



MAYOR & COUNCIL COMMUNICATION

DATE: March 1, 2016
CONSENT
ITEM 18
MOTION

AGENDA ITEM: Needed repairs/upgrades to Engine #2

SUBMITTED BY: Greg Malmquist, Fire Chief

THROUGH: City Administrator

REVIEWED BY: City Administrator

SUGGESTED ORDER OF BUSINESS:

- Introduction of Item City Administrator
- Report/Presentation..... Fire Chief
- Questions from Council to Staff Mayor Facilitates
- Call for Motion Mayor & City Council
- Discussion Mayor & City Council
- Action on Motion..... Mayor Facilitates

POLICY RECCOMENDER: Fire Chief

FISCAL IMPACT: \$4,653.02

SUMMARY AND ACTION REQUESTED: Determine expenditure for repairs/upgrades.

LEGISLATIVE HISTORY: This Engine, purchased in 1990, was our “First Due” from Station #1 until 2014. At that time it was swapped with Engine 2 from Station #2. This was done due to increasing maintenance issues/costs, to reduce the number of responses and increase the life of the vehicle. This vehicle has been identified in the CIP for several years for replacement, and in the current CIP is shown for replacement in 2017. It was taken “out of service” on February 11, 2016, due to DOT non-compliance, (most recent items are Jake Brake operating intermittently and front turn signals falling off of truck, see photos) safety concerns raised by Firefighters and emergency lighting concerns.

DOT compliance encompasses the proper function and operation of basic items on the vehicle such as brakes, running lights, turn signals, brake lights, tires, etc. Basic items to ensure the vehicle is road worthy and safe to operate. While we are exempt from annual DOT Inspections,

we still maintain compliance with these requirements to ensure the safety of our personnel and to protect the City from potential liability in the event of an accident. Our fleet is inspected twice a year by DOT Certified mechanics. At such time they identify items that need attention or repair. (See attached DOT inspection form and EAM checklist).

Emergency lighting requirements are determined by NFPA, (National Fire Protection Assoc.), which establishes nationally recognized standards. While this vehicle met the requirements when it was constructed in 1990, standards have changed over the last 26 years. Technology has improved with improved, brighter LED lighting. Roadways have become increasingly more dangerous for Responders, both responding to a scene and working at a scene on a roadway, due to drivers being more distracted and inattentive than ever, (cell phones and other technology). (See attached NFPA 1901, Standard for Automotive Fire Apparatus, Chapter 13, pages 36 – 43 pertain to lighting).

BACKGROUND INFORMATION (SWOT):

Strengths	If repairs/upgrades are done, vehicle will be back in service and a safer work environment will be provided for Firefighters.
Weaknesses	Significant investment in 26 year old apparatus with an approx.. value of \$6,000 - \$11,000. Current emergency lighting met NFPA Standards in 1990, but not today's standards. Drivers today are more distracted than ever.
Opportunities	Provide for the safety of Firefighters and ensure proper response with proper equipment to serve community.
Threats	Future additional maintenance issues due to age of vehicle. If not repaired will have response impact. When T2 goes in for scheduled repair, we will not have an Engine at Station #2 for one week. With this vehicle out of service, we have one rated Engine/Tender (T2) for response from Station #2. T2 is a larger vehicle, due to the amount of water it carries, that does not fit in many of the driveways in the Station #2 area. This will lead to crews waiting for a vehicle from Station #1 in the event of a fire.

RECOMMENDATION: Looking for determination from Council.

ATTACHMENTS:

- EAM Repair Quote
- DOT Inspection Form
- EAM Safety Inspection Checklist
- NFPA Standard 1901
- Photos
- Last inspection report from EAM