount to \$250,000.

Because this issue has not been discussed, and the amount of money is significant, there needs to be an understanding by the Council of what these budget requests reflect and the background behind the requests.

The Federal Communication Commission (FCC) established January 1, 2013 as the deadline for licensees to migrate to narrowband compliant equipment. The FCC is migrating to new technology. This requirement affects systems on VHF and UHF channels. All systems currently operating on frequencies between 150 – 512 MHz have to convert to 12.5 kHz bandwidth. The City of Kirksville, through its emergency services and public works operations is affected by this change.

The deadline is not expected to be extended. Licensees will be required to certify to the FCC that they have made the technical necessary changes and are using narrowband equipment. Licensees that do not meet the deadline will be cancelled by the FCC and relicensing of these cancelled systems will be difficult.

The City was aware of this change and has changed out the less costly equipment, leaving the more costly base stations for replacement. We have been able to use grant

funds to purchase some of the radio replacement and have purchased new equipment when vehicles have been replaced.

Narrow banding does not require moving to another frequency band. It requires the reduction of the bandwidth of the channel(s) that are being used. Most radios purchased in the last 6-8 years are already narrowband capable. They only need to be re-tuned or re-programmed by a technician to comply with the Rules. The Homeland Security Region B Committee has been working on a communication plan. A draft plan was shared with the E911 Joint Service Board several months ago.

It is my understanding that Kurt Bleich, from Command One (a private consultant/vendor working with the Region B Homeland Security Oversight Committee) and Chris Killday (the 911 Director) will be in attendance at the Council Study Session to explain this issue in more detail to the City Council.

Recommended Action:

It is recommended that the City Council visit with Mr. Bleich to learn what the issues are and what changes need to be made. We should also understand the licensing process and whether or not there are modifications that we can make to our licenses that would minimize or reduce or costs and need for compliance.

FOLLOWUP FROM COUNCIL RETREAT

During the Council Retreat, there was some discussion regarding the City's policy on fleet replacement.

Council Policy #12 Internal Services General Replacement Policy outlines when city equipment should be replaced. It really serves as a guide. In 2007 during the budget process, the Council spent time reviewing this Policy and determining whether it made sense based upon current practice and current operations. For instance, some operations that technically are suppose to be self supporting like the Airport and North Park Complex, cannot replace the equipment on the same timeline as other funds. Over the years when the budget was tight we reduced our capital purchases significantly and are now in a catch up mode. We have been working on a policy that provides more criteria and detail. The policy in place in 2007 did not include all of the equipment types currently owned and used by the City and so one of the significant changes with the addition of the secondary fleet as part of the replacement process. For example at the North Park Complex there is a truck that would have been traded in but was retained to provide a necessary piece of equipment for this operation.

We also made a significant change by incorporating the standards provided by the American Public Works Association. Other changes to the plan can be seen in the staff report provided by Public Works Director John Buckwalter.

Recommended Action:

The Council is asked to review the policy and discuss on Monday any changes or concerns that you may have. In addition, the City Manager will bring the proposed 2011 Goals for Council consideration.

NEWSLETTER

Attachments

Staff Report – Jim Hughes on FCC Radio Replacement

Staff Report – John Buckwalter on Fleet Maintenance and Replacement

City Council Policy #12 – Fleet Maintenance and Replacement

APWA Guidelines

2010 City Fleet List

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: EMERGENCY SERVICES RADIO BUDGET ISSUES

STUDY SESSION MEETING DATE: Monday, October 1, 2010

CITY DEPARTMENT: Police and Fire

PREPARED BY: Chief Jim Hughes

Within the last few years, grant funding has been acquired to replace a significant portion of the portable radio communications equipment (relatively low powered personal/hand-held and car units) used by City emergency responders. However, the base station units, that are essential in communicating with the 911 Center, and associated equipment, has not been replaced. These base stations are at least 24 years old. It is time they are replaced. One previous grant funding attempt submitted by the police failed. The Fire Department will put in for future grant funding for their portion of the costs (no one can predict the outcome).

For years the Federal Government has been restructuring the use of critical radio frequencies available to local emergency responders. As a result, the Federal Government has given all local emergency service providers until 01/01/2013 to transition to a realignment of radio frequencies known as "narrow banding". In essence, this simply means that newer technology allows for the use of smaller band width to accomplish the same thing (a ruler instead of a yard stick). This means that the band width available for each operational channel in use by police/fire/public works has shrunk. Unfortunately, older equipment cannot accommodate this evolution.

The good news is that our grant funded portable radio communications equipment is narrow band compliant. The really bad news is that if we do not make the transition with our base stations we will not be able to communicate with the 911 Center.

Although there are a lot of variables, estimates on cost range up to \$271,000.

Kurt Bleich, from Command One (a private consultant/vendor working with the Region B Homeland Security Oversight Committee) and Chris Killday (the 911 Director) will be present at the study session to help wade through any technical questions that may come up.

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Fleet Replacement Schedule-Council Policy 12

STUDY SESSION MEETING DATE: October 12, 2010

CITY DEPARTMENT: Public Works

PREPARED BY: John R. Buckwalter, Public Works Director

Council Policy 12, Internal Services General Replacement, provides staff basic guidance on when vehicles and equipment should be replaced. This policy was last updated in December 2007. It is appropriate to review this policy as the 2011 budget is developed.

In 2007 key changes to the replacement schedule previously amended in 2003 included extending the replacement of administrative vehicles to 10 years from 8 years, setting the replacement period for any truck used for snow plowing at 8 years, extending the replacement for motor graders to 25 years from 10, extending the replacement schedule for fuel tankers to 20 years from 15, reducing the replacement schedule for street sweepers to 5 years from 7, and reducing the replacement period for sludge trucks to 5 years from 7. Several equipment items or categories were added to the schedule. Additionally, the policy was changed to require an evaluation of each fleet item using the American Public Works Association's replacement scoring system.

The replacement policy was developed to reduce the overall cost of equipping and maintaining the fleet, while maximizing the equipment availability rate. Some critical equipment items, such as backhoes, wheeled loaders, and skid-steer loaders are currently replaced at 5 years. When purchased, these items have a guaranteed buy-back price from the dealer at the 5-year mark, and have extended warranties on the power train and hydraulic system for 5-years, reducing the maintenance cost of these expensive pieces. All, however, have a service life of more than 5 years.

Attached are:

- Council Policy 12
- APWA scoring system
- Current fleet inventory

INTERNAL SERVICES GENERAL REPLACEMENT

This equipment replacement policy is structured to provide the City of Kirksville with the most cost-effective method to maintain its fleet. It is generally recognized that sound fleet maintenance and management of vehicle replacement will give the City the best return on its investment. Vehicle replacement is based on several factors: initial costs, mileage, type of use, effects of down time relating to the provision of services, maintenance costs and age of the vehicle.

Vehicles will be purchased in accordance with the City's Purchasing Policy. Used vehicles will be considered where such acquisition is considered to be cost-effective. This will be in areas where usage is low, and down time is not considered a critical factor for maintaining service delivery. Where appropriate, the City will also consider leasing equipment if an analysis of life-cycle costs, including purchase, indicate that leasing would be more cost effective.

As an alternative to the purchase of used vehicles, consideration will be given to in-house transfers. Vehicles may be transferred from high-use to low-use areas within the City. Since the City maintains a complete maintenance history of each vehicle, more is known about vehicles in-house than is normally known about used vehicles outside the organization.

The City will attempt to obtain the highest sale value for its equipment. This may be achieved through trade-in, direct sale, indirect sales through authorized dealers, or at public auction. The method chosen will depend upon the type of equipment being sold.

During the bidding process for new vehicles, the City will consider bids for comparable equipment purchased on state contract, as outlined in Council Policy #2, Section 4.2.

Deviations from the vehicle replacement policy may occur during periods of revenue shortages; however, short-term capital savings may result in higher long-term maintenance costs. Replacement delays will be evaluated on a case-by-case basis to determine long-term implications of retaining each vehicle. The City Council understands that the preferred vehicle and equipment schedule below is subject to change based on City needs and changing industry and manufacturing standards.

Fire trucks are not listed on the replacement schedule due to the long-term nature of their service, as well as the special appropriation needs that are required for unit replacement.

I. REPLACEMENT SCHEDULE

Administrative Vehicles: Sedans, station wagons, mini-vans and light trucks used by Department Heads, policy detectives and Public Works superintendents. 10 years or 50,000 miles

Utility Service Trucks: Trucks one ton and less with utility beds, refueling tanks or contact maintenance equipment, and trucks one-ton and less equipped with snow plows. 8 years or 50,000 miles

Light Trucks: Pickup trucks and vans, 1-ton and less used by inspectors, technicians, customer service representatives and others which are not included in administrative or utility service groups. 10 years or 75,000 miles

Police Squad Cars: Marked cars used for police patrol and response, excluding car used for School Resource Officer. 3 years or 130,000 miles

Heavy Trucks:

- Single Axle Dump Trucks over 1 ton NOT used for snow plowing – 10 years
- Single Axle Dump Trucks over 1 ton used for snow plowing (includes plow and spreader) – 8 years
- Tandem Axle Dump Trucks without snow plows – 10 years
- Tandem Axle Dump Trucks used for snow plowing – 8 years
- Sludge Trucks 5 years
- Fuel Tankers – 20 years

Construction Equipment:

- Back hoes – 5 years
- End loaders – 5 years
- Skid-steer loaders – 5 years
- Tracked Excavators – 10 years/3500 hours
- Graders – 25 years
- Dozers – 15 years
- Forklift – 20 years
- Trailer, heavy (for dozer and excavator) – 20 years
- Trailer, medium (for skid-steer) – 10 years
- Roller, SP – 25 years
- Roller, towed – 25 years

Grounds Maintenance Equipment:

- Tractor, lawn and garden and SP mowers under 35 HP – 1500 hrs/5 years
- Tractor, industrial or agricultural over 35 HP – 3000 hrs/10 years
- Tractor, Turf w/mower – 5 years
- Trailer, gooseneck for mower transport – 25 years

Special Purpose Equipment:

- Pot-hole Patcher – 10 years
- Asphalt distributor – 10 years
- Paint Striper, SP – 10 years
- Sign Truck – 8 years

High Lift Bucket Truck – 15 years
Street Sweeper – 5 years
Portable Generator, over 250 KW – 10 years/2000 hours
Portable Pump, 4-inch and larger – 10 years/2000 hours

Fire Equipment and Emergency Response Equipment: Includes fire apparatus assigned to the Fire Department and Airport, as well as all equipment obtained thru homeland security, law enforcement and similar grants. Individually evaluated.

Secondary Fleet: Vehicles which have been transferred or rotated out of their original division and are past the replacement criteria. These vehicles may have been temporarily retained to supplement authorized vehicles (temporary addition to fleet) or may have been retained to replace an older or damaged vehicle which was removed from the fleet. Individually evaluated for replacement with vehicles rotated from primary fleet or for replacement with new vehicle when funds are available.

Used equipment will be considered for replacement of units which have limited day to day use, and are not available locally by rent or short-term lease. Examples include fuel tankers, high lift bucket truck, asphalt equipment and fork lifts.

Vehicles and equipment will be evaluated at least two years before scheduled replacement using the APWA replacement scoring system. If a vehicle score exceeds 28 points, it will be recommended for replacement.

VEHICLE REPLACEMENT GUIDELINES

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Replacement Guidelines
Sedans and Light Trucks (1 Ton and Less)

Factor	Points	Description
Age	1	Each year of chronological age.
Miles/Hours	1	Each 10,000 miles of usage.
	1	Each 250 hours of usage.
Type of Service	1	Standard sedans and light pickups.
	2	Standard vehicles with occasional off-road usage.
	3	Any vehicle that pulls trailers, hauls heavy loads, and has continued off-road usage.
	4	Any vehicle involved in snow removal.
	5	Police, Fire, and Rescue service vehicles.
Reliability (PM work is not included)	1	In shop one time within three month time period, no major breakdowns or road calls.
	2	In shop one time within three month time period, 1 breakdown/road call within 3 month time period.
	3	In shop more than twice within one month time period, no major breakdowns or road calls.
	4	In shop more than once within one month time period, two or more breakdowns/road calls within same time period.
	5	In shop more than twice monthly, two or more breakdowns within one month time period.
M&R Costs (Accident repairs not included)	1	Maintenance costs are less than or equal to 20% of replacement cost.
	2	Maintenance costs are 21-40% of replacement cost.
	3	Maintenance costs are 41-60% of replacement cost.
	4	Maintenance costs are 61-80% of replacement cost.
	5	Maintenance costs are greater than or equal to 81% of replacement cost.
Condition	1	No visual damage or rust and a good drive train
	2	Minor imperfections in body and paint, interior fair (no rips, tears, burns), and a good drive train.
	3	Noticeable imperfections in body and paint surface, some minor rust, minor damage from add-on equipment, worn interior (one or more rips, tears, burns), and a weak or noisy drive train.
	4	Previous accident damage, poor paint and body condition, rust (holes), bad interior (tears, rips, cracked dash), major damage from add-on equipment, and one drive train component bad.
	5	Previous accident damage, poor paint, bad interior, drive train that is damaged or inoperative, and major damage from add-on equipment.

Point Ranges		
0-17	Excellent	Do not replace.
18-22	Good	Re-evaluate for next year's budget.
23-27	Satisfactory	Qualifies for replacement this year if budget allows.
28+	Poor	Needs priority replacement.

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Replacement Guidelines Medium/Heavy Duty (Greater than 1 Ton)

Factor	Points	Description
Age	1	Each year of chronological age.
Miles/Hours	1	Each 5,000 miles of usage.
	1	Each 250 hours of usage.
Type of Service	1	Standard use including basic job site duties, some light duty hauling.
	2	Standard use with attachments (compressors, lights, etc.) including job site duties, standard load hauling, some towing.
	3	Above standard use including job site duties that include idling, standard load hauling, light trailer/equipment towing, leaf collection.
	4	Above standard use including job site idling and hauling above standard loads, towing equipment and heavy trailers, light snow removal.
	5	Extreme service, high job site idling and duties with attachments, heavy load hauling, heavy trailer/equipment towing, major snow removal duties, refuse collection, etc. (Examples: Sideloader, Knuckleboom, Snow removal truck).
Reliability (PM work is not included)	1	In shop one time within three month time period, no major breakdowns or road calls.
	2	In shop one time within three month time period, 1 breakdown/road call within 3 month time period.
	3	In shop more than twice within one month time period, no major breakdowns or road calls.
	4	In shop more than once within one month time period, two or more breakdowns/road calls within same time period.
	5	In shop more than twice monthly, two or more breakdowns within one month time period.
M&R Costs (Accident repairs not included)	1	Maintenance costs are less than or equal to 20% of replacement cost.
	2	Maintenance are 21-40% of replacement cost.
	3	Maintenance costs are 41-60% of replacement cost.
	4	Maintenance costs are 61-80% of replacement cost.
	5	Maintenance costs are greater than or equal to 81% of replacement cost.
Condition	1	No visual damage or rust, good paint, good interior, no damage from add-on equipment, no body modification, good drive train.
	2	Minor imperfections in body and paint, interior fair (no rips, tears, burns), good drive train, minor body modification.
	3	Noticeable imperfections in body and paint surface, some minor rust, fair interior, weak/fair drive train, minor body modification, minor damage from add-on equipment.
	4	Previous accident damage, poor paint and body condition, major rust/corrosion, poor interior, damage from add-on equipment, moderate body modification evidence, one component of drive train bad.
	5	Previous accident damage, poor paint and body condition, bad interior, drive train that is damaged or inoperative, major body modifications, major damage from add-on equipment and attachments.

Point Ranges

0-17	Excellent	Do not replace.
18-22	Good	Re-evaluate for next year's budget.
23-27	Satisfactory	Qualifies for replacement this year if budget allows.
28+	Poor	Needs priority replacement.

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Replacement Guidelines
Off-Road Equipment

Factor	Points	Description
Age	1	Each year of chronological age.
Miles/Hours	1	Each 5,000 miles of usage.
	1	Each 250 hours of usage.
Type of Service	1	Standard duties as equipped.
	2	Standard duties when used with attachments (sickle bar, backhoes, rear bushhogs).
	3	Multiple duties based on seasons (snow, mowing, leaf).
	4	Extreme duties in harmful atmosphere (dust, salt, water).
	5	Heavy construction work including snow removal.
Reliability (PM work is not included)	1	In shop one time within three month time period, no major breakdowns or road calls.
	2	In shop one time within three month time period, 1 breakdown/road call within 3 month time period.
	3	In shop more than once within three month time period, 1 breakdown/road call within 3 month time period.
	4	In shop more than twice within one month time period, 1 or more breakdowns/road calls within same time period.
	5	In shop more than twice monthly, two or more breakdowns within one month time period.
M&R Costs (Accident repairs not included)	1	Maintenance costs are less than or equal to 20% of replacement cost.
	2	Maintenance are 21-40% of replacement cost.
	3	Maintenance costs are 41-60% of replacement cost.
	4	Maintenance costs are 61-80% of replacement cost.
	5	Maintenance costs are greater than or equal to 81% of replacement cost.
Condition	1	Good condition, fully functional.
	2	Fair body, functional.
	3	Minor body damage, weak operating system.
	4	Severe damage, component not functional.
	5	Extreme damage, inoperable.

Point Ranges		
0-17	Excellent	Do not replace.
18-22	Good	Re-evaluate for next year's budget.
23-27	Satisfactory	Qualifies for replacement this year if budget allows.
28+	Poor	Needs priority replacement.

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VEH #	DESCRIPTION	VEH #	DESCRIPTION
	PUBLIC BUILDINGS - 1008		INSPECTION - 1073
237	2007 CHEVROLET SILVERADO 3/4 TON SERVICE TRUCK	260	2001 CHEVROLET 5-10 EXT. CAB
	POLICE - 1022	261	2008 FORD RANGER 1/2 TON 2W DRIVE
101	2003 DOOLITTLE 6' x 10' CARGO TRAILER	269	2009 CHEVROLET COLORADO 1/2 TON 2WD
102	2006 AMERICAN HAULER CARGO TRAILER		ENGINEERING - 1074
107	2010 CHEVROLET IMPALA SEDAN	213	2000 FORD TAURUS STATION WAGON
117	2006 CHEVROLET IMPALA SEDAN	215	2006 FORD ECONOLINE VAN
119	2010 CHEVROLET IMPALA SEDAN	265	2002 CHEVROLET 1/2 TON EXT. CAB
120	1996 DODGE STRATUS		AIRPORT - 9750
121	2009 ALLUMACRAFT VV756BB BOAT W/TRAILER	205	1998 FORD F600 AVGAS REFUELER
122	2006 FORD F250 2WD	221	1999 CHEVROLET 3/4 TON 4 X 4
123	2010 CHEVROLET IMPALA SEDAN	225	1994 JEEP CHEROKEE
125	2009 CHEVROLET IMPALA SEDAN	244	1991 FORD IET TRUCK
126	2009 CHEVROLET IMPALA SEDAN	260	1994 INTERNATIONAL FIRE TRUCK
128	1984 CHEVROLET EL ACEZ	287	1999 IH 2 TON DUMP BED
129	2009 CHEVROLET IMPALA SEDAN	300	2008 JOHN DEERE 1565 4WD MOWER
130	1984 CHEVROLET 3/4 TON 4 X 4	303	1964 CATEPILLAR 120 GRADER
343	2005 OLYMPIAN GENERATOR	317	2001 JOHN DEERE 6405 TRACTOR W/CAB
419	1990 WINCO GENERATOR	437	2004 BUSH HOG TD 1700 FINISH MOWER
	DETECTIVE - 1033		CENTRAL GARAGE - 4010
100	2000 DODGE STRATUS SE	2	2001 L & D 18' FLATBED TRAILER
114	2002 DODGE VAN	219	2007 CHEVROLET SILVERADO 1 TON 4W DRIVE
	ANIMAL CONTROL - 1024	267	2009 FORD F250 4 X 4
103	2003 FORD F-150 4 X 2 SUPER CAB	288	1994 CHEVROLET 5-10 4 x 4
	FIRE - 1034	340	1997 CASE 586E FORK LIFT
500	2009 POLARIS 6 X 6 RANGER W/MAXWELL TRAILER	490	1999 ONANA GENERATOR
501	1996 PIERCE QUANTUM PUMPER		WATER TREATMENT - 8020
502	1994 SEAGRAVE CUSTOM 66	13	2006 GORMAN-RUPP 6" WATER PUMP
504	2001 SPARTAN CUSTOM PUMPER	23	2009 MID-AMERICA TRAILER
506	1996 E-ONE 105' PLATFORM FIRE ENGINE	23A	2009 VOYAGER BOAT w/2008 SUZUKI MOTOR
507	2008 DODGE 1/2 TON EXT. CAB	24	2010 ALLUMA 7916T 16' TRAILER
508	2004 FORD F-250 4 X 4 CREW CAB	291	2002 CHEVROLET 5-10 EXT. CAB 4 X 4
509	2004 FORD EXCURSION XLT 4 X 4	293	2002 IH TANDEM TANKER TRUCK
510	1996 DOOLITTLE CARGO TRAILER	312	2000 KOHLER GENERATOR
511	2003 DOOLITTLE TANDEM AXLE TRAILER	323	2006 JOHN DEERE 2305 TRACTOR
512	2002 DECON TRAILER	410	1980 17' TANDEM DISK/PLOW
513	2005 DODGEN 30' MOBILE COMMAND CENTER	428	1984 JOHN DEERE BUH 18' DISK
514	2004 KOHLER GENERATOR W/TRAILER	474	1991 4" WATER PUMP
515	1998 HONDA EB1000 GENERATOR		WATER DISTRIBUTION - 8030
516	2004 HONDA W740X WATER PUMP	3	2006 LONESTAR FLATBED TRAILER
517	2007 DOOLITTLE 5X8 SINGLE-AXLE CARGO TRAILER	4	2002 LONESTAR UTILITY TRAILER
	STREET/PARKS MAINTENANCE - 1052	11	1999 CONTRAIL TRAILER
6	1999 EZ SCREEN & TRAILER	14	1999 L & D UTILITY TRAILER
8	2006 LONEYAR FLATBED TRAILER	15	1999 L & D 16' FLATBED TRAILER
15	17' HOMEMADE TRAILER W/PINLE HITCH	20	1997 MILLER TILT BED TRIL.
16	2008 R & W 18' FLATBED TRAILER	200	1996 FORD RANGER 4X4
21	2008 R & W 20' CAR HAULER TRAILER	232	2007 FORD F250 SUPER CAB 4 X 4
22	2008 24' TILT-BED TRAILER	235	2007 FREIGHTLINER 2 TON DUMP BED
202	1996 CHEVROLET 1/2 TON EXT. CAB	248	2008 FORD F350 1 TON 4W DRIVE
208	2000 CHEVROLET 1 TON (IGN TRUCK)	250	2008 FORD F250 1 TON 4W DRIVE
240	2006 FORD F450 1 1/2 TON TRUCK	256	2008 FORD F250 4 X 4 CREW CAB
241	2007 FORD F450 1 1/2 TON TRUCK	257	2008 INTERNATIONAL 7300 2 TON DUMP TRUCK
242	2008 INTERNATIONAL 7300 2 TON DUMP	274	2009 FORD RANGER 4 X 4
243	2008 FORD F250 3/4 TON 4W DRIVE	278	1996 GMC TANDEM TRUCK
245	2004 FORD F-350 1 TON 4W DRIVE	294	2002 CHEVROLET 5-10 EXT. CAB 4 X 4
247	2007 CHEVROLET CUTAWAY VAN	295	2002 CHEVROLET 5-10 EXT. CAB 4 X 4
251	2001 STERLING DUMP TRUCK	296	2003 CHEVROLET 5-10 EXT. CAB 4 X 4
253	2001 STERLING TANDEM DUMP TRUCK	297	2002 CHEVROLET 1 TON SERVICE TRUCK
258	2011 INTERNATIONAL 2 TON DUMP TRUCK	306A	1997 BRADCO 650 TRENCH ATT.
262	2008 CHEVROLET SILVERADO 3/4 TON 4-WHEEL DRIVE	306B	1997 CASE D252 BACKHOE ATT.
263	2009 INTERNATIONAL 7300 6 X 4 DUMP TRUCK	318A	2002 CASE CT-73 TILLER ATTACHMENT
270	2009 FORD RANGER 4 X 4	319	2010 CASE 580 SUPER M BACKHOE
272	2011 INTERNATIONAL 2 TON DUMP TRUCK	325A	2004 KENT KHP65 HYDRAULIC COMPACTOR ATT.
277	2006 FORD F350 4 X 4 1 TON	339A	2006 LOEGERING STEEL TRACKS W/SPACERS
279	1990 FORD HI-LIFT	346	2006 CASE 590 MID LOADER
298	2000 MB PAINT STRIPER	346A	2006 LOEGERING STEEL TRACKS W/SPACERS
305	2005 DIXIE CHOPPER XT3300-72 MOWER	347	2006 CASE CX75SR TRACKHOE
307	1996 DYNAPAC CAIS VIBRATORY ROLLER	355	2009 CASE 590SM BACKHOE
308	2005 JOHN DEERE 580J BULLDOZER	357	2009 CASE 480CT TRUCK LOADER
309	1983 JOHN DEERE 470A GRADER	401	1993 BARNES 4" WATER PUMP
313	1997 VERMEER CHIPPER	402	1982 JOV AIR COMPR
314	2006 JOHN DEERE 6420 TRACTOR W/MFWD	420	1997 760 CUTQICK SAW
314A	2006 JOHN DEERE HX15 ROTARY CUTTER	422	1996 HONDA 3" TRASH PUMP
315	1996 3-HEELS/FOOT	423	2001 T1400 3THL CHOPSAW
316	2006 CASE 580SM M BACKHOE	425	2001 T1400 3THL CHOPSAW
318	2008 ELGIN PELICAN	434	1996 TARGET WALK-BEHIND CONCRETE SAW
321	2006 JOHN DEERE 244J LOADER	435W	2000 TGM STRAW/HAY BLOWER
322	1998 FORD 7740 TRACTOR/MOWER	444	1992 GENERATOR
323X	1999 CP-1400 COLD PLANER	450	1985 MULE TAMPER MTRCH
331A	2003 PROTECH SNOWPUSHER ATT.	456	1991 HONDA 3" WATER PUMP
334	2000 JOHN DEERE 4700 TRACTOR	465	1986 GORMAN-RUPP 4" SELFPRIMING PUMP
334A	1997 BUSH HOG ATH 900 MOWER	482	2010 WACKER 2" TRASH PUMP
334B	2009 HARLEY T6 BOX RAKE		WASTEWATER COLLECTION - 8075
345	2006 CASE 450 SKID LOADER	17	2000 CHEROKEE SEWER CAMERA W/TRAILER
345A	2006 ATLASCOPCO 18C 410 JACK HAMMER ATTACH.	211	2007 CHEVROLET SILVERADO 1 TON 4W DRIVE
345B	2006 SWEEPSTER ANGLE BROOM ATTACH.	231	2007 CHEVROLET SILVERADO 1 TON 4W DRIVE
345C	2006 LOEGERING STEEL TRACKS W/SPACERS	246	1990 FORD CARGO VAN
345D	2007 BOBCAT STUMP GRINDER ATTACHMENT	255	2009 FREIGHTLINER SEWER IET TRUCK
345E	2007 PROTECH 1904S 4' SNOWPUSHER BOX BLADE ATTACH.	333	2006 CASE 580 SUPER M BACKHOE
348	2008 CASE CX75 TRACKHOE	404	2002 HONDA 3" WATER PUMP
349	2007 DIXIE CHOPPER XXWD3300-72 MOWER	409	2009 KING KUTTER 3-POINT ROTO-TILLER
351	2008 JOHN DEERE 1565 MOWER	413	2007 WACKER 2" TRASH PUMP
356	2009 CASE 621E WHEEL LOADER	417	2007 3THL T1400 CUTOFF SAW
400	2009 SUPER SHOCK 1250RC CRACK SEALER	416	2000 T1 400 3THL CHOP SAW
406	2003 GMAX 3500 HI BOV PAINT SPRAYER	417	2003 3" HONDA WACKER TRASH PUMP
408	1997 VERMEER 50" PTO DRIVEN TILLER	421	2001 M2200 3THL CHAINSAW
411	1988 SULLAIR COMPRESSOR	429	1993 GORMAN-RUPP 2" TRASH PUMP
412	1994 EZ LINER PAINT STRIPER	446	1992 PECTRA 1600 SEWER LATER
415	1984 DURLA PATCHER	458	1995 HOMELITE SEWER SMOKER
418	2002 3THL CHAINSAW W/14" BAR		WASTEWATER TREATMENT - 8080
424	1994 DOLMAR CHAINSAW W/21" BAR	1	2005 GORMAN/RUPP 6" WATER PUMP
426	1996 8 FT BUSH HOG	5	2010 LOADMASTER UTILITY TRAILER
427	2002 3THL CHAINSAW W/16" BAR	7	2010 GORMAN/RUPP 6" TRASH PUMP
430	1998 HUXVALINA CHOPSAW 14"	25	2009 ALUMA ATV/LAWN TRAILER
431	2003 3THL 0-46M CHAINSAW 24" BAR	201	2000 CHEVROLET 2 TON DUMP
432	1995 HONDA GENERATOR	206	2007 CHEVROLET SILVERADO 3/4 TON
435	2000 TGM STRAW/HAY BLOWER	227	2011 FORD F250 4 X 4 SUPER CAB
436	2004 BUSH HOG 3008 ROTARY CUTTER	228	1998 CHEVROLET 3/4 TON EX. CAB
440	2002 3THL T1400 CUTOFF SAW	236	2007 CHEVROLET 1 TON 2-W DRIVE
441	2004 CORE CUT CONCRETE SAW	252	2008 FORD F250 3/4 TON 4W DRIVE
454	1985 SEARS SNOW BLOWER	266	2009 FORD RANGER SUPERCAB 4 X 4
467	1986 SACHS-DOLMAR CHAIN SAW	275	2010 FREIGHTLINER TANKER TRUCK
472	1995 TAR KETTLE	302	1997 JOHN DEERE 5500 TRACTOR
475	1996 POUILLAN 2450 CHAINSAW	304	2000 KOHLER GENERATOR
476	1992 SACHS-DOLMAR CH. SAW	326	1997 JOHN DEERE 1070 TRACTOR
481	1998 3THL HT-75 PRUNER	350	2007 DIXIE CHOPPER XKW24500-72 MOWER
483	1998 STONE PLATE COMPACTOR	382	2008 JOHN DEERE 3540 TRACTOR
	NORTH PARK - 8910	353	2008 JCB 930 FORKLIFT
218	1996 FORD RANGER	438	2005 BUSH HOG 3008
259	1998 CHEVROLET 5-10	439	2005 OLYMPIAN GENERATOR (Patterson St. Lift St.)
310	1998 JOHN DEERE 870 TRACTOR	463	1986 BRIGGS/STR. 4" WATER PUMP
311	2010 JOHN DEERE 997 ZTRAC MOWER		
344	2000 JOHN DEERE 4-WHEEL DRIVE GATOR		