

**KENSINGTON FIRE PROTECTION DISTRICT
AGENDA OF A MEETING OF THE
BOARD OF DIRECTORS**

Date of Meeting: September 12, 2018
Time of Meeting: 7:00 p.m.
Place of Meeting: **Kensington Public Safety Building**
217Arlington Avenue, Kensington, CA 94707

Please Note: Copies of the agenda bills and other written documentation relating to each item of business referred to on the agenda are on file in the office of the Kensington Fire Protection District Administration Office, 217 Arlington Avenue, Kensington, and are available for public inspection. A copy of the Board of Directors packet can be viewed on the internet at www.kensingtonfire.org/agenda/index.shtml.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Manager, 510/527-8395. Notification 48 hours prior to the meeting will enable the Kensington Fire Protection District to make reasonable arrangements to ensure accessibility to this meeting (28 CFR 35.102-35.104 ADA Title 1).

6:30 p.m. **CALL TO ORDER**
Directors: Joe de Ville, Dom Dommer, Nina Harmon, Janice Kosel, and Laurence Nagel

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL—EXISTING LITIGATION

(Paragraph (1) of subdivision (d) of Section 54956.9)

Name of case: *In the Matter of the Appeal of Health Premium Contributions of MARI J. HILL, Respondent, and KENSINGTON FIRE PROTECTION DISTRICT AND CITY OF ROSEVILLE, Respondents, California Public Employees' Retirement System*

7:00 p.m. **RECONVENE MEETING**

1. Board Recognition of KARO/ECHO Volunteers Marian Gade, Jerry Michaels and Don Simon
2. **ADOPTION OF CONSENT ITEMS.** Items 4, 5, 6, 7, 8 & 9
All matters listed with the notation "CC" are consent items, which are considered to be routine by the Board of Directors and will be enacted by one motion. The Board of Directors has received and considered reports and recommendations prior to assigning consent item designations to the various items. Copies of the reports are on file in the Fire Protection District Administrative Office at 217 Arlington Avenue and are available to the public. The disposition of the item is indicated. There will be no separate discussion of consent items. If discussion is requested for an item, that item will be removed from the list of consent items and considered separately on the agenda. PLEASE NOTE: Public review copy of the agenda packet is available at the Directors' table at the Board meetings.
3. **ORAL COMMUNICATIONS.** (This place on the agenda is reserved for comments and inquiries from citizens and Board members concerning matters that do not otherwise appear on the agenda. Speakers shall be requested to provide their names and addresses prior to giving public comments or making inquiries.)
- CC 4. **APPROVAL OF THE MINUTES.** Approval of the minutes of the regular meeting of June 13, 2018 (APPROVE)
- CC 5. **APPROVAL OF THE MINUTES.** Approval of the minutes of the special meeting of July 11, 2018 (APPROVE)
- CC 6. **ACCEPTANCE OF INCIDENT ACTIVITY REPORT.** July 2017 (ACCEPT)

- CC 7. **ACCEPTANCE OF INCIDENT ACTIVITY REPORT.** August 2017 (ACCEPT)
- CC 8. **APPROVAL OF MONTHLY FINANCIAL REPORT.** July/August 2018 (APPROVE)
- CC 9. **APPROVAL OF MONTHLY TRANSMITTAL #3.** September 2018 (APPROVE)

NEW BUSINESS

- 10. Resolution 18-07 Confirming the Report of the Costs of Abatement of Public Nuisance Conditions, Weeds, and Flammable Materials and Authorizing Related Actions: 20 Jessen Court, Kensington, CA (ACTION)
- 11. Presentation by Heather Tiernan, Community Warning System Manager, Contra Costa County Office of the Sheriff on Early Warning Systems – Board Discussion
- 12. Resolution 18-08 Authorizing the Purchase of a 1,500 gpm Type III Fire Apparatus with a Pre-Purchase of the Cab and Chassis from Hi-Tech Emergency Vehicle Services (ACTION)
- 13. Resolution 18-09 Adopting the Final Combined Budget for Revenue, Operating Expenditures, and Capital Improvement Expenditures for Fiscal Year 2018-2019 (ACTION)

OLD BUSINESS

- 14. Auditor Recommendation and Fee Proposal for FY 2017-2018 Audit Report (ACTION)
- 15. **FIRE CHIEF'S REPORT**
 - a. Review of operations.
 - b. Regional issues and developments.

16. **PRESIDENT'S REPORT**

17. **BOARD REPORTS**

Informational reports from Board members or staff covering the following assignments:

- a. Finance Committee (Kosel/Harmon):
- b. Public Safety Building (Dommer/Nagel):
- c. Education (Kosel): Solano Stroll 9/9/18; Tri-City Safety Day 9/15/18; Fire Prevention Week Open House 10/13/18
- d. Demonstration Garden (Kosel):
- e. Contra Costa County/California Special Districts Assoc. (Nagel): Next County chapter meeting – 10/15/18
- f. Diablo Fire Safe Council/Interface (Staff):
- g. Correspondence: Thank you from Sevitch

ADJOURNMENT. The next regular meeting of the Board of Directors of the Kensington Fire Protection District will be held on Wednesday, October 10, 2018, at 7:00 p.m. at the Kensington Public Safety Building, 217 Arlington Avenue, Kensington, CA 94707.

The deadline for agenda items to be included in the Board packet for the next regular meeting of 10/10/18 is Wednesday, 9/26/18 by 1:00 p.m. The deadline for agenda-related materials to be included in the Board packet is Wednesday, 10/3/18 by 1:00 p.m., Fire Protection District Administration Office, 217 Arlington Ave., Kensington.

IF YOU CHALLENGE A DECISION OF THE BOARD OF DIRECTORS IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE BOARD MEETING OR IN WRITTEN CORRESPONDENCE DELIVERED AT, OR PRIOR TO, THE BOARD MEETING

CONSENT CALENDAR

**MINUTES OF THE JUNE 13, 2018 MEETING OF THE BOARD OF DIRECTORS
OF THE KENSINGTON FIRE PROTECTION DISTRICT**

PRESENT: Directors: Joe de Ville, Don Dommer, Nina Harmon, Janice Kosel and Larry Nagel
 Staff: Chief Lance Maples and Manager Brenda Navellier

CALL TO ORDER:

President Kosel called the meeting to order at 7:00 p.m. Kosel announced that due to the amount of attendees she would be invoking section 10.80.41 of the policy handbook that allows for no more than 5 minutes per speaker and 20 minutes per subject matter.

APPROVAL OF CONSENT ITEMS:

President Kosel called for the approval of the consent calendar (items 3, 4, 5, 6, 7, 8, 9 & 10), consisting of approval of the May 9, 2018 minutes, acceptance of incident activity report for April 2018, acceptance of incident activity report for May 2018, approval of monthly transmittal #12, approval of the April/May 2018 financial reports, approval of Resolution 18-02 establishing the appropriations limit for FY18-19, approval of Resolution 18-03 authorizing the County to place the District's Special Tax on the tax roll and collect the special tax for FY18-19, approval of Resolution 18-04 ordering even-year Board of Directors election; consolidation of elections and specifications of the election order. Director de Ville made a motion to approve the Consent Calendar items as submitted. Director Harmon seconded the motion.

AYES: de Ville, Dommer, Harmon, Kosel, Nagel
NOES: None
ABSTAIN: None

Kosel announced for the record that all five Directors were present along with staff Brenda Navellier and Fire Chief Lance Maples.

ORAL COMMUNICATIONS:

Anthony Knight asked if there has been any movement regarding possibly building a public safety building in the park? Director Kosel said that KFPD is still waiting for a legal opinion from KPPCSD's attorney. Knight noted that was the status several meetings ago. Director Dommer said he plans on gathering information to submit to KFPD's attorney so that KFPD can lead the project instead of waiting.

Vida Dorrah asked for the total cost of the proposed demonstration garden. Director Kosel said the district anticipates the cost to be around \$30,000. KFPD is paying the out-of-pocket expenses and KPPCSD is donating the land. The land survey is complete and the landscape designer is working on the project. Since the community center will soon be under construction, KFPD is not sure about the installation timing. Dorrah suggested making the project a virtual garden instead. She thinks it will be cheaper and it will reach the entire community via KFPD's newsletters. Director Harmon suggested maybe the District would do both.

Kevin Padian said that what KFPD does is the most important thing a public agency can do. Educating the public on KFPD's business is essential. Padian asked about previous discussions about notifying the public regarding KFPD meetings. Kosel clarified that the District has one part-time employee and individually emailing everyone may not be possible based on that fact. KFPD has a Transparency Certificate from the California Special Districts Association and is well above the average special district on communications with the public. Padian suggested using NextDoor and email notifications of District agendas via the website. Padian said there has been talk about sirens for emergency notifications. He suggested one on the Arlington and one on the hill, and that they could be coded to let people know which way a fire is coming from. There are sirens in Richmond and Berkeley.

Fire Chief Maples said that Operations Chief Pigoni is looking into sirens and will report at a later meeting. The sirens in Richmond are shelter-in-place sirens for the refineries. They are not fire or evacuation sirens. The current siren on the Arlington is an old air raid siren that is not owned by either special district.

Linnea Due said she remembers the old air raid siren and that it was audible throughout Kensington.

An attendee said she was also a fan of the siren idea and hopes it does not get bogged down in unnecessary complications. Kevin Padian added that not having an alert system would be very expensive.

FIRE CHIEF'S REPORT:

President Kosel offered the Board's congratulations to Chief Maples and B/C Pigoni for the job the fire department did controlling the fire on Purdue last month. Within 10 minutes five different engines reported to that fire—one from Kensington, one from Berkeley, two from El Cerrito and one from Richmond. The fire was contained to a single residence. Chief Maples gave an accounting of the fire and said that the front of the structure was fully involved upon arrival with exposure issues to the north and south of the property. The Captain decided to use a 2-1/2" hose line due to the size of the fire and proximity to other properties and a nearby hydrant. That single decision contained the fire to the garage and exterior of the building. The residents and their pets were all able to evacuate the home. The fire department signed a mutual aid agreement a few years ago and that paid off on this incident. Maples said, as Chief, he is proud of this incident, that it did not spread, and the cooperative effort of the agencies involved. Maples noted that Station 65 in Kensington responded in an El Cerrito engine since engine 65 is currently out for maintenance.

Maples reported that there was a theft to a CERT shed in Area 6 for a total loss of approximately \$1,900 of equipment. Maples listed the items that were taken. B/C Carr is working with the leadership of Area 6. Carr does not think the current location of the shed is defensible. Area 6 is attempting to locate a couple of other sites within their Area to house the CERT equipment. The current shed would be used for a temporary spot for ham radio operations. Carr estimates that two new sheds and replacement of the stolen items would cost approximately \$3,500 to \$4,500. The theft is still under investigation with the Kensington police. Hal Graboske, Area 6 Coordinator, was in attendance. Kosel asked if it was true that the shed was labeled with a CERT sign and also that multiple keys were issued? Graboske confirmed that both are fact. The group did not endorse the signage of the shed. Kosel said she thinks the Area 6 group bears some culpability for the loss. She thinks the group should pay for a portion of the costs. Chief Maples suggested bringing the item back to the Board for a decision. Many keys were passed out but only three are allowed per the contract. The CERT Shed program is fairly new so there are growing pains.

Maples reported that the OES engine responded to the Airline fire in San Benito County from June 5th to June 10th. It is going to be a bad fire season. All personnel are back and in good health and all three stations were fully staffed while they were gone. The fire season is stretching longer and longer.

Director Nagel added that, as a former Fire Chief, he recognizes what an excellent job the department did with the Purdue fire. It demonstrated a well trained, well equipped crew that knew exactly what to do and did it.

PRESIDENT'S REPORT:

Kensington Fire has renewed its Certificate of Transparency with CSDA and the District of Distinction status is pending one Board member's training in September. Kosel asked for direction on how the Board wished to vote for the County-wide Redevelopment Agency Board. There are two candidates – Susan Morgan and Ramona Williams. Kosel's choice is Susan Morgan. Nagel concurred that Morgan would be an excellent choice. Director Nagel made a motion to cast the District's ballot for the County-wide RDA for Susan Morgan. Director Dommer seconded the motion.

AYES:	de Ville, Dommer, Harmon, Kosel, Nagel
NOES:	None
ABSTAIN:	None

Kosel announced that the CSDA Annual Conference will be held toward the end of September and all Directors should be receiving a brochure for that event soon.

NEW BUSINESS:

El Cerrito Contract Fee Proposal for FY 2018-2019: President Kosel noted that the FY18-19 contract fee proposal was presented to the Finance Committee on May 31st by the El Cerrito City Manager. Chief Maples gave an overview of the Fire Department's section of the El Cerrito city budget. Chief Maples noted this would be his last time presenting the budget (since he will be retiring at the end of the year). He reviewed the organization chart/staffing, explained the staff bidding program, the paramedic program that moves through the ranks, a two-year snapshot of many department accomplishments, 18 out of 37 positions are paramedics and all engines have a paramedic on them. Maples then reviewed the Fire Department's Strategic Plan Alignment and noted under Service Indicators that there is an uptick in EMS and rescue calls. The tables showing Training Hours, Fire Prevention Activities, Certifications and Public Education contacts are all indications of what the fire department does. Public education contacts are increasing, particularly senior contacts. Maples then reviewed the contract fee proposal line-by-line. The total department budget is increased by 3.1%. Overtime increased 16%, FLSA decreased, PERS

contributions increased 20% and workers comp increased 40%. He then reviewed various increases/decreases throughout the budget. Capital outlay is 0% for KFPD. Total compensation cost share is the shared cost for the District Manager. The reconciliation from fiscal year 2016-2017 is \$213,699. The proposed contract fee is \$3,015,408.97. Kosel noted the lion's share of the increase for this year is the reconciliation from FY16-17, the PERS increase, the workers comp increase and the COLA salary adjustment. The City has a new Finance Director that is taking a different approach to budgeting. The Finance Committee voted unanimously to recommend the fee as submitted. The packet also includes a Cost per Fire Station Comparison for FY16-17. Kensington's cost for the El Cerrito contract was \$2.5 million. The closest costs to that was Hercules-Rodeo's at \$3.1 million, and Central County's at \$3.3 million. Fire departments are an expensive operations and that is the cost if the Kensington community wants its own station.

Karl Kruger said he attended the Finance Committee meeting. The CPI is between 3 to 3.5%. KFPD is looking at a raise of 9% to the contract fee. He asked the Board to reject the contract, give it back to the Finance Committee, and have them negotiate an appropriate contract. \$700,000 of overtime is a big number compared to the overall budget. How is the raise justified compared to the CPI?

David Spath noted that there are 37 authorized positions and only 33 are filled. Maples explained the open positions are the fourth person stationed at Station 71 and the clerical position. He showed the positions on the organization chart. It does not affect minimum staffing. There is a salary savings from these open positions and the department is planning on leaving those open at this time. Spath noted that there is an overhead cost of 9%. The overhead cost is tied to the personnel costs. Kosel said that the major increase in the personnel section is the \$400,000 to PERS. Maples explained that the projection is that PERS will continue to increase over the next three years and then level off. Spath said the Cost per Station Comparison is measuring apples and oranges. He doesn't find the comparison useful. Spath used Albany with a one-station system as a comparison to El Cerrito-Kensington with a three-station system.

Anthony Knight asked for clarification on the percentage increase. Kosel said it is 8.92%. Knight asked about a previous meeting and a request to track Kensington calls separate from El Cerrito calls. Chief Maples responded that those statistics are included in the Board packet every month. Maples is running one fire department for El Cerrito and Kensington but the engine 65 statistics are included in the packet every month.

Linda Spath said she brought up the issue at a previous meeting when Maples was reporting on many topics and she thought the information should be for Kensington only. Maples referred to the District website that has all of the public education contacts, etc. that are just for Kensington. Certifications and training, for example, are not tracked by personnel that work at Station 65 only since staff are portable. Inspections and vegetation management inspections are also listed on the website and have been since at least 2006.

President Kosel invoked the 20 minute total rule and closed the discussion. Director Nagel made a motion to accept the El Cerrito contract fee for FY18-19 as presented in the Board packet. Director de Ville seconded the motion.

AYES: de Ville, Dommer, Harmon, Kosel, Nagel
NOES: None
ABSTAIN: None

Auditor Recommendation and Fee Proposal for FY 2017-2018 Audit Report: KFPD hired Mann, Urrutia, Nelson CPAs in for FY16-17 at the recommendation of Manager Navellier and Accountant Deborah Russell. The Board was happy with the audit report and found it very intelligible. The Finance Committee is recommending to engage MUN CPAs for a second year. The total cost is \$16,000. Director Dommer said he is opposed to the reference of arbitration and prefers mediation for any disputes. It is referenced under alternative dispute resolution and there appears to be a conflict in the language. Director Dommer made a motion to ask for clarification on the arbitration/mediation issue on the last page of the contract. The item was tabled and carried over to the next meeting.

Resolution 18-05 Adopting the Preliminary Revenue, Operating Expense, and Capital Improvement Budget for Fiscal Year 2018-2019: Every year in June the Board is required to adopt a preliminary budget. The final budget must be adopted before October 1st (September meeting). The Finance Committee reviewed this budget on May 31st, it will be reviewed again by the Board at the September meeting and again in February for the mid-year budget review. Total revenue projection is \$4.4 million, total operating expense is \$3.5 million and total expenditures with capital outlay are \$3.8 million. If all goes well, there will be a \$600,000 surplus. \$450,000 of that will go to the public safety building fund totaling \$2.9 million by the end of the FY18-19 fiscal year for a building that is projected to cost \$10-11 million. In addition, CalPERS is claiming KFPD owes an additional \$140,000 which the District is disputing. The dispute is over a former Kensington employee who retired on disability and then went to work at another fire department. PERS did not bill KFPD for 14 years and now wants the premiums for that time. KFPD is arguing the statute of limitations. Under Revenue, interest income is increased, the lease

agreement has a 3.2 CPI increase and is proposed for an additional 18 months when it expires on 12/31/18, the salary reimbursement agreement is for the shared cost of Navellier with the City of El Cerrito. Under Expense, actuarial valuation is zero and medical benefits are listed at zero since they are fully funded under the CERBT Trust, legal fees are \$35,000, water system improvements are \$20,000 for potential hydrants, CERT sheds are budgeted at \$12,000, the shredder and pharmaceutical drop off are budgeted, the needs assessment budget is cut back since KFPD is still waiting on a decision from KPPCSD. KFPD conducted a salary survey for Navellier's position and found her to be underpaid. Board members also submitted evaluations for her performance. The position is budgeted for a 10% raise this year and possibly an additional increase the following year based on the survey. Under Capital Outlay, the Type III engine replacement down payment is scheduled for FY18-19. Kosel referred to the engine replacement schedule on the following page. The Type I was replaced in FY15-16. She then reviewed the Designated Funds for both the engines and the building. Capital replacement funds are approximately \$3.7 million, the PERS Trust is a little over \$1 million, and after the El Cerrito contract set aside there is approximately \$767,000 available in cash. Nagel pointed out that \$140,000 of that available cash is at risk in potential litigation.

An attendee asked if the cost of the new engine is split with the City of El Cerrito? No, under the contract, KFPD provides its own engines. Yes, the KFPD engine does respond into El Cerrito also and El Cerrito responds into Kensington. The fire on Purdue is an example. Chief Maples explained that Contra Costa County dispatch is completely automated with global positioning for all staff vehicles. Director Nagel made a motion to approve the preliminary combined revenue, expense and capital budget for FY18-19. Director de Ville seconded the motion.

AYES:	de Ville, Dommer, Harmon, Kosel, Nagel
NOES:	None
ABSTAIN:	None

BOARD REPORTS:

Finance Committee: The minutes from the January 23, 2018 meeting were included in the packet. The Finance Committee is a standing committee that follows the Brown Act. Anthony Knight asked how a committee is designated to be a standing committee. Kosel said it is in the District's by-laws and that the President can form and appoint to ad hoc committees.

Public Safety Building: Dommer said he and Nagel recently met and feel that they need to get the project going again. Dommer plans on tracking down ballot information for the park and submitting it to KFPD's attorney for an opinion on whether a public safety building can be built in the park. Kosel suggested that Dommer contact KPPCSD Director Nottoli who has already gathered that info to send to their attorney. Kosel and Harmon asked that Dommer get a projected cost from KFPD's attorney before engaging them for this review. Kosel does not believe KPPCSD will make any decisions based on KFPD's attorney's opinion; they will wait for their own opinion.

An attendee asked if it is pragmatically wise to have a public safety building next to a community center with lots of children present? Dommer said the first step is to get over the current building which is functionally obsolete, too small and sits between two earthquake faults.

Sylvia Elsbury agreed that KPPCSD will wait for their own legal opinion. What is KFPD going to do in the meantime? Dommer said the District has done a complete study of the current building. It is too small to rearrange and will not accommodate an elevator to the second floor. Dommer said the District would hold another public meeting to educate the public that the current building is not worth fixing up. Dommer said that the District has looked at lots of other options besides the park. The basic criteria is to be on Arlington Avenue toward the middle of town. KFPD has considered other sites such as the commercial area on the south end of Arlington and the EBMUD location near Colusa. If the District relocates to a non-central location, it affects response times. Elsbury asked if KFPD is concerned about the location of the fault along the Arlington? Dommer responded with an explanation of the Hayward fault and the various splinters that run off of it—one of which is behind the current public safety building. KFPD would have to complete a geological study of the park site but would not do that until they know if they can build there. Kosel said there is no good solution to the problem. The current site is a bad location and will cause problems for first responders in the event of an earthquake. Elsbury agreed and said the District should not just wait for the park and perhaps they should purchase a couple of homes. Kosel said if someone came forward and was willing to sell to KFPD the Board would look at that option. The District has the power of eminent domain. Dommer reviewed the District's process to date including the June 2017 community presentation.

John Maccabee asked if the current building could be engineered for seismic issues? Dommer gave an explanation of what would need to be done and that the building is within the study area.

Anthony Knight asked for clarification on the location within the park that the District is considering. Dommer explained the site is south of the library along the Arlington. The current site is also steep.

Celia Concus asked if KFPD is still talking about building within Kensington's park? The Board answered affirmatively. Kosel said there is no good site in Kensington for a public safety building. Dommer said another choice would be within the parking lot by the library. About 60% of it is owned by KPPCSD and was not included in the park purchase. The remaining portion of the parking lot is owned by Arlington Church. Concus requested graphics at future meetings that the Board discusses this issue so the audience understands the conversation.

Sylvia Elsbury asked for the Board's pledge to do appropriate and thorough geo vetting at the park site before proceeding. Chief Maples explained that the current site does not have remodel building plans but a needs assessment for both fire and police. After the architect determined the needs of both agencies, a preliminary design sketch was created to demonstrate the size of the needed facility whether at the current site or the park site. The Board was relying on a 2009 seismic report for the current site which did not show a fault east of the building. Every time the District has done work on the public safety building, they have obtained a new seismic report but all of them relied on the original 1960's era report that did include trenching.

An attendee asked why the District thinks the building needs to be bigger? The needs assessment is based on professional standards of the industry.

Chief Maples gave an explanation of the remodels that have taken place at the building. Historically, including these remodels, the District has spent about \$100,000 a year on the building to maintain an outdated, unsafe building. The District is aware there is opposition to putting the public safety building in the park. The band-aid approach cost would not exist with a new building. The Board said it is a legal and political issue and not a priority for KPPCSD.

Demonstration Garden: An attendee said she is in favor of the live demonstration garden.

CSDA: Director Nagel reported that he and Director Harmon attended the county April quarterly meeting. The next meeting is 7/16/18. Director Kosel has attended two CSDA meetings since last month. CSDA is setting up discussion groups on their website.

DFSC: Director Nagel attended the last meeting. Many of the grants that DFSC had been awarded in the past have dried up. DFSC is a "pass through" agency. Nagel explained the requirements of a \$500,000 FEMA grant that DFSC did not get. Kay Blonz asked about the scope of the grant. Nagel explained that DFSC covers all of Alameda and Contra Costa County, not just Kensington. In the past DFSC would give out that grant in \$5,000 increments. Kensington has received a large portion of those citizen grants. In addition, KFPD matches donations from Kensington residents to DFSC for projects in Kensington. More discussion followed about DFSC grants including juniper removal grants. Blonz said she thinks more work needs to be done along the interface.

Chief Maples reported that KFPD recently hired a contractor to complete work behind Kensington Court, behind Kensington school, the Purdue meadow and the trailhead. Katie Gluck asked about Cal Fire grants. John Maccabee asked about applying for juniper removal grants and replanting grants. Blonz said she has a background in botany and is surprised about the juniper removal emphasis. Chief Maples advocated vegetation management in general.

Correspondence: The District received a copy of a letter to EBRPD signed by about 50 people that live along the ridge. Chief Maples has spoken to Patrick McIntyre of EBRPD about the letter and getting more work done in the Kensington area. Maples suggested that individuals attend EBRPD's Board meetings and also write individual letters to make Kensington a priority. KFPD, at the request of the same group, will be holding a public screening of the movie, Wilder than Wild, that addresses fire, forests and fuel management. All the local fire agencies try to put pressure on EBRPD but also try to work collaboratively with them. Blonz said the Kensington group has a blog.

ADJOURNMENT: The meeting was adjourned at 9:35 p.m.

MINUTES PREPARED BY: Brenda J. Navellier

These minutes were approved at the regular Board meeting of the Kensington Fire Protection District on September 12, 2018.

Attest:

Joe de Ville, Board Secretary

**MINUTES OF THE JULY 11, 2018 MEETING OF THE BOARD OF DIRECTORS
OF THE KENSINGTON FIRE PROTECTION DISTRICT**

PRESENT: Directors: Joe de Ville, Don Dommer, Nina Harmon, and Larry Nagel
 Staff: Battalion Chief David Gibson and Manager Brenda Navellier
 Absent: Director Janice Kosel and Chief Lance Maples

CALL TO ORDER:

Director Harmon chaired the meeting and announced that Vice President Larry Nagel was attending via teleconference and President Kosel was absent.

APPROVAL OF CONSENT ITEMS:

Director Harmon called for the approval of the consent calendar (items 3, 4 & 5), consisting of approval of acceptance of incident activity report for June 2018, approval of the May/June 2018 financial reports, and approval of monthly transmittal #1. Director de Ville made a motion to approve the Consent Calendar items as submitted. Director Dommer seconded the motion. Director Harmon took the vote by roll call.

AYES: de Ville, Dommer, Harmon, Nagel
NOES: None
ABSTAIN: None
ABSENT: Kosel

ORAL COMMUNICATIONS:

Len Welsh asked that KFPD agendize for their next meeting to consider helping KPPCSD fund construction of the community center. Welsh said that the principal reason for upgrading the community center is for seismic safety which has a direct impact on making the need for fire response as minimal as possible. Welsh is concerned about KPPCSD going down a path of financial conundrum and may need to borrow to finance the community center work. If the two districts work together the taxpayer will benefit. Secondly, Welsh requested that KFPD consider having joint finance committee meetings with KPPCSD. Welsh, a KPPCSD Director, had not yet approached that Board with the idea. He said the main purpose is to protect taxpayers from being asked for more money to cover a shortfall that could occur in either district as KPPCSD had to do with Measure L. Harmon noted that both agencies have multiple opportunities for the public to comment on their finances and asked what benefit would there be for joint meetings? Welsh said as community leaders the agencies should work together to lessen any impact to the taxpayer. Harmon asked if Welsh has a number in mind--an agenda item would require more detail. Welsh is asking for the agenda item to figure out an appropriate number.

Ciara Wood reported that the enclosure on private property that blocked access to the back of Los Altos has been deconstructed. There is now access for fuel reduction and fire suppression vehicles. EBRPD is also very happy with this news.

Director Dommer said the Board contributed to the last effort with the community center but the money was returned since the project didn't go through. He is open to the idea of contributing to the project.

Kevin Padian said the taxpayers don't see a difference between the money that goes to the two districts. Padian said that KPOA had formerly asked KPPCSD to form a joint committee with KFPD with two representatives each to discuss the community center and the public safety building. Dommer thought it was a good idea because the public safety building has been on hold for some time. Secondly, Padian said that KPOA had several fire/emergency officials at their 2017 meeting that said Kensington does not have designated evacuation routes and does not want to have them. The KFPD brochure that is labeled "evacuation plan" has no designated routes. Padian said official have told him two reasons for lack of evacuation routes – no one knows where a fire will be coming from and they have been advised not to set up evacuation routes, presumably legally. Director de Ville said certainly the former is true, a fire could be coming from EBRPD land or from the cemetery. Evacuations would vary. Padian agreed that those are the two danger spots for a conflagration and the community should have two plans for those scenarios. Dommer suggested working up different scenarios but a plan could not be specific. Padian said that in the event of an evacuation, there are cars parked in opposite directions on the streets which is insane. Padian said KFPD needs to sue the County about parking. He said from Colusa to Arlington is "the zone" on the earthquake map and the Arlington can't be relied on for evacuation. There should be alternate routes. There is only one cop on duty in Kensington but setting up the parking is the problem. Padian asked if KFPD has legal advice about evacuation routes.

Battalion Chief Gibson said Padian made a lot of the points of why the fire department does not set evacuation routes—many different scenarios could take place. The department does not know exactly where a fire will be coming from. The department will be busy fighting the fire threat and evacuation is the police department's responsibility. It is a problem that there is only one officer on duty because they will not be able to effectively direct traffic or notify residents to evacuate.

Padian said the answer is community sirens that can emit different sounds depending on where the fire is coming from. Padian suggested a comprehensive approach that recognizes where the major dangers come from and the streets need to be cleared so emergency vehicles can use them. Director de Ville suggested reporting any parking problems to KPPCSD immediately.

Vida Dorroh lives in a cul-de-sac where the cars are parked going into it. York, Windsor and St. Albans are all the same. She says that after the Oakland firestorm, she asked KFPD to ask the County to allow those streets to park on the other side so that they are facing out. She also approached the KPPCSD Board. The County conducted a study and the final determination was that 1-1/2 parking spaces would be lost between the three cul-de-sacs. Dorroh says she came back to KFPD to ask for help and nothing happened. The two Kensington Boards need to work together to change the parking at the County level. Director Harmon said she has contacted the County but will recontact them, with Len Welsh's offered assistance, and ask for something in writing.

Pat Gillette asked what the downside is to having two alternative plans for evacuation? No community knows where a disaster is going to come from. B/C Gibson said there are major arteries that residents use every day which he reviewed. Residents need to be ready to leave and not delay. Once you are notified to evacuate, you need to get out of the area and out of harm's way. Gillette said she lives on a cul-de-sac and she won't know which way to exit Kensington. She is not an expert and she needs direction from someone who is. Alternative plans are better than no plan.

Padian talked about his experience in Glen Ellen and reiterated the need for an evacuation plan.

A resident said that time is the overwhelming issue. Everyone knows the exits and how to get out of community but no one knows where a fire is going to come from. If sirens and emergency calling can wake everyone up then they can determine where the fire is coming from. If it's an earthquake, no one will know which routes are passable. Residents need to be notified as early as possible. B/C Gibson said the notification system would tell which areas need to be evacuated.

Director de Ville said everyone has great points but everyone lives in different parts of town. Everyone needs to consider their own personal situation depending on where they live and where the threat is coming from.

Linnea Due suggested that part of the parking problem could be alleviated by Kensington police not ticketing cars that are parking in the "wrong" direction. She gave an example of the parking on Coventry.

Sylvia Elsbury asked if remodeling the public safety building at its current location is possible or not. She said the word "impossible" was used last month by Board members. Dommer told The Outlook that the existing building can be remodeled. She asked for clarification. Dommer said that seismically the building can be upgraded but it will never be to code, the building has been expensive to maintain, it is functionally obsolete and too small, there is illegal interface between fire and police, and ADA issues. Elsbury asked for an answer to either "possible" or "impossible". Dommer said there is an earthquake fault on the back property line that is within 100 ft. of the building. The building cannot be torn down and rebuilt because of that fault. Elsbury asked if it can be rebuilt on the same footprint? Dommer said it can't be rebuilt but it can be remodeled but he thinks the building is a bad investment because of all of the reasons he just gave. Director Harmon talked about the size of the engines and the recent apparatus bay remodel. She said that the building would never be seismically up to code with a remodel and then the functionality needs to be addressed so alternatives need to be explored. Elsbury suggested that when talking about function, the KFPD Board address only fire needs which is their jurisdiction. Police department needs are very unknown at this time. Dommer added that parking issues are very difficult at the current site. The fire engines are able to access all streets in Kensington.

Pat Gillette said that Kensington is just one of three El Cerrito fire stations. Has anyone looked at the overall picture and is Kensington the best place to house the large fire engines? She thanked the Board for interacting with the public.

FIRE CHIEF'S REPORT:

Battalion Chief David Gibson reported on the OES engine's response to the Panache Fire in San Benito County on June 5th. Once the OES crew reported, they were redirected to the Airline and Eastern Fire. Acting Captain Yun, Engineer/Paramedics Cesmat and Schwartzman, and Firefighter Clarine were the crew on this strike team. Gibson explained the work they performed and that after a few days, forward progress of the fires was contained. Tonight, over a month later, the Panache Fire reignited in the same area.

An attendee said that a report came out that many of the northern California fires were started by electrical wires. He understands that the process is to call PG&E about trees in the lines but can the fire department help with

keeping PG&E on task. B/C Gibson said that those fires are still under investigation. He explained that PG&E has expanded their vegetation management standards. He also said that PG&E is putting relays in their lines so that if they have reports of a fire or high winds, etc. in an area they can turn off the power to those lines. FPO Gagne explained that the top tier on the power poles are the electric lines, not the bottom tier. He said PG&E has been very responsive when he has contacted them about problem areas. If someone reports something to PG&E the fire department can also advocate on their behalf.

Director Dommer said undergrounding utilities in Kensington has come up in the past. It would make sense for the major arteries to all be undergrounded.

NEW BUSINESS:

Public Hearing: Fire Hazard Abatement Hearing on the Designation of Properties Containing Fire Hazards: Director Harmon noted that there is a list of properties that do not comply included in the packet. She asked if there was anyone present that wished to object to their property being designated. No one came forward. Harmon opened the public hearing and turned the meeting over to staff for their report.

B/C Gibson said that all vegetation management letters are signed by him as the Fire Marshal but it is the Fire Prevention Officer, Joe Gagne, that performs all the field inspections. FPO Gagne reported that inspections of the community started in May and the first letters to non-compliant properties were mailed in June; however, due to the fire conditions in California, Gagne has been working with the community throughout the year trying to obtain compliance. The department sent out 58 official letters in June and is currently down to 31 properties that are not in compliance and Gagne expects that number to drop dramatically. The department makes it best effort to make contact with the citizens and Gagne knocks on doors to talk with residents. It is not our goal to abate properties but to have cooperation. Gagne is active in Diablo Fire Safe Council and has also helped bring money to the neighborhoods through DFSC grants. A couple of the properties in violation are vacant and non-responsive to all attempts to find a responsible party.

A resident asked about East Bay Regional Park's property. Gagne said they have been responsive to the department with project requests. Ciara Wood has also worked with them a lot. Gagne cannot speak for EBRPD and does not have legal jurisdiction on their property. EBRPD is in charge of many parks and many that are not in this area. Ciara Wood added that the residents' relationship with EBRPD is improving after many years. A resident group has a right-of-entry agreement with EBRPD for almost 10 years which allows citizen projects. EBRPD staff is more appreciative and understanding than they have been in the past. Gagne said Kensington has been very proactive in dealing with EBRPD. Kevin Padian said EBRPD is creating a hazard for the communities surrounding them. We should force legislation to force the parks to create an appropriate fire break. Ciara Wood said the political energy that would require is massive and Padian has no idea of the outcome. Wood said residents are far better off to be working with EBRPD together and also maintaining 30 feet around their homes. A resident asked how large does a fire break need to be at the edge of the park to give homes protection. He understands that embers fly for miles but what is there is no wind? B/C Gibson said it is hard to say. Gagne added you obviously want to be responsible for your own property. Gibson said since Kensington is in a VHFHSZ, a minimum of 100 feet would be desirable. Embers are a different question – roofing materials, eaves, etc.

Director Harmon closed the public hearing. Director de Ville made a motion to adopt Resolution 18-06 as presented. Director Nagel seconded the motion.

AYES: de Ville, Dommer, Harmon, Nagel
NOES: None
ABSTAIN: None
ABSENT: Kosel

Public Safety Building: Board Direction on Obtaining legal Opinion for Park Building Site: Director Harmon noted she would invoke the 5 minute per speaker rule. Director Dommer said last month that he would gather the bond information to send to KFPD's attorney. That has not happened yet and KFPD is still waiting on KPPCSD. Maybe an adhoc committee would be appropriate. Dommer said there is virtually no other place to build in town. The building needs to be centrally located and on the Arlington. The District does not want to buy the gas station at the edge of town and does not want to condemn homes. Again, there has been no communication from KPPCSD since last fall. Dommer asked that the agenda item be continued at a later date. de Ville said that since it is KPPCSD's land (the park site) it is their responsibility to obtain a legal answer and KFPD should wait and let it happen. Dommer does want to make progress though. Eileen Nottoli confirmed that the bond measure language was sent to KPPCSD's attorney. No motion was made. No action taken at this time.

An attendee asked for clarification of where in the park and asked if the site was too steep. Harmon said another presentation will be held in the future. Dommer said the existing site is steep and it's the nature of the

community. Kevin Padian said a good geological report is absolutely critical before taking any steps. More discussion on geological reports and resources was held.

BOARD REPORTS:

Website: Navellier said the new website would be turned on at the end of the week.

CSDA: CSDA is asking for a vote for Seat A of the Bay Area Network. The Board gave direction to Navellier to cast KFPD's vote for incumbent, Robert Silano. The next meeting of the County Chapter of CSDA is 7/16/18.

Correspondence: The District received a thank you letter from the homeowners at 195 Purdue. They also gave special mention to B/C Pigoni.

ADJOURNMENT: The meeting was adjourned at 8:16 p.m.

MINUTES PREPARED BY: Brenda J. Navellier

These minutes were approved at the regular Board meeting of the Kensington Fire Protection District on September 12, 2018.

Attest:

Joe de Ville, Board Secretary



EL CERRITO-KENSINGTON FIRE DEPARTMENT

10900 San Pablo Avenue • El Cerrito • CA • 94530
(510) 215-4450 • FAX (510) 232-4917

www.el-cerrito.org



August 1, 2018

TO: Kensington Fire Protection District Board Members

FROM: Michael Pigoni: Battalion Chief

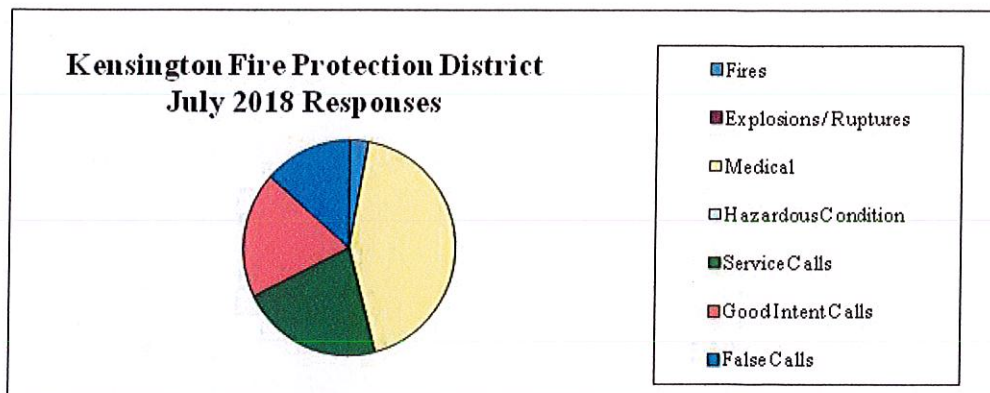
RE: Incident Activity Reports for the Month of July 2018

There were 37 incidents that occurred during the month of July in the community of Kensington. Please see the attached "Incident Log" for the dates and times, locations and incident type for these calls that the Fire District responded to this past month. During this same time, Engine 65 responded to a total of 62 calls in all districts.

There was an increase in the number of calls this month due to an increase in reports of smoke from fires outside the area and smoke alarm malfunctions. On July 29th, there was a vegetation fire in the 700 block of Coventry Road. Engine 65's quick response contained the grass and tree fire to about a 12' section along the roadway with no damage to any exposures.

The chart below is broken down into NFIRS incident types. The following is a list of the response types, the number of responses for each type and the percentage of the total calls for each type for all the responses in the community of Kensington.

<u>Call Type</u>		<u>Incident Count</u>	<u>Percentages</u>
Fires	<i>(Structure, Trash, Vehicles, Vegetation Fires)</i>	1	2.70%
Explosions / Ruptures	<i>(Over Pressure/Ruptures, Explosions, Bombs)</i>	0	0.00%
Medical	<i>(EMS, Vehicle Accidents, Extrication Rescue)</i>	16	43.24%
Hazardous Condition	<i>(Chemical Spills, Leaks, Down Power Lines)</i>	0	0.00%
Service Calls	<i>(Distress, Water/Smoke/Odor Problems, Public Assists)</i>	8	21.62%
Good Intent Calls	<i>(Cancelled En Route, Wrong Location)</i>	7	18.92%
False Calls	<i>(Wrong Company/Unit Dispatched)</i>	5	13.51%
Totals		37	100.00%



Kensington Fire Protection District Response Log for July 2018

#	Incident Number	Date & Time	Address	City	Apparatus ID	Incident Type*
1	0018066988	02-Jul-18 03:02:33	262 Lake DR	Kensington	E165	321
2	0018067068	02-Jul-18 09:40:11	11 Westminster AVE	Kensington	E165	321
3	0018068097	04-Jul-18 21:15:37	60 Highgate RD	Kensington	E165	531
4	0018068822	06-Jul-18 17:51:19	16 Kerr AVE	Kensington	E165	321
5	0018069314	07-Jul-18 21:29:36	265 Willamette AVE	Kensington	E165	743
6	0018069347	07-Jul-18 22:52:36	260 Columbia AVE	Kensington	E165	554
7	0018069550	08-Jul-18 12:56:39	74 Norwood AVE	Kensington	E165	743
8	0018069777	09-Jul-18 01:58:10	145 Lawson RD	Kensington	E165	611M
9	0018070432	10-Jul-18 14:34:11	109 Arlington AVE	Kensington	E165	321
10	0018070565	10-Jul-18 20:14:33	358 Ocean View AVE	Kensington	E165	553
11	0018071200	12-Jul-18 11:28:33	60 Norwood AVE	Kensington	E172	611F
12	0018071262	12-Jul-18 14:58:16	1636 Oakview AVE	Kensington	E165	321
13	0018071434	13-Jul-18 02:25:05	260 Willamette AVE	Kensington	E165	321
14	0018072473	15-Jul-18 23:19:12	325 Vassar AVE	Kensington	E165	321
15	0018073073	17-Jul-18 15:00:59	141 Saint Albans RD	Kensington	E172	550
16	0018073700	19-Jul-18 08:48:30	145 Lawson RD	Kensington	E165	550
17	0018073822	19-Jul-18 15:09:38	284 Lexington RD	Kensington	E165	736
18	0018074079	20-Jul-18 09:59:58	297 Berkeley Park BLVD	Kensington	E171	611M
19	0018074262	20-Jul-18 19:46:50	144 Highland BLVD	Kensington	E165	651
20	0018074313	20-Jul-18 23:13:17	62 Arlington AVE	Kensington	E165	553
21	0018074800	22-Jul-18 11:43:02	710 Coventry RD	Kensington	E165	321
22	0018074892	22-Jul-18 17:09:36	251 Colgate AVE	Kensington	E365	500
23	0018075258	23-Jul-18 15:14:06	Berkeley Park BLVD	Kensington	E171	651
24	0018075277	23-Jul-18 16:21:12	1652 Oakview AVE	Kensington	E165	611
25	0018075577	24-Jul-18 12:57:27	148 York AVE	Kensington	E165	611M
26	0018075588	24-Jul-18 13:37:56	34 Kerr AVE	Kensington	E165	321
27	0018075988	25-Jul-18 14:14:19	217 Amherst AVE	Kensington	E165	321
28	0018075995	25-Jul-18 14:23:26	256 Stanford AVE	Kensington	E164	321
29	0018076420	26-Jul-18 10:28:57	601 Canon DR	Kensington	E165	553
30	0018076681	26-Jul-18 23:04:10	710 Coventry RD	Kensington	E165	321

31	0018077274	28-Jul-18 14:10:42	285 Lexington RD	Kensington	E165	321
32	0018077424	28-Jul-18 23:05:28	8 Sunset Terrace	Kensington	E165	321
33	0018077487	29-Jul-18 04:53:14	636 Beloit AVE	Kensington	E165	321
34	0018077596	29-Jul-18 12:38:06	717 Coventry RD	Kensington	E165	142
35	0018077671	29-Jul-18 15:08:16	17 Sunset CT	Kensington	E165	321
36	0018077891	30-Jul-18 10:33:59	216 Willamette AVE	Kensington	E165	730
37	0018077987	30-Jul-18 15:28:51	679 Coventry RD	Kensington	E165	736

* See Attached Table for Incident Type Explanations

Type Series	Description
100	(Structure, Trash, Vehicle, Vegetation Fire)
200	(Over Pressure/Ruptures Explosions, Bombs)
300	(EMS, Vehicle Accidents, Extrication, Rescue)
400	(Chemical Spills, Leaks, Down power Lines)
500	(Distress, Water/ Smoke/Odor Problems, Public Assists)
600	(Cancelled En Route, Wrong Location)
700	(Wrong Company/Unit Dispatched)

Kensington Fire Protection District Engine 65 Response Log for July 2018

#	Incident Number	Date & Time	Address	City	Apparatus ID	Incident Type*
1	18066988	7/2/18 3:01	262 Lake DR	Kensington	E165	321
2	18067068	7/2/18 9:38	11 Westminster AVE	Kensington	E165	321
3	18067911	7/4/18 11:05	8320 Buckingham DR	El Cerrito	E165	321
4	18068097	7/4/18 21:14	60 Highgate RD	Kensington	E165	531
5	18068396	7/5/18 15:37	6400 Cutting BLVD	El Cerrito	E165	321
6	18068822	7/6/18 17:50	16 Kerr AVE	Kensington	E165	321
7	18069314	7/7/18 21:29	265 Willamette AVE	Kensington	E165	743
8	18069347	7/7/18 22:52	260 Columbia AVE	Kensington	E165	554
9	18069550	7/8/18 12:54	74 Norwood AVE	Kensington	E165	743
10	18069672	7/8/18 18:53	10 Golf Course DR	Orinda	E165	311
11	18069777	7/9/18 1:56	145 Lawson RD	Kensington	E165	611M
12	18070432	7/10/18 14:32	109 Arlington AVE	Kensington	E165	321
13	18070513	7/10/18 17:36	Belmont AVE	El Cerrito	E165	653
14	18070565	7/10/18 20:14	358 Ocean View AVE	Kensington	E165	553
15	18070685	7/11/18 6:52	521 Seaview DR	El Cerrito	E165	321
16	18070987	7/11/18 19:04	10386 San Pablo AVE	El Cerrito	E165	730
17	18070990	7/11/18 19:17	3442 Santa Clara AVE	El Cerrito	E165	321
18	18071255	7/12/18 14:22	7817 Terrace DR	El Cerrito	E165	730
19	18071262	7/12/18 14:56	1636 Oakview AVE	Kensington	E165	321
20	18071366	7/12/18 20:16	857 Shevlin DR	El Cerrito	E165	311
21	18071434	7/13/18 2:24	260 Willamette AVE	Kensington	E165	321
22	18072051	7/14/18 19:27	851 Arlington BLVD	El Cerrito	E165	651
23	18072205	7/15/18 6:11	416 Village DR	El Cerrito	E165	321
24	18072230	7/15/18 9:24	520 Balra DR	El Cerrito	E165	321
25	18072473	7/15/18 23:18	325 Vassar AVE	Kensington	E165	321
26	18072957	7/17/18 8:49	San Carlos AVE	El Cerrito	E165	520
27	18073084	7/17/18 15:24	12345 San Pablo AVE	Richmond	E165	151
28	18073700	7/19/18 8:47	145 Lawson RD	Kensington	E165	550
29	18073822	7/19/18 15:08	284 Lexington RD	Kensington	E165	736
30	18074064	7/20/18 9:17	Grizzly Peak BLVD	Contra Costa C	E365	322

31	18074150	7/20/18 15:43	300 El Cerrito PLZ	El Cerrito	E165	611M
32	18074262	7/20/18 19:46	144 Highland BLVD	Kensington	E165	651
33	18074313	7/20/18 23:12	62 Arlington AVE	Kensington	E165	553
34	18074463	7/21/18 11:26	204 Ramona AVE	El Cerrito	E165	321
35	18074562	7/21/18 17:49	784 Santa Barbara	Berkeley	E165	611F
36	18074651	7/21/18 22:34	540 Ashbury AVE	El Cerrito	E165	730
37	18074800	7/22/18 11:43	710 Coventry RD	Kensington	E165	321
38	18074841	7/22/18 13:59	520 Balra DR	El Cerrito	E165	321
39	18074892	7/22/18 17:09	251 Colgate AVE	Kensington	E365	500
40	18075066	7/23/18 7:19	1 Carmel AVE	El Cerrito	E365	142
41	18075247	7/23/18 14:52	Central Park DR	Berkeley	E165	321
42	18075277	7/23/18 16:20	1652 Oakview AVE	Kensington	E165	611
43	18075577	7/24/18 12:55	148 York AVE	Kensington	E165	611M
44	18075588	7/24/18 13:37	34 Kerr AVE	Kensington	E165	321
45	18075763	7/24/18 23:10	409 Village DR	El Cerrito	E165	311
46	18075988	7/25/18 14:11	217 Amherst AVE	Kensington	E165	321
47	18075995	7/25/18 14:18	256 Stanford AVE	Kensington	E165	321
48	18076420	7/26/18 10:27	601 Canon DR	Kensington	E165	553
49	18076681	7/26/18 23:02	710 Coventry RD	Kensington	E165	321
50	18076797	7/27/18 10:02	1190-119 E Wildcat Canyon RD	Orinda	E165	611
51	18077014	7/27/18 20:21	Grizzly Peak BLVD	Orinda	E165	611
52	18077274	7/28/18 14:10	285 Lexington RD	Kensington	E165	321
53	18077424	7/28/18 23:04	8 Sunset Terrace	Kensington	E165	321
54	18077487	7/29/18 4:53	636 Beloit AVE	Kensington	E165	321
55	18077522	7/29/18 8:15	300 San Carlos AVE	El Cerrito	E165	311
56	18077596	7/29/18 12:37	717 Coventry RD	Kensington	E165	142
57	18077671	7/29/18 15:08	17 Sunset CT	Kensington	E165	321
58	18077765	7/29/18 21:44	329 Ramona AVE	El Cerrito	E165	611M
59	18077891	7/30/18 10:32	216 Willamette AVE	Kensington	E165	730
60	18077987	7/30/18 15:28	679 Coventry RD	Kensington	E165	736
61	18078248	7/31/18 9:25	11425 San Pablo AVE	El Cerrito	E165	132
62	18078525	7/31/18 21:45	8657 Don Carol DR	El Cerrito	E165	321

* See Attached Table for Incident Type Explanations

Type Series

100	
200	
300	
400	
500	
600	
700	

Description

- (Structure, Trash, Vehicle, Vegetation Fire)
- (Over Pressure/Ruptures Explosions, Bombs)
- (EMS, Vehicle Accidents, Extrication, Rescue)
- (Chemical Spills, Leaks, Down power Lines)
- (Distress, Water/ Smoke/Odor Problems, Public Assists)
- (Cancelled En Route, Wrong Location)
- (Wrong Company/Unit Dispatched)



EL CERRITO-KENSINGTON FIRE DEPARTMENT

10900 San Pablo Avenue • El Cerrito • CA • 94530
(510) 215-4450 • FAX (510) 232-4917

www.el-cerrito.org



September 1, 2018

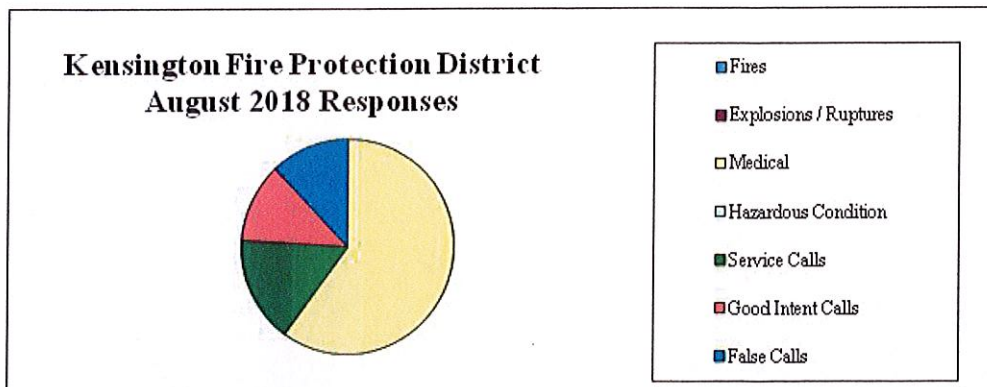
TO: Kensington Fire Protection District Board Members
FROM: Michael Pigoni: Battalion Chief
RE: Incident Activity Reports for the Month of August 2018

There were 25 incidents that occurred during the month of August in the community of Kensington. Please see the attached "Incident Log" for the dates and times, locations and incident type for these calls that the Fire District responded to this past month. During this same time, Engine 65 responded to a total of 49 calls in all districts.

There was a significant decrease in the number of calls this month both in the community and surrounding areas. While there were still a few calls for smoke in the area as a result of the fires in Lake County and a couple in Solano County, the number of reports decreased from last month. Fortunately there were no significant fires or property loss reported in the community.

The chart below is broken down into NFIRS incident types. The following is a list of the response types, the number of responses for each type and the percentage of the total calls for each type for all the responses in the community of Kensington.

<u>Call Type</u>		<u>Incident Count</u>	<u>Percentages</u>
Fires	<i>(Structure, Trash, Vehicles, Vegetation Fires)</i>	0	0.00%
Explosions / Ruptures	<i>(Over Pressure/Ruptures, Explosions, Bombs)</i>	0	0.00%
Medical	<i>(EMS, Vehicle Accidents, Extrication Rescue)</i>	15	60.00%
Hazardous Condition	<i>(Chemical Spills, Leaks, Down Power Lines)</i>	0	0.00%
Service Calls	<i>(Distress, Water/Smoke/Odor Problems, Public Assists)</i>	4	16.00%
Good Intent Calls	<i>(Cancelled En Route, Wrong Location)</i>	3	12.00%
False Calls	<i>(Wrong Company/Unit Dispatched)</i>	3	12.00%
Totals		25	100.00%



Kensington Fire Protection District Response Log for August 2018

#	Incident Number	Date & Time	Address	City	Apparatus ID	Incident Type*
1	0018079235	02-Aug-18 18:59:22	Yale AVE	Kensington	E165	651
2	0018080054	05-Aug-18 05:28:56	43 Anson WAY	Kensington	E165	321
3	0018080392	06-Aug-18 07:20:59	744 Coventry RD	Kensington	E165	550
4	0018080402	06-Aug-18 07:39:57	Yale AVE	Kensington	E165	600
5	0018080513	06-Aug-18 13:24:58	263 Kenyon AVE	Kensington	E165	321
6	0018081378	08-Aug-18 21:21:29	673 Coventry RD	Kensington	E165	321
7	0018081438	09-Aug-18 02:18:45	74 Norwood AVE	Kensington	E165	553
8	0018081636	09-Aug-18 13:48:39	238 Cambridge AVE	Kensington	E165	554
9	0018081943	10-Aug-18 10:50:58	238 Cambridge AVE	Kensington	E165	321
10	0018082048	10-Aug-18 15:32:38	17 Sunset CT	Kensington	E165	321
11	0018082391	11-Aug-18 14:40:20	229 Columbia AVE	Kensington	E165	651
12	0018082557	12-Aug-18 01:14:13	253 Stanford AVE	Kensington	E165	321
13	0018082579	12-Aug-18 03:59:58	27 Anson WAY	Kensington	E165	735
14	0018083945	16-Aug-18 01:18:56	74 Norwood AVE	Kensington	E165	733
15	0018084124	16-Aug-18 15:46:14	74 Norwood AVE	Kensington	E165	733
16	0018085506	20-Aug-18 11:28:07	4 Kerr AVE	Kensington	E165	311
17	0018085606	20-Aug-18 15:54:15	4 Kerr AVE	Kensington	E165	321
18	0018087480	25-Aug-18 18:49:37	28 Camelot CT	Kensington	E165	321
19	0018087545	25-Aug-18 22:09:10	134 Lawson RD	Kensington	E165	321
20	0018087938	27-Aug-18 04:41:36	334 Coventry RD	Kensington	E165	321
21	0018088513	28-Aug-18 17:14:09	20 Highgate RD	Kensington	E165	321
22	0018088688	29-Aug-18 06:42:56	20 Highgate RD	Kensington	E165	550
23	0018089298	30-Aug-18 18:45:02	285 Arlington AVE	Kensington	E165	321
24	0018089661	31-Aug-18 16:30:42	266 Willamette AVE	Kensington	E165	322
25	0018089817	31-Aug-18 23:11:34	217 Arlington AVE	Kensington	E165	321
				Kensington	E165	322

* See Attached Table for Incident Type Explanations

Type Series

100

Description

(Structure, Trash, Vehicle, Vegetation Fire)

200

300

400

500

600

700

(Over Pressure/Ruptures Explosions, Bombs)

(EMS, Vehicle Accidents, Extrication, Rescue)

(Chemical Spills, Leaks, Down power Lines)

(Distress, Water/ Smoke/Odor Problems, Public Assists)

(Cancelled En Route, Wrong Location)

(Wrong Company/Unit Dispatched)

Kensington Fire Protection District Engine 65 Response Log for August 2018

#	Incident Number	Date & Time	Address	City	Apparatus ID	Incident Type*
1	0018079235	02-Aug-18 18:58:18	Yale AVE	Kensington	E165	651
2	0018080054	05-Aug-18 05:27:52	43 Anson WAY	Kensington	E165	321
3	0018080250	05-Aug-18 18:38:37	329 Ramona AVE	El Cerrito	E165	5000
4	0018080392	06-Aug-18 07:18:55	744 Coventry RD	Kensington	E165	550
5	0018080402	06-Aug-18 07:32:10	Yale AVE	Kensington	E165	600
6	0018080415	06-Aug-18 08:18:46	1237 Scott ST	El Cerrito	E165	321
7	0018080483	06-Aug-18 12:18:30	0-0 Wildcat Canyon RD	Orinda	E365	622
8	0018080513	06-Aug-18 13:24:29	263 Kenyon AVE	Kensington	E165	321
9	0018080876	07-Aug-18 14:33:24	Castro Ranch RD	Pinole	E365	143
10	0018081176	08-Aug-18 11:30:54	7230 Fairmount AVE	El Cerrito	E165	442
11	0018081378	08-Aug-18 21:20:46	673 Coventry RD	Kensington	E165	321
12	0018081438	09-Aug-18 02:17:29	74 Norwood AVE	Kensington	E165	553
13	0018081533	09-Aug-18 10:08:08	1326 Everett ST	El Cerrito	E165	113
14	0018081575	09-Aug-18 12:12:40	126 Ramona AVE	El Cerrito	E165	321
15	0018081636	09-Aug-18 13:48:27	238 Cambridge AVE	Kensington	E165	554
16	0018081943	10-Aug-18 10:50:03	238 Cambridge AVE	Kensington	E165	321
17	0018082048	10-Aug-18 15:32:18	17 Sunset CT	Kensington	E165	321
18	0018082391	11-Aug-18 14:38:18	229 Columbia AVE	Kensington	E165	651
19	0018082474	11-Aug-18 18:51:44	1000 El Cerrito PLZ	El Cerrito	E165	321
20	0018082489	11-Aug-18 19:41:52	Stockton AVE	El Cerrito	E165	324
21	0018082503	11-Aug-18 20:33:11	Navellier ST	El Cerrito	E165	651
22	0018082545	11-Aug-18 23:53:07	7976 Terrace DR	El Cerrito	E165	321
23	0018082557	12-Aug-18 01:13:07	253 Stanford AVE	Kensington	E165	321
24	0018082579	12-Aug-18 03:59:18	27 Anson WAY	Kensington	E165	735
25	0018082714	12-Aug-18 16:52:30	821 Craft AVE	El Cerrito	E165	651
26	0018083269	14-Aug-18 02:08:14	106 Seaview DR	El Cerrito	E165	150
27	0018083388	14-Aug-18 11:33:33	I 80 E	Richmond	E165	611R
28	0018083703	15-Aug-18 11:53:47	148 Carmel AVE	El Cerrito	E165	554
29	0018083945	16-Aug-18 01:18:06	74 Norwood AVE	Kensington	E165	733
30	0018084124	16-Aug-18 15:45:07	74 Norwood AVE	Kensington	E165	733

31	0018084204	16-Aug-18 20:03:59	8898 Terrace DR	El Cerrito	E165	700
32	0018084557	17-Aug-18 18:58:14	744 Norvell ST	El Cerrito	E165	113
33	0018084797	18-Aug-18 11:53:46	204 Ramona AVE	El Cerrito	E165	5000
34	0018084948	18-Aug-18 19:05:17	6699 Fairmount AVE	El Cerrito	E165	321
35	0018085170	19-Aug-18 12:28:18	0-0 Lake Anza RD	Orinda	E165	611M
36	0018085506	20-Aug-18 11:26:46	4 Kerr AVE	Kensington	E165	311
37	0018085606	20-Aug-18 15:51:38	4 Kerr AVE	Kensington	E165	321
38	0018086231	22-Aug-18 12:03:54	204 Ramona AVE	El Cerrito	E165	5000
39	0018087352	25-Aug-18 13:11:20	Central Park DR	Contra Costa C	E165	611M
40	0018087480	25-Aug-18 18:48:58	28 Camelot CT	Kensington	E165	321
41	0018087545	25-Aug-18 22:07:07	134 Lawson RD	Kensington	E165	321
42	0018087938	27-Aug-18 04:40:39	334 Coventry RD	Kensington	E165	321
43	0018087973	27-Aug-18 08:00:42	B ST	El Cerrito	E165	400
44	0018088513	28-Aug-18 17:13:42	20 Highgate RD	Kensington	E165	550
45	0018088688	29-Aug-18 06:42:00	20 Highgate RD	Kensington	E165	321
46	0018089298	30-Aug-18 18:45:02	285 Arlington AVE	Kensington	E165	322
47	0018089511	31-Aug-18 09:49:51	6501 Claremont AVE	East Richmond	E165	550
48	0018089661	31-Aug-18 16:29:45	266 Willamette AVE	Kensington	E165	321
49	0018089817	31-Aug-18 23:11:10	217 Arlington AVE	Kensington	E165	322

* See Attached Table for Incident Type Explanations

Type Series	Description
100	(Structure, Trash, Vehicle, Vegetation Fire)
200	(Over Pressure/Ruptures Explosions, Bombs)
300	(EMS, Vehicle Accidents, Extrication, Rescue)
400	(Chemical Spills, Leaks, Down power Lines)
500	(Distress, Water/ Smoke/Odor Problems, Public Assists)
600	(Cancelled En Route, Wrong Location)
700	(Wrong Company/Unit Dispatched)

September 7, 2018

To: KFPD Board Members

AGENDA ITEM 8

Fr: Brenda Navellier
Manager

Re: Monthly Financial Reports

The following financial reports are for an approximate six-week period, July 1 through August 13, 2018, reflecting the County's Period 1 reports.

A Balance Sheet and Revenue & Expense Previous Year Comparison have been provided. The Budget vs. Actual report has not been provided since the Board will be adopting the FY 18-19 budget at the September 12, 2018 meeting.

Kensington Fire Protection District
Balance Sheet
As of August 13, 2018

	Aug 13, 18
ASSETS	
Current Assets	
Checking/Savings	
Petty Cash	200.00
KFPD Revolving Acct - Gen Fund	19,415.93
General Fund	707,358.90
Special Tax Fund	9,074.77
Capital Fund	6,840.77
Total Checking/Savings	742,890.37
Accounts Receivable	
Due from County for Reimb.	18,434.01
Accounts Receivable	51,140.47
Interest Receivable	29,290.56
Advance on Taxes	3,679,138.30
Advance on Supplemental Taxes	39,028.94
Total Accounts Receivable	3,817,032.28
Other Current Assets	
Prepaid Services - EC	2,822,352.10
Prepaid CERBT - Retiree Trust	1,027,183.94
Investments	
Capital Replacement Funds	3,186,299.00
Fire Protect. Contract Reserves	2,826,907.24
Investments - Other	57,291.40
Total Investments	6,070,497.64
Total Other Current Assets	9,920,033.68
Total Current Assets	14,479,956.33
Fixed Assets	
Land	5,800.00
Equipment	1,444,675.55
Accumulated Depreciation-Equip	-652,155.15
Building and Improvements	2,391,581.26
Accumulated Depreciation - Bldg	-929,467.00
Total Fixed Assets	2,260,434.66
TOTAL ASSETS	16,740,390.99
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
Due to Revolving Acct - Gen Fnd	18,434.01
Due to Other - Issued by CCC	12,048.58
Accounts Payable	1,653.88
Total Accounts Payable	32,136.47
Other Current Liabilities	
EI Cerrito Service Contract Pay	2,822,352.03
Wages & PR Taxes Payable	2,992.32
Total Other Current Liabilities	2,825,344.35
Total Current Liabilities	2,857,480.82
Total Liabilities	2,857,480.82
Equity	
Fund Equity - General	4,848,934.26
Fund Equity - Capital Projects	1,219,288.00
Fund Equity - Special Revenue	12,769.00
Fund Equity - Gen Fixed Asset	2,403,012.00

Kensington Fire Protection District
Balance Sheet
As of August 13, 2018

	Aug 13, 18
Fund Equity	1,995,417.58
Net Income	3,403,489.33
Total Equity	13,882,910.17
TOTAL LIABILITIES & EQUITY	16,740,390.99

Kensington Fire Protection District Revenue & Expense Previous Year Comparison

July 1 through August 13, 2018

	Jul 1 - Aug 13, 18	Jul 1 - Aug 13, 17	\$ Change	% Change
Ordinary Income/Expense				
Income				
Property Taxes	3,679,138.30	3,493,127.87	186,010.43	5.3%
Lease Agreement	2,955.67	0.00	2,955.67	100.0%
Interest Income	0.00	4,045.14	-4,045.14	-100.0%
Salary Reimbursement Agreement	5,293.42	0.00	5,293.42	100.0%
Total Income	3,687,387.39	3,497,173.01	190,214.38	5.4%
Expense				
OUTSIDE PROFESSIONAL SERVICES				
LAFCO Fees	2,278.47	2,122.85	155.62	7.3%
El Cerrito Contract Fee	256,577.51	235,575.60	21,001.91	8.9%
Risk Management Insurance	0.00	13,268.00	-13,268.00	-100.0%
Professional Fees				
Legal Fees	1,253.88	418.50	835.38	199.6%
Total Professional Fees	1,253.88	418.50	835.38	199.6%
Website Development/Maintenance	400.00	0.00	400.00	100.0%
Total OUTSIDE PROFESSIONAL SERVIC...	260,509.86	251,384.95	9,124.91	3.6%
RETIREE MEDICAL BENEFITS				
PERS Medical	7,184.27	14,874.26	-7,689.99	-51.7%
Delta Dental	0.00	2,017.72	-2,017.72	-100.0%
Vision Care	0.00	630.40	-630.40	-100.0%
Total RETIREE MEDICAL BENEFITS	7,184.27	17,522.38	-10,338.11	-59.0%
COMMUNITY SERVICE ACTIVITIES				
Public Education	67.50	146.25	-78.75	-53.9%
Total COMMUNITY SERVICE ACTIVITIES	67.50	146.25	-78.75	-53.9%
DISTRICT ACTIVITIES				
Firefighters' Expenses	1,109.94	0.00	1,109.94	100.0%
Professional Development	300.00	580.00	-280.00	-48.3%
Building Maintenance				
Needs Assess/Feasibility Study	0.00	4,845.00	-4,845.00	-100.0%
Janitorial Service	210.00	210.00	0.00	0.0%
Medical Waste Disposal	406.70	791.88	-385.18	-48.6%
Miscellaneous Maint.	0.00	798.22	-798.22	-100.0%
Total Building Maintenance	616.70	6,645.10	-6,028.40	-90.7%
Building Utilities/Service				
Gas and Electric	1,445.44	2,401.42	-955.98	-39.8%
Total Building Utilities/Service	1,445.44	2,401.42	-955.98	-39.8%
Memberships	650.00	650.00	0.00	0.0%
Office				
Office Expense	54.70	619.58	-564.88	-91.2%
Office Supplies	0.00	41.74	-41.74	-100.0%
Telephone	660.10	709.61	-49.51	-7.0%
Total Office	714.80	1,370.93	-656.13	-47.9%
Total DISTRICT ACTIVITIES	4,836.88	11,647.45	-6,810.57	-58.5%
Staff				
Wages	7,923.34	7,203.14	720.20	10.0%
Longevity Pay	1,000.00	1,000.00	0.00	0.0%
Overtime Wages	0.00	186.99	-186.99	-100.0%
Medical/dental ins compensation	838.00	692.50	155.50	22.8%
Retirement Contribution	602.16	547.44	54.72	10.0%
Payroll Taxes	746.75	694.05	52.70	7.6%
Payroll Processing	189.30	120.18	69.12	57.5%
Total Staff	11,299.55	10,434.30	865.25	8.3%
Total Expense	283,898.06	291,135.33	-7,237.27	-2.5%
Net Ordinary Income	3,403,489.33	3,206,037.68	197,451.65	6.2%
Other Income/Expense				
Other Income				
Transfers In - General	100,000.00	4,156.63	95,843.37	2,305.8%
Total Other Income	100,000.00	4,156.63	95,843.37	2,305.8%
Other Expense				
Transfers Out - Capital	0.00	4,156.63	-4,156.63	-100.0%
Transfers Out - Special	100,000.00	0.00	100,000.00	100.0%
Total Other Expense	100,000.00	4,156.63	95,843.37	2,305.8%
Net Other Income	0.00	0.00	0.00	0.0%
Net Income	3,403,489.33	3,206,037.68	197,451.65	6.2%

TRANSMITTAL - APPROVAL

TO: Auditor Controller of Contra Costa County:

Forwarded herewith are the following invoices and claims for goods and services received which have been approved for payment:

KENSINGTON FPD										
TRANSMITTAL - APPROVAL										
Invoices										
PY/CY: BATCH #: 2170										
DATE: 9/7/2018										
LOCATION #: 13										
FILENAME: KENSINGTON										
VEND #	VENDOR NAME	INVOICE DATE	DESCRIPTION	FUND ORG	SUB ACCT	TASK OPT	ACTIVITY WORKAUTH	ENCUMB (P.O.)	PIC	PAYMENT AMOUNT
50146	Delta Dental	9/1/2018	BE002967057 Sep dental	7840	1061					1,008.86
50147	KFPD Revolving Fund	9/6/2018	Reimburse revolving fund	7840	2490					18,630.51
50148	CalPERS	08/14/18	7072901257 Oct medical	7840	1061					7,177.11
50150	Vision Service Plan	08/20/18	001027770001 Sep vision	7840	1061					323.10
50151	City of El Cerrito	09/01/18	Sep fire protection	7840	2328					251,284.08
	Contra Costa Door	08/22/18	197392 door reprogram	7840	2490					398.43
TOTAL										278,822.09

Kensington FPD Approval

Date: 9/11/18

[Signature] Date: 9/17/18

090618

Attachment to Transmittal 090618

Kensington Fire Protection District Revolving Fund 01406

Detailed invoice for reimbursement to the Revolving Fund for payment of the following expenditures:

INVOICE		
DATE	DESCRIPTION	AMOUNT
8/17/2018	Payroll processing	63.10
8/17/2018	Payroll - 8/1-8/15/18	2,858.24
8/17/2018	Withholding payroll taxes 8/1-8/15/18	1,381.53
7/1/2018	Alliant - crime insurance	1,309.00
8/9/2018	Sprint - telephone	63.42
8/3/2018	PG&E - gas	101.34
8/9/2018	PG&E - electric	1,200.78
8/5/2018	Office Depot - office supplies	334.10
8/7/2018	EBMUD - water/wastewater	442.47
8/1/2018	Terminix - pest control	128.00
8/14/2018	Mechanics - 1/2 FF chairs, open house, ofc. exp.	1,991.44
8/5/2018	AT&T - telephone	459.63
8/16/2018	Co Co County - data processing	13.80
8/10/2018	Meyers Nave - legal counsel	89.40
8/23/2018	SCIF - workers comp	770.43
8/31/2018	Payroll processing	63.10
8/31/2018	Payroll - 8/16-8/31/18	2,834.26
8/31/2018	Withholding payroll taxes 8/16-8/31/18	1,381.53
9/5/2018	ICMA-RC - Aug deferred comp	1,602.16
8/26/2018	Russell - July accounting	225.00
9/1/2018	Stericycle - medical waste	406.70
8/22/2018	Comcast - internet	141.08
8/14/2018	Oakland Hills Brush Clearing - Jessen Ct.	665.00
8/1/2018	All-Ways Green - janitorial	105.00
	Total	18,630.51

Please complete the enclosed deposit ticket and mail in the attached envelope to The Mechanics Bank.

NEW BUSINESS



AGENDA BILL

Date: September 12, 2018

To: Kensington Fire Protection District Board of Directors

From: David Gibson, Fire Marshal and Joe Gagne, Fire Prevention Officer

Subject: Hearing on report of costs to the Board of Directors regarding abatement of a public nuisance at 20 Jessen Ct. and pursuant to Health and Safety Code 14875 et seq and Government Code Sections 39560 et seq

BACKGROUND

At the direction of the Board of Directors, the Fire Department has completed the abatement of one declared public nuisance located at 20 Jessen Ct. The purpose of the program is to remove weeds, rubbish, litter or other flammable material from private properties where such flammable material endangers the public safety by creating a public nuisance and a fire hazard. Most property owners voluntarily abate these hazards without Fire Department involvement.

The property owner of the subject property identified in Exhibit A; however, failed to abate the declared fire hazards on the subject property, and the Board has followed statutory procedure to remove the hazardous conditions. The procedure is specified in the July 2018 staff report and in Resolution No. 18-06 which specifically declared the subject property by exhibit a public nuisance at the July 11, 2018 Board of Directors meeting. The subject property was declared a public nuisance following a lengthy period of repeated attempts to contact the subject property owner by mail, posting of the property, and property visits. The property owner of 20 Jessen Ct. never contacted the Fire Department, nor abated the non-compliant conditions that continued to exist.

Pursuant to Health and Safety Code Section 14900 the property owner was given the opportunity to object to the subject property being designated a public nuisance. The property owner was not present at the July 11, 2018 Board of Directors meeting and never spoke in objection of the property's declaration as a public nuisance. The Board of Directors ordered the abatement of the nuisance at the subject property in Resolution No. 18-06.

The subject property was abated of the existing nuisance condition on August 14, 2018 under the supervision of the Fire Prevention Officer. Contractors from Oakland Hills Brush Clearing performed abatement clearance procedures.

Multiple notices have been sent to the subject property owner identified in Exhibit A informing them of the hearing before the Board of Directors on September 12, 2018.

ANALYSIS/DISCUSSION

The fire hazard abatement procedure provides ample due process for the affected property owner. In the case of the subject property, due process has been far above and beyond that required by statute.

with an additional notice and posting ordering of abatement. Moreover, the subject property was given more than ample time to bring the property into compliance. The most important part of the procedure is that the property owner was individually given the opportunity to contest whether their property constituted a public nuisance and fire hazard at a public hearing before the Board of Directors. Again, this important component was extended to the subject property owner by allowing a hearing for existing hazards on the property. At the conclusion of the hearing on July 11, 2018, the subject property owner did not voluntarily abate the nuisance, nor produce an acceptable work plan to abate the nuisance over a period of time.

Given these unfortunate circumstances, the Board of Directors directed Fire Department staff to abate the conditions. This matter now appears before the Board of Directors for the sole purpose of confirming the abatement costs already incurred by the Kensington Fire Protection District for the subject property identified in Exhibit A. At this hearing, the Board of Directors should review the reasonableness of the costs of abatement as specified, and then determine the abatement costs to be assessed regarding the subject properties at issue. Resolution No. 18-07 provides for confirmation of the report of costs for the subject property identified in Exhibit A. Once confirmed by the Board of Directors, the costs of the abatement will be forwarded to the County Assessor for assessment on the subject property, and a lien will be recorded for the subject property with the County Recorder.

OPTION ANALYSIS

At the conclusion of the hearing, the Board of Directors may:

- Option No. 1: Adopt Resolution 18-07, with Exhibit A as presented.
- Option No. 2: Adopt Resolution 18-07, with Exhibit A as amended.
- Option No. 3: Not adopt Resolution 18-07, thereby not confirming the report of the cost of abatement, not forwarding the costs of abatement to the County for collection, and thereby causing the Kensington Fire Protection District to absorb the full cost of abating the hazardous conditions of the subject property.

FINANCIAL CONSIDERATIONS

The abatement work has been completed by contract labor and the District has paid the contractor a total of \$665.00 for their work. The administrative costs of \$945.25 include: (1) Fire Department investigation, (2) boundary determination (3) supervision of contract labor (4) preparation of documents and attend Board of Directors meetings/hearings, and (5) submittal of records/liens to the County. In order for the District to recover fully the direct and indirect costs of \$1,610.25 already incurred for the abatement work performed and administrative fees, the Board of Directors should confirm the staff report on the costs of abatement at this time so that these costs can be immediately forwarded to the County for collection from the property owner.

LEGAL CONSIDERATIONS

The Kensington Fire Protection District attorney has reviewed and approved the process.

RECOMMENDATION

Staff recommends that the Kensington Fire Protection District Board of Directors adopt Resolution No. 18-07, with attached Exhibit B amended, as may be appropriate, based upon information received at the public hearing.

ATTACHMENTS

Exhibit A – List of Abated Kensington Properties

Exhibit B – Contractors' Invoice and Computations of Costs

Reviewed by: _____
Lance J. Maples, Fire Chief

RESOLUTION 18-07

RESOLUTION OF THE BOARD OF DIRECTORS OF THE KENSINGTON FIRE PROTECTION DISTRICT CONFIRMING THE REPORT OF THE COSTS OF ABATEMENT OF PUBLIC NUISANCE CONDITIONS, WEEDS AND FLAMMABLE MATERIALS AND AUTHORIZING RELATED ACTIONS

WHEREAS, Health and Safety Code Sections 14875 et. Seq. and Government Code Sections 39560 et. Seq. provides a method by which a local legislative body may abate on private property public nuisance conditions relating to weeds, rubbish, litter or other flammable material which creates a fire hazard, a menace to the public health or which is otherwise noxious or dangerous; and

WHEREAS, at the conclusion of the July 11, 2018 public meeting, the Kensington Fire Protection Board of Directors directed the Fire Chief or his designee through Resolution No. 18-06, to remove the public nuisance conditions on a property deemed by the Board to constitute a public nuisance according to the provisions of Health and Safety Code Section 14900, which were and are identified as 20 Jessen Ct, 572-222-018-2 (“property in question”); and

WHEREAS, the Kensington Fire Protection District Board of Directors further directed that the Fire Chief or his designee keep an account of the cost of abatement of the property in question on which work was performed in accordance with Health and Safety Code Section 14905. The report shall be prepared and presented to the Board of Directors so that, after notice and hearing, these abatement costs could be confirmed as a special assessment on the property in question; and

WHEREAS, as required by Health and Safety Code Section 14910 and Government Code Section 39576, the Kensington Fire Protection District Board of Directors conducted a hearing on September 12, 2018 at which objections were heard regarding the report and the assessment of the abatement costs for the property identified in Exhibit A of this Resolution. Notice of the hearing was provided to the owner of the subject property; and

WHEREAS, at the hearing, Fire Department staff presented evidence for the subject property for which there were no objections concerning the abatement costs and administrative expenses contained in the report; and

WHEREAS, such testimony included a description of the public nuisance conditions which existed at the property prior to abatement, a description of the services required to abate those conditions, the staff and machinery necessary to achieve abatement, the costs to the District in abating those conditions, and such other matter deemed relevant by the Board of Directors; and

WHEREAS, the Kensington Fire Protection District Board of Directors does hereby conclude that the abatement costs for the property in question identified in Exhibit A, as such costs may have been modified by the Board of Directors after a review of the evidence, are fair and reasonable. This determination is based on the evidence submitted by the property owner, the evidence submitted by Fire Department staff, the evidence concerning the nuisance conditions which existed on the property

in question prior to abatement, the evidence concerning the scope of services required to abate those conditions, and such other matter deemed relevant by the Board of Directors.

NOW, THEREFORE, BE IT RESOLVED that the Kensington Fire Protection District Board of Directors does hereby confirm the report of costs of abatement as contained in Exhibit B of this Resolution.

BE IT FURTHER RESOLVED that the costs of abatement shall be levied as a special assessment against the property in question and that these costs shall be certified to the auditor of Contra Costa County so that the costs of abatement shall be collected at the same time and in the same manner as ordinary county taxes.

BE IT FURTHER RESOLVED that a certified copy of this Resolution confirming the abatement costs for the property in question identified in Exhibit A of this Resolution shall be immediately filed with the County Auditor.

BE IT FURTHER RESOLVED that the Fire Chief or designee shall take such action necessary to record the abatement costs for the property in question as identified in Exhibit A of this Resolution with the County Recorder as a lien against the property in question provided for in Health and Safety Code Section 14912.

The foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Kensington Fire Protection District on the 12th Day of September 2018, by the following vote of the Board:

AYES: BOARD MEMBERS:
NOES: BOARD MEMBERS:
ABSTAIN: BOARD MEMBERS:
ABSENT: BOARD MEMBERS:

Janice Kosel, President

ATTEST:

Joe de Ville, Secretary

Attachments: Exhibits A and B

EXHIBIT A

Kensington Fire Protection District
List of Real Abated Properties
9-12-2018

APN

Street Address

572-222-018-2

20 Jessen Court, Kensington, CA

Exhibit B

**KENSINGTON FIRE PROTECTION DISTRICT
ADMINISTRATIVE COST WORK SHEET**

20 Jessen Ct. APN#572-222-018-2

5/29/2018 - Initial inspection and notice..... 15 min @ 199.00/hr.....	\$49.75
7/9/2018 - Reinspection 15 min @ 199.00/hr.....	49.75
7/11/2018- Office work and attend Fire District Board meeting Abatement Hearing..... 60min@199.00/hr.....	199.00
7/12/2018 – Second notice..... 15 min @ 199.00/hr.....	49.75
8/11/2018- Reinspection..... 15 min @199.00/hr.....	49.75
8/13/2018 - Vendor bid inspection..... 30 min @ 199.00/hr.....	99.50
8/13/2018 - Vendor observation/inspection... 15 min @ 199.00/hr.....	49.75
9/12/2018- Office work and attend Fire District Board Meeting Cost Hearing..... 60 min @ 199.00/hr.....	199.00
7/10/2019 - County Record Abatement z..... 60 min @ 199.00/hr.....	199.00
<hr/>	
TOTAL ADMINISTRATIVE COST.....	\$945.25
TOTAL CONTRACTOR'S INVOICE	<u>\$665.00</u>
 TOTAL COST OF ABATEMENT	 \$1,610.25

OAKLAND HILLS BRUSH CLEARING

Oakland Hills Brush Clearing, LLC

INVOICE	#4270
SERVICE DATE	Aug 14, 2018
DUE	30 days
AMOUNT DUE	\$665.00

City of El Cerrito
10600 San Pablo Ave
El Cerrito, CA 94530

CONTACT US
6114 La Salle Ave, 235
Oakland, CA 94611

(510) 215-4457
jgagne@ci.el-cerrito.ca.us

(510) 339-9991
service@oaklandhillsbrushclearing.com

INVOICE

FIRE PREVENTION CLEARING- 20 jessen Ct., Kensington	1.0	\$500.00	\$500.00
Clear fire-hazardous weeds, thistles, vines from front, side, and rear yards to comply with ECFD regulations per recent notice to abate.			
Hauling	1.0	\$165.00	\$165.00
Total			\$665.00



Item No. 12

AGENDA BILL

Date: September 12, 2018
To: Kensington Fire Protection District Board of Directors
From: Captain Jose Castrejon & Brian Cheshareck
Subject: Replacement of Engine 365

BACKGROUND

In 2003, the Board of Directors authorized the purchase of a new 1,000 gpm Type II/III 4 wheel drive urban interface pumper from Hi-Tech Emergency Vehicle Services (Hi-Tech) in Oakdale, California to replace a 1983 reserve pumper and a 1998 GMC 3500 patrol unit. This purchase was to reduce the District's vehicle fleet and provide an apparatus designed for wild land fires as well as other types of fires and provide ALS medical care. This apparatus that was delivered in 2004 has been in front line service for almost 15 years and is experiencing increased maintenance and repair costs and no longer meets the safety recommendations and guidelines set forth by the National Fire Protection Agency (NFPA). Additionally, while the apparatus is still approved for the District to use, the diesel engine no longer meets the California clean air standards. Due to the normal lead times for this specialty built vehicle, delivery is estimated to be in late 2019 at which time the current engine will have seen over 15 years of front line service.

ANALYSIS/DISCUSSION

The Kensington Fire Protection District strives to meet current NFPA guidelines and industry standards for managing its apparatus fleet which recommends that front line fire engines be replaced after 15 years or sooner depending on maintenance and reliability. The Kensington community with its tight turns, surface drainage dips and hills and increased call volume over the years has taken its toll on the current 2004 Type II/III pumper.

While still a reliable apparatus, it has experienced continued increased maintenance and the engine has started to lose power due to the severe duty causing it to be underpowered in the hills and no longer meets the current emission requirements to limit green-house gasses.

With the consideration of the new apparatus, with updated technology and equipment that is being proposed to be included in this purchase will make this unit state of the art for the next 15 years. This includes a more powerful clean air compliant diesel engine, shorter wheel base to handle the turns and road surfaces, LED lighting, anti-rollover protection with integrated front air bags and a 360 degree camera system that provides better visibility on all side of the vehicle. In addition to the standard firefighting equipment, the interface pumper is being fitted with anchor points and rope rescue equipment to facilitate technical rescues in steep terrain. In addition, due to the age of the existing communication equipment in the apparatus, new radios, modems and mobile data terminals will be required to meet

changing demands on the systems. The existing radios and computers are over 15 years old and while still functional, are reaching the end of its supported ability to meet new FCC regulations.

Careful consideration has been given to the design of this new apparatus to conform to the Department's standard layout, meet the requirements of providing Advanced Life Support as well as fire suppression for both structural and vegetation in this heavily "Urban Interfaced" community, mobility on the narrow roads and power to negotiate the hills all the while providing a highly reliable apparatus and safety for the agency's personnel.

FINANCIAL CONSIDERATIONS

The Kensington Fire Protection District current equipment replacement schedule has appropriated \$592,100 for this purchase beginning in FY18/19. The proposed cost of this apparatus is \$499,327.00 plus the cost of equipment including the communication systems. The cost of this equipment will be included in the final purchase price not to exceed \$592,100. In addition, there will be a \$1,500 discount provided to pay for the cab and chassis once delivered to the body manufacturer.

LEGAL CONSIDERATIONS

California Government Code 6500 - 6599, otherwise known as the Joint Exercise of Powers Act, allows government agencies to leverage the process of other agencies such as with cooperative purchases and realize the savings in time and expense by using certified third party competitive bid results. The City of San Jose Fire Department contracts through BidSync, a nationwide company that seeks and analyzes competitive bids based on the agency's specifications. Two bids were received and Hi-Tech Emergency Vehicle Services was awarded the contract as being the low bidder. "Tagging On" to their order insures that the Fire District is receiving a competitive price and reduces the administrative cost for the Fire District by not having to seek their own bids or requests for proposals. This process has been used by the Fire District since 1973 and has proven cost effective in being able to share in the discounts to other agencies for their multi-unit orders.

RECOMMENDATION

Staff recommends that the Kensington Fire Protection District Board of Directors authorize through the adoption of Resolution 18-08 the Fire Chief to negotiate through the Cooperative Purchase process the purchase of a new 500 gpm Type III fire engine to replace the existing apparatus.

Reviewed by: _____
Lance Maples, Fire Chief

ATTACHMENTS

Resolution 18-08
Fire District Specifications
Drawing of Proposed Apparatus
Copy of the Bid Results for the City of San Jose
Copy of the City of San Jose Purchase Order to Hi-Tech EVS

RESOLUTION 18-08

RESOLUTION OF THE BOARD OF DIRECTORS OF THE KENSINGTON FIRE PROTECTION DISTRICT AUTHORIZING THE PURCHASE OF A 500 GPM TYPE III FIRE APPARATUS WITH A PRE-PURCHASE OF THE CAB AND CHASSIS FROM HI-TECH EMERGENCY VEHICLE SERVICES IN OAKDALE, CA.

WHEREAS, the Kensington Fire Protection District purchased a 1,000 gpm Type II/III fire apparatus in 2003; and

WHEREAS, the this Type II/III engine has served the community well, but due to age and increased maintenance costs, should be removed from front line service; and

WHEREAS, the Fire District may obtain a fire apparatus suitable to identified needs through a "Cooperative Purchase" to the City of San Jose Fire Department's Hi-Tech competitive bid process; and

WHEREAS, by using the "Cooperative Purchase" process, the Fire District will realize the savings attributed to a multi-unit order and the administrative savings of not having to process a separate Request for Proposal;

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Kensington Fire Protection District authorizes the Fire Chief to negotiate the cooperative purchase of one Hi-Tech E.V.S. 500 gpm Type III urban interface engine through the City of San Jose cooperative purchase process to be built to the Fire District's specifications attached herewith for a cost not to exceed \$592,100 including tax and license.

BE IT FURTHER RESOLVED that the Board of Directors authorizes the pre-purchase of the cab, chassis and pump at a cost not to exceed of \$220,000 and to be deducted from the total purchase price for a discount of \$1,500.

* * * * *

The foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Kensington Fire Protection District on the 12th day of September 2018, by the following vote of the Board:

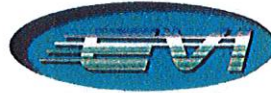
AYES:	BOARD MEMBERS:
NOES:	BOARD MEMBERS:
ABSTAIN:	BOARD MEMBERS:
ABSENT:	BOARD MEMBERS:

Janice Kosel, President

ATTEST:

Joe de Ville, Secretary

HI-TECH EMERGENCY VEHICLE SERVICE, INC.



444 W. GREGER ST. • OAKDALE, CA 95361 • (209) 847-3042 • FAX (209) 847-2110

August 21, 2018

San Jose F.D. Type-3 Tag-On Proposal

San Jose RFB 17-18-07

For

Kensington Fire Protection District

217 Arlington Ave.
Kensington, CA 94707

HI-TECH / INTERNATIONAL 4x4 350HP 500 GPM WILDLAND PUMPER

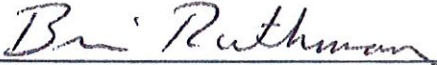
1.	Apparatus Cost, Each, Pre-Tax	\$ 461,272.91
2.	Sales Tax @ 8.25%	\$ +38,055.02
3.	Total Each Unit	\$ 499,327.93

Plus any additional Federal, State or local fee, or mandated safety equipment applicable at time of delivery.

Delivery shall be approximately 545 days from date of purchase order.

Chassis payment within 30 days of delivery to Hi-Tech and inspection by department representative, Deduct \$1,500.00

Proposal valid for 90 days from above date



Brian Ruthman, Vice President

8-21-18

Date

Accepted By – Title

Date



Welcome HITECHEVSI [Logout](#)
 Need assistance?
 Contact us
 or call 800-999-9119

Home My account Orders Agency list Admin Support

Bid #RFB 17-18-07 - Type III and VI Fire Vehicles

City of San Jose, CA Time left: Bid has ended
 Bid started: Aug 08, 2017 5:18:37 PM PDT
 Bid ended: Bid Closed On Sep 08, 2017 2:00:00 PM PDT



Details Documents Line items Q&A Vendor ads			
Items			
Title	Description	Item Number	Winner
Total Base Bid For Type III Vehicles (Attachment 1A)	Enter total base bid amount (Line 19) from Attachment 2A.	RFB 17-18-07--01-01	Yes
Total Base Bid For Type VI Fire Vehicles (Attachment 1B)	Enter total base bid amount (Line 19) from Attachment 2B.	RFB 17-18-07--01-02	Yes

1 Results Per Page: 10

Fill out the qualifications for this agency. [Click here](#)

Addendum # 1 - made on Aug 28, 2017 12:55:52 PM PDT

Description/Bid Comments: (Information was added)
 New Documents: Addendum 1 - RFB 17-18-07.pdf

This bid has ended.

Questions? Contact a BidSync representative: 800-990-9339 or email: support@bidsync.com

CONNECT WITH US <https://www.facebook.com/PeriscopeHoldings>
<https://twitter.com/PeriscopeHldgs> <https://www.linkedin.com/company/periscope-holdings>

© 2018 Periscope Holdings, Inc. | Terms



Welcome testtest | [Logout](#)
Need assistance?
Contact us
or call 800 990 9339

[Home](#) | [My Account](#) | [Search](#) | [Orders](#) | [Bids](#) | [Admin](#) | [CRM](#) | [Agency List](#)

View by Supplier

[Go to Bid Information](#)

[View by Line Item](#)

Bid #RFB 17-18-07 - Type III and VI Fire Vehicles

[Expand All Offers](#)

Awarded Supplier

★ HI-TECH EMERGENCY VEHICLE SERVICE, INC. [\[Ad\]](#) ★

<input checked="" type="checkbox"/> Default Lot	Unit Price	Qty	Price	Agency Notes
RFB 17-18-07-01-01 - Total Base Bid For Type III Vehicles (Attachment 1A)	\$861,083.50	1	\$861,083.50	★
RFB 17-18-07-01-02 - Total Base Bid For Type VI Fire Vehicles (Attachment 1B)	\$829,565.75	1	\$829,565.75	★
TOTAL PRICE:			\$1,690,649.25	

ATIRA GST Inc [\[Ad\]](#)

<input checked="" type="checkbox"/> Default Lot	Unit Price	Qty	Price	Agency Notes
RFB 17-18-07-01-01 - Total Base Bid For Type III Vehicles (Attachment 1A)	\$876,914.50	1	\$876,914.50	
RFB 17-18-07-01-02 - Total Base Bid For Type VI Fire Vehicles (Attachment 1B)	\$848,524.75	1	\$848,524.75	
TOTAL PRICE:			\$1,725,439.25	

Close

- The bid has been decrypted.
- The agency has requested that all offers be shown after the bid is decrypted.
- The agency has requested that all offers be shown after the bid is awarded.
- ★ - Winner
- This tabulation may not contain all received bids.

All bids/proposals submitted for the designated project are reflected on this tabulation sheet. However, the listing of the bid/proposal on this tabulation sheet shall not be construed as a comment on the responsiveness of such bid/proposal or as any indication that the agency accepts such bid/proposal as being responsive. The agency will make a determination as to the responsiveness of the vendor responses submitted based upon compliance with all applicable laws, purchasing guidelines and project documents, including but not limited to the project specifications and contract documents. The agency will notify the successful vendor upon award of the contract and, as according to the law, all bid/proposal responses received may be available for inspection at that time.

Questions? Contact a BidSync representative: 800-990-9339 or email: support@bidsync.com

[Home](#) | [Bid Search](#) | [Bids](#) | [Orders](#) | [My account](#) | [Privacy](#) | [Terms](#) | [Logout](#)



Copyright © 1999-2018 - BidSync - All rights reserved.



Welcome HITECHEVS | [Logout](#)
[Need assistance?](#)
[Contact us](#)
or call 800-990-9339

[Home](#) | [My Account](#) | [Search](#) | [Orders](#) | [Bids](#) | [Admin](#) | [CRM](#) | [Agency List](#)

[View by Supplier](#)

[Go to Bid Information](#)

[View by Line Item](#)

Bid #RFB 17-18-07 - Type III and VI Fire Vehicles

[Expand All Offers](#)

Awarded Supplier

- ★ [HI-TECH EMERGENCY VEHICLE SERVICE, INC. \[Add\]](#) ★
- [ATIRA GST Inc \[Add\]](#)

[Close](#)

- The bid has been decrypted.
- The agency has requested that all offers be shown after the bid is decrypted.
- The agency has requested that all offers be shown after the bid is awarded.
- ★ - Winner
- This tabulation may not contain all received bids.

All bids/proposals submitted for the designated project are reflected on this tabulation sheet. However, the listing of the bid/proposal on this tabulation sheet shall not be construed as a comment on the responsiveness of such bid/proposal or as any indication that the agency accepts such bid/proposal as being responsive. The agency will make a determination as to the responsiveness of the vendor responses submitted based upon compliance with all applicable laws, purchasing guidelines and project documents, including but not limited to the project specifications and contract documents. The agency will notify the successful vendor upon award of the contract and, as according to the law, all bid/proposal responses received may be available for inspection at that time.

Questions? Contact a BidSync representative: 800-990-9339 or email: support@bidsync.com

[Home](#) | [Bid Search](#) | [Bids](#) | [Orders](#) | [My account](#) | [Privacy](#) | [Terms](#) | [Logout](#)



Copyright: © 1999-2018 - BidSync - All rights reserved.



CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

TO:
HI TECH EMERGENCY VEHICLE
444 W GREGER ST
OAKDALE CA 95361



PO 80440

PURCHASE ORDER NUMBER:

PO 80440

DATE	03/21/18	EXPIRATION DATE	03/31/19	BUYER	Kim Nguyen 408-535-7058
DELIVERY ADDRESS	CSJ/PW FLEET BUILDOP 1661 SENTER RD, BLDG F SAN JOSE, CA 95112				
INVOICE ADDRESS	CSJ/PUBLIC WORKS DEPT - FISCAL 200 EAST SANTA CLARA STREET 5TH FL SAN JOSE, CA 95113				

VENDOR NO.		PAYMENT TERMS		N30		F.O.B.		SHIP MA		SURFACE		VENDOR CONTACT	
LINE	QTY.	UNIT	DESCRIPTION OF ARTICLES OR SERVICES		DEST PREPAID	SHIP MA	SURFACE		UNIT PRICE	AMOUNT	BRIAN RUTHMAN		
1	3	EA	NEW FORD F-550, CREW CAB, 4X4, TYPE VI FIRE SERVICE VEHICLES						269,998.00	809,994.00			
2	3	EA	LIFT KIT, WHEELS AND TIRES OPTION (TYPE VI VEHICLES)						21,041.70	63,125.10			
3	3	EA	TOOLS AND EQUIPMENT OPTION (TYPE VI VEHICLES)						30,766.11	92,298.33			
4	3	EA	MEALS FOR THREE CITY REPRESENTATIVES (TYPE VI VEHICLES)						90.00	270.00			
5	21	EA	CA TIRE TAX (TYPE VI VEHICLES)						1.75	36.75			
6	2	EA	NEW FREIGHTLINER, CREW CAB, 4X4 TYPE III FIRE SERVICE VEHICLES						423,972.00	847,944.00			
7	2	EA	TOOLS AND EQUIPMENT OPTION (TYPE III VEHICLES)						38,707.33	77,414.66			
8	3	EA	MEALS FOR THREE CITY REPRESENTATIVES (TYPE III VEHICLES)						90.00	270.00			
9	14	EA	CA TIRE TAX (TYPE III VEHICLES)						1.75	24.50			
<p>ALL SPECIFICATIONS AND REQUIREMENTS PER CITY OF SAN JOSE RFB 17-18-07 ARE HEREBY INCORPORATED BY REFERENCE HEREIN. PRICING PURSUANT TO HI TECH EMERGENCY VEHICLE'S RFB RESPONSE DATED 09/08/17.</p> <p>DEPT CONTACT: DON SUNSERI 408-975-7131 BILLING CONTACT: SHERRY CHEN 408-975-7274 VENDOR CONTACT: BRIAN RUTHMAN 209-847-3042 VENDOR EMAIL: BRIANR@HITECHEVS.COM</p> <p>NO PREV PO / RQ 25947 / CC 005330</p>													
										Sales Tax		174,946.76	
										TOTAL		2,066,324.10	

This Purchase Order must be signed by the Director of Finance or the Director's authorized designee. No changes are authorized without a signed **Purchase Order**.

Max [Signature]
Director of Finance or authorized designee

The complete contract shall consist of this Purchase Order, Attachment A Terms and Conditions attached hereto, plus all of the applicable attachments checked below. In the event of a conflict between Attachment A Terms and Conditions and the terms and conditions contained in any other attachment hereto or incorporated by reference herein, the terms and conditions of Attachment A shall control.

Additional attachments (check attachment):
 Labor Compliance Addendum
 Scope of Services/Work
 Other

OUT-OF-STATE VENDORS:
DO NOT CHARGE SALES TAX ON THIS PURCHASE. THE CITY OF SAN JOSE WILL PAY ALL APPLICABLE SALES/USE TAX DIRECTLY TO THE STATE OF CALIFORNIA.

**KENSINGTON FIRE PROTECTION
DISTRICT**



REQUEST FOR PROPOSAL

FOR

ONE (1) TYPE 3 WILD LAND PUMPER

BUILT ON A

INTERNATIONAL 4x4 CAB & CHASSIS

WITH A

500 G.P.M. PTO PUMP

**10900 San Pablo Avenue El Cerrito, CA 94530
(510) 215-4450
FAX (510) 232-4917**

TERMS & CONDITIONS

Introduction

The Kensington Fire Protection District is requesting proposals for one (1) 500 GPM type III wild land interface fire apparatus built on an International four door cab and chassis manufactured to the following specifications and meeting all current applicable standards. All proposals must be on the enclosed form and shall include all requested optional prices. This Request for Proposal (RFP) must be returned no later than August 3, 2018 at 5:00 pm. The proposal must remain valid for a period of 120 days from the date received. After this date, the proposals will be reviewed and evaluated. All manufacturers that respond to this RFP will be contacted with the results and for discussion of exceptions, options and clarifications. Proposals will be evaluated on price, adherence to specifications, quality, and delivery time. The District reserves the right to reject any and all proposals and to accept the one that is deemed most beneficial to the District.

Terms of Contract

The District seeks this RFP as a means of determining an as built cost for the specified apparatus and equipment. However, the District would also consider the opportunity to "Tag On" to an existing order that was purchased through a RFP or bid process that allows for cooperative purchase that with addendums made to reflect these specifications.

Upon notification of accepting the proposal, the Manufacturer shall provide an exact set of Manufacturer specifications that reflects any clarifications or changes and detailed drawings of the apparatus the Manufacturer is proposing. These documents will become part of the contract.

Intent of Specifications

It shall be the intent of these specifications to describe and provide a complete apparatus equipped as specified. With a view to obtaining the best results and the most acceptable apparatus for service in the District, these specifications cover only the general and most essential minimum requirements as to the type of construction and tests to which the apparatus must conform, together with certain details as to finish, equipment and appliances with which the successful manufacturer must conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the contractor, who shall be solely responsible for the design and construction for all features. The completed apparatus shall comply to the 2016 or most current edition of the National Fire Protection Association (NFPA) Standard 1901, all Federal, State, I.C.C., F.M.V.S.S. and D.O.T. regulations, standards and laws pertaining to commercial vehicles as well as fire apparatus.

Each bid shall be accompanied by a set of "Manufacturer's Specifications" or as built specifications consisting of a detailed description of the apparatus being furnished under this contract in the same sequence as these specifications to allow the District to easily compare bids. These specifications shall indicate size, type, model and make of all component parts and equipment. Computer runoff sheets are not acceptable as "Manufacturer's Specifications". **NO EXCEPTIONS**

For the purpose of evaluating each proposal, basic drawings including, but not limited to, the overall dimensions, wheelbase, and overall length of the proposed apparatus shall be required with the proposal. The drawing shall include right, left, and rear views of the apparatus. These drawings are not required to be custom or exact drawings but should be accurate enough to allow proper evaluation of what the manufacturer is proposing. Exact drawings will be required at the time of the preconstruction conference.

Exceptions to Specifications

The specified custom chassis, water pump and certain equipment brands are all open market items and shall be strictly adhered to. Exceptions shall be allowed if they are equal to or superior to that specified and provided they are listed and fully explained on a separate page entitled "**Exceptions to Specifications**". The exception list shall refer to the specification page number and item. Proposals taking total exception to specifications or total exception to certain parts of the specifications such as electrical systems, body or pump, will not be accepted. Apparatus shall be inspected upon delivery for compliance with specifications. Deviations will not be tolerated and will be cause for rejection of apparatus unless they were originally listed in bidder's proposal and accepted in writing by the District.

General Construction

The design of the Apparatus must embody the latest approved automotive engineering practices. The workmanship must be of the highest quality in its respective field. The construction of the apparatus body and all components that make up the compartments, sub-frames and mounting brackets shall be a proven design. The manufacturer shall provide proof of the design either through "third party" certification or by testimony of customers the manufacturer has worked with in the past. Experimental design bodies are not acceptable. An extensive customer list with point of contacts and phone numbers that extends back 20 years or to the time the company started business (whichever is shorter) shall be provided in the bid. **NO EXCEPTIONS**

Special consideration will be given to accessibility of the various components that require periodic maintenance operations, ease of operation including both pumping and driving and symmetrical proportions. The apparatus shall be designed so that the operator can perform all recommended daily maintenance checks easily without the need for hand tools. Apparatus components that interfere with repair or removal of other major components must be attached with fasteners (cap, screws, nuts, etc.) so that the components can be removed and installed with normal hand tools. These components must not be welded or otherwise permanently secured into place. Welding shall be employed in the assembly of the apparatus in a manner that will not prevent the ready removal of any component part for service or repair.

The GAWR and GVWR of the chassis shall be adequate to carry the fully equipped apparatus including all tanks filled, the specified hose load, unequipped personnel weight, ground ladders and a miscellaneous equipment allowance per NFPA 1901 criteria. The apparatus shall be designed with due consideration to distribution of load between the front and rear axles so that when loaded, shall not have less than 25% or more than 55% of the weight on the front axle and not less than 45% nor more than 75% on the rear axle. The manufacturer shall furnish a Weight Certificate showing weights on front axle, rear axles and total weight for the completed apparatus at time of delivery. The height of the fully loaded vehicle's center of gravity shall not exceed the chassis manufacturer's maximum limit.

Pre-Construction Conference & Inspections

The proposal must include costs to cover pre-construction conference and inspection trips during the time the apparatus is being build. The manufacturer shall cover all transportation fees, rentals, meals and lodging as required for three personnel per trip. If the plant is located more than 200 miles away, transportation shall be via commercial airlines and rental vehicles as needed. The trips shall be as follows:

1. Pre-Construction Conference: May be negotiated to be held at the District

2. Chassis Inspection: To be conducted upon arrival of chassis
3. Body Inspection: To be conducted when body is 50% completed but prior to mounting on body
4. Pre-Paint Inspection: To be conducted once body is mounted on chassis but prior to final paint
5. Equipment Inspection: To be conducted at a time to layout all mounted equipment
6. Final Inspection: To be conducted on same day as pump acceptance test

Delivery

Apparatus, to insure proper break-in of all components while still under warranty, shall be delivered under its own power by the Manufacturer to the District. A qualified delivery engineer representing the manufacturer shall instruct a District representative in the proper operation, care and maintenance of the equipment delivered upon delivery.

Performance Tests

Prior to delivery, the manufacturer shall conduct at their location an acceptance service test for the fire pump system as outline in NFPA 1911, 2017 or most current edition. This test will be conducted with all emergency and auxiliary lights on, air conditioning running on high and the inverter running the two telescoping lights. The apparatus shall show no signs of overheating, power loss or electrical failure.

At time of delivery, a road test shall be conducted with the apparatus fully loaded for a continuous run of ten or more miles. This test shall include normal operating speeds within the City and local freeways and will include multiple runs up and down 22% + grades within the District's area. During these tests, there shall be no power loss or overheating of the engine and transmission. In addition, during the road test, the effectiveness of the Jacob brake, transmission retarder and parking brakes shall be tested. The parking brake along with the front axle work brake shall be able to hold the fully loaded apparatus on the steep hills with no slippage. The transmission drive shafts and rear axles shall run quietly and be free from abnormal vibration or noise throughout the operating range of the apparatus.

Failure to Meet Tests

In the event the apparatus fails to meet any of the test requirements the first time, a second attempt may be made at the option of the manufacturer within thirty days of the first one. Such tests shall be final and conclusive and failure to comply with these requirements shall be cause for rejection of the completed apparatus. Failure to correct any deficiencies with the apparatus that do not meet specifications within thirty days after notice is given to the manufacturer shall also be cause for rejection of the apparatus.

Permission to keep or store the apparatus in any building owned or occupied by the District or its use by the District during the specified period with the permission of the manufacturer shall not constitute an acceptance. Insurance covering loss, theft and liability shall remain the responsibility of the manufacturer until formal acceptance of the apparatus is completed.

Supplied Information and Supplies

The chassis and apparatus manufacturer shall supply two copies of operation and maintenance manuals for the completed apparatus. The manuals shall include, but not be limited to maintenance and operation manuals for all major components for the chassis, engine, transmission drive train, axles, pump, foam system and the multiplex electrical system. Installation and users' manuals for all additional components such as the light bar, siren and loose equipment shall also be included.

Complete up dated as built blue prints for this apparatus shall be supplied. Two sets of as built electrical schematics for both the chassis and body shall be supplied.

The apparatus manufacturer shall also supply a manufacturer's record of apparatus construction details as well as the pump acceptance test results. Included in the delivery of the unit, the apparatus manufacturer shall also include spare hardware and extra fasteners, paint for touch-up, information regarding washing and care procedures, as well as other recommendations for care and upkeep of the general apparatus.

Warranty

The completed fire apparatus shall have a "Bumper to Tailboard" warranty for a minimum period of two (2) years from the date of acceptance, except for those components which may carry longer warranties as listed below. Under this warranty, the manufacturer agrees to cover parts and labor to replace any part failure and repair all problems with the apparatus that fails due to normal use and wear and tear. The body manufacturer shall be responsible for initiating all chassis and component warranties when notified that the apparatus is placed in service. This will include filing any warranty registrations, notifying all component manufacturers and supply the District with a copy of all warranties.

The manufacturer shall be a "Single Point of Contact" to handle any and all warranty problems and shall make all arrangements and cover all costs to have the apparatus transported to their location or any other authorized repair facility. The manufacturer shall defend any and all suits and assume all liability, holding the District harmless, for the use of any patented device or article forming part of the apparatus or any appliance furnished under the contract. The following shall be additional warranties that shall apply to the apparatus being provided;

- The chassis manufacturer shall warrant entire truck chassis for a period two (2) years with the exception of the chassis frame which shall carry a lifetime warranty. The warranty period shall begin on the date the completed apparatus is placed in service by the District
- The cab shall be warranted for a period of ten (10) years against any structural failures including stress cracks, sagging or metal fatigue.
- The cab shall have a lifetime warranty against rust and corrosion.
- The chassis frame shall have a lifetime warranty against any failures.
- The body shall be warranted for a period of twenty (20) years against all structural failures including stress cracks, metal fatigue, mount failures, rust or corrosion, failures of welds or other defects in the structural material and workmanship.
- The Cummins engine shall be warranted for a period of five (5) years or 100,000 miles, whichever occurs first. Warranty shall cover all parts and labor or any problems or failure in material or workmanship on the diesel engine and all engine components supplied by Cummins.
- The Allison transmission shall be warranted for a period of five (5) years with unlimited mileage. Warranty shall cover all parts and labor or any problems or failure in material or

workmanship on the transmission and all transmission components supplied by Allison. The transmission must be filled with Castro Oil Transynd synthetic fluid or approved equal.

- The fire pumps shall be warranted for a period of two (2) years or two thousand (2,000) hours, which ever comes first. Warranty shall cover all parts and labor for any problems or failure in material or workmanship on the Hale Pump and all pump components supplied by Hale Pump.
- The water tank shall be warranted for the life of the apparatus by the manufacturer. The tank warranty shall also include costs to remove and replace the tank into the apparatus body for repairs or service.
- The Multi-Plexed electrical system shall be warranted by the chassis and/or body manufacturer for a period of five (5) years to cover all parts and labor for any problems or failures of the system.

Apparatus Dimension Requirements

The Apparatus specified shall be constructed as detailed and shall NOT exceed

- A maximum overall length of 25 feet.
- A maximum wheel base of 179 inches.
- A maximum overall height of 111 inches
- A Maximum overall width of 98" inches exclusive of mirrors, fenders, etc.

CAB AND CHASSIS

A 2019 International Workstar 7400 SFA series four wheel drive four door cab and chassis shall be provided with a 179" wheelbase and 37,600 lb GVWR. The following cab and chassis specifications and listed options are provided as a minimum standard that shall be accepted. It is the intent of the Fire District to have provided a vehicle that will meet all safety standards, provides the most power and greatest braking ability available at the time of placing the order. Any substitutes of equipment listed, (equal to or better), shall only be accepted after the approval of the Fire District.

Engine

Cummins L9 six cylinder diesel engine EPA 2017 with 350 HP at 2,000 RPM and 1,000 lb-ft torque @ 1,400 RPM and governed at 2,200 RPM with the following components and options:

- Jacob brand or equal engine brake with dash control to turn On/Off and level switch to adjust from Low/Medium/High (exhaust pipe restriction type brake is not acceptable)
- Donaldson Air Cleaner with a spark and ember suppressor intake screen and treated pre-cleaner to protect the main air cleaner from sparks (Ember Separator)
- Dash mounted air restriction indicator gauge
- Horton S-Series two speed fan drive with a manual override switch on the dash
- Delco Remy 38MT heavy type 300 12 volt starter
- Engine warning system buzzer and light in cab
- Magnetic oil drain plug
- Intake manifold grid heater system
- Single horizontal stainless steel muffler frame mounted and exiting on the right side just in front of the rear wheels. Exhaust tip is to be stainless steel or chrome plated double walled and modified to allow the application of a Plymovent exhaust extraction system and protect from melting.

Transmission & Transfer Case

The transmission shall be an Allison 6 speed automatic, 3000 EVS series with double overdrive, close ration gears, double overdrive and provisions for a PTO drive. The transfer case shall be a Meritor T-4210-2, 2-speed with 10,000 lb-ft total capacity. It shall be controlled from the cab with electric over air controls. The transmission and transfer case shall have the following components:

- Standard Allison touch pad shift control with default 4th gear for Drive and 5th-6th gear in Mode.
- Range hold on mode switch
- Output retarder with dash mounted Off/On control and indicator light. Retarder shall automatic apply 50% with released of foot throttle and ramp up to 100% with application of brake
- Disable the PTO cutout feature
- Transmission fluid to be Castrol TransSynd brand synthetic oil
- Transfer case fluid to be EmGard 50W synthetic oil or equal
- Magnetic drain plugs on both transmission and transfer case
- Auxiliary water/oil heater exchanger for transmission
- Auxiliary air/oil cooler for transfer case

Cooling System

A welded aluminum high performance core, cross flow, series system radiators shall be provided with 1,228 sq. inch frontal area and 1,167 sq. inch charge air cooler. All hoses including heater hoses shall be premium silicone with appropriate type clamps. Main radiator hoses shall be pre-molded to prevent any kinks or restrictions in coolant flow. The cooling system shall include the following components:

- De-aeration system with remote translucent nylon surge tank
- Expanded engine temperature effects system
- Sen Dure heater exchanger with cooling water from fire pump system and controlled at the pump panel
- 15 PSI pressure cap
- Nalcool anti-freeze and corrosion inhibitor to -60F

Steering System

The chassis shall be provided with a power steering system with a water cooled reservoir and the following components:

- 18" Two spoke black steering wheel
- Tilt steering column
- Sheppard M-110 steering gear

Electrical System

The electrical system for the cab and chassis shall be the Diamond Logic full multi-plex system. The chassis shall have a minimum six channel bodybuilders interface with 20 amp rating for each channel and six switches in the cab. All controls for the entire apparatus shall be through multiplex wiring and interfacing with a Weldon VMux Vista IV Display. The following components shall be provided:

- Weldon VMux Vista IV display Model# 6241-0010-00
- Frame mounted battery box with fiberglass cover mounted on the right side under the cab as far forward as possible
- Three Group 31 maintenance free batteries with 1,950 cold cranking amps total
- Leece-Neville model 4949PA alternator with 12 volt, 270 amp capacity
- Battery disconnect on floor board on left side near drivers door entrance
- Circuit breakers with trip indicators (NO FUSES)
- Data link connector in cab for the engine and transmission
- Three 12 volt power point plugs in the cab dash
- Cruise control with steering wheel mounted controls and stationary throttle controls integrated
- Vanner Charger/inverter with remote mount charge indicator Model ITC 12-2100
- Kussmaul Auto Eject 20 amp shore line plug located on the left side of the cab

Front Axle & Suspension

The front drive axle shall be a Meritor MX-14-120 single reduction rated at 14,000 lbs and with the following components and options:

- Front axle ratio shall be 5.38 ; 1

- Front brakes: Air Cam S Cam 16.5" x 5" with 24 sq. inch MGM Long Stroke brake chambers rated for a maximum 14,000 lb. axle
- Rockwell automatic slack adjusters
- Transynlube 75w90 gear lube
- Magnetic drain plug
- Non-asbestos brake linings
- Front brake dust shields
- Front oil seals: Chicago Rawhide
- 14,000 lb parabolic taper leaf front suspension with shock absorbers
- Graphite impregnated spring pin bushings
- Cab operated work brake to be integrated into the main parking brake control (Exhaust form this valve to be plumbed outside of cab interior)

Rear Axle & Suspension

The rear axle shall be a Meritor RS-23-160 single reduction rated at 23,000 lbs with the following components and options;

- Spicer 1710 Series universal joints
- Driver controlled differential lock for single rear axle
- HD iron carrier
- Transynlube 75w90 gear lube
- Magnetic drain plug
- Rear brakes: Rockwell Air Cam S-Cam 16.5" x 7" with 30 square inch MGM TR3030 Long Stroke brake chambers and heavy duty spring actuated parking brake (Largest rear parking chamber is to be provided to hold fully loaded apparatus on 10% grade)
- Rockwell automatic slack adjusters
- High mount brake chambers mounted on the forward side of axle
- Rear oil seals: Chicago Rawhide
- Rear suspension: Vari-Rate 23,500 lb flat leaf w/helper
- Front and rear axle ratio to reflect constant highway speed of 65 mph

Air Brake System

Dual air system with two steel maximum air capacity reservoirs and a quick air build up system shall be provided. An additional 1,200 square inch auxiliary air tank shall be supplied and protected from the main system to supply air for the pump shift, air horn and other after market add on air systems. The air brake system shall be controlled through a Bendix Antilock 4 channel full vehicle wheel control system. The air brake system shall be provided with the following components and options:

- Bendix Tu-Flo 750 16.5 CFM air compressor with intake routed to main air filter
- Air lines in frame shall be high temp nylon and shall be color coded
- Air lines to brake chambers shall be wire braided
- Drain valves for all air tanks shall have cable lanyards to side of apparatus for ease of use
- Bendix AD-IP air dryer with heater frame mounted behind the cab
- Dual air gauges in cab
- Yellow parking brake control
- Front wheel work brake control integrated into main spring brake control
- A female air fitting will be supplied on the left side pump panel to use for inflating tires.

- A second air outlet shall be provide under the hood in the engine compartment accessible from the right side to use with a air gun to clean the air cleaner and radiator

Frame and Wheel Base

The frame rails shall be heat treated alloy "C" channel steel and shall be 10.125" x 3.580" x 0.312" with 120,000 PSI Yield.

The wheel base shall be 179"

A 20" frame extension shall be provided with a chrome plate sweep back 45 degree steel channel bumper.

The front grill of the engine cover shall be chrome plated and stationary so as to allow pre-connect hoses on the front bumper to not interfere when the hood is raised.

Two (2) closed eye tow hooks shall be supplied on the underneath side of the bumper attached directly to the frame and rated to tow the vehicle.

Front Bumper

The area of the front bumper extension between the hood and the bumper shall be overlaid with 3/16" aluminum diamond plate. This diamond plate cover shall be formed fitted to the curve of the hood and shall wrap around the sides of the bumper to fill in the voids but provide for flex of the chassis and hood. Adequate support shall be provided under the aluminum diamond plate and attached to the chassis frame to support the intended loads and prevent any vibration.

Two (2) recessed hose compartments with hinged doors shall be provided in the front of bumper. One compartment shall be provided on the left angled portion of the bumper to hold 25' x 1-3/4" double jacket hose. The second compartment shall be located in the center of the bumper between the frame rails to hold 100' x 1-3/4" double jacket hose. The floors of the hose compartments shall be lined with Turtle Tile brand black floor mating. The lids shall have recessed cuts for 1-3/4" hose to be pre-connected to the swivels and shall have gas rams to hold the lids open. The latches shall be of a recessed designed to prevent hoses from being hung up on them.

Two (2) Rigid Industries D-SS Pro Flood Lights (white) shall be installed in the center cut out of the bumper. Exact location to be determined at pre construction.

Two (2) Rigid Industries D-Series Pro Flushmount Flood lights (white) shall be installed in the 45 degree of the front bumper. Exact location to be determined at pre construction

Fuel Tank

Top draw, rectangular, Steel, 50 US gal. 283 L. Capacity with center step, 19.0" tank depth, with center step mounted left side, under cab. The fuel and DEF tank installation must be contained to the area under the driver's door.

- Nylon fuel lines with o-ring seals
- Fuel/water separator
- Second level sender for pump panel gauge
- Second pickup for auxiliary pump

Tires and Wheels

Tires shall be Goodyear G-751MSA with Dura Seal 12R22.5 Load Range H with 22.5 x 8.25 ALCOA polished aluminum wheels hub piloted

Rear axles shall have Real Wheel brand stainless steel top hats over the hub and stainless steel lug nut covers. Front wheels shall have stainless steel center hub moons and stainless steel lug nut covers

Cab Exterior

The cab shall be a standard full four door cab with "Hydramount" cab mounts. The cab shall have International's deluxe exterior and interior trim package with maximum insulation and covering. The following components and options shall be provided:

- Power door locks shall be provided with controls on each door interior
- Side mounted 7" x 16" rectangular mirrors with break away brackets shall be provided on each side of the cab. The mirrors and brackets shall have bright chrome finish. Mirrors shall be spaced close to doors for clearance and maximum 102" wide spacing.
- Both mirrors shall be heated and remote controlled with the controls provided adjacent to the driver's seat.
- Four (4) round grab bars with rubber inserts shall be provided, two each side to assist in cab entry and exit
- Dual electric horns
- 102 decibel back alarm with momentary cutout switch in cab
- OMIT RUBBER FENDER EXTENSIONS

Cab Steps

The steps under the cab shall be modified to provide both maximum storage and aesthetic appearance and provide ergonomic and safe access in and out of the cab. The following features shall be incorporated into the steps:

- The fuel tank and battery box shall be covered with bright finish aluminum diamond plate to meet the standards set forth in the Buildup Specifications
- The cover on the battery box side shall be removable to allow access to service or replace the batteries.
- The battery box cover shall also be modified with an access door to allow the storage of a 25' x 2-1/2" section of hose. Exact design to be approved at the preconstruction conference.
- A compartment shall be provided on each side under the cab and behind the fuel tank and battery box utilizing maximum available room for storage. The floors of the compartments and trays shall be covered with Turtle Tile brand mat.
- The left side shall be designed as a "brass compartment" with two pull out trays. Exact design to be approved at the preconstruction conference.
- The doors shall be fabricated from bright finished aluminum diamond plate and shall conform to the door specification detailed in the Buildup Specifications as well as be designed to facilitate access to and from the cab rear doors
- Running board type steps level with the running boards on the body shall be provided and mounted to the chassis frame below the above compartments, fuel tank and battery box

Exterior Lighting

The cab exterior shall be provided with LED lights to meet all current state and local laws. In addition emergency lights warning lights and sirens shall be provided as specified in the Electrical Section. The cab shall include the following minimum lights:

- LED headlights with chrome plated bezels
- Turn signals including reflectors and side turn signals with solid state flashers
- Parking lights
- Two (2) ground lights under front bumper shall be provided and wired to the head light circuit and will only activate when the parking brake is set and the head lights are on
- Four (4) step lights shall be provided under all the cab doors and shall be switched with opening the door and the ground light switch in the cab
- Five (5) clearance marker lights

Windows

All windows shall have the maximum tint available from the OEM. In addition the side cab windows shall "privacy" after market tinting to provide maximum radiant heat deflection. The following components shall be provided:

- All four side windows shall be power actuated with controls on each door and master control adjacent to the driver
- Window controls shall be wired "Hot" to all operations regardless of ignition and battery switches and allow the windows to be rolled up in an emergency

Cab Interior

The cab interior shall be design to provide ultimate safety to the occupants in all type of weather and conditions. The interior of the cab shall have a premium insulation and dress up package that provides all interior metal surfaces to be covered with molded trim pieces. The following interior components shall be provided:

- Molded arm rests on all doors
- Four (4) molded plastic storage pockets one in each door
- Heavy duty black rubber floor covering
- Two (2) "A" pillar grab handles, one each side
- Four (4) "B" pillar grab handles, two each side front and rear
- Two (2) auxiliary handles on rear doors, one each side
- Two sun visors
- Cloth headliner
- Overhead console with center radio console
- A heavy duty weather band am/fm stereo radio with compact disc player and four (4) speakers shall be installed in the cab. Two (2) speakers shall be installed overhead in the front corners with the other two (2) speakers installed in the upper rear corners of the cab.

Seats

All seats shall be covered with heavy duty gray vinyl upholstery.

Front Engineer's and Captain's seat shall be high back air ride seat and have sliding front to rear adjustments with no arm rests. Red 3-point lap and shoulder seat belts shall be provided for each seat.

Two matching suspension rear seats with foldable arm rest shall be provided and mounted outboard of a custom SCBA center consol. The center section of the back of the cab shall be modified to hold two Scott high pressure air packs in a position to allow the firefighters seating in the outboard seats to don them while seating. Red 3-point lap and shoulder seat belts shall be provided for each seat.

Rear seats will be mounted to the floor forward facing outboard of the center consol. The center console will provide storage for two (2) Scott high pressure SCBAs accessible from the front of the console, the exact design to be approved at pre-construction conference.

Instruments & Controls:

The cab dash shall be split into three sections, the left gauge panel, the center switch panel and the right dash cover with the chassis main electrical panel behind it. The entire dash shall be molded to match the rest of the interior. The following components shall be provided:

- Keyless ignition system
- Diamond Logic full multiplex wiring system and gauge panel
- Electronic oil pressure gauge
- Electronic water temperature gauge
- Electronic fuel level gauge
- Volt meter
- Electronic transmission temperature gauge
- Two electronic air pressure gauges (front & rear)
- Electronic tachometer
- Electronic speedometer (English)
- Odometer display with Miles, Trip Miles, Engine Hours, Trip Hours and Fault Code readout
- Air restriction gauge
- Visual and audible warning system display for Low Fuel, Low Oil Pressure, High Engine Coolant Temperature and Low Battery Voltage
- International Blend-Air high output air conditioner with integrated heater and defroster, fresh air filter and hydro-fluorocarbon HFC-134A refrigerant
- Two speed windshield wiper switch with intermittent feature
- Self cancelling turn signal integrated with wiper and headlight dimmer controls
- Full IP on board diagnostics display

Interior Lighting & Options:

In addition to the standard OEM supplied interior lights and components, the following shall be supplied and installed by the manufacturer:

- Two (2) auxiliary defroster fans with High/Off/Low integrated switch mounted on headlines in center of cab near the windshield
- Pump controls, radio mounts, and map book box will be included in an aluminum console between the front seats. Exact design to be determined at preconstruction conference
- Five (5) Red/White dome lights shall be provided in the headliner, one over each door opening and one in the center of the cab between the two front seats. All the lights shall illuminate

anytime the door is opened and a switch shall be provided on the light to individually switch on either the red or white light.

- One (1) hand held 12 volt halogen spot light with a rubber protective coating shall be provided with a mount in the center of the front dash with a coiled cord long enough to use out each front window to see address or search the roadside at night.
- 12 volt isolated circuits shall be provide to the back of the center console and the back of the cab under the rear seats for radio charger, flashlights, suction unit and thermal imaging camera charger
- Two (2) USB and (2) 12 volt cigarette style charging ports shall be provided on the dashboard, and wired "hot" at all times.
- Two (2) USB charging ports wired "hot" at all times in the rear center console. Exact location to be determined at Pre Construction meeting.

Intercom System

A noise attenuation intercom system with headphones shall be provided and installed in the cab for each seat. The system shall be a Fire Com 5000D with a flush mount remote head located on the right side of the center switch panel in reach of the officer seat. The remote control panel shall have easy to read system status display and able to control all the functions of the intercom. HM-10 interior headset plug-in modules shall be provided adjacent to each set with exact location to be determined at the pre-construction conference. Radio interface cables shall be provided to patch the Erickson UHF radio and the Kenwood VHF radios into the intercom. The UHF shall be interfaced into the "A" channel.

Two (2) UH-54 push on off under the helmet headsets shall be provided with volume control, noise canceling boom microphone and PTT buttons.

Two (2) UH-51S Full duplex intercom with volume control, noise canceling boom microphone and PTT button.

Observation System

A Fire Research FRC 360 In-View model SNB100-A00 kit with a 7" rear view mirror display shall be installed. The kit shall include one (1) front view camera, one (1) rear view camera, two (2) side view cameras, one (1) controller, one (1) cable kit, and one (1) toggle switch.

BODY CONSTRUCTION

Body Design & Material

The apparatus body while encompassing these specifications must be designed to meet NFPA 1901 standards as well as the needs of the District. The apparatus body must be designed to handle severe twists and turns due to the nature of the terrain within the District's boundary without any structural failure or cracking. Quality and longevity of the body is of critical importance due to the fact the apparatus will be subjected to severe twists and turns throughout its life.

The body shall be a three piece modular design to provide for greater flexibility as well as ease of maintenance and repair. These modules shall consist of the **Pump Enclosure** which will include the cross lay, the pump and all plumbing associated with the buildup. The second module will be the **Apparatus Main Body** which includes all the compartments, main hose bed. The third module will be the **Water Tank** which shall be located within the apparatus main body but will be separate of the body. The mounting area for the tank shall be designed to allow water to drain out.

All body panels and compartments on the apparatus will be fabricated of 12 gauge A569 galvanized or Jet Coat 12-gauge cold rolled stretcher leveled steel or equal with minimum yield strength of 52,000 PSI. Any tubing or extrusions used in the construction of the body or frame shall be non-proprietary open market material easily available from all metal retailers.

The side panels and rear panels will have an inverted "U" double break at the top, and a single, 90 degree break at the bottom, for strength and rigidity. Split pipe, or split tubing of any type, is not acceptable on the body sides, hose bed partitions or any edges of the body.

Welding will be employed as required for the fabrication of smaller components and any modular components where disassembly shall not be an issue. Where appropriate, major body parts shall be properly bolted together to allow the ease of replacement of the part in the event of damage. A sealing strip of adhesive will be installed between the component parts that are bolted together. Apparatus body components which are bolted in place, and not disassembled during final painting, will be properly prepared and primer painted prior to assembly. (NO EXCEPTIONS)

The pump and body modules shall be mounted to the chassis frame with spring loaded mounts or similar system that meets the following requirements. The mounts shall be designed to allow the part bolted to frame to prevent the body from side to side and fore and aft movement. They shall allow for the body to fully flex independently of the frame to minimize stress to the body during extreme use. The pump and body modules shall be insulated from the chassis frame with a 1/2" thick rubber cushion that has a bonded steel mounting plate that is welded to the body. All body brackets, braces, etc., will be bolted to the frame rails and to the body component part only. Body brackets will not eliminate or prevent the apparatus body from flexing that may occur during road travel. Bolt holes through the frame rails will be drilled through the web of the frame member at least 1 1/2" from the top or bottom frame flange. No drilling through either frame flange will be permitted. No welding or cutting will be permitted on the chassis frame. (NO EXCEPTIONS)

All bolts and nuts used in the finish construction of the apparatus shall be stainless steel with consideration given to prevent dissimilar metal electrolytic reaction and corrosion. Any bolt extending into a compartment or into the hose bed area shall have an acorn nut attached or be protected in such manner where sharp edges are avoided. No power rivets, rivets, sheet metal screws, or self-tapping

screws of any type will be used in any part of the apparatus body construction which may affect structural strength.

All aluminum diamond plate specified within these specifications shall be of the "Fire Truck" design and shall be brightly polished. All diamond plate mounted on horizontal surfaces such as the step areas and hose bed covers, will be the "embossed" style with the grip lines rolled into the raised portion of the diamond plate to provide better traction and shall meet the latest NFPA abrasiveness criteria for materials utilized in stepping and/or standing areas. All vertical surfaces shall have standard polished aluminum diamond plate. A sealant or isolation tape shall be provided any area on the body where the aluminum and steel connect to put an insulating barrier between dissimilar metals and to assist in corrosion resistance. All seal edges shall have RTV silicon used to insure a weather tight seal. The following compartment body areas shall have 1/8" aluminum diamond plate overlaid;

- The tops of the upper side compartments. The diamond plate will be broken down 90 degrees on three sides with outside corners welded and polished to form a cap and out 45 degrees on the outer edges to serve as a drip rail. The inside edge shall be formed up where the compartments attach to the side sheets to provide a surface to mount and seal the edge
- The front and rear facing sides of the side compartments shall be covered. The upper edge shall be designed to slip under the top cap to provide a sealed edge
- The front of the pump module between the cab and body shall be covered
- The entire rear section of the apparatus body shall be covered including the inside of the tail board compartments, rear compartment doors and all vertical surfaces
- The entire rear portion of the cab below the rear window line
- The outside surface of the reel box compartment above pump panels

Fenders

Two (2) polished stainless steel fenders shall be provided on the rear wheel well openings, one each side. A rubber "T" style welting shall be provided between the body and the fender to seal the seam and restrict moisture from entering. A full depth removable aluminum liner shall be provided inside the wheel wells to protect the body from road spray and rocks. The outer edge of the wheel well opening shall have a welded flange the full circumference to provide a mounting plate for fender. A dielectric barrier shall be provided between the fender fasteners and the fender sheet metal to prevent corrosion. Rubber mud flaps shall be provided at the rear of the wheel wells.

Wheel Well Storage System

Two (2) SCBA storage compartments shall be installed in front wheel well area above the wheel well liner, protected from dirt, rocks, and other debris. One shall be located on each side. The storage compartments and provide storage for, four (4) Scott 4.5 30 minute bottles shall be made of round tubing that interfaces with the rear wheel quarter panel and is securely braced to hold the weight of a Scott 4.5 30 minute bottle. The door shall be bolted to the quarter panel and will have a positive slam latch. The inside of each compartment shall be lined with a ribbed rubber mat material to protect the air bottles from being damaged. The storage compartments shall be installed in the apparatus tipped slightly inboard at an angle which sufficiently reduces the tendency of the bottle to slide outward when the door is opened. There shall be holes drilled in the tubes for drainage in the event that water enters the compartment. Each SCBA compartment shall be a minimum internal diameter of 7" and be at least 25" deep.

Storage for a 2.5 gallon water extinguisher shall be provided in the rear wheel well on the right side. Storage for a 20 pound Dry-Chem extinguisher shall be provided in the rear wheel well on the left side.

Handrails

All handrails shall be constructed of 1-1/4" diameter extruded aluminum tubing, highly polished, with three rubber inserts. Grab rails to be mounted in highly polished, aluminum brackets with integrated locks to prevent the tube from twisting. Minimum distance between grab rails and body surface will be 2".

Two (2) 48" long handrails shall be provided at rear of apparatus, one (1) on each side of rear compartment to assist in stepping up on the tail board.

One (1) full width handrail shall be provided just below the main hose bed and above the traffic advisor.

Two (2) 36" wide handrails shall be provided above the pump panel, one on each side.

Auxiliary Steps

All folding steps shall be manufactured by Austin/Thomas Hardware model #FS200 CHR. The surface of the folding step shall have grip material with a minimum of 42 sq. inches in size. Each step shall be capable of sustaining a 500 lb. static load without deforming the mounting surface. One semi-recessed shielded light shall be provided adjacent and inboard of each step to provide illumination to the step.

Two (2) folding steps shall be installed on the right forward wall of the front compartments. These steps shall be utilized to access the foam tank fill tower and equipment stored in the reel box area of the pump enclosure. The lights for these steps shall be wired to the pump panel light circuit.

Two (2) folding steps shall be installed on the left forward wall of the front compartments. These steps shall be utilized to access the water tank fill tower and equipment stored in the reel box area of the pump enclosure. The lights for these steps shall be wired to the pump panel light circuit.

Four (4) folding steps shall be installed at the rear of the apparatus, one on each side 16" up from the tailboard on the back side of the tailboard compartments.

Running Boards and Tail Boards

The running boards and tail board step will be constructed of 3/16" 5052-H32 aluminum diamond plate with an embossed tread surface on the diamonds. The diamond plate will be turned down 2" and back under 1" to provide added strength. To insure proper drainage, and to facilitate cleaning and maintenance, the running boards and rear step assembly will be separated from the body panels by 3/8" spooled spacers. The running board and tail board shall be bolted into place and be easily removable in the event of damage. An adhesive strip shall be placed between the aluminum and any steel brackets to prevent and corrosion or reaction between dissimilar materials.

The running boards and tail board shall be designed to hold 800 pounds spread across the step surface with no deformity to the diamond plate and will be properly supported by heavy duty brackets bolted to the pump compartment module. The mounting brackets shall support all loads by transmitting the loads through the pump compartment structure directly to the chassis frame rails. The running boards

shall be independent of the apparatus body and shall be tied only to the pump compartment structure, thereby eliminating any pump compartment to body interference.

The front portion of the running boards shall have a recessed LED amber marker light on each side. The tail board shall have recessed LED red marker lights on each side and five across the rear. On the rear body surface above the tail board a sign shall be attached that states "**DO NOT RIDE ON REAR STEP, DEATH OR SERIOUS INJURY MAY RESULT.**"

There shall be one rear tow eye attached to the frame rails and extended down under the rear tail board, accessible below the rear center compartment. It shall be manufactured of 1" plate steel and each plate shall be bolted to the chassis frame rail with a minimum of 6 grade 5 bolts. The plate shall be anchored with 1" steel tubing to prevent swaying of the frame rails during a towing operation. The center of the tow eye shall be rounded to prevent any sharp edges.

The rear tailboard will be fabricated from 3/16" aluminum diamond plate (anti skid). The rear tailboard will have a minimum depth of 12". The rear tailboard will extend the full width of the apparatus. The rear tailboard step to be supported by two (2) pieces of angle iron bolted to the bottom of the frame rails

The rear step will not be more than 22 inches from the ground to the bottom of the rear step when loaded while still maintaining maximum ground clearance.

Shelving & Trays

Each compartment shall be supplied with aluminum vertically mounted Unistrut type channels for the installation of infinitely adjustable shelving even if no shelves are specified for that compartment. The design of the channels shall allow square type spring loaded, self tightening nuts to be attached inside of the channel. All upper compartments shall have one channel per side centered on the side compartment. All lower compartments shall have two channels on each side spaced evenly apart.

Each shelf shall be fabricated of .190 thick aluminum sheet material with the outside edges formed up 1" and the inside edges flanged up 2" to prevent equipment from sliding off of the shelves and prevent sagging. Each shelf shall be full width and shall attach to the angle brackets bolted to the Unistrut type channels. The outside edge of the shelf shall have a vinyl edge trim attached to prevent rough edges. The outside facing edge of the shelves shall have white / red alternating color reflective striping applied to enhance night time visibility and safety when the doors are open.

Roll out trays shall be fabricated of 3/16" thick 3003 grade or higher aluminum with four formed up side flanges, corner welded for maximum strength. The side and rear flanges shall be 2" tall for maximum strength and protection against sagging. The front flange facing the door opening shall be 1" high to facilitate removing equipment from the tray and compartment. The outside facing edge of the trays shall have reflective striping applied to enhance night time visibility and safety when the doors are open.

The roll out trays shall be fabricated as wide and deep as possible to fit the specified compartment and shall have heavy duty slides that allow them to pull fully out of the compartment. Two Grant or equal brand ball bearing telescoping slides shall be vertically mounted to the sides of the tray and either mounted to the compartment floor when specified or to the shelf channels to adjust the tray up and down. The tray shall use an over centering gas shock on a center pivot that will not only push and hold the tray in but assist in opening and holding the tray in the open position.

Compartment Doors

The compartment doors will be constructed of 3/16" 5052-H32 flat aluminum for all painted doors and 3/16" aluminum diamond plate for the rear doors. Doors will be overlap style with beveled corners. All compartment doors will be reinforced with an interior aluminum reinforcement properly installed on the inside face of the door. Each door will have a weep hole to prevent interior moisture build up. Compartment door interior panels will be constructed entirely of smooth aluminum and will not be painted and provided with a brushed finish.

All doors shall have a double seal on all four sides of the door. A 3/8" x 3/4" wide closed silicone sponge rubber seal will be provided on the overlap portion of the door on all sides. Pliable neoprene door flange weather stripping will be installed on the inner pan of the door and will form a compression seal when the door is in the closed position. A 'J' channel drip rail shall be installed above the compartment doors. The door seals shall be designed to keep water out of the compartment at all times.

All the doors will be equipped with polished stainless steel locking Eberhard model D-206, automotive type slam latches, with 6" diameter, stainless steel, "D" ring type handles, with key locks. A rubber weather gasket shall be installed between the outer door skin and the door handle. All handles will have a 10-degree break, permitting use when wearing gloves. All equipment compartment doors will be designed and installed to allow one-hand operation, opening and closing, while wearing gloves. All D-ring latches will have strikers which will be adjustable with simple hand tools.

If the compartment is a double door, the first closing door will have an Eberhard model 5669 self closing slam latch located at the top of the compartment door and easily accessible by reaching inside the compartment and pulling out on the "lever" style latch. If the compartment is over 36" tall, the inner door shall have Eberhard 2-2100 slam type latches located at both the top and bottom of the door with rod type actuators inside the door pan and controlled at the center of the door on the inside. Tubing covered chain shall not be acceptable.

All compartment doors will be equipped with full length 14 gauge 304L stainless steel piano hinges with 1/4" diameter stainless steel hinge pins that are either pinned or welded on the edges to prevent the hinge pin from creeping out. The bolt holes in the hinges shall be slotted to provide easy door adjustment in all directions. The hinges shall be mounted to both the door and the body using 1/4" x 20 stainless steel hardware. All bolts on the body shall be through flange with a proper washer and self locking nut on the back side. All bolts on the doors will be attached with severe duty flanged head thread inserts. Bolts tapped directly into the aluminum door will not be acceptable.

All vertically hinged equipment compartment doors will be equipped with Cleveland model 2395AA, dual spring and rod type automatic door openers with a "J" style arm to allow the door check device to be mounted inside the compartment and not hinder overall door clearance. All openers will be heavily chrome plated and mounted so as not to interfere with the loading or unloading of equipment.

All horizontally hinged equipment compartments will be provided with two (2) gas-filled, assist lift cylinders. Each pair of gas cylinders will be of adequate size to maintain compartment doors in a 90 degree stable open position and shall be attached with ball studs and safety clips. One cylinder will be provided on each side of the door and will not interfere with equipment loading or unloading.

A door jamb switch shall be provided for each door to turn on the compartment light and provide a signal to the cab that a door is open. The switch shall be located so not to interfere with placing

equipment in the compartment and all wires shall be protected from contact with tools and equipment inside the compartment.

Compartment Design

All compartments shall be constructed with a full sweep-out design and shall be water and dust proof. The design of the compartments shall utilize the maximum possible storage capacity. In an effort to utilize all available space, the side compartments will extend to the very end of the body, encompassing the outer area normally used for the beavertail and tail board step. All compartment floors shall be reinforced by a heavy gauge metal hat section type brace, running full width of the compartment, or shall have an equal type of stiffener to add support to the floor and prevent "Oil Canning" flexing of the floor from the stowed equipment.

Each compartment shall be individually ventilated in order to allow sufficient air flow when closing doors and vent out moisture and fumes from inside the compartment. The vents shall be by means of louvers stamped into the rear or sides of the compartments and shall not decrease the compartment interior dimensions. No compartment shall be vented into another adjacent compartment or the visible exterior of the body. Vents shall be located so not to allow water, road spray or dust back into the compartment.

The floors of all of the compartments shall have a Turtle Tile brand floor mat installed to form fit the area. The floor mat shall be black in color and shall be easily removable to clean and sweep out the compartment. The outside edge of the Turtle Tile shall have tapered edging to provide a smooth edge when replacing equipment in the compartment. Floor mat will be designed to offer ventilation to the stored equipment, water drainage and protect it from direct contact with the metal floor surface.

Two 1/4" drain holes shall be drilled in the back rear corner of each compartment to facilitate drainage of any water in the compartment. Brushed stainless steel sill plates shall be installed at the bottom of each body compartment door opening and shall roll over the outer edge to protect the painted surface.

Left Side Compartments

One (1) compartment shall be provided over the rear wheels just behind the pump panel module. This compartment shall have a horizontally hinged lift up door. The approximate interior dimensions of this compartment shall be a minimum of 63" wide by 36" high with a depth of 16". The door opening shall measure approximately 52" wide by 31" high. The compartment will have approximately 21 cubic feet of space.

One (1) adjustable shelf shall be provided in this compartment.

One (1) full height compartment shall be located behind the rear wheels. This compartment shall have a vertically hinged forward opening door. The approximate interior dimensions of this compartment shall be a minimum of 34" wide by 55" high with a depth of 16". The door opening shall measure approximately 31" wide by 50" high. The compartment will have approximately 17 cubic feet of space.

Three (3) adjustable shelves shall be provided in this compartment.

One (1) pull out shelf shall be provided on the bottom of this compartment.

Rear Compartment

One (1) long handle tool compartment shall be located at the rear of the apparatus, directly below the hose bed access area. This compartment shall have a horizontally hinged lift up door. The approximate dimensions of this compartment shall be 66" wide by 21" high with a depth of 17". The door opening shall measure approximately 48" wide by 15" high. The compartment will have approximately 13 cubic feet of space.

Mounts shall be provided in this compartment to hold two Pulaski tools, four McLeod tools, two shovels. Exact design shall be discussed at time of construction.

One (1) full width compartment shall be provided below the upper compartment at the rear of the apparatus. This compartment shall have two independent vertically hinged doors with a fixed post in the middle of the compartment. The approximate interior dimensions of this compartment shall be 66" wide by 25" high with a depth of 25". Each door opening shall measure approximately 34" wide by 20" high. The compartment will have approximately 24 cubic feet of space.

One (1) pull out tray shall be provided for each doorway.

Right Side Compartment

One (1) compartment shall be provided over the rear wheels just behind the pump panel module. This compartment shall have a horizontally hinged lift up door. The approximate interior dimensions of this compartment shall be a minimum of 63" wide by 36" high with a depth of 16". The door opening shall measure approximately 52" wide by 31" high. The compartment will have approximately 21 cubic feet of space. The compartment shall provide a power supply in the upper left portion of the shelf for a SSCOR medical suction and charging base.

One (1) adjustable shelf shall be provided in this compartment.

One (1) full height compartment shall be located behind the rear wheels. This compartment shall have a vertically hinged forward opening door. The approximate interior dimensions of this compartment shall be a minimum of 34" wide by 55" high with a depth of 16". The door opening shall measure approximately 31" wide by 50" high. The compartment will have approximately 17 cubic feet of space.

Three (3) adjustable shelves shall be provided in this compartment.

One (1) pull out shelf shall be provided on the bottom of this compartment.

Pump Enclosure

The pump enclosure will be of modular construction, self-supportive and independent of the apparatus body. The same materials used in the body shall be utilized in the construction of the pump compartment and shall be designed for maximum stability. It shall be separated from the apparatus main body by a 1" expansion joint. The expansion joint will allow for "flexing" of the apparatus during normal road travel and on uneven terrain. The expansion joint will have no interconnecting support bracing to the main body of the cab. This module shall be free standing and not connected to the main body or the cab in any manner. **NO EXCEPTIONS**

The pump enclosure shall include the

- Cross lay hose bed
- Hose reel and reel box storage area

- The pump panels
- The pump and all associated plumbing

Reel Box Compartment

An open top compartment above the pump shall be designed to hold the specified hose reel on the left side, monitor and control valve on the left and have room for storage of foam containers, tools, etc. This compartment shall be fully framed in on all four sides for strength and stability. The side walls shall be overlaid with 1/8" smooth aluminum plate. The floor shall be bright finished embossed aluminum diamond plate. The floor shall be fully braced to support up to 500 pounds and shall be split to all easy removal of the left side floor to gain access to the pump without removing the reel or monitor. The floor of the reel box shall have a Turtle Tile brand floor mat installed to form fit the area. The floor mat shall be black in color and shall be easily removable to clean and sweep out the reel box.

The top lip around the four sides of this compartment shall be overlaid with bright stainless steel to provide a scuff guard protection. There will be one set of stainless steel hose roller guides installed on the left and right sides to allow the booster reel hose to be pulled from either side of the apparatus.

Cross Lay Hose Bed

The apparatus will be equipped with one cross lay hose bed. The cross lay hose bed will be mounted at the front of the apparatus body, immediately aft of the apparatus cab and above the pump enclosure. The cross lay hose bed will have a minimum hose load capacity of 200 feet of 1 3/4" fire hose. The compartment will be minimum 10" wide. 1" rollers shall be provided on the bottom and each side of the cross lay hose bed allow easy removal of the hose. The rollers shall have nylon bushings and stainless steel axles mounted in chrome plate stanchions. The edges of the body on each side of the cross lays shall have bright stainless steel scuff guards to protect the edges.

A one piece ventilated aluminum rack will be placed in the bottom of the cross lay hose bed. Each section will be constructed of high quality aluminum slats. Each slat will be 2 1/2"w x 1/2"d. The rack will be easily removable for access to the plumbing. The rack will be assembled and finished in accordance with the main hose bed rack specifications.

The cross lay hose bed shall have a hinged 3/16" embossed aluminum diamond plate cover. The cover shall be hinged at the front of the body to allow access from the reel box compartment. The piano type hinge shall be a minimum 14 gauge 304L stainless steel with 1/4" pin with a bright polish finish. The cover shall be formed on the three non-hinged sides with corners welded and polished to create a pan type design and to add rigidity and provide a transition to the sides. The cover shall be installed to provide a solid walking surface over the cross lay hose bed. Black Herculite 80 fabric flaps shall be provided on each side of the cover to protect the hose from environmental elements. The Herculite 80 material shall be flame retardant, resistant to mildew, abrasion, tearing and ultraviolet sun rays. The flaps shall have two straps provided with seat belt type buckles to secure the hose in the hose bed. When opened, the cover shall rest upon rubber bumpers and have a positive hold open device.

Main Hose Bed

The main hose bed shall be provided with a minimum storage space to accommodate the below specified hose load and equipment. The hose bed shall have slat style aluminum flooring installed to allow drainage through the tank cavity to the ground below. The aluminum flooring shall be manufactured in discrete sections to allow for easy removal and outstanding stability. The area shall be free of sharp edges to protect the hose when loaded or distributed.

The vertical corners at the back hose bed shall be trimmed with brushed stainless steel. The trim shall extend from the hose floor level up to the top edge of the body side.

Two (2) hose bed dividers shall be installed in the hose bed. The dividers shall be fabricated of 1/4" 3033 aluminum plate welded into an inverted "T" channel where it is attached to the adjustable slide rails and floor. The rear of the dividers shall have a radius to provide a smooth corner and shall have a vertical cut hand hold in the end of each divider. The cutouts shall have a heavy duty rubber type clip on edging installed the full inner circumference.

The hose bed shall accommodate the following hose loads from the left to the right

One (1) pre-connected hose bed shall be provided on the left side. The first divider shall be spaced approximately 8" from the left wall. The hose bed will be pre-connected to the left rear discharge and will be sized to hold 200' x 1-3/4" double jacket hose and an Akron 1718 nozzle with pistol grip.

One (1) pre-connected hose bed shall be provided on the right side. The first divider shall be spaced approximately 8" from the right wall. The hose bed will be pre-connected to the left rear discharge and will be sized to hold 200' x 1-3/4" double jacket hose and an Akron 1718 nozzle with pistol grip.

The center section of the hose bed shall be a compartment to hold the specified ladder on edge and three (3) 4-1/2" x 8' lightweight suction hose. The compartment shall also have provisions to hold one (1) 8' and one (1) 6' New York hook. The rear of the compartment shall be fabricated of bright finished aluminum diamond plate.

The hose bed storage area on the right side of the compartment will be sized to hold 1,000' of 3" supply line in 50' sections.

The hose bed storage area to the left of the center compartment will be designed hold Wolf Gear hose packs, out of county packs or other required equipment. In addition a rescue litter bracket will be installed to properly secure a CMC Pro Rescue Litter in the horizontal position.

The main hose bed shall have a two piece raised aluminum diamond plate cover. The cover shall be constructed out of 3/16" bright finished aluminum diamond plate with embossed treads. The cover shall be designed to interlock to the center ladder/hose compartment and drain water off the top. The sides of the cover are to be angled up from the hose bed raising the height, and providing additional hose bed area and strength to the cover. The piano type hinges shall be a minimum 14 gauge 304L stainless steel with 1/4" pin with a bright polish finish. Hose bed cover shall be sturdy enough to support the weight of two fully equipped firefighters standing on the cover. Each half of the cover to have a heavy duty gas cylinder openers at the forward inside corners to hold the cover open at 90 degrees. Safety cable lanyards shall be supplied also to protect against over extension in wind or inclement weather. An access hatch shall be installed to provide access to the top of the water tank on the left side and access to the foam tank on the right. Exact design to be approved at preconstruction conference.

The cover shall have Black Herculite 80 fabric weather flaps at hose exits. The Herculite 80 material shall be flame retardant, resistant to mildew, abrasion, tearing and ultraviolet sun rays. The flaps shall be secured with 2" straps and seat belt type buckles on each flap. The outer portion over the pre-connects shall be separate and weighted at the bottom.

One (1) large pair of chrome plated grab handles shall be provided on the front edge of each cover to allow ease in opening and closing the lids from that location. These chrome handles shall be a solid

cast design with sufficient clearance for gloved hands. Two tubular grab rails, approximately 24" in length, will be provided at rear of the hose bed cover, one on each side. They will be constructed of 1 1/4"- diameter extruded aluminum tubing, highly polished, with rubber inserts. Grab rails to be mounted in highly polished, aluminum brackets with integrated locks to prevent the tubes from twisting. Minimum distance between grab rails and body surface will be 2".

Hose Bed Storage Compartments

Two (2) storage compartments "coffin box" shall be constructed and installed above the main upper side compartments along the outside of the hosebed. The storage compartments shall have a top access weather proof diamond plated lid to match the hosebed cover. The compartments shall run the full length of the hose bed on the right and left sides. Exact design shall be determined at preconstruction meeting.

Backboard Pocket

A compartment constructed of aluminum diamond plate shall be provided on the left top of the hose bed cover to hold a District standard back board. An aluminum diamond plate hinged cover shall be provided over the rear edge with a rubber "T" handle latch to keep the back board cover closed. The compartment shall be designed to slide the back board out the back.

Bump & Run Hose Hooks

Bump and Run hose hooks to be mounted on rear of apparatus. Exact design to be determined at the pre-construction conference.

Anchor Points

Six (6) 2" steel hitch type receivers shall be installed, three on each side and rated to provide a 9,000 lb rescue anchor point. Two (2) shall be mounted under the front bumper, one each side. Two mid span under pump running board one on each side. Two (2) shall be installed rear of the rear wheels, one on each side in a fashion that ground clearance is not compromised. Exact location to be determined during pre-construction.

Pump & Plumbing

PTO Fire Pump

The apparatus will be equipped with a Waterous, CPR-3 PTO, centrifugal fire pump. The fire pump will be midship mounted, immediately aft of the truck transmission. The fire pump will be carefully designed and manufactured in accordance with modern pump manufacturing practices and procedures.

The fire pump will have a rated capacity of 500 G.P.M. at 150 P.S.I., net pump pressure, and will produce the following deliveries, from draft, with a full 10' lift through 20 feet of hard suction hose with both the suction tube strainer and the suction hose strainer attached, at an elevation of 1000 above sea level.

100% RATED CAPACITY	AT 150 P.S.I.
70% RATED CAPACITY	AT 200 P.S.I.
50% RATED CAPACITY	AT 250 P.S.I.
100% RATED CAPACITY	AT 165 P.S.I.

PTO Pump Assembly

The pump will be of a size and design to mount on the chassis rails of commercial and custom truck chassis, and have the capacity of 500 gallons per minute (us G.P.M.), NFPA-1901 rated performance.

The entire pump will be cast, manufactured and tested at the pump manufacturer's factory.

The pump will be driven by a power hot shift take-off system of the main engine. The engine will provide sufficient horsepower and rpm to enable pump to meet and exceed its rated performance.

The entire pump, both suction and discharge passages, will be hydrostatically tested to a pressure of 600 psi. The pump will be fully tested at the pump manufacturer's factory to the performance spots as outlined by the latest NFPA pamphlet no. 1901. Pump will be free from objectionable pulsation and vibration.

Apparatus shall be capable of maintaining a 125 psi flow from the front and/or rear, discharge while moving at a walking pace.

A bypass, with check valve, for pump cooling during pump and roll, shall be provided. This requirement must be met prior to acceptance.

Drive Unit

The pump ratio will be selected by the apparatus manufacturer to give specified performance with the engine and transmission selected.

Two warning lights will be provided to alert the operator when the drive unit has fully shifted from road to pump position. One to be located on truck cab instrument panel and the other to be located on the truck pump panel adjacent to the throttle, both with appropriate warning plates.

Auxiliary Pump

An auxiliary pump shall be provided and mounted on the right side of the pump compartment. The pump shall be a Waterous E511-C 1-1/2 AGE single stage pump or equal with a ceramic mechanical pump shaft seal. The pump shall be powered by a Kubota, model D902-E3B in-line 3 cylinder engine. The pump shall have the following performance or better.

275 G.P.M. @ 50 psi (3.5 bar)

100 G.P.M. @ 190 psi (13 bar)

50 G.P.M. @ 400 psi (28 bar)

The auxiliary pump shall be controlled both at the left pump panel and in the cab for pump and roll operations. Controls shall include:

- Ignition
- Starter
- Shut Down
- Throttle
- Run light
- Pressure Gauge

The exhaust of the auxiliary pump shall be piped to the main engine exhaust pipe just before the muffler so as to utilize the attenuation and cut down on noise.

The suction of the auxiliary pump shall be plumbed to the suction of the main pump so to utilize the same tank to pump valve. The discharge side of the pump shall be plumbed to the main pump discharge manifold to allow the auxiliary pump to supply water to all the discharges and utilize the tank fill to circulate water. Spring loaded check valves shall be installed to isolate the two pumps and prevent reverse flow.

FRC Foam Pro Foam System

The apparatus shall be equipped with a FRC Foam Pro 2001 electronically controlled, direct injection, r proportioning system. The foam proportioning system shall be rated at 2.6 G.P.M. foam concentrate flow rate with maximum operating pressure of 400 PSIG. The system shall be powered by a non-spliced 2-gauge, minimum battery cable provided from the common lead on the battery switch to a heavy-duty continuous duty solenoid and shall be designed for a maximum draw of 60 amps. The solenoid shall have a minimum 200-amp peak and 100-amp continuous duty rating.

All pump, wiring harness, and/or hydraulic component materials must be capable of operating continuously in a wet, dusty environment at temperatures from 0 to 160°F. The ground strap shall be connected directly to the chassis frame and shall be equal in size to power cable. The strap shall not be installed over a painted surface and shall not use star washers.

An internal foam concentrate relief valve constructed of stainless steel and preset at the factory for maximum system operating pressure shall be incorporated into the foam pump to protect the pump from over-pressurization. The foam pump/motor assembly shall be permanently attached to an apparatus mountable base plate. The integral foam concentrate flow meter will provide a signal to the electronic control unit to make sure the proper amount of foam concentrate is injected into the discharge stream. A calibration port shall be provided with a labeled discharge hose extending to the underside of the apparatus for flushing and calibration purposes.

A digital electronic control unit shall be provided on the left pump panel that will provide full controls of all the features of the foam system and provide diagnostics of any problems. System shall be calibrated to automatically start at 0.5 percent. The electronic control unit shall have the following controls and features;

- Activate the foam system
- Change foam concentrate proportioning rates from .1% to 6% in .1% increments.
- Display current flow in G.P.M.
- Display total flow in G.P.M.
- Display total amounts of foam concentrates used
- Provide simulated flow for manual operation
- Perform setup and diagnostic functions

A foam concentrate strainer with a removable stainless steel #20 mesh screen shall be provided in the suction line, as close to the foam tank as possible and accessible from the pump access door for easy maintenance. A shutoff valve will be provided to enable isolation of the strainer for service. Clear foam compatible 3/4" I.D. foam concentrate lines rated at 23 inches Hg vacuum and 50 PSI, shall be provided from the foam concentrate tank to the strainer and from the strainer to the foam pump.

The foam concentrate shall be injected into the discharge stream through an integral check valve/injector fitting. The check valve/injector fitting shall be of one piece body construction of brass, with stainless steel wetted parts. A stainless steel spring loaded double-door type check valves shall be installed in the water pump discharge piping prior to the foam injection point. All fittings shall be stainless steel, brass or any other non-corrosive metal. Plastic fittings are not acceptable. All hydraulic and injection hoses shall be of a reinforced-type with 400 percent burst safety margin.

A paddlewheel type flow meter with a stainless steel impeller wheel shall monitor the water flow in foam capable discharges. The flow meter shall be capable of being easily removed by means of a locking pin for cleaning and maintenance and shall be readily accessible from the pump enclosure access panels.

Priming Pump

One (1) Hales ESP 12 volt rotary vane primer shall be provided. The priming pump shall be self lubricating and shall not require an external oil reservoir. The primer shall be activated by a "T" type pullout control valve with integrated electric switch located on the pump panel near the throttle control. The primer shall be capable of obtaining 24 inches of vacuum and the pump, when dry, shall be capable of taking suction and discharging water with a lift of 10 feet in not more than 45 seconds through 20 feet of suction hose. The primer pump shall be located on the chassis frame rail in an area that allows easy access for maintenance and service. The 12 volt motor shall be totally sealed to prevent water, dirt and dust from entering it.

A second "T" type pullout control valve shall be provided to prime the auxiliary pump. This control shall be located near the throttle for the auxiliary pump.

Thermal Relief Valve

A Hale TRVL-120 mechanical thermal relief valve shall be installed to protect both the main pump and the auxiliary pump from overheating. It shall be mechanical and will not require operator monitoring. It shall automatically reset in the event of it going into operation. It shall contain an

integral strainer to keep mechanism free of contamination. It shall be set at 120 degrees. The valve shall be located as close to the center of the pump as possible so as to detect heated water as soon as possible. **Mounting of the thermal relief valve in the outer discharge areas is not acceptable.** The valve shall discharge back into the water tank. A warning light shall be installed on the pump panel to alert the operator that the relief valve is open. It will be accompanied by an audible alarm.

Pump Engagement

Provisions shall be made for quickly and easily placing the pump into operation with power activated control mounted within cab readily accessible to the driver. Controls shall be suitably marked to indicate pumping position and an approved safety device installed to prevent engaging or disengaging the pump accidentally. An indicator light shall be installed on the dash to indicate when pump is engaged.

Builder shall provide and install all special equipment and controls necessary for installation and operation of a PTO driven pump with an automatic transmission. The PTO shall be a "hot shift" type.

Controls on interior console shall consist of: activation knob: engage PTO and valve control to switch pump to stationary pump position (Governor) or pump and roll position (pressure relief valve)

Valve control to switch pump to pump and roll position and activate the adjustable HALE type relief valve to relieve excess pressure.

Indirect Heat Exchanger

The apparatus will be equipped with an indirect heat exchanger for use as may be required during pumping operations. The heat exchanger will be constructed by the same manufacturer as the fire pump.

The Hale model "K" heat exchanger will be inserted in the engine cooling system and will allow cold water from the discharge side of the pump to be circulated through the heat exchanger, without loss or dilution of the coolant solution in the engine cooling system.

The heat exchanger will be installed within 10" of the top of the truck radiator in order to provide maximum cooling. Heat exchangers that are installed within the pump compartment or more than 10" from the radiator inlet are not acceptable.

The control valve for the heat exchanger will be located on the operator panel. The control valve Class 1 brand ¼ turn handle shall be labeled and indicate the open and closed positions.

Master Pump Drain

Drain outlets will be provided in the pump volutes and will be piped to a multiple drain valve, hale, model dv-5. The drain valve will drain all outlets simultaneously. The drain valve will have a push-pull control located on the operator panel.

Individual Drain Valves

All discharge outlets and all auxiliary suction inlets will be equipped with Class 1 brand 1/4-turn drain valves. The drain valves will be mounted behind the pump panels or behind the front bumper as specified. The drain valves shall have chrome plated rectangular handles with recess for labels.

The cross lay, front bumper lines and rear discharges shall be provided with Class 1 brand 3/4" brass automatic drains designed to close at 6 PSI and inserted in the low part of the plumbing. The outlet to these drains shall be plumbed with rubber hose to below the frame.

All drain valves will be plumbed to drain below running board level. All drain lines between the drain valve and plumbing intersection will be high quality high pressure nylon tubing adequately secured and protected from heat and mechanical damage.

Tank to Pump Line

The tank to pump suction line will have a minimum internal diameter of 3 1/2". The tank to pump suction line will connect directly from the tank and tank sump to the fire pump utilizing one (1) 90-degree elbow only, N.F.P.A. compliant.

One (1) 3" tank suction ball valve with a 3" internal check valve inside the pump body will be bolted to the fire pump suction flange. A 3 1/2" gates hump hose assembly will provide a flexible connection within this line to alleviate fixture strain, N.F.P.A. compliant.

An electronically controlled Tank to Pump Valve control shall be provided. Open position shall be labeled along a green indicator light. The closed position shall be labeled along with a red indicator light.

Pump Plumbing

All 2-1/2" or larger plumbing will be Aeroquip, wire braid reinforced hose, with reusable couplings. Where necessary schedule 40 galvanized pipe is acceptable. Street ells, shop made reducers, or all welded rigid plumbing is not acceptable. An adequate number of Victaulic couplings will be installed, to prevent damage due to vibration and to facilitate repair or replacement.

All plumbing must be properly supported and braced with bolted supports in order to alleviate pipe strain. All suction and discharge plumbing lines will be easily removable by disconnecting a bolted flange union, Victaulic coupling or full flow swing out valve. This type of plumbing arrangement will provide for "componentized" plumbing, and will ease of servicing.

All suction and discharge plumbing will be routed to not hang down below the frame rails or mounted as high as possible to provide maximum ground clearance

Valves

The main discharge and inlet valves on the pump shall be Hale "Torrent" series stainless steel swing out valves. Valves shall be designed to operate at 600 PSI and shall have a 10 year warranty. The Torrent valve shall be equipped with direct self locking controls for the left side valve and self locking remote controls for the valves on the right side. The 2-1/2" intakes shall be controlled directly at the valve. Removable trim plates shall be provided on the pump panel to allow easy access to the valve for service and repair.

All in-line discharge valves shall be Akron 8800 series Swing-out style self locking valves valve.

Valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work not only for pressure but also for vacuum. All valves and controls shall be easily accessible for service, removal or for replacement.

All discharges 2-1/2" or larger shall have 30 degree angled adapters for deflecting the water stream towards the ground unless other wise specified. All discharges shall have chrome plated caps and chains, unless designed to be pre-connected, or otherwise specified. All 3" or larger discharge and intake valves, with the exception of the tank to pump valve, shall be equipped with a slow closing feature meeting the requirements of NFPA. The delay in closing or opening the valve is to prevent unreasonable back pressure or water hammer on the pump and/or sudden increases in pressure to other discharge lines due to the rapid closing or opening of a valve.

All in-line discharge valve controls shall be with an Akron style 1477 push pull rod with recessed handles to the operator's panel or direct operation depending on the location. The controls shall be of a non locking type due to all valves specified are to be self locking type.

Main Inlets

One (1) 5" inlet shall be furnished on the left side pump panel. The inlet shall have a short suction tube so the inlet will protrude only 1-2" away from the side panel. This will allow for external adapters to be connected while keeping them from protruding past the running board. The inlet shall have 5" NST threads and a removable sacrificial strainer.

The inlet shall have a 5" NSTF x 4-1/2" NSM adapter provided. In addition, a 4-1/2" NSTF x 2-1/2" NSTM adapter shall be provided with a 2-1/2" cap. All the adapters shall be chrome plated lightweight material construction with rocker lugs. No chain is to be provided on the cap.

Side Suctions

Two (2) 3" suction inlets shall be installed, one on each side of the apparatus and plumbed to the main suction of the pump. The suction shall have a 3" full flow valve with a 2-1/2" NSTF swivel fitting with a chrome plated light weight plug secured with a chrome chain. The plumbing shall be designed to minimize the friction loss in this inlet. The control shall be directly at the valve and shall be self locking. The valve shall also have an integrated 3/4" bleeder controlled at the valve and discharging to the ground below the running boards.

Side Discharges

Two (2) 3" discharge valves shall be installed one on each side of the apparatus and plumbed to the main discharge of the pump. The discharges shall have 3" full flow valves with 2-1/2" NSTM fittings with a 45 degree turn downs and chrome plated light weight caps secured with a chrome chain. The control shall be directly at the valve and shall be self locking. The valves shall also have an integrated 3/4" bleeder controlled at the valve and discharging to the ground below the running boards.

Rear Discharges

Two (2) 2" discharges shall be installed at the rear of the apparatus, one on each side, just under the hose bed and plumbed to the Class A foam discharge manifold. The location shall be as high as possible and allow for a TFT brand 1-1/2" gated tee to be attached to the outlet with no interference. The discharges shall have 2" valves with 1-1/2" NSTM fittings. No caps are to be furnished for these discharges. The controls shall be at located at the rear of the apparatus adjacent to the discharge. The

valves shall be located between the water tank and the rear of the body and shall be activated with a remote control "T" handles at the rear of the body adjacent to the discharge. These valves shall be self locking. The valves shall also have an integrated 3/4" bleeder controlled at the valve and discharging to the ground below the tailboards.

Cross Lay

One (1) 2" discharge shall be provided to the cross lay hose bed and plumbed to the Class A foam discharge manifold. This discharge will have 2" NPTF x 1-1/2" NSTM 90 degree chicksan swivel located on the bottom of the cross lay hose bed and spaced to allow the specified hose load to be pulled from each side. The discharge shall be controlled at the left pump panel and shall be self locking.

Front Bumper Discharge

Two (2) 2" discharges plumbed to the Class A foam discharge manifold shall be provided to the front bumper and shall terminate with a 2" NPTF x 1-1/2" NSTM 90 degree "Chicksan" style swivel to allow the hose line to be pulled to either side of the apparatus. One discharge shall be placed as far forward and to the left of the apparatus as possible. The other shall be plumbed to the center hose well in the bumper. The plumbing for these discharges shall be with high pressure wire braided hose such as Class 1 or equal. The discharges shall be controlled at the front bumper with a 90 degree swing adjacent to the swivel. Each line will also have a 1/4 turn valve located at the pump and accessible from under the apparatus to isolate the front discharge in the event of damage. These valves shall be left in the open position with a plastic type tie system to prevent accidental closing.

Hose Reel

There shall be a Hannay Model EF electric rewind booster reel with automatic brake furnished and installed in the area above the pump compartment on the right side. The hose reel shall be steel and painted the standard silver utilized by Hannay. The discs on the reel shall be stainless steel to prevent rust. The reel shall have a capacity of 100' of 800 PSI booster hose. The reel shall be plumbed to the Class A foam discharge manifold with a 2" quarter turn Akron 8810 ball valve and 2" high pressure hose and couplings. A 2" spring loaded check valve shall be provided to prevent the pressure in the reel from back feeding to the other plumbing. The reel shall be installed so that the top roll direction of the reel is to the left side of the apparatus. The valve shall be located and controlled at the reel, accessible from the left side of the apparatus. There shall be a manual rewind device furnished. Manual crank shall be mounted adjacent to booster reel.

Two (2) electric rewind switches shall be located adjacent to the booster reel, one on each side. Each switch shall have a weather proof rubber cover and label denoting its function. Exact location shall be determined at the pre-construction conference.

The reel shall come equipped with 100 feet of 1" diameter hose with a working pressure of 300 PSI and a maximum burst pressure of 900 PSI. The hose shall be Snap-Tite HFX rubber covered hose in 50' lengths or equivalent with pin lug NST couplings. Hose shall special rubber compound that provides a tough cover to resist heat, abrasion, snags, and hot embers and smooth inner liner to provide maximum flow.

Testing Ports

There shall be a pressure and vacuum test gauge adapter with chrome plated plugs furnished and installed on the pump operator's panel.

Tank Refill Line

One (1) 1 1/2" pump to tank refill line will be provided. The tank refill line will be equipped with a 1 1/2" Akron quarter-turn valve, with an Akron 1488 control located on the pump operator panel.

Heavy duty Aeroquip hose will be installed between the valve and the tank inlet. Rigid piping, connecting the valve to the tank, is not acceptable.

Controls

The 2 1/2" discharge outlets, and all 2 1/2" auxiliary suction inlets will be installed behind the side panels with locking type control handles, with only the discharge outlets, or suction inlets protruding.

All 2 1/2" discharge outlets will be controlled at the operator panel on the left side of the apparatus unless otherwise specified.

All 2 1/2" discharge and all 2 1/2" suction controls will be quarter-turn lever type, operating horizontally with "twist lock" locking capability.

A 2 1/2" diameter, no shock, liquid filled, 0-400 P.S.I. pressure gauge will be provided for each 1 1/2", 1 3/4", and 2 1/2" discharge. Gauges will be white faced with black numbering.

A 2 1/2" diameter master pressure gauge shall be installed in the cab, visible from the driver's position.

PRESSURE GOVERNOR, MONITORING, and MASTER PRESSURE DISPLAY

Fire Research InControl series TGA301-D00 pressure governor and monitoring display kit shall be installed. The kit shall include a control module, intake pressure sensor, discharge pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 5 1/2" high by 10 1/2" wide by 2" deep. Inputs for monitored information shall be from a J1939 databus or independent sensors. Outputs for engine control shall be on the J1939 databus or engine specific wiring.

The following continuous displays shall be provided:

- Pump discharge; shown with four daylight bright LED digits more than 1/2" high

- Pump Intake; shown with four daylight bright LED digits more than 1/2" high

- Pump discharge and intake pressure gauge shall have an accuracy of ± 3 percent over the full scale.

- Pressure / RPM setting; shown on a dot matrix message display

- Pressure and RPM operating mode LEDs

- Throttle ready LED

- Engine RPM; shown with four daylight bright LED digits more than 1/2" high

- Check engine and stop engine warning LEDs

- Oil pressure; shown on a dual color (green/red) LED bar graph display

- Engine coolant temperature; shown on a dual color (green/red) LED bar graph display

- Transmission Temperature; shown on a dual color (green/red) LED bar graph display

- Battery voltage; shown on a dual color (green/red) LED bar graph display.

The dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. All LED intensity shall be automatically adjusted for day and night time operation.

The program shall store the accumulated operating hours for the pump and engine to be displayed with the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

- High Battery Voltage
- Low Battery Voltage (Engine Off)
- Low Battery Voltage (Engine Running)
- High Transmission Temperature
- Low Engine Oil Pressure
- High Engine Coolant Temperature
- Out of Water (visual alarm only)
- No Engine Response (visual alarm only).

The program features shall be accessed via push buttons located on the front of the control panel. There shall be an USB port located at the rear of the control module to upload future firmware enhancements.

Inputs to the control panel from the pump discharge and intake pressure sensors shall be electrical. The discharge pressure display shall show pressures from 0 to 600 psi. The intake pressure display shall show pressures from -30 in. Hg to 600 psi.

The pressure governor and display shall be programmed to interface with a Cummins L9 engine.

Location of the governor and monitoring display shall be: determined at pre-construction

Pressure Relief Valve

An adjustable pressure relief valve shall be provided to control the discharge pressure during pump and roll operations. The control for the relief valve shall be located in the cab on the center console and shall be capable of being adjusted from as low as 90 psi to 250 psi. Indicator lights showing if the valve is opened or closed shall be provided on the center console. During stationary pumping the control shall automatically be disabled to allow the Fire Research In-Control to control the pressure.

Pump Operator Panel

The pump operator panel will be located on the left side of the apparatus. The gauges and controls mounted on the operator panel will be located for operator convenience, and be properly illuminated for night operation. All gauges and controls will be clearly identified with color coded marker plates. Color coding and labeling to match the Fire District's standards.

The right side of the apparatus shall have a stainless steel pump panel for the right side discharge and suction. The upper portion of the panel shall be a vertically hinged ventilated door to allow access to the auxiliary pump and plumbing.

A separate, vertically hinged gauge panel will be provided for ease of access during repairs and servicing.

The pump operator panel will be entirely fabricated from stainless steel. The panel will be divided into three (3) separate sections for ease of access, the top gauge panel, the center section with all the push pull controls and the bottom section with the main suction, discharges and drains. Both the left side operator's panel and the right side pump panel will have a brushed satin finish to reduce glare.

The following gauges will be installed on the pump operator panel:

- 3-1/2" No Shock liquid filled master pump pressure with white face and black numbering 30-0-600
- 3-1/2" No Shock liquid filled master intake pressure with white face and black numbering 30-0-600
- 2-1/2" No Shock liquid filled discharge pressure with white face and black numbering 30-0-600 for the cross lay, left side discharge and rear discharges
- Class 1 EnfoII display for water temp, oil pressure, RPM and voltage
- Fuel Gauge
- Automatic transmission temperature gauge
- PTO pump hour meter
- Auxiliary pump hour meter
- Pump engaged light
- Water and foam tank level gauges
- Test Ports for Pump Pressure and Vacuum gauges
- RPM test counter to check pump speed during tests

The following controls will be mounted on the pump operator panel on the left side of the apparatus:

- Electronic Fire Commander pressure control and throttle
- Primer control
- Pump panel light switch
- Main and override controls for the 5" main suction
- 1/4 turn control lever for the 3" discharge
- 1/4 turn control lever for the 3" auxiliary suction
- Tank fill push/pull control
- Tank suction push/pull
- Auxiliary cooling valve
- Indirect control valve
- Female air fitting
- All drain valve controls
- Master pump drain

Discharge Gauge Connections and Tubing Lines

All discharge and suction gauge tubing lines, pump cooler lines and other small water lines under 1/2" or smaller shall be high pressure nylon tubing rated for 600 P.S.I. or greater. All tubing shall be protected from heat and abrasions. All tubing line fittings and connectors will be of high quality brass construction and will be either flare nut or compression ferrule nut style.

Water & Foam Tank Level Gauge

A FRC TankVision Pro 9 LED water and foam tank level indicator shall be installed on the pump operator instrument panel. The gauge shall provide the pump operator with an accurate reading of the water and foam tank level. The gauge shall indicate Full, 3/4, 1/2, 1/4, and Empty. The refill light shall flash at 1/4 tank down chasing LEDs when the tank is almost empty. The level gauge shall be wired to the main battery switch to show water level at any time the battery switch is on. The indicator shall

receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the water tank near the bottom. No probe shall be placed on the interior of the tank. Wiring shall be weather resistant and have automotive type plug-in connectors. Exact location shall be determined at preconstruction meeting.

Cab Mounted Water Tank Level Gauge

A FRC TankVision model WLA205-A00 miniature water tank level gauge shall be installed in the cab near the interior pump controls visible to the operator. The tank level gauge shall show volume of tank on five LEDs. The miniature indicator shall receive signal from the primary Tank Vision Pro 9 LED over a single wire. Exact location shall be determined at preconstruction meeting.

Fuel Level Gauge

One 2-1/4" fuel gauge shall be provided on the left upper pump panel to monitor the fuel level.

Hour Meter

One (1) Hobbs hour meter shall be provided and mounted on the upper pump panel to register pump hours. The hour meter shall be wired through the pump shift control to only record hours while the pump is engaged.

← WATER TANK →

General

The water tank shall be designed to utilize all available room within the apparatus body and to keep the bottom of the main hose bed as low as possible as well as the center of gravity. The foam tank shall also be integrated into the tank to minimize impact on storage space. The water tank must also be fully warranted for the life of the apparatus. The tank may be constructed of either cold rolled steel tank built by the manufacturer or a UPF brand Poly Tank. Regardless of design or material, the tank must meet the NFPA 1901 standards and the following minimum guidelines.

The water tank shall be designed to be completely independent of the body and compartments. All joints and seams are to be welded and tested for maximum strength and integrity.

The water tank shall be custom designed to utilize all available area within the apparatus body while still providing a 1" space between the back walls of all compartments for drilling and mounting equipment in the compartment. This tank shall be designed to provide for as low of an overall tank height and resulting in a lower overall main hose bed height and center of gravity.

The tank cover shall be recessed for a flush design. Lifting dowels shall be incorporated into the lid and properly braced to enhance removal and installation of the tank.

The swash partitions shall be manufactured of the same material as the tank itself and shall be equipped with vent and air holes to permit movement of air and water between compartments to provide maximum water flow. All swash partitions interlock and are welded to one another as well as to the walls of the tank.

The tank shall have a reinforced floor for added strength and durability. The tank shall be isolated from the body substructure cross members and/or frame with 1/2" x 2 1/2" rubber strips that are 60 durometer in hardness. The tank shall sit nested inside the center body substructure and shall be completely removable without disturbing the body side panels. Tank stops on all four sides will keep the tank from shifting front to back or side to side.

Fill opening shall be approximately 10" x 10". The tower will have a removable screen and a hinged type cover that will open if the tank is filled at an excess rate. The fill tower shall have an overflow large enough to handle full flow from the tank fill line and designed to discharge underneath the tank, behind the rear wheels. The overflow shall terminate above the tank water level when filled to the rated capacity. A rear secondary tank vent shall be provided to prevent entrapment of air when filling on a decline and will vent next to the overflow. The fill tower shall be located in the left front hose bed.

The sump will be located inline with the tank suction valve and positioned as close to the center of the tank as possible to utilize the greatest amount of water regardless of inclination of the apparatus. There shall be a 4" tube installed that will run from the suction outlet to the sump location to provide an internal suction. Tank to pump lines coming from under the tank to the pump are not acceptable. The tank will have an anti-swirl plate located approximately 2" above the sump. The sump shall have a 3" clean out with a reducer and 2" quarter turn valve installed for use in draining and cleaning out the tank. The valve shall be oriented to be easily reached from under the apparatus.

In addition to the tank suction valve outlet located in the sump, there shall be a 2" outlet provided for the tank fill valve. There shall also be pass-through provisions provided for rear discharges. All plumbing passing through the tank shall be free floating and will not be an integral part of the tank.

Tank Capacity

The tank shall have a certified capacity for 500 gallons.

Integrated Foam Tank

One (1) 25 gallon Class A stainless steel foam tank shall be provided and integrated into the water tank. There shall be a fill tower approximately 10" x 10" with a vented lid on the right front side of the tank. A label that reads "Foam Tank Fill" shall be placed on the foam tank fill tower lid.

APPARATUS ELECTRICAL

Electrical General

The following specifications are intended to provide minimum guidelines for the apparatus 12VDC electrical power system. The apparatus shall be equipped with heavy duty 12 volt negative ground system using the most current material and techniques available to the industry. The chassis electrical system including batteries, alternator, pump panel systems and all controls shall be a seamless interface to the apparatus body electrical system. It shall include all parts, components, switches, relays, wiring, and other devices necessary to assure complete and correct operation which shall be located in the chassis electrical panel.

All lights required to meet Federal Government Code for vehicles of this size and design are to be provided and installed. These lights shall include the headlamps and front turn signals with hazard switch, cab marker and clearance lights, back up lights, stop-turn-tail and license plate lights.

All wiring shall be SXL or GXL rated stranded copper alloy conductors of a gauge rated to carry a minimum of 125 percent of the maximum current for which the circuit is protected. The apparatus shall be wired to meet or exceed SAE J1292, Automobile, Truck, Truck Tractor, Trailer and Motor Coach Wiring, for such loading at the potential employed. Voltage drops in all wiring, from the power source to the using device under full amperage load, shall not exceed 10 percent. Sixteen (16) gauge or smaller conductors shall not be used in the cab or chassis. Ground wires for ABS ECU, engine and transmission ECM, shall run directly to a ground connection at the frame rails. **NO EXCEPTIONS**

Wiring shall be clearly labeled by circuit function code every three inches over each conductor's entire length. All multiplexed instrumentation wiring looms shall be independently routed and clearly identifiable as such. The entire labeling system shall correspond with the electrical wiring schematics furnished with the apparatus. Wiring shall be thoroughly mechanically secured in place. All wiring will be adequately protected from heat, oil, water and mechanical injury using braided or split looms or conduit. Where wire passes through sheet metal, rubber grommets shall be used to protect both wiring and wire looms. **ADHESIVE LOOM CLIPS SHALL NOT BE ACCEPTABLE.**

All circuits shall be protected by means of automatic reset breakers located in the chassis electrical panel. Fuses shall not be used for any emergency lighting circuits and should only be used for those add on features that come equipped with a fuse holder from the manufacturer such as the electronic siren, radios, intercom, etc. Where fuses are used, they shall be readily accessible either at the device or in the chassis electrical panel and shall be clearly and permanently labeled. No in line fuse shall be located or hidden inside a loom.

All apparatus running, driving, and emergency lights will be in accordance with all local, state, and federal regulations in effect at time of delivery. Two (2) as built wiring diagrams will be supplied by bidder.

Non-Emergency Lighting

Rear turn signal lights shall be Whelen M6C series LED arrows design with amber lenses, model M6BTT mounted on the rear of the apparatus, one on each side in a chrome bezel as specified below.

Tail and stoplights shall be Whelen M6 series LED maximum population light heads with red lenses, model #M6BTT mounted on the rear of the apparatus, one on each side in a chrome bezel as specified

below. The stoplights shall illuminate when the service brakes, transmission retarder or engine compression brake is activated, or the parking brakes are applied and the master battery switch is in the "on" position.

A third stoplight shall be a grommet mounted in the center of the rear compartment body bulkhead just under the horizontal handrail, protected from hose coupling or equipment damage. The stoplight shall illuminate with the aforementioned stoplights. The Fire District, at the pre-construction conference, shall approve the led stoplight and mounting location.

Backup lights shall be Whelen M6 series LED high intensity design with white lenses, model #M6BUW mounted on the rear of the apparatus, one on each side in a chrome bezel as specified below. The backup lights shall illuminate when the transmission is in reverse and the ignition and the master battery switches are in the "on" position. The lights shall also be wired to illuminate when the rear scene lights are used to provide additional lighting to the rear. The exact location will be determined at the preconstruction conference.

The turn, tail, stop and backup lights shall be mounted in a Whelen Four light chrome flange Model#M6FCV4

Two (2) rear deck lights, Whelen Pioneer Plus Model#PCPSM1C shall be provided and installed at the upper rear of the apparatus. In addition to the cab controls, these lights shall be interfaced to come on anytime the apparatus is placed in reverse.

Two (2) Technic model E96-w500-1surface mounted spot/flood light combo with stainless steel housings shall be provided, one on each side in the rear wheel well. The lights shall be wired to illuminate when the apparatus is placed in reverse and when the rear scene lights are turned on.

Four (4) Whelen Pioneer Plus Model#PCPSM1C LED side scene lights shall be provided, 2 located on each side mounted on the buildup as directed. Lights to be switched by V-Mux in the cab.

One (1) Cast Products polished aluminum license plate frame shall be provided at the rear. The frame shall have an integrated enclosed light to illuminate the license.

Three (3) On Scene Solutions Access Series LED lights per compartment shall be installed. Two 2 lights shall be installed vertically on the outside edge of the interior of the compartment. One (1) shall be installed at the top outside edge of the compartment. The light in each compartment shall be on a separate circuit, turning on only those lights that have open compartment doors. No switch shall be provided on the light itself. All lift up doors and rear tail board compartment doors shall have two additional lights recessed into the door pan to provide additional lighting on the ground and under the lower shelves.

Six (6) Tecniq E10 underbody ground lights shall be furnished and installed. Each light shall be mounted on an angled stainless steel bracket to provide maximum light to the ground area around the apparatus. Two lights shall be provided under the rear step to illuminate the ground around the back of the truck. These lights shall be wired to the cab step lights and shall be wired through a relay controlled by the parking brake so that the lights will only illuminate if the brake is set. One light shall be located under each side of the running boards located so as to illuminate the area around the pump panels. These lights will be wired to the pump panel light circuit.

Emergency Lights & Sirens

The apparatus shall be provided with a NFPA 1901 certified lighting packages that cover all zones around the apparatus. The system shall be manufactured and certified by Whelen Engineering Products. The entire system shall utilize Whelen "M6Super LED" lighting system. The lights specified below are intended to show the basic layout the District desires on this apparatus. These specifications are in no way intended to limit the lighting package or modify the certification. The manufacture shall state the exact lighting package that is being proposed in this bid.

One (1) Whelen 72" Freedom light bar (FN72QLED) shall be mounted on the roof of the cab. The light bar shall be provided with four additional flashing LED modules and a Opticom brand traffic light control emitter model number 9592. All lenses shall be red with the exception of the clear LED's and the Opticom emitter. The light bar shall be controlled by a single switch in the cab. The Opticom emitter shall have an override that will turn it off when the parking brake is engaged. Exact layout of the light bar shall be approved at the pre-construction conference.

Ten (10) Whelen M6C red Super LED M6C series warning lights with chrome bezels and flashers shall be provided as follows;

- One over each rear wheel quarter panel facing each side
- One on each side of the front bumper facing each side
- One on each side of the rear of the upper compartments facing the rear
- One on each side of the upper rear corner facing the left and right side
- One on right side of the rear compartment just above the turn signal bezels facing the rear
- One on each side of the front of the cab mounted in the front grill

Two (2) Whelen model M6C Super LED series warning light with chrome bezel and flasher shall be provided as follows;

- One on left side of the rear compartment just above the turn signal bezels facing the rear
- One on upper rear left corner of the "coffin box" facing left

One (1) Whelen model TAM85RR 8 Super LED 46" Traffic Advisor mounted flush with a stainless steel protector on rear of the body above the rear cabinet and below the hose bed. The center six LED's shall be amber and the outer LED on each side shall be red. The traffic advisor shall be split in the middle to allow the rear view camera to mount in line. The Traffic Advisor shall be wired into the emergency lights to provide additional rear warning as well as a control panel in the cab to control the pattern on scene.

One (1) Federal Signal PA 300 electronic siren shall be furnished and recessed mounted in the overhead center radio panel towards the left side in reach of the driver. It shall be 100 watts and feature wail, yelp and hi-low tones with manual wail and manual electronic air horn. The siren and hard wired, noise canceling microphone shall be installed with-in reach of the driver and Captain seat.

There shall be one (1) 100 watt siren speaker furnished and installed behind the front bumper and mounted on the left side.

One Federal model #Q2B 12 volt mechanical rotary siren with chrome plated grill and housing pedestal shall be furnished and recessed behind the right side of the bumper. The siren shall be properly wired with heavy copper cable for minimum voltage drop. A foot switch to engage the siren and a dash mounted siren brake switch shall be provided on both sides of the cab. The foot switches shall be wired to only allow them to be activated when the emergency lights are on. The siren brake switches will operate anytime the main battery switch is on.

An alternating high beam headlamp flashing system shall be installed into the high beam headlamp system that will allow the high beams to flash alternately from left to right. The completed system shall be capable of using high beam to override flashing function and will flash high beams only when the low beam headlamps are selected. An override shall be provided to shut the flasher off when the parking brakes are set.

One (1) Grover 1810 24" Stutter tone emergency air horn shall be recessed in the front bumper on the right side down the outside of the frame rail. The air horn actuation shall be accomplished by the steering wheel horn button and through a dash switch on the right side. An additional switch shall be provided on the left side pump panel.

Rear Warning Buttons

Two (2) cab warning buttons shall be provided on the rear body panels, one (1) each side, to activate a buzzer in the cab. The buttons shall be labeled 1-STOP; 2-GO; 3-BACKUP. The buttons shall be mounted 36" to 48" off the ground so that they are easily reached while standing on the ground.

PAINT AND TRIM

The coating system, as supplied and recommended for application, shall meet all applicable federal, state and local laws and regulations now in force or at any time during the courses of the bid. The manufacturer shall supply upon request for each product and component of the system, a properly complete OSHA "Material Data Safety Sheet".

All areas that are to be painted shall be prepared according to DuPont's paint preparation recommendations for Imron 6000 single-stage polyurethane enamel. The final finishing of this apparatus shall meet or exceed accepted automotive standards and designed not only for color retention, but to resist acid rain and most atmospheric chemicals found on the fire ground or emergency scene. In preparation for painting, front wheels, rear wheels, running boards, rear step, compartment doors, and pump panels will be removed from the apparatus and painted separately as required. All trim, hand rails, lights and other surfaces not to be painted will be removed.

All bright metal fittings, if unavailable in stainless steel, shall be heavily chrome plated. Chromium plating shall be of the highest quality decorative type and comply with ASTM Table II, Class 4, and "SERVICE VERY SEVERE"; also shall meet ASTM-A-219-58 "THICKNESS" and ASTM-B-380-61T, Corrosion Test Methods, latest editions. Plating will be guaranteed for a minimum of one year.

All cab painting must be completed prior to the installation of glass accessories or any other cab trim to assure complete paint coverage and maximum corrosion protection. The chassis under carriage consisting of frame, axles, driveline running gear, battery boxes, air tanks and other assorted chassis mounted components shall be painted with standard black paint. Paint shall be applied before airlines and electrical wiring is installed.

To insure maximum rust protection, during construction of various components such as critical body and sub-frame areas which cannot be primed after assembly, two (2) coats of primer will be applied to both contact surfaces of new steel and pre-painted as needed. To ensure full paint coverage all frame and chassis components shall be painted prior to the body installation and the apparatus cab and bodies shall be painted prior to being mounted. Failure to follow this procedure may be cause to reject vehicle.

The apparatus midship pump and mounting brackets will be properly prepared and finish painted prior to installation. The following areas shall not be painted

- Diesel engine
- Automatic transmission
- All belts
- Reference information or I.D. plates
- All hoses, hose fittings and hose clamps
- All air, fuel, water or hydraulic hoses
- All wiring or other electrical appurtenances
- All cables, linkage joints or connections
- Adjustment nuts, clevises or pins
- Door interiors
- Grease fittings

All exterior surfaces to be painted shall be fully block sanded with no less than #180 grit to remove all metal surface imperfections and any surface oxidation or surface debris that may hinder the paint

adhesion prior to a degreasing and high pressure, high temperature phosphatizing process. The entire surface shall then be sprayed with a non-chromate sealing compound to prevent formulation of stains or flash rust on previously phosphatized parts.

All surfaces shall be primed with two (2) full coats of DuPont Corlar high-solids epoxy enamel or District approved equal primer designed for corrosion resistance and surface paint adhesion, to give a final dry thickness of 1.5-1.8 mils. The coats shall be lightly sanded (#360 wet, #320 dry) between coats and shall be cleaned and dry prior to painting. The top primer coat shall be lightly block sanded with #400 grit and water.

The completed primed unit shall be cleaned, blown free of dust, washed with thinner and wiped with tack cloths. The unit then shall be sprayed with a minimum of two (2) coats of base color paint, followed by three (3) coats of clear. Entire clear coat (including loose parts and door jams) shall be wet sanded and buffed out for final finish prior to re-assembly.

The cab shall be painted two-tone, white over black with a finished break line 1.5" below the cab side windows and curving down to the top of the grill on the cab's front fascia. Exact paint break area shall be approved by the District at the pre-construction conference.

A 1/2" gold leaf strip trimmed in black pinstripe shall be applied on the break line between the two different colored surfaces. Cab underside and doors shall be undercoated to provide noise reduction in the cab and provide protection against rust and corrosion.

Finish paint color shall be Dupont Imron 6000 (red) I2938HN and Dupont Imron 6000(white) I0006.

The compartment interiors shall be finished painted white with black swirl Zolatone. The inside of the compartment doors nor the shelf adjustment brackets shall not be painted.

Reflective Striping

There shall be a 6" high white reflective "Scotch-Lite" stripe applied to the outside perimeter of the chassis and apparatus. The stripe shall be made of a 4" main stripe with a 1" break followed by a 1" stripe. The stripes shall be joined in the front of the cab with a half radius and shall have a swooped "S" on the rear portion of the cab to drop the main stripe lower on the body. The main stripe on the rear doors of the body shall have EMERGENCY DIAL 911" cut into the stripe in the standard fashion to allow the red back ground to show through. A solid 4" white reflective stripe shall be applied across the back of the apparatus. The reflective striping shall be applied around the perimeter of the apparatus to match existing apparatus.

Door Lettering

The lettering shall be gold leaf adhesive Scotchcal with black "Drop Shade" shadowing and edging. The lettering shall be approximately 3" in height plus the drop shade. The gold leaf shall have small engine turn swirls. Lettering on the front doors shall be "KENSINGTON" in an arch over the District seal and "FIRE" in a reverse arch under the seal. "KENSINGTON" in a straight line shall also be provided on the front of the cab above the windshield or the front of the hood. On the rear doors of the cab shall be the lettering ENGINE in the same size as the front doors but shall be in a straight line. The numbers 365 shall be provided and centered below the word Engine. These numbers shall be 6" in height. The font of all lettering shall be "Classic Americana Bold" to match the District's existing design.

The word **PARAMEDIC** shall be provided in black reflective vinyl. The font shall be a script type that is approved by the District and shall be centered in the white reflective striping on the front doors of the cab.

Body Striping

Gold leaf adhesive 1/2" striping shall be applied to the perimeter of all the body side compartments and compartment door areas. The striping shall be Scotchcal with small engine turn swirls and black edging. A white accent pin stripe shall be applied to the inside of the gold stripe. The perimeter striping shall have custom corner scroll design in the lower rear compartment door on each side to match District's style. All striping shall terminate with a swirled tip.

Body Lettering

The lettering shall be gold leaf adhesive Scotchcal with black "Drop Shade" shadowing and edging. The lettering shall be located on the right and left upper portion of the rear body the words "Kensington Fire" shall be 6.5 inches tall. The font of all lettering shall be "Classic Americana Bold" to match the District's existing design.

EQUIPMENT

Zico Wheel Chocks

Two (2) NFPA compliant Ziamatic folding wheel chocks model # SAC-44 shall be supplied with the apparatus. They shall be stored in Ziamatic model #SAC-44-H underbody horizontal mounts, one located on each side of the apparatus just rear of the rear wheels so to not affect the angel of departure.

Ground Ladder

One (1) Duo-Safety 20' three (3) section aluminum extension ladder with static kermantle halyard

Hard Suction Hose

Three (3) 8' x 4-1/2" Kocheck Flex-Lite suction hose with 4.5" NST lightweight rocker lug couplings
One (1) 4.5" Kocheck lightweight barrel strainer

Extinguisher

One (1) Amerex brand (model A411) 20 lb. ABC extinguisher with a rating of 20A 120 BC.

One (1) Amerex 2.5 gallon water extinguisher

Wildland Hose Packs

Ten (10) Wolfpack Gear wildland hose packs # HP-2500-BK

Wildland Hose Roller

One (1) Cascade hose roller with trailer hitch bracket part #14044

Hand Lights

Four (4) Streamlight Vulcan 180 Vehicle Mount system DC Includes quick release shoulder strap – Orange item#44315 mounted in the cab as directed

Spanner Wrenches

Three (3) sets of Akron wrench holders with two (2) style 10 wrenches item#448 mounted as directed.

Optional Equipment (Provide an optional price to delete each of these items from the total proposal)

Hose

- Ten (10) National American Fire Hose (NAFH) 3"x50' 2.5 inch National Hose (NH) coupled Yellow Dura Flow 800 Double Jacket Hose
- Eight (8) NAFH 1.75"x50' 1.5" NH coupled Yellow Dura Flow 800 Double Jacket Hose
- Fourteen (14) 1.5"x100' NH Coupled NH Yellow Outback 600 single jacket wildland hose
- Eight (8) 1"x100' NPSH Yellow Outback 600 single Jacket wildland hose.

Rope Rescue

One (1) CMC Pro Titanium Split-Apart Rescue Litter Part# 726117 will be provided and installed. Exact location to be determined during pre-construction.

One (1) CMC Rescue Team Kit- Complete with Option 1 (MPD Rigging) minus rectangular rescue litter. Model#501358

One (1) CMC Arizona Vortex Kit with Bag System Part# 727300

Nozzles

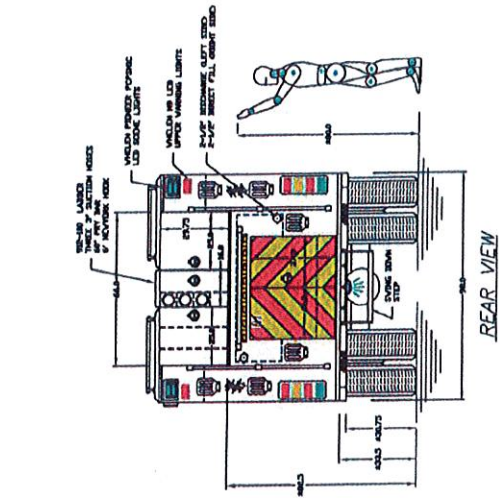
- Two (2) Akron 1718 selectable gallonage 30-95-125 Turbojet Nozzles
- Four (4) Taskforce Tips 1.5" NH 20-60 gallonage nozzle Model F2060
- Four (4) Taskforce Tips Ball Valve model# F100F 1.5" NH x 1.5"NH

Chainsaw

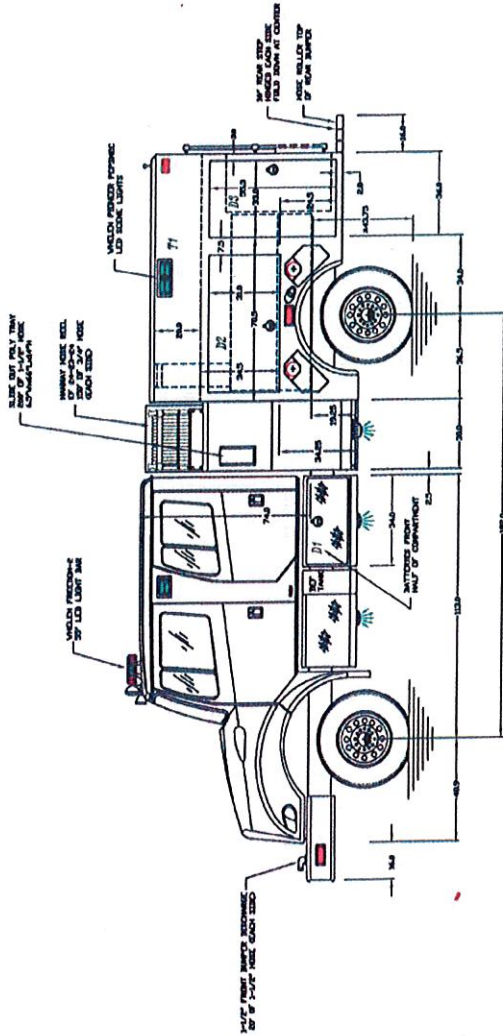
- One (1) Stihl 441 with a twenty inch bar and standard chain.

SCBA Bottles

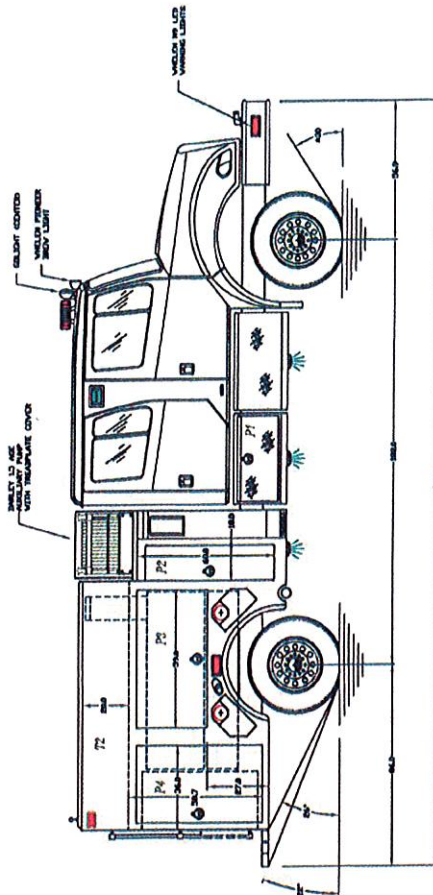
- Eight (8) Scott Carbon Cylinder, Thirty (30) minute, 4500 psig bottles complete with valves.



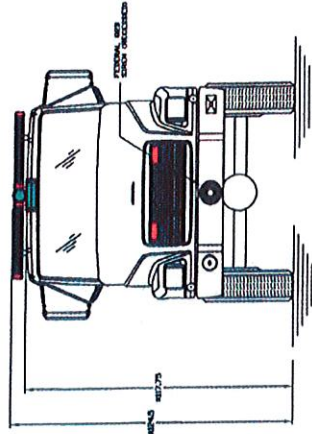
REAR VIEW



LEFT SIDE VIEW



RIGHT SIDE VIEW



FRONT VIEW

COMPARTMENT DIMENSIONS

INSIDE	OPENINGS
D1.54 Wx17.7 Hx18.7 D	D1.50 Wx16.7 H
D2.70.5 Wx25.5 Hx18.7 D	D2.50 Wx21.7 H
D3.50 Wx58.75 Hx16.7/24 D	D3.53 Wx55.25 H
T1.16 Wx106.5 Lx20 D	T1.11 Wx97.1
T2.16 Wx106.5 Lx20 D	T2.11 Wx97.1
B1.54 Wx45.5 Hx25 D	B1.50 Wx37.5 H
B2.54 Wx45.5 Hx25 D	B2.15 Wx37.5 H
P2.18 Wx60 Hx18 D	P2.15 Wx51 H
P3.70.5 Wx25.5 Hx18 D	P3.50 Wx21 H
P4.50 Wx58.75 Hx16.7/24 D	P4.53 Wx55.25 H

HI-TECH EMERGENCY VEHICLE SERVICE
 444 W. DREGER ST. DOWDLE, CA 90061 (800)917-3042

SCALE: 1/8"=1'-0"
 500 GAL. POLY WATER TANK
 20 GAL. POLY FOAM TANK

KENSINGTON F.D. TYPE-3
 APPROVED BY: [Signature]
 DATE: 10-25-97
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

CAD PRODUCED DRAWING

DRAWING NUMBER: 1-2

RESOLUTION 18-09

RESOLUTION OF THE BOARD OF DIRECTORS OF THE KENSINGTON FIRE PROTECTION DISTRICT ADOPTING THE FINAL COMBINED BUDGET FOR REVENUE, OPERATING EXPENDITURES, AND CAPITAL IMPROVEMENT EXPENDITURES FOR FISCAL YEAR 2018-2019

WHEREAS, the Board of Directors of the Kensington Fire Protection District has developed and adopted by Resolution on June 13, 2018 a preliminary Combined Revenue, Operating Expense and Capital Improvement Budget for Fiscal Year 2018-2019; and

WHEREAS, the Board of Directors of the Kensington Fire Protection District has approved or otherwise established the amount budgeted for the annual fee for services from the City of El Cerrito for Fiscal Year 2018-2019; and

WHEREAS, the preliminary Combined Revenue, Operating Expense and Capital Improvement Budget adopted by the Board of Directors of the Kensington Fire Protection District under Resolution 18-05 is subject to final adoption by the Board of Directors; and

WHEREAS, in conformance with the laws of the State of California, the Kensington Fire Protection District did post a notice of a public meeting on the adoption of the Final Budget for Fiscal Year 2018-2019 at least 14 days prior to September 12, 2018; and

WHEREAS, the laws of the State of California require the Kensington Fire Protection District to adopt a final budget for the 2018-2019 fiscal year, a copy of which is attached to and made part of this resolution.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the Kensington Fire Protection District hereby adopts the Combined Revenue, Operating Expense and Capital Improvement Budget of the Kensington Fire Protection District for Fiscal Year 2018-2019, a copy of which is attached to and made part of this resolution.

* * * * *

The foregoing resolution was duly adopted at a regular meeting of the Kensington Fire Protection District Board of Directors on the 12th day of September 2018 by the following vote of the Board:

AYES: BOARD MEMBERS:
NOES: BOARD MEMBERS:
ABSENT: BOARD MEMBERS:
ABSTAIN: BOARD MEMBERS:

Janice E. Kosel, President

ATTEST:

Joe de Ville, Secretary

KFPD COMBINED REVENUE, EXPENSE AND CAPITAL BUDGET

Fiscal Year 2018-2019

	FY 2017-2018	FY 2017-2018	FY 2018-2019	FY 2019-2020
<u>REVENUE BUDGET</u>	<u>Budget</u>	<u>Actual</u>	<u>Budget</u>	<u>Planning</u>
Property Taxes	3,863,605	3,889,704	4,035,570	4,156,635
Special Taxes	200,287	200,395	200,453	200,450
Other tax income	26,000	26,082	25,500	25,500
Interest income	60,000	80,056	70,000	60,000
Lease agreement	35,470	35,468	36,002	37,630
Salary reimb agreement	57,873	59,603	62,848	66,523
Miscellaneous income	0	1,182	0	0
Total Revenue	4,243,235	4,292,490	4,430,373	4,546,738
	FY 2017-2018	FY 2017-2018	FY 2018-2019	FY 2019-2020
<u>OPERATING EXPENSE BUDGET</u>	<u>Budget</u>	<u>Actual</u>	<u>Budget</u>	<u>Planning</u>
OUTSIDE PROFESSIONAL SERVICES				
Accounting	5,250	7,099	7,250	7,250
Actuarial Valuation	7,500	5,500	0	7,500
Audit	16,000	16,000	16,000	16,500
CC County Expenses	32,500	34,316	36,030	37,830
EI Cerrito Contract	2,826,907	2,826,907	3,078,930	3,171,300
Fire Abatement Contract	8,000	0	8,000	8,000
Fire Engineer Plan Review	2,000	1,093	2,000	2,000
Insurance - Risk Mgmt	14,000	13,268	14,500	15,000
LAFCO Fees	2,200	2,123	2,200	2,300
Legal Fees	40,000	19,423	35,000	35,000
Water System Improvements	20,000	0	20,000	20,000
Website Development/Maint.	3,700	3,100	2,500	2,750
Wildland Vegetation Mgmt	10,000	9,150	10,000	10,000
RETIREE MEDICAL BENEFITS*				
PERS Medical (OPEB cost)	0	0	0	0
Delta Dental	0	0	0	0
Vision Care	0	0	0	0
COMMUNITY SERVICE ACTIVITES				
Public Education	10,000	10,928	14,000	14,000
Community Pharmaceutical Drop-Off	4,000	2,449	4,000	4,000
Vial of Life Program	200	99	200	200
CERT Kits/Sheds/Preparedness	17,500	3,833	12,000	12,000
Open Houses	1,200	307	750	750
Community Shredder	2,750	2,469	2,750	3,000
DFSC Matching Grants	20,000	19,116	20,000	20,000
Firesafe Planting Grants	3,000	219	3,000	3,000
Demonstration Garden	30,000	5,060	50,000	3,000
Community Sandbags	5,000	754	4,000	4,000
Volunteer Appreciation			0	1,500
DISTRICT ACTIVITIES				
Professional Development	5,000	2,919	5,000	5,000
District Office				
Office expense	3,000	2,862	3,000	3,150
Office supplies	2,500	1,326	2,250	2,500
Telephone	8,000	7,935	8,000	8,400
Election	0	0	1,500	0
Firefighter's Apparel & PPE	1,500	542	1,500	1,575
Firefighters' Expenses	10,000	6,149	10,000	10,000
Staff Appreciation	2,000	1,019	1,750	2,000
Memberships	7,535	7,008	7,600	7,600
P/S Building				
Needs Assessment/Feasibility Study	30,000	23,127	10,000	0
Gardening service	2,000	1,170	2,500	3,200
Building alarm	2,000	1,379	1,500	1,550

KFPD COMBINED REVENUE, EXPENSE AND CAPITAL BUDGET

Fiscal Year 2018-2019

Medical waste disposal	5,000	5,194	5,500	5,500
Janitorial	1,500	1,260	1,500	1,575
Misc. Maint/Improvements	12,000	12,204	13,000	13,000
PG&E	7,500	7,124	8,000	9,000
Water/Sewer	2,040	2,346	2,465	2,590
Staff				
Wages	86,420	86,438	95,081	97,931
Longevity Pay	1,000	1,000	1,000	1,000
Overtime Wages	1,540	1,060	1,575	1,655
Vacation Wages Accrual Adjustment	2,433	1,354	332	3,766
Medical/dental insurance compensation	8,190	8,190	10,056	10,560
Retirement Contribution	6,568	6,569	7,226	7,443
Payroll Taxes	7,789	7,705	8,360	8,620
Insurance - Workers Comp/Life	1,800	1,830	2,000	2,000
Processing	1,550	1,567	1,645	1,730
Operating Contingency Fund	<u>25,000</u>	<u>1,439</u>	<u>25,000</u>	<u>25,000</u>
Total Operating Expense	3,325,570	3,183,927	3,580,448	3,637,222
Capital Outlay				
Firefighter qtrs/equip	25,000	20,580	15,000	15,000
Office Furniture/Computers	5,000	0	5,000	5,000
Type III Engine	<u>0</u>	<u>0</u>	<u>220,000</u>	<u>372,000</u>
Total Capital Outlay	30,000	20,580	240,000	392,000
TOTAL EXPENDITURES	3,355,570	3,204,507	3,820,448	4,029,222

Notes: The standard expenditure increase is 5% unless otherwise indicated or unless policy decisions mandated.

* Due to new reporting rules under GASB 75 and the fact that our OPEB assets equal or surpass liabilities, the actuary stated that we will have no OPEB expense beginning in FY 17/18.

Designated Funds (see attached schedules)

Engine Replacement Fund	117,874	117,874	117,874	75,880
Public Safety Building Fund	<u>650,000</u>	<u>650,000</u>	<u>450,000</u>	<u>131,590</u>
	767,874	767,874	567,874	207,470

	FY 2017-2018 <u>Budget</u>	FY 2017-2018 <u>Actual</u>	FY 2018-2019 <u>Budget</u>	FY2019-2020 <u>Planning</u>
Beginning Cash	6,957,198	7,093,176	8,126,495	8,736,419
Revenue	4,243,235	4,292,490	4,430,373	4,546,738
Operating Expenditures	-3,325,570	-3,183,927	-3,580,448	-3,637,222
Capital Expenditures	-30,000	-20,580	-240,000	-392,000
Accrual to Cash Adjustment		-54,664		
<u>ENDING CASH</u>	7,844,864	8,126,495	8,736,419	9,253,935
Cumulative Designated Funds				
Capital Replacement Funds	-3,186,299	-3,954,173	-3,754,173	-4,161,643
Prepaid CERBT - Retiree Trust	-953,491	-1,010,137	-1,010,137	-1,010,137
El Cerrito Contract 12 month set aside	-2,826,907	-2,826,907	-3,078,930	-3,171,300
<u>AVAILABLE CASH</u>	878,167	335,278	893,179	910,854

KFPD COMBINED REVENUE, EXPENSE AND CAPITAL BUDGET
 Fiscal Year 2018-2019

SCHEDULE FOR REPLACEMENT OF EQUIPMENT

Type I Vehicle Cost	Estimated Cost 15 yrs/4%	Fiscal Year	Yearly Contribution To Cap. Fund	Accumulated Funds	Type III Vehicle Cost	Estimated Cost 15 yrs/4%	Fiscal Year	Yearly Contribution To Cap. Fund	Accumulated Funds
						\$540,094			
					\$94,000		02-03		
					\$205,895		03-04		
							04-05	32,860	32,860
							05-06	32,860	65,720
							06-07	32,855	98,575
							07-08	36,793	135,368
							08-09	36,793	172,161
					adjust to	\$592,100	09-10	41,994	214,155
							10-11	41,994	256,149
							11-12	41,994	298,143
							12-13	41,994	340,137
							13-14	41,994	382,131
							14-15	41,994	424,125
\$632,000	\$1,138,200	15-16					15-16	41,994	466,119
		16-17	75,880	75,880			16-17	41,994	508,113
		17-18	75,880	151,760			17-18	41,994	550,107
		18-19	75,880	227,640			18-19	<u>41,994</u>	592,101
		19-20	75,880	303,520				592,101	
		20-21	75,880	379,400					
		21-22	75,880	455,280					
		22-23	75,880	531,160					
		23-24	75,880	607,040					
		24-25	75,880	682,920					
		25-26	75,880	758,800					
		26-27	75,880	834,680					
		27-28	75,880	910,560					
		28-29	75,880	986,440					
		29-30	75,880	1,062,320					
		30-31	<u>75,880</u>	1,138,200					
			1,138,200						

KFPD COMBINED REVENUE, EXPENSE AND CAPITAL BUDGET
Fiscal Year 2018-2019

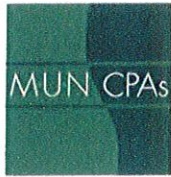
SAVINGS SCHEDULE FOR BUILDING IMPROVEMENTS/RENOVATION/REPLACEMENT

Adjusted for 4% Inflation	Fiscal Year	Yearly Contribution	Accumulated Reserves
	12-13	100,000	100,000
	13-14	104,000	204,000
	14-15	108,160	312,160
	15-16	432,486	744,646
	16-17	1,089,786	1,834,432
	17-18	650,000	2,484,432
	18-19	450,000	2,934,432
	19-20	131,590	3,066,022

* Based on historical building expenditures, KFPD was setting aside \$100,000 plus inflation per fiscal year to accumulate funds to be available for future building improvements/major repairs.

In preparation for a major building remodel/replacement, any surplus funding from each year will also be contributed to the building replacement fund.

OLD BUSINESS



MANN • URRUTIA • NELSON CPAs & ASSOCIATES, LLP
GLENDALE • ROSEVILLE • SACRAMENTO • SOUTH LAKE TAHOE • KAUAI, HAWAII

April 20, 2018

To the Board of Trustees and Management of
Kensington Fire Protection District
217 Arlington Avenue
Kensington, CA 94707

We are pleased to confirm our understanding of the services we are to provide Kensington Fire Protection District for the year ended June 30, 2018. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements of Kensington Fire Protection District as of and for the year ended June 30, 2018. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement Kensington Fire Protection District's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to Kensington Fire Protection District's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by U.S. generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

- 1) Management's Discussion and Analysis.
- 2) General Fund and Special Revenue Fund – Budget to Actual Schedules
- 3) Schedule of Funding Progress for Other Post-Employment Benefits

Audit Objectives

The objective of our audit is the expression of opinions as to whether your financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Our audit will be conducted in accordance with auditing standards generally accepted in the United States of America and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of the accounting records of Kensington Fire Protection District and other procedures we consider necessary to enable us to express such opinions. We will issue a written report upon completion of our audit of Kensington Fire Protection District's financial statements. Our report will be addressed to Board of Trustees and Management of Kensington Fire Protection District. We cannot provide assurance that unmodified opinions will be expressed. Circumstances may arise in which it is necessary for us to modify our opinions or add emphasis-of-matter or other-matter paragraphs. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or may withdraw from this engagement.

We will also provide a report (that does not include an opinion) on internal control related to the financial statements and compliance with the provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a material effect on the financial statements as required by *Government Auditing Standards*. The report on internal control and on compliance and other matters will include a paragraph that states (1) that the purpose of the report is solely to describe the scope of testing of internal control and compliance, and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control on compliance, and (2) that the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. The paragraph will also state that the report is not suitable for any other purpose. If during our audit we become aware that Kensington Fire Protection District is subject to an audit requirement that is not encompassed in the terms of this engagement, we will communicate to management and those charged with governance that an audit in accordance with U.S. generally accepted

auditing standards and the standards for financial audits contained in *Government Auditing Standards* may not satisfy the relevant legal, regulatory, or contractual requirements.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements may exist and not be detected by us, even though the audit is properly planned and performed in accordance with U.S. generally accepted auditing standards and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements. However, we will inform the appropriate level of management of any material errors, fraudulent financial reporting, or misappropriation of assets that comes to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential, and of any material abuse that comes to our attention. Our responsibility as auditors is limited to the period covered by our audit and does not extend to later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by generally accepted auditing standards.

Audit Procedures—Internal Control

Our audit will include obtaining an understanding of the government and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards and *Government Auditing Standards*.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of Kensington Fire Protection District's compliance with the provisions of applicable laws, regulations, contracts, agreements, and grants. However, the objective of our audit will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

Other Services

We will also assist in preparing the financial statements and related notes of Kensington Fire Protection District in conformity with U.S. generally accepted accounting principles based on information provided by you. We will also assist in preparing the 2017-2018 Special Districts Financial Transaction Report in accordance with Government Code 53891 based in information provided by you. These nonaudit services do not constitute an audit under *Government Auditing Standards* and such services will not be conducted in accordance with *Government Auditing Standards*. We will perform the services in accordance with applicable professional standards. The other services are limited to the financial statement services previously defined. We, in our sole professional judgment, reserve the right to refuse to perform any procedure or take any action that could be construed as assuming management responsibilities.

Management Responsibilities

Management is responsible for designing, implementing, and maintaining effective internal controls, including evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; following laws and regulations; and

We will provide copies of our reports to Kensington Fire Protection District; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

The audit documentation for this engagement is the property of Mann, Urrutia, Nelson, CPAs & Associates, LLP and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to any regulators or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Mann, Urrutia, Nelson, CPAs & Associates, LLP personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release date or for any additional period requested by the regulators. If we are aware that a federal awarding agency or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit approximately in September 2018 and to issue our reports no later than December 2018. Justin Williams is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Our fee for these services will be at our standard hourly rates plus out-of-pocket costs (such as report reproduction, word processing, postage, travel, copies, telephone, etc.) except that we agree that our gross fee, including expenses, will not exceed \$14,500 and \$1,500 for the SCO Report. Our standard hourly rates vary according to the degree of responsibility involved and the experience level of the personnel assigned to your audit. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 60 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

If any dispute arises among the parties hereto, the parties agree first to try in good faith to settle the dispute by mediation administered by the American Arbitration Association under its Rules for Professional Accounting and Related Services Disputes before resorting to litigation. The costs of any mediation proceeding shall be shared equally by all parties.

Client (Kensington Fire Protection District) and accountant (Mann, Urrutia, Nelson CPAs & Associates, LLP) both agree that any dispute over fees charged by the accountant to the client will be submitted for resolution by mediation in accordance with the Rules for Professional Accounting and Related Services Disputes of the American Arbitration Association. Such arbitration shall be binding and final. IN AGREEING TO ARBITRATION, WE BOTH ACKNOWLEDGE THAT, IN THE EVENT OF A DISPUTE OVER FEES CHARGED BY THE ACCOUNTANT, EACH OF US IS GIVING UP THE RIGHT TO HAVE THE DISPUTE DECIDED IN A COURT OF LAW BEFORE A JUDGE OR JURY AND INSTEAD WE ARE ACCEPTING THE USE OF ARBITRATION FOR RESOLUTION.

We appreciate the opportunity to be of service to Kensington Fire Protection District and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Very truly yours,



Mann, Urrutia, Nelson, CPAs & Associates, LLP

RESPONSE:

This letter correctly sets forth the understanding of Kensington Fire Protection District.

Management signature: _____

Title: _____

Date: _____

CHIEF'S REPORT

KENSINGTON FIRE PROTECTION DISTRICT MEMORANDUM

September 2018

TO: President and Board Members, Kensington Fire Protection District

FROM: Lance J. Maples, Fire Chief

SUBJECT: **Fire Chief's Report**

California Wild Fires

The 2018 fire season has started off early this year and the El Cerrito /Kensington Fire Department has been active in providing resources through the State Mutual Aid program to help battle the fires. Our initial deployment for OES #300 this year was in the beginning of June with numerous fires in the King City and Coalinga areas of Monterey and San Benito Counties. Our personnel were there for a week and fortunately, with the strong response of resources, the fires were contained quickly and burned less than 2,000 acres.

The Ferguson Fire in the Yosemite Valley started on July 13. Battalion Chief Kevin Janes was deployed as part of the Incident Management Team on July 17 where he worked as the Communication Leader for 18 days. While the fire is contained now, there were two fatalities, numerous injuries and 10 structures destroyed and it consumed nearly 97,000 acres of forest.

On July 23, the Carr Fire Started in Shasta County off Highway 299 and quickly grew in size due to severe winds and dry conditions. Local resources and strike teams that were on the Ferguson Fire were deployed to this fire that ultimately would kill three firefighters and three civilians as well as destroy over 1,600 buildings and consume almost 230,000 acres. On August 1, Battalion Chief Michael Pigoni was deployed to lead a task force of engines and water tenders to assist in the operations. They joined a force of almost 5,000 personnel that were assigned to this incident. His task force was there for 17 days working primarily near the Shasta Dam and the communities of French Gulch and Lewiston protecting structures and maintaining control lines.

While this fire was burning, the Cranston Fire started in Riverside County on July 25. OES #300 with four personnel were dispatched on that same day and were part of a Bay Area strike team that headed that way to assist. They were tasked with structure protection and deploying hose lines to hold the fire perimeter. The fire was controlled in a few days and burned approximately 13,000 acres. After a few days the strike team was reassigned to the Mendocino Complex Fire and they proceeded to that direction.

The Mendocino Complex consists of two fires, the Ranch and River Fires that started on July 27. The Ranch Fire started near Potter Valley, north-east of Ukiah, and approximately an hour later the River Fire started off Old River Road just east of the community of Hopland. Both of these fires exploded and started burning toward each other and into Lake County and the Clearlake area. OES #300 arrived at the base camp and was deployed the next day protecting structures along the north edge of the lake in the communities of Nice and Lucerne. Due to the size of these fires, the engine was deployed for 29 day and the Department switched out four crews during this time. The engine

returned home on August 23.

The Department also deployed Captain/Paramedic Travis Crumpacker and Firefighter/Paramedic Adam Birdsell as part of a Rapid Extraction Module Support (REMS) team on August 13. They are paired up with two persons from Milpitas Fire Department and together they are assigned each day with their rescue equipment to be deployed as needed to remove injured firefighters from the fire line to a location they can be air lifted or driven to a hospital. The REMS team is personnel with advanced training and skills in rope rescue and patient extraction, and is vital in getting someone that has been injured out of the steep and inaccessible terrain as soon as possible. Due to the size of the fires and the remote locations, they have been out on the line or "spiked out" for over a week and relying on support crew to bring in supplies. They returned home August 28.

The Mendocino Complex fire have consumed over 400,000 acres in four counties and destroyed over 600 structures and damaged many more. The fire is still less than 70% contained and burning north through the Mendocino National Forest. There are still over 3,000 people working these fires.

California is not the only state with wild fire issues. Battalion Chief Kevin Janes redeployed with the Incident Management Team to the South Umpqua Complex fires in southern Oregon. He left for that assignment on August 16 and is currently due back on September 1.

It is worth noting that while there have been numerous devastating fires already this year, it is still early and short of any early rains. September and October are always the most severe months for fires. The Fire Department is ready for the next call for assistance.

BOARD REPORTS

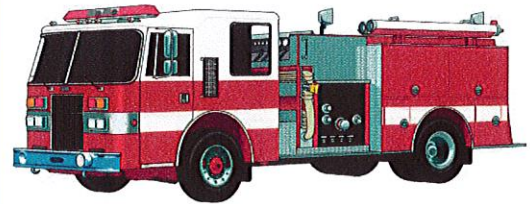
**ALBANY, EL CERRITO AND KENSINGTON
PRESENTS:**

Tri-City Safety Day

Saturday, September 15, 2018

11:00 a.m. to 3:00 p.m.

El Cerrito Plaza



Safety Information and Demonstrations

**Special Guest Appearances by McGruff the Crime Dog,
Sparky the Fire Dog & Smokey Bear!**

**Sponsored by the El Cerrito and Albany
Fire Departments and the Kensington
Fire Protection District**

For More Details, Call:

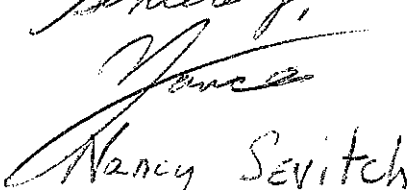
Phone: 510-215-4450

E-mail: fire@ci.el-cerrito.ca.us



On August 29th, several
firefighters and paramedics
responded to the call at
20 Highgate Rd involving the passing
of my partner, John Lachon.
Over the years you have answered
several other calls at our home.

I just want to thank
you for always dealing with
our calls with such professionalism
and kindness!!

Sincerely,

Nancy Sevitch