



City Council Work Session Agenda

**August 26, 2013
7:00 – 8:00 p.m.**

Call to order in the Multipurpose Room, Central Services Complex

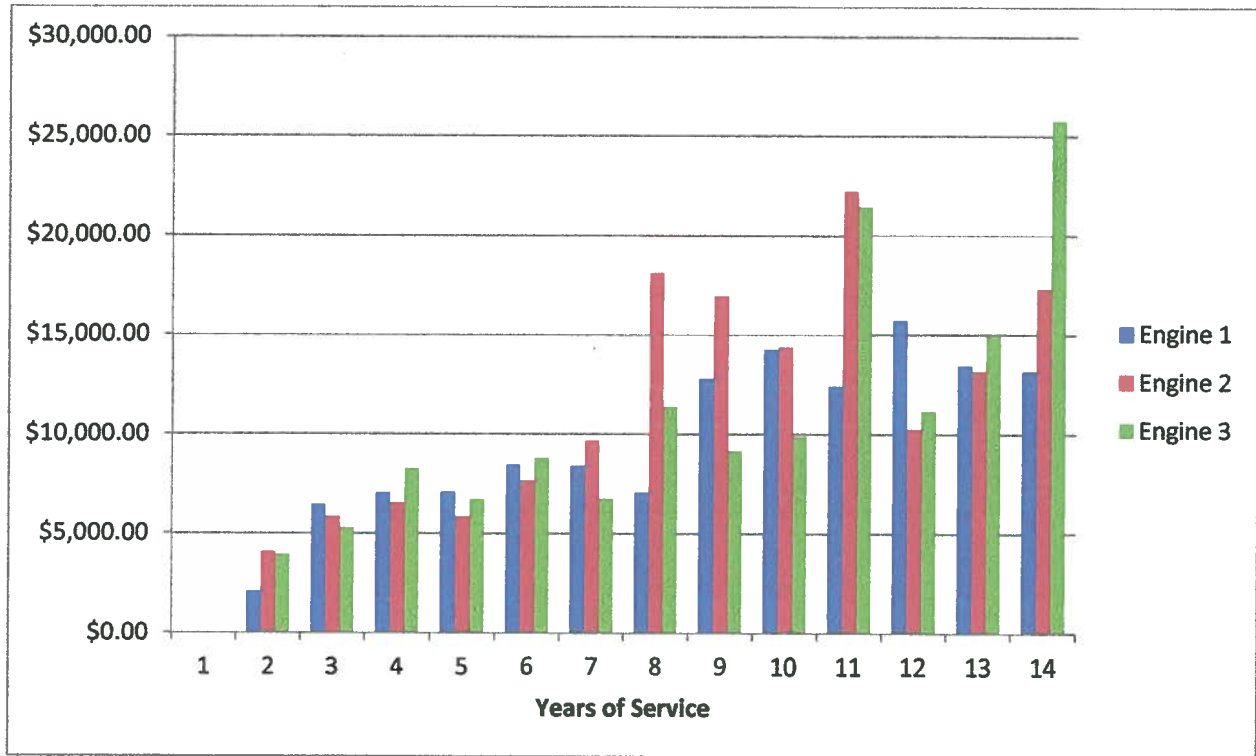
- I. Overview of request to Anderson County for cooperative use of county land at the Daniel Arthur Complex for location of storm water equalization basin.
- II. Presentation of utility rate review by Chris Mitchell, Management Consultants, LLC.
- III. Overview on purchasing and financing of three (3) replacement fire engines

Vehicle #	Engine Number	Date Titled	Original Cost	Mileage on Aug. 19, 2013
327	1	3/11/1998	285,875.00	154,267
328	2	3/11/1998	285,875.00	144,748
329	3	8/27/1998	285,875.00	144,536

These vehicles are on a 15 year depreciation schedule and are fully depreciated.



Summary of Repair and Maintenance Cost



15 year maintenance cost for Engines 1, 2, and 3, beginning year 2 through current 2013. Zero cost year one during warranty period.

**FIRE DEPARTMENT
INTRA-DEPARTMENTAL MEMORANDUM
13-10**

July 20, 2013

To: Darryl Kerley, Fire Chief

From: Josh Waldo, Assistant Chief

Subject: Truck Committee

The truck committee held a meeting on July 17 at fire station 3 and reviewed the submitted specs from both Pierce Manufacturing and Sutphen Corporation. Both of these vendors put together very solid proposals and we appreciate their time and effort in putting together such professional proposals.

As you are aware Sutphen had three exceptions to our bid spec that we put out, yet the committee felt that all three of these exceptions were things that could easily be clarified during a pre-construction meeting. The one thing to note from the Sutphen exceptions was that the delivery date was 11-13 months which may not line up with our current replacement plan. Pierce had twelve exceptions to our bid spec and two of them raised some concerns with the committee. One exception was to have the ladders stored in a configuration similar to the current set up on Engine 6, which most of our firefighters are not in favor of. The second exception that raised concerns was that the Pierce had a one piece windshield design. The committee could think of two incidents off hand in the last 24 months where damage has occurred to a windshield on the current engines. Concerns were raised about cost of a one piece windshield versus a two piece windshield replacement over time.

Having reviewed both sets of specs the truck committee at this time would like to recommend that we move forward in this process with Sutphen. The Sutphen spec was the low bid of the two and the committee felt that it was the spec that best met what we are looking for in our next fire apparatus.

The committee had very strong feelings about training issues that influenced our decision. Currently we have three different types of reserve engines that requires all of our operators to train on and maintain competency in, which is very difficult. With the addition of three new apparatus the current Sutphens will be moved to reserve status and the committee feels that from a training and operational standpoint, having similar front line and reserve pumpers will help reduce the chances of confusion and errors on the fire ground, thus improving safety and operations.

Secondly the committee felt that staying with Sutphen apparatus would assist in both daily and routine maintenance. The current Sutphens that are in service have served us well for the last 14 years and our operators are very pleased with their performance. The committee feels that staying with the same manufacturer will make the transition from primary to reserve apparatus

much easier and the familiarity with Sutphen apparatus will help in daily apparatus check offs and simple maintenance.

Having served on truck committees before I understand the bidders often request to come meet with truck committees to explain their specs and sometimes modify specs to perhaps better suit the department's request. You had indicated that if necessary we could schedule meetings with each vendor to review and clarify specs. The committee that you assembled has the entire chief officer staff, which has a combined 100 years plus of fire service experience and some of the best fire apparatus operators in the department, including one who has served as a fire apparatus mechanic at his previous employer. While I am sure that both vendors would like to sit down and have face to face meetings with the committee, the committee has done this with both vendors prior to the bid process and does not feel that any further meetings would be beneficial or have a bearing on our decision. The committee feels that we put together a very clear and straight forward spec and that the vendors should have put their best package together on the front side as this process has been very time consuming and we feel that it is time to move forward.

I would like to thank you for allowing this committee to have input during this process and I would like to also thank the members of our organization who volunteered to serve on the truck committee. If you should require any further information from this meeting or the truck committee please let me know.