PUBLIC COMMUNICATION

VILLAGE OF OXFORD FIRE APPARATUS PROPOSAL
(PUC) Pump Under Cab Replacement Rescue Pumper

The Oxford Fire Department with support of the Village Board is proposing to replace the 2002 HME Rescue Pumper with a 2021-22 model year Rescue Pumper at a cost of $750,000. The existing 20 year old engine has exceeded the 3 lifecycles (service, technological, economic) of a Rescue Pumper. The funding plan is to allocate $100,000 from the OFD capital reserve with the balance of $650,000 financed with a 20 year Bond at 2%. Interest. The principal and interest payments for the purchase of the Engine are already built into the village budgets and will be absorbed within the NY state tax levy cap of 1.31% for fiscal 2022 and beyond.

The 2002 HME engine is at the end of its useful lifecycles.

The HME Engine is no longer capable of performing its essential duty which is dependent upon a number of factors and variables. The most important are mileage, number of responses, overall wear, and tear, pumping capacity and operating capability.

The HME is no longer capable to serve in the role initially designed. While older vehicles may still be capable of performing designed tasks, they cannot match the performance requirements of a new vehicle. Speed, acceleration and breaking ability with new technologies such as antilock braking systems, traction control and rollover stability are some of the new technological advances of newer apparatus.

The 20 year old HME is no longer cost efficient. The negative impact of depreciation, operating costs, fuel, oil, maintenance, repairs, downtime, obsolete parts, replacement, and operator training far outweighs the positive. These factors determine the vehicles economic life and as the cost to maintain the HME increased with time, it's now more expensive to operate and maintain than to purchase a new.Pumper.

The OFD and Village believe providing timely emergency response utilizing the safest most effective modern apparatus is critical to savings lives, protecting property and ensuring the safety of firefighters. Now is the best time to replace essential equipment as costs for new and used fire apparatus cost will continue to increase at a rate greater than inflation and current historically low interest rates are likely to rise.

The Fire Department and Village Trustees have completed a question and answer document comprised of more than 40 questions and answers regarding the need, efficiency, cost, and timing of the purchase. Copies are available at the Oxford village Hall, online at VillageofOxfordNYcom or can be provided electronically upon request to the Village Clerk at VGOxford@stny.rr.com. Due to COVID-19 protocols a Public Information Meeting is not possible at this time.

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QUESTIONS AND ANSWERS

261 (PUC) Pump Under Cab Replacement Rescue Pumper

NEED

1. **What advances in technology or changes in duty requirements require the need for a new engine?**

The specifications for a new truck are essentially the same as the one we are replacing in shape, size, and style. However, the differences are a larger engine and transmission, more compartment space allowing us more tool capability. It has a deck gun which is a mounted nozzle capable of throwing a large amount of water in low manpower situations. One reason for the larger engine and transmission is due to experiences with the current engine. Today, we can fill the cab and right out of the station run north and south without many issues but the minute the call is east or west the geography drastically slows down a response. Traveling from Route 12 up County Road 3 the engine hits a top speed of 8 miles per hour. Driving up Midland Hill or County Road 35 we can get up to 12-18 miles per hour. The majority of our fire/rescue calls are in the town where these types of geography are prevalent and time is critical.

Response dynamics have changed and continue to evolve. Years ago, fire service never really heard about solar power/windmills or vehicles running on propane, electric or natural gas. Vehicles were more metal and believe it or not easier to work with. Now we have airbags in many different locations, pretensioners loaded cylinders that are projectiles if not handled correctly, metal that explodes when water gets put on it, and windows and windshields that cannot be broke but have to be cut. Batteries are located in multiple places and often more than one, vehicles are running and you do not even know it because they are electric.

Advanced mechanical ability and diverse storage needs. Years ago, fires were usually heavy timber structures and during an interior attack there was some time to work the fire. Now temperatures reach 2,000 degree with synthetic materials and fires are burning hotter and quicker. Lightweight framing is strong or stronger than traditional timber but under fire conditions fails much faster. Personal Protective Equipment (PPE) is now more protective but absorbs more toxins and carcinogens than the older PPE. This means we have to gross decontaminate on the scene. It's just not fires anymore; we get called from smells to bells, lighting scenarios, traffic control, natural disasters, has-mat conditions, meth labs, collapses, and now a pandemic. We carry every tool type to handle the response meaning **we need more room to carry it and trucks able to withstand the weight of the added equipment.**

2. **Why spend $750,000 to buy new versus a used apparatus for much less?**

Fire apparatus standards and firefighting protocols are rapidly changing from just a few years ago. As soon as we make a change to be current, the industrial world makes changes that requires more training, another tool, another standard and another rule to follow. Buying a used apparatus at much less cost will likely require the purchase of a less reliable vehicle and technologically obsolete to today's standards
We have no control over the escalating cost of equipment and apparatus. The engine bought in 2002 has nearly doubled in cost today. We used to put a firefighter in turnout gear for $1,200 and now it is nearly $4,000 per set. Traditional fire engines that used to be $250,000 to $400,000 are now double.

We try to make the best use of taxpayer money so we double duty the “fire engine” and combine it to a rescue pumper We did that in 2002 at a cost of around $400,000 and it has worked well for the District More equipment, more manpower, better scene safety and overall firefighter safety were accomplished. Now when faced with retiring that same rescue pumper due to significant mechanical issues we discovered sticker shock! The same rescue pumper has nearly doubled in costs due to many changes in standards that we have no control over.

As mentioned in question 1 we are faced with replacing a similar rescue pumper with changes needed to address the dynamics of emergency services today and what our local geographical challenges. If it were only necessary to fight fires, we could buy a fire engine similar to the 2002 HME without the rescue abilities. The base price would be $400 to $550 thousand with standard changes. To add both fire engine and a rescue to carry all of the equipment needed it would be well over a million. We could put the rescue items on our aerial but then that vehicle would be unable to get it to many places. Additionally, the aerial is the most expensive item to maintain and it makes little economic sense to run on all calls.

The best way to address our overall current needs is to purchase a new rescue pumper designed to last 20 years. Future Apparatus cost increases on the horizon may result from a renewed push for green initiatives and new NFPA standard that manufacturers will pass on to the buyer.

3 **What type of incident in Oxford requires this Rescue Pumper?**

Everything, anytime we respond to a call that requires life safety, incident stabilization or property conservation the Rescue Pumper responds. It is our mobile toolbox and carries all the equipment we need to make the situation better and not worse.

4. **Why is there a need to replace the current 2002 HME Rescue Pumper?**

The current 2002 HME Rescue Pumper is at the end of its 3 lifecycles, Service Life, Technological life, and Economic life. In fact, the economic life has been exceeded for several years now as repairs continue to be our highest cost of our yearly budget. The Rescue Pumper has also consistently become unreliable for response and on-scene operation and is a safety concern for our firefighters. Additionally, motor failure, mechanical issues, electrical issues, and structural frame concerns has escalated this replacement.

5. **Why not refurbishment?**

Refurbishment has been explored with several refurb vendors, the reasons we have focused on replacement rather than refurbishment are quite simply driven by cost and standards. Standards have driven the cost of refurbishment; we are governed under many rules and standards including OSHA and NFPA. These two standards alone escalate the refurbishment costs of every piece of apparatus. NFPA is widely used by the insurance industry as its fall back tool on paying out claims. It has also been adopted by the fire service as the gold standard in protecting firefighters and minimizing liability for firefighters and municipalities. Two main NFPA standards that deal with refurbishment include NFPA 1912 Standard for Fire Apparatus Refurbishing and NFPA 1911 Standards for the Inspection, Maintenance and Testing-these standards work with each other. Other standards related to refurbishment include NFPA 1500 Fire Department Occupational Safety and Health as well as NFPA 1901 Standard for

Automotive Fire apparatus. Specifically, these standards dictate on what you will do when refurbishment of fire apparatus is done, they include reflective stripping, LED light replacement, additional lighting, additional braking features, adding slip resistant walking surfaces and additional handrails, low voltage system load manager, an alternator to meet the demands of the low voltage load manager, ground step lighting, reduced noise level standards inside the cab, all loose equipment inside the cab must be secured with approved systems, rollover and crash systems in place and the addition of airbags in certain areas. If we were to replace an engine at $30-40 thousand and upgrade the transmission at another $20-25 thousand then many of those above standard changes will likely need to be met. This will likely add another $100-150 thousand dollars in changes not including labor. In fact, a verbal estimate from Churchville Fire was stated to be over $300 thousand for the cost of refurbishment. This would also put the current engine out of service for approximately 8 months to a year and you are still left with a truck that will likely be 22 years old.

6. **How do other departments avoid refurbishment and adherence NFPA standards?**

Refurbishment is different than repair or fixing a dent or bumper. Refurbishment involves major system overhauls. Body work is not considered refurbishment and many departments do make these simple repairs. Confusion lies when people state we are refurbishing our fire truck verses repair. Refurbishment takes place at a certified refurbishment center for emergency vehicles. Repairs can and are done locally for minor items. Once you enter into refurbishment you are re-working, updating, or making changes to life safety items or major mechanical system overhauls or replacements. In fact, Oxford has used local vendors for such repairs as allowed by NFPA and OSHA, however, when a major system is overhauled such as motors, electrical or safety, these systems MUST be accomplished by a CERTIFIED emergency vehicle repair shop. Liability is incurred if any department uses the local shop on such repair of these systems other than minor repairs. Authorities Having Jurisdiction (AHJ) is your local municipal entity having control over the emergency services provided. With that said, it is ultimately the AHJ that incurs the liability if an accident happens involving any emergency vehicle that has been repaired/refurbished by a non-certified shop and the fault was determined to be the result of said repair/refurbish. Additionally, the AHJ is also liable if a firefighter is injured or killed during the operation of the apparatus in an emergency or involved in any event duly authorized by the Chief, including training, non-emergency situations, and any time the apparatus is used whether it is in motion or not.

7. **What, in Oxford, justifies spending $750,000.00 for a Rescue Pumper?**

Your Volunteer Firefighters and you! This truck is not a want or a loaded with options purchase, it is a combination truck that allows us to continue to do what we are doing now and more with the changes in dynamics of the current fire department response trends. Safety of firefighters to and from the scene, operations during an emergency call and frontline service life of apparatus are primary concern factors in the purchase decision.

8. **Can you find a used Truck, if so, why not get that?**

Yes, you can find one used but it is easier said than done and there are many drawbacks for such a purchase. If we were able to locate an apparatus that met our needs and geographical demands and in relatively good shape then this would be advantageous. There was a huge push in the 1990s to purchase used. However, NFPA

standards and revisions subsequently were implemented, buying used apparatus became almost obsolete.
This period gave birth to fire truck brokers who would buy used apparatus repair them to current standards and resell them. Legally we cannot sell a truck to another department to be used as an active emergency unit unless it is inspected and meets certain standards. Brokers can buy these trucks at almost nothing, repair them and turn them around on the market for $300-$800 thousand or more depending on its intended use. Most of these trucks are 8-15 years old, do not come with and are not required to have any warranty, have many engine &, pump hours, and are usually half or more than the cost of a new engine. In addition, annual maintenance costs range from $7000-$10000 a year, and we will likely have corrosion issues. This usually means more body work, parts availability issues and out-of-service time.
The purchaser of a used truck is dependent on the historical information provided which may not reflect undocumented issues? This can result in an unanticipated unbudgeted purchase in 8-12 years and the cycle repeats at a higher price. Should we be lucky to find apparatus a few years old, the first question asked is why after only a few years did the other department want to sell. The answer is usually because of major issues and thus " buyer beware".

9 **What is wrong with the 2002 HME?**

The current rescue pumper 2002 HME is in need of a full engine replacement, it is leaking and blowing oil across the motor and down the frame rails, a bucket has been wired to the frame to catch the oil. This has been going on for a total of 4 years. In 2018 the top half of the motor was replaced to correct the problem, in which it did not since it has been recommended to replace the entire engine. To do this would also mean additional changes to the transmission, transfer case and some changes to the pump would need to be done. Electrical issues are on-going and have not been able to diagnose the source. Both frame rails are showing separation which are a huge safety issue especially while on the road responding.

10 **Who completed the inspection, discovered the engine damage, and determined the current rescue pumper is no longer reliable for its intended use?**

In 2018 Northeast Cummings ran tests due to large oil puddles underneath the truck and down its frame rails. The tests, when operated under normal conditions to our geography, produced significant oil pressure and oil blow back. This was similar to a problem from a year earlier which indicated major engine issues. Northeast Cummings' recommendation was to replace the top half of the motor at a cost of $20,000.00. A new engine would cost approximately $40,000.00 for a truck going on 18 years of age. With a replacement schedule in 2021 Northeast said the truck can be run as is with watchful eye until the condition gets worse, then it would need to be replaced.

11. **Should the OFD get a second independent opinion about the engine damage?**

During August of 2019 Penn Power Group diagnosed as well as removed the Transmission Control Module (TCM) from 261. This essentially is the brain that communicates to the engine and transmission and other component systems. The TCM was no longer working and needed to be replaced at a cost of around $6,000.00 including programming and labor. This did not include initial diagnosis and towing, however, the unit itself did store data that was useful for determining current motor stresses and condition failures. It was also discovered that this may have been a factor in the TCM failing itself. It was questionable if the truck could last another year.

Consequently, this is when the truck replacement committee was formed and began working on replacement plans if the engine failed and was no longer in service. The next month in September (2019) Rescue pumper 261 was again out of service due to plumbing issues that had rotted through the tank to pump valves and several other pump issues. It was 2 weeks before the truck was placed back in full service. It was available for air-pack and accidents needing rescue tools but not available to fight fires. This was the third time since August it had been out of service for prolonged times. During 2020 the committee completed specifications for a new apparatus and we limped along with the current rescue pumper. It will take approximately a year from the time an order is submitted to the delivery of a new rescue pumper.

12. **I have heard that you can replace the engine & transmission. Why not do it?**

Yes, you can just replace the motor and transmission. However, when the 2002 HME was purchased it was before the 2007 diesel emission controls was placed into effect. To put a new diesel engine in 261 now would require extensive work including body modifications, major exhaust component additions, addition of a DEF tank, fill tube and computer modifications. While an engine would be in the ball-park of $35-$40 thousand, the rework and emission additions would be substantially more than the cost of the motor. Adding new controls, electric monitoring and a new motor is considered true refurbishment- requiring it to be brought to current NFPA standards.

13. **Can the department purchase something simpler?**

Yes, we can purchase something simpler but this comes with several disadvantages including: more apparatus response to carry firefighters and tools to accomplish the call, increased mileage on multiple pieces of apparatuses, increased wear, and tear with additional repair cost across the fleet, additional liability rolling more apparatus, increased fuel costs, additional training and training costs and the need for more certified operators and additional members to run apparatus. It would also remove many of the current systems on the current rescue pumper including the light tower and foam system. These 2 systems are valuable in making the scene much safer and reducing overall damage at the scene. Light towers are extremely useful on any scene during dark hours improving safety and ability to see the operation and specifically what you are doing. Foam systems reduce the overall use of water and time spent on fires and are extremely effective on fires involving high temperature burning material and car fires. Foam and foam systems make water more viscous and readily absorbable in burning materials. This puts the fire out quicker, reduces overall water damage and prevents or makes it harder for items to reignite. Foam systems are intended to be used for structures and surrounding structures that can be saved and on cars to prevent further spread or damage. Ultimately both are designed to protect the firefighter, victim and occupant from injury or death.

14. **How many options did the OFD put on the New Rescue Pumper?**

The truck committee designed the new rescue pumper essentially like the old HME but paid close attention to all of the mechanical issues we have experienced and determined how we can prevent them from happening on the new pumper. With manufacturer input, the sole factor on many of our mechanical issues revolved around overall weight of the truck with tools, water, and personnel. The engine and transmission were sized too small for the current rescue pumper resulting in early engine fatigue and failures. This is an option on the new engine and was incorporated in the specifications of the new rescue pumper to increase the size of the motor and transmission to allow for the weight of the

truck and geography, especially in an East West response. Another option was to incorporate any wasted space into compartment space to secure tools and equipment such as coffin compartments on the top. A deck gun was incorporated into this unit with the intended use of master stream needs and initial attack. As volunteer firefighter's employment takes them further away from the district, some members will have a delayed response time so the initial response may be just a handful of firefighters until others arrive. This initial attack device can be operated by 1 person at onset of arrival buying time for others to get there.

15 **Why is the cost so high?**

Actually, the cost of this truck compared to the other 2 manufacturers is anywhere from $120,000 to $80,000 cheaper. The cost of the current rescue pumper (261) when purchased was around $400,000 in 2002 if you add manufacturer increases at 3% (sometimes actually as much as 5%) then add 3 years of NFPA updates and revisions to standards at a 7% increase to the cost of the purchase and multiply those out to 20 years (now) the cost of this truck is $764,321.08. Currently, NFPA revisions are coming out and if not purchased before those revisions an additional manufacture increase of 7% will be incurred. That would roughly be another $52,500 added to the cost of the rescue pumper. Options are not the driving force in the cost increase or the total overall cost of this truck. Standards, manufacturing cost increase, material cost increase, labor force wage increase, insurance company initiatives, and liability concerns are the drivers to the escalation of the overall purchase. If you think refurbishment is the answer, those costs are similarly driven by the same standards as required for apparatus manufactured after 2003. In 2009, another revision was presented that added more costs.

16 **What has changed in the standards required that increases the price?**

In 2003 the NFPA 1901-2003 Revision Standard included 3rd party generator testing (prior to sale), Standardized Equipment Weight Table reporting, inlet relief valves, positive –lock SCBA (self-contained breathing apparatus) mounts, ember separator specs, reflective striping on inside of cab doors, large-capacity pumps, and Hi-Viz red crew seatbelts. In 2009 the NFPA 1901-2009 Revision Standard includes additional requirements such as: reflective striping on all doors, cab structural integrity tests, driver adjustable mirrors, minimum clearance for access ladders, better handrails & handholds, 50% increase in rear reflective stripping, ground ladder shielding, winch/rope anchor requirements, intake/outlet caps secured to trucks, electronic fluid checks, data recorders, roll stability requirements (System or Tilt Table Certifications), seat belt warning indicators, tire pressure monitors, apparatus weight vs. top speed limitations, secured cab interior equipment mounting guidelines, no helmets worn in response (various storage provisions) and changes in weight estimations (personnel weight figured at 250pounds per person in place of old 225 pounds per person). In 2017 the NFPA 1901 – 2017 Revision Standard included: frontal airbags, side roll airbags, electronic stability control, independent front suspension, improved brakes, improved ride quality by 340% which improves handling and enhances vehicle control, caps that vent pressure, electric walk away SCBA brackets designed to release only when parking brake is set, cab and chassis to exceed SAE and ECE-R29 crash test requirements with single test cab, seatbelt anchor testing, roof and pillar overload testing, seat and seatbelt pre-tensioners, lateral acceleration indicators and increased roll stability control.

17. **What else beyond standards has increased the cost of apparatus?**

Emission control systems have had a tremendous impact to the cost of apparatus'. In 2002, the current rescue pumper did not require any emission controls other than typical exhaust. Today many changes have occurred with the addition of Diesel Exhaust Fluid (DEF), Selective Catalytic Reduction, Diesel Particulate Filter, Electronic Control Unit, Electronic Control Module, and the Exhaust Gas Recirculation - all of these components have increased the cost of apparatus'. Along with these emissions control systems came larger cooling systems for higher engine temps including larger cores, fan & shroud, optimized and improved seals and baffles, transmission advancements, PTO driven pumps, Polypropylene bodies, and trays, (will not rust or corrode) and multiplexed electrical controls (if current going in traditional manner gets interrupted it automatically reroutes to alternate route without loss). Additionally, with new "green initiatives" the price of apparatus' will increase dramatically as new technologies are devised to meet these standards.

Additional expenses associated with driving the cost of apparatus' are the reduction of exposure to firefighters of toxins and carcinogens. Cancer in the fire service is front and center of hot topics, in fact as of January 1, 2019, the Village has to have in force a cancer insurance policy per each interior firefighter per NYS General Municipal Law section 205-CC. This has resulted in the development of Clean Cabs for fire apparatus. It has been proven that firefighters turnout gear off-gasses for up to 5 hours exposing the firefighter to additional toxins and carcinogens. The addition of compartment exhausting devices in cabs must be in place and is part of NFPA 1500. Storage for contaminated firefighting PPE (Personal Protective Equipment) on the truck after a fire is also a driving cost factor. The fire department has added the wasted space on top called coffin compartments for this purpose. Having the ability to perform gross decontamination immediately after the call is also built into each apparatus designed as frontline or interior attack purposes.

18. **Is this truck larger than the current one?**

No, it actually is near the same size, this is accomplished by the design of the truck and the configuration of the pump under the cab and not mid-ship of the truck. This results in space not being wasted and opens additional compartmental storage for tooling.

Many of the listed items above are out of the control of the fire department and have resulted due to the increased demands of NFPA Standards. While building this rescue pumper replacement, each of the three manufacturers' were directly asked what the impact on price since the NFPA 1901-2003 Standards Revisions has been. All three stated with almost exact verbatim that it has increased ALL pricing on apparatus' across the board by as much as 350%. This includes, rescue pumpers, and supply pumpers, rescues, aerial devices, and tankers.

19. **Why a Pierce?**

At the creation of the truck committee 3 years ago the committee members solicited eight (8) manufacturers. For a while, all 8 participated in building this future truck, they all were aware that this was going to be a couple years out. Through the process some of the interested manufacturers slowly stopped working with us as they wanted to sell a truck now. After two years of meetings and work, three manufacturers were left and consistently came to meetings. In the last year Pierce became the shining manufacturer and was always immediately responsive to our questions. After asking for preliminary numbers Pierce came in significantly lower, met all our needs and addressed the safety concerns of our department. Additionally, their business is located closer than the other vendors and warranties were more extensive than others.

20. **Why don't other departments have this type of truck?**

Many departments do have this type of truck. In fact, the general trend has been to move towards a Rescue Pumper to handle many types of emergencies and to move away from a multi vehicle response. There are still departments within the County that have traditional pumpers but also have rescues or heavy rescue apparatus to carry different types of tooling. All departments within the County have different response dynamics; Oxford has one of the largest protection districts within the County and handle a wider array of calls. For example, Preston and Pharsalia do not cover the same type of roads or have the volume of traffic. Other departments have different jurisdictional needs and design equipment to meet those needs. Our jurisdiction covers larger structures than others and less than others. We have a 242 bed skilled nursing facility, two school buildings, a large LP storage facility (just to the South of the Village) and several main intersections while others do not. Greene has Raymond's and several other large businesses that we do not. All departments design the apparatus based on their jurisdictional characteristics and needs.

COST

21. **Does the OFD have money to put towards the purchase of the truck? What have they done to support this?**

The BINGO games typically have supported large purchases such as this. In fact, since 1975 the OFD has purchased over $ 2 million dollars in equipment including 8 apparatus purchases by either purchasing the chassis or body. In some cases, the OFD has purchased entire trucks with revenues from BINGO games. However, BINGO has declined in participation as Casinos are the big draw for BINGO customers. In 2020, and now 2021, BINGO has been shut down due to Coronavirus restrictions and has eliminated any raising of funds. OFD will continue to operate BINGO games after restrictions and the Coronavirus ends but has reduced its outlay to only supporting community endeavors such as School Scholarships, Riverview Cemetery, Veterans Memorial on Lafayette Park, and other community oriented events. Any additional money goes to support small equipment purchases to reduce the burden from our local taxpayers. Unfortunately, the escalation of increased costs has far outpaced the ability to raise money through BINGO for these purchases.

22 **Why not enter into a shared service contract with Norwich for Fire Fighting Pumper response?**

In the past, the Mayors of Oxford and Norwich have requested their Fire Chief's to assess a potential shared services Agreement. The last time was in the spring of 2014. Unfortunately, due to the large area of Fire District #23, the response times from Norwich would have increased significantly. Additionally, the Village would then be obligated by contract to provide fire protective services to the Towns of Oxford, Preston, and Smithville upon which it could not control the response times from Norwich. The Village would have also expected to pay a contract fee to the Norwich Fire Department.

The Village is interested in any shared services agreement that maintains or improves Fire Protective Services without additional costs. Those goals could not be reached at the time and is still the current situation.

23. **Does the proposed purchase have wide support within the OFD membership?**

The Village of Oxford Fire Department notified the Village Board on January 11, 2021 of their decision to support and recommend proceeding with the Purchase of 2021 Pierce Enforcer Recue/Pumper, per current truck committee specifications.

The Fire Council met on January 7,2021 at 1930 hours at the Oxford Fire Department with a presentation and discussion regarding the selection of a new 2021 Rescue/ Pumper . The truck committee selected one of three vendors after a three year endeavor. The selection process involved extensive research, vendor/committee meetings, current and future dynamics of the fire service with an emphasis on safety and improving response timeframes and the ability to handle a wide array of emergencies.

The truck committee recommended to proceed with the Pierce Enforcer. Current truck specifications were reviewed and discussion held on the selection process between the truck committee and the Fire Council.

The Fire Council, (12 elected positions) unanimously voted 12-0 to proceed with the truck committees recommendation of the Pierce Enforcer. Officially, the motion was made by Donald Stevens (4th Captain) and seconded by Shane Ingraham (1st Assistant Chief) to recommend the Village Board the purchase of a 2021 Pierce Enforcer Rescue/Pumper based off current specifications.

24. **Do Towns in Fire District #23 (Oxford, Preston, Smithville) support the proposal?**

The Village renewed a five-year services contract in 2020 with the towns of Oxford, Preston, and Smithville. The contract included Capital Reserves and debt schedules that will accommodate the Pumper purchase. Upon review of the five year contract budget that reflected annual budget increases of 2% or less, the Town representatives were supportive of the overall contract. However, as in the past, they also asked the Village to carefully consider the purchase of a good used piece of equipment rather than obligating the taxpayers for a vehicle costing upwards of a million dollars. Consequently, we are conducting this information session to allow community members the opportunity to voice their opinions regarding the pumper purchase proposal.

25 **What is current status of proposal?**

Following review of the OFD recommendation**, t**he Village passed a Bond resolution on January 26, 2021 authorizing the purchase of a new pumper in an amount not to exceed $750,000. Funding will consist of $100,000 from the OFD reserve and the issuance of a $650,000 bond for a period of 20 years at an expected 1.5% or less interest rate.

The Village has a service contract with Sourcewell which allows the Village to comply with all NY state bidding requirements as well helps provide a discount on the proposed purchase price of the 2021 or newer Pierce PUC Rescue Pumper built on an Enforcer chassis combination with a price tag of approximately $750,000 from Churchville Fire Equipment Corporation meets all the required Bidding Process requirements.

The proposed purchase will move forward with a formal purchase offer followed by a request to Counsel to prepare a Bond Anticipation Note or go directly to a Bond. As the financing will be for more than five (5) years, the purchase is subject to a Permissive Referendum (See Question # 21t). If no valid petition is submitted to Village Clerk within

30 days of the resolution, purchase package will be released and financing will be secured, as necessary. If a valid petition is submitted to Village Clerk, a referendum vote will be scheduled later in spring.

26. **Do we need to spend $750,000?**

The purchase price nationwide of a reliable new pumper that is sufficiently equipped for a rural hilly area is about $750,000. The cost to purchase a used Pumper less than five years old is between $400,000 and $450,000. The real issues may be the following:

A. Given the high cost of fire apparatus, how much risk is the Village willing to take to buy older equipment at bargain prices that will result in high maintenance costs and/or out of service equipment? Or

B. Given the high cost of new fire apparatus and an unwillingness of the community to buy bargain priced equipment prone to failure, what pieces of equipment do we no longer replace?

C. Given the high cost of equipment, what safety and performance items will the Community be willing to cut?

Upon review the Board wanted the least amount of maintenance risk, found no current equipment that could be eliminated, and is awaiting community feedback regarding what could be cut in equipment or service

27 **What grant funds are available and has the Village applied?**

OFD has applied for a Firefighter Assistance Grant but has not yet succeeded in obtaining an award. The Fire Department has again applied to the Assistance to Firefighters Grant program for this year again requesting $245,000 towards the purchase of a Rescue Pumper. It will be up to another year to find out if the grant is awarded in this highly competitive program.

As well, Assemblyman Angelino and Senator Akshar will be sensitive to and supportive of the OFD Equipment needs. The Village is seeking their support in securing any available State funding.

The NYS Veteran's Home has a vested interest in the OFD purchasing and maintaining equipment capable of addressing all emergency situations at their $70 million dollar facility in Oxford. As the facility and all fire protected property is tax-exempt, the Village will discuss the potential for the Home to contribute toward the capital cost of equipment.

28 **Would a lease arrangement be less expensive?**

A tax exempt Municipal lease is more or less the same as an installment loan. Lease rates are currently in the 3-4% range and can range up to a term of 15 years. The Village would own the apparatus at the end of the lease term.
The Bond plan has two options

A. Secure a Bond Anticipation Note (BAN) for 5 years at less than 1% interest rate and then convert to statutory installment bond (S.I.B.) for 15 years at an anticipated rate of 1.5%.
B. Go directly to Bonding for 20 years at rates currently at 1.5%

Net, it would be less expensive to issue bonds than through a leasing agency.

29 **Which is the better option to buy new or used?**

Due to high depreciation costs during the first four years, it is generally more cost efficient to buy a used or demonstration model versus new model pricing. The chances of equipment failure are still low and/or covered under a warranty balance. Net, the discounts on used equipment are high and potential maintenance and/or equipment failure costs are low.

However, fire apparatus that are used as class “A” or type one fire apparatus are sold as is from other departments and only have a 1 year limited warranty from resale brokers. Used equipment in this category once past the first year, warranties expire and maintenance costs increase as there is more chance of equipment failures. Any used fire apparatus from a resale broker that is less than 8 years of age has a reason it is being sold and not in long term use with its original purchaser. The OFD initiated a search for a four-year old or less pumper that met the needed specifications for the rural nature of Fire District #23. During the last two years the OFD has found that there is a scarcity of available equipment as most used pumpers are located in low lying flat urban areas where the engines and transmissions were not designed for steep inclines as found throughout Fire District #23. Additionally, the OFD has discovered that purchasing used low mileage, low hours and great priced rescue pumpers comes with a steeper price in the end. Many of these low priced, low miles and low hours have been in accidents, and/or sold to brokers due to catastrophic costly failures of mechanical systems. (Also see Question 8)

30. **How much more long term costs are there to maintain or refurbish?**

There is a life-time warranty on Aluminum frames so all other things being equal, the long term maintenance and refurbishment costs should be lower than current apparatus.

31. **What is the insurance for the new Rescue Pumper versus the current Pumper?**

2002 - HMEI Pumper current Premium	$ 1,358.00
2021` Pierce Pumper estimate	$ 2,628.00
Estimated incremental coverage	$ 350,000
Estimated incremental annual premium	$1,270.00

32 **How much Operator training is required and at what cost?**

Seller includes Rescue Pumper training costs in the purchase price. OFD had already trained on this type of apparatus during a demonstration exercise. The OFD does not expect to require any extensive training so the associated costs should be minimal. Much of the training has already been accomplished as the experience with this equipment is already in place within the department and the older rescue pumper.

OPERATION AND SERVICE MANUALS

Complete "Operation and Service" manuals shall be supplied with the completed apparatus, one (1) printed copy and one (1) CD. Service manual instructions shall include service, maintenance and troubleshooting for major and minor components of the truck. The apparatus manufacturer shall supply part numbers for major components (Le. Engine, Axles, Transmission, Pump, etc.). A table of contents, hydraulic, air brake

and overall apparatus wiring schematics shall be included. A video demonstration DVD on the operation of the truck shall be supplied with the manuals

33 **How is the purchase to be funded?**

The current plan is to fund the purchase cost as follows:

OFD Capital Reserve Fund	$100,000
Grants	
20 year Bond	$ 650,000
Total	$ 750,000

Annual principal Payment	$32,500
1st year Interest @.1%	$ 9,500

*** May change if awarded an Assistance to Firefighters Grant program application request of $245,000

34 **Why borrow for such a long period of 20 years?**

The OFD wants to retain an adequate amount of the current $500,000 reserve as a safety net for anticipated future facility or equipment needs. Consequently, the loan must be for about $650,000. The debt schedule for principal and interest on a $650,000 loan can be accommodated without exceeding the New York State Tax levy cap of about 2% if the term is 20 years. As well, the current low interest rates currently at .9%-1.32% will never be more favorable for long term debt. Paying off the loan in less time would require a much larger annual debt payment or more funds applied from the Capital Reserve. The useful life of new pumper is 20 years. The first 15 years is for front line use and the last 5 years as reserve equipment.

35 **What are the plans for the old Rescue Pumper?**

The Village plans to declare the old Engine 261 as surplus property and sell as is. Proceeds will be applied to the new proposed pumper. It is expected the old pumper will have little value as salvage and likely not be of any value to another Fire Department. The truck committee is also looking at any truck brokers who may be interested in the purchase of the old Rescue Pumper 261.

36 **Does the proposed purchase and funding require voter approval?**

The proposed purchase does not require a mandatory Referendum. However, as the recommended bonding Resolution requires a maturity date longer than five (5) years, the proposal is subject to a Permissive Referendum (Local Finance Law §36.00) This means that if 20% of the registered voters in the Village submit a valid petition to the Village Clerk within thirty (30) days of a Village Board Resolution to purchase the pumper, a voter Referendum would be required.
Should a valid petition be submitted, the referendum must be held at a special election of the Village not less than ten (10) days nor more than sixty (60) days after the filing of the petition. The special election must be noticed, conducted, canvassed, and otherwise held in the same manner as the general Village election for officers. All costs related to the election would be borne by the Village.

37 **How much will my taxes go up?**

The proposed purchase will not impact the Village tax levy by more than the allowed New York state Tax Levy Cap. The annual cap is currently 1.31%.
The Village's Fire protective services contract with the towns of Oxford. Preston and Smithville expires December 31, 2024. The new contract includes capital funding amounts that would allow the proposed purchase of the pumper. The contract is based upon a 5 year OFD budget that does not exceed an annual increase of 2%. However, the actual payments from the town and thus the actual Fire tax rates and increases may be different due to changes in specific town assessments, equalization rates and exemptions.

EFFICIENCY

38. **Can the new Rescue Pumper respond quicker than the current Rescue Pumper?**

The pumper is configured for a 6 man crew and should be quicker than old pumper. The new specifications call for larger engine & transmission reducing overall response times.

39 **Does the new Rescue Pumper have any special storage needs or require more space?**

No, the proposed pumper is about 33 feet long and shorter than the current pumper.
Also, as the rescue pumper is also replacing an existing rescue pumper,
The engine is diesel and includes a cold weather package.
Parking needs during Winter BINGO night will be no different than current.

40 **Is the operation and maintenance of the Rescue Pumper more or less complicated?**

It is less complicated to operate compared to older models as NFPA has made this a requirement in 1901-2003 standards and revisions.

41 **Can one contractor service the Pumper or are more than one contractor needed?**

The OFD required specifications that the vendor has at least one certified Service Center located with 100 miles of the Village of Oxford. This Center will be able to service the entire pumper

42. **Who will be authorized to drive and operate the Rescue Pumper?**

Only certified OFD members meeting the requirements of the OFD standard operating procedures will be allowed to drive or operate the pumper. Additionally, all department members who drive or operate such vehicles must be currently trained in Emergency Vehicle Operations per NYS Office of Fire Prevention and Control.

43 **How long is the warranty period and what does it cover?**

The OFD Specifications call for the following warranties:

- The apparatus shall be warranted to be free from mechanical defects in workmanship for a period of two (2) years or 30,000 miles, whichever comes first. The apparatus shall be covered for parts and labor costs associated with repairs for a period two (2) years or 30,000 miles, whichever comes first.
- Five year or 100,000 miles on Diesel Engine
- Life-time warranty on the frame.
- Seven (7) year warranty on paint.
- Ten (10) year body structural warranty
- Ten (10) year cab structural warranty
- Manufacturers Warranties for all major components