



# DISCUSSION/CONCENT AGENDA

## ITEM SUMMARY

MEETING DATE: NOVEMBER 12, 2024

**SUBJECT:** Tender Replacement

### **DISCUSSION/BACKGROUND:**

While the rebuilt tender has been better, we continue to have issues with our tenders overall. These issues are the same as those we experienced with the four engines we had: motor problems, electrical problems, and pneumatic valve issues.

We have been offered \$225,000 for each of our tenders. The cost of maintaining them will continue to rise, and the sale price will continue to decrease; I feel strongly that selling one of them is a financially responsible decision.

We have 2 options to replace it:

#1: A two-wheel drive, 2-door, 2000-gallon tender with a 500gpm pump. This truck is significantly smaller than our current tenders, 27" in length, 13" in wheelbase, and 12" in height than our current engines. We will always need one 4x4 tender, but two are unnecessary. The increased maneuverability of a two-wheel drive will be a big advantage in most situations in addition to a lower cost of ownership, lower center of gravity, and tighter turning radius; we have 3-5 additional 4x4 tenders coming on mutual aid depending on location in the district.

#2: A 4x4 with very similar dimensions. It is about 4 inches taller. This option has a preconnected hose tray and comes from the factory with a heated pump compartment, scene lights, and brow light.

The current diesel emission standards are 2024-2026, and a 2027 chassis will have stricter emissions requirements. I am being told a \$50,000-90,000 price increase is expected on custom chassis, the increased cost on a commercial chassis is still unknown. Additionally, the current motors will no longer be produced, so a 2027 and beyond chassis will be an all-new emissions package and a new motor with no proven history on the road.

### **FINANCIAL/ECONOMIC IMPACT:**

#1: 2x4 option: \$415,000 delivery likely by the end of this year.

#2: 4x4 option: \$456,000 completion is estimated for July or August of 2025. The final price will be slightly lower as I plan to remove the current hose reel in the spec (about \$6000).

I have provided 2 versions of the latest apparatus replacement plan; this is a fluid document. The district pays \$140,000 annually for our current lease purchase, and we fund the plan with an additional \$60,000 annually for a total base of \$200,000 yearly into our Capital Apparatus Replacement Plan.

In 2024, we added an additional \$45,000 from the sale of Big Bird and \$60,000 from deployments for the chassis for B52. If we want to move forward with this option in 2025, we will put our base \$200,000 (Cap Apparatus Replacement) + \$40,000 to finish the B52 (deployments) + \$225,000 from the sale of Tender + \$130,000 for the 2x4 or \$165,000 for the 4x4 but payment would not be until delivery. If we go with the 4x4 option, we can hold the trade-in unit until April or May of 2025.

**ASSOCIATED STRATEGIC GOALS:**

- Ensuring operational readiness
- Personnel Safety
- Maintaining our equipment

**ATTACHMENTS:**

Truck specs x 2

Replacement plan x 2