



ADAM A. HOUSE
Fire Chief

Ted Wood
Board President
Division 4

John Costa
Board Vice President
Division 9

Robert Webber
Board Secretary
Division 3

Cynthia Saylor
Board Member
Division 1

Grant Goold
Board Member
Division 2

Shawn Stark
Board Member
Division 5

D'Elman Clark
Board Member
Division 6

Brian Rice
Board Member
Division 7

Gay Jones
Board Member
Division 8

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 · Mather, California 95655 · Phone (916) 859-4300 · Fax (916) 859-3700

BOARD OF DIRECTORS - REGULAR MEETING AGENDA

Thursday, January 23, 2025, – 6:00 PM

Sacramento Metropolitan Fire District

10545 Armstrong Avenue

Board Room – Second Floor

Mather, California


&

Remotely Via Zoom

Webinar ID: 827 3461 0232 #

Passcode: metro2101

Phone: 1 (669) 444-9171 or 1 (669) 900 6833

 Passcode: 838771796 #

<https://us06web.zoom.us/j/82734610232?pwd=SFILQ1Znd25RSmlhdXZVQVh4d1VWZz09>

The mission of the Sacramento Metropolitan Fire District is to provide professional and compassionate protection, education and service to our community.

The Public's health and well-being are the top priority for the Board of Directors of the Sacramento Metropolitan Fire District and you are urged to take all appropriate health safety precautions. **To view the meeting via the Zoom Application, please click on the link above.**

Members of the public seeking to attend and to address the Board who require reasonable accommodations to access the meeting, based on disability or other reasons, should contact the following person at least forty-eight (48) hours in advance of a Regular meeting to make arrangements for such reasonable accommodations:

Marni Rittburg

Board Clerk

(916) 859-4305

rittburg.marni@metrofire.ca.gov

The Board will convene in open session at 6:00 p.m.



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REGULAR BOARD MEETING

THURSDAY, JANUARY 23, 2025

- CALL TO ORDER
- ROLL CALL
- PLEDGE TO FLAG

METRO CABLE ANNOUNCEMENT:

This meeting of the Sacramento Metropolitan Fire District is recorded. The recording will be cablecast on Metro Cable Channel 14, the local government affairs channel on the Comcast and DirecTV U-Verse cable systems. The recording will also be closed captioned and video streamed at metro14live.saccounty.gov. Today's meeting replays at **1:00 p.m. on Monday, January 27, 2025** and again at **6:00 p.m. on Wednesday, January 29, 2025**, on Metro Cable Channel 14. Once posted, the recording of this meeting can be viewed on-demand at youtube.com/metrocable14.

PUBLIC OPPORTUNITY TO DISCUSS MATTERS OF PUBLIC INTEREST WITHIN DISTRICT JURISDICTION INCLUDING ITEMS ON OR NOT ON AGENDA:

*The Board of Directors of the Sacramento Metropolitan Fire District appreciates and encourages public interest and welcomes questions and opinions at its meetings. Public members wishing to address the Board are requested to first be recognized by the presiding officer and identify themselves for the record. The presiding officer may, in the interest of time and good order, limit the number of public member presentations. Speakers' comments will be limited to **three (3) minutes** (Per Section 31 of the Board of Directors Policies and Procedures).*

In accordance with Section 31 of the Board of Directors Policies and Procedures, members of the Public requesting their written comments be read into the meeting record must be present or have a representative present to read their comments during the time allotted.

CONSENT ITEMS:

Matters of routine approval including but not limited to action summary minutes, referral of issues to committee, committee referrals to the full Board, items that require yearly approval, declaration of surplus equipment, and other consent matters. The Consent Agenda is acted upon as one unit unless a Board member requests separate discussion and/or action.

CONSENT ITEMS

Page No.

1. **Action Summary Minutes** 6
Recommendation: Approve the Action Summary Minutes for the Regular Board Meeting of January 9, 2025.
2. **2025 Annual Investment Policy for Pooled Funds** 12
Recommendation: Receive and ratify the 2025 Annual Investment Policy for Sacramento County Pooled Investment Fund.



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REGULAR BOARD MEETING

THURSDAY, JANUARY 23, 2025

3. **Adopt Resolution – Surplus Vehicle Designation** 28
Recommendation: Adopt Resolution designating the vehicles listed as surplus.
4. **Purchase Approval – Four (4) BME Type III Engines** 32
Recommendation: Approve the purchase of four (4) BME Type III Engines from Golden State Fire Apparatus, Inc. utilizing HGACBuy contract number FS12-23.
5. **Adopt Resolution – Designation of Authorized Agents for Disaster Assistance Funding** 142
Recommendation: Adopt Resolution designating Authorized Agents for seeking and or managing disaster assistance funding.
6. **Nomination of Captain Steve Mayer for Honorary Metro Fire Member** 150
Recommendation: Approve the nomination of Captain Mayer.

PRESENTATION ITEMS:

1. **FY 2023/24 Annual Comprehensive Financial Report (ACFR), Accompanying Audit Reports, and GFOA Certificate of Achievement** 154
**** PDF Separate Attachment**
(CFO Dave O' Toole, and Ahmed Badawi, CPA)
Recommendation: Receive presentation and accept the reports.
2. **FY 2023/24 Community Annual Report (CAR) and FY 2022/23 GFOA Popular Annual Financial Reporting Award** 191
(CFO Dave O' Toole)
Recommendation: Accept the Community Annual Report.

ACTION ITEMS:

1. **Adopt Resolution – California Senate Bill 1205 Mandatory Inspections & Compliance Reporting** 210
(Deputy Fire Marshal Amy Nygren)
Recommendation: Receive presentation and adopt the Resolution acknowledging receipt of the annual report regarding the inspection of public and private schools and certain residential occupancies for the calendar year 2024.
2. **Formation of an Ad Hoc Committee to consider the qualifications and selection criteria for members of the Measure O Citizens' Oversight Committee.** **
(President Wood)
Recommendation: Appoint three Board Members to an Ad Hoc Committee to consider the qualification and selection criteria for members of the Measure O Citizens' Oversight Committee and report back recommendations to the Board at the April 10, 2025 Board meeting.



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REGULAR BOARD MEETING

THURSDAY, JANUARY 23, 2025

REPORTS:

1. **PRESIDENT'S REPORT** — *(President Wood)*

2. **FIRE CHIEF'S REPORT** — *(Chief House)*

OPERATIONS REPORT – *(Deputy Chief Mitchell)*

ADMINISTRATIVE REPORT – *(Out-of-Class Deputy Chief Johnson)* – **No Report**

SUPPORT SERVICES REPORT – *(Deputy Chief Bailey)*

3. **SMFD – FIREFIGHTERS LOCAL 522 REPORT** – *Captain Sean Scollard, Local 522 Vice President)*

4. **COMMITTEE AND DELEGATE REPORTS**

All Committee Meetings will be held at the Sacramento Metropolitan Fire District Board Room, 10545 Armstrong Avenue, Mather, California unless otherwise specified.

A. **Executive Committee** – *(President Wood)*

Next Meeting: TBD

B. **Communications Center JPA** – *(Deputy Chief Bailey)*

Next Meeting: February 11, 2025 at 9:00 AM

C. **Finance and Audit Committee** – *(Director Jones)*

Next Meeting: February 27, 2025 at 5:30 PM

D. **Policy Committee** – *(Director Costa)*

Next Meeting: February 13, 2025 at 5:30 PM

BOARD MEMBER QUESTIONS AND COMMENTS

CLOSED SESSION:

The Board will convene in closed session to meet on the following matter:

1. **Public Employee Performance Evaluation: Fire Chief**

Pursuant to Government Code Sections 54957(b)(1) and 54954.5(e)

CLOSED SESSION REPORT OUT

ADJOURNMENT



Sacramento Metropolitan Fire District

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REGULAR BOARD MEETING

THURSDAY, JANUARY 23, 2025

NEXT BOARD MEETING(S):


Unless specified differently, all meetings of the Board are held at Sacramento Metropolitan Fire District at 10545 Armstrong Avenue, Mather, CA

- Regular Board Meeting – February 13, 2025 at 6:00 PM

Posted on January 16, 2025, by 4:30 p.m.

Marni Rittburg, CMC, CPMC
Clerk of the Board

** No written report

*  Separate Attachment

DISABILITY INFORMATION:

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Clerk of the Board at (916) 859-4305. Notification at least 48 hours prior to the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting.



ADAM A. HOUSE
Fire Chief

Sacramento Metropolitan Fire District

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ACTION SUMMARY MINUTES – REGULAR MEETING

BOARD OF DIRECTORS SACRAMENTO METROPOLITAN FIRE DISTRICT

Thursday, January 9, 2025

Held at the following locations:

10545 Armstrong Avenue – Board Room

Mather, California

&

Remotely Via Zoom

CALL TO ORDER

The meeting was called to order at 6:01 pm by President Wood. Board members present: Clark, Costa, Goold, Jones, Rice, Saylors, Stark, Webber, and Wood. Board members absent: None. Staff present: Chief House and Board Clerk Rittburg.

PUBLIC COMMENTS

None

CONSENT ITEMS

Moved by Director Webber seconded by Jones and carried unanimously by members present to adopt the consent calendar as follows:

- 1. Action Summary Minutes**
Recommendation: Approve the Action Summary Minutes for the Regular Board Meeting of December 12, 2024.
Action: Adopted the Action Summary Minutes.
- 2. Purchase Approval – Motorola Portable Radios**
Recommendation: Allow the District to procure APX 8000 Series Portable Radios from Motorola using the County of Sacramento Open Item Contract #WA00034181.
Action: Approved.
- 3. Purchase Approval – Dell Server Subscription**
Recommendation: Allow the District to procure a Dell APEX subscription for 17 servers using the OMNIA Partners Region 14 (ESC) – TX contract, #01-143.
Action: Approved.

4. Purchase Approval – Lease of 10 Zig PCs

Recommendation: Allow the District to enter into a 3-year, 0% interest lease to procure the 10 Zig thin clients from ePlus Technology, Inc. using OMNIA contract #R200803.

Action: Approved.

REPORTS

1. PRESIDENT'S REPORT - (*President Goold*)

President Wood welcomed everyone and stated he is looking forward to an exciting and productive 2025.

2. FIRE CHIEF'S REPORT — (*Chief House*)

Good evening, President Goold, Directors, Colleagues, and Members of the Public.

Our hearts go out the communities of Southern California and all Firefighters including ours that are fighting these fires. We are known worldwide for a robust mutual aid assistance program. I want to ensure the public and our community that we are fully staffed here in Sacramento. Our service delivery methods have not changed

Retirements:

Congratulations to the following members on their retirement effective in December:

- Captain Jordan Oakes, 13 years of service
- Firefighter Mark Griffin, 17 years of service
- Engineer Duane Walsh, 41 years of service
- Fire Mechanic Loren Mansel, 13 years of service
- Battalion Chief Grant Russell, 30 years of service
- Fire Mechanic Charles Mull, 25 years of service

New Hires:

Please join me in welcoming the following new hires:

- Michael Andrea, Fire Mechanic, effective 1/2 (not in attendance)
- Derek Bourque, Fire Mechanic, effective 1/2 (not in attendance)

Promotions:

Congratulations to the following members on their promotions:

- Battalion Chief Bryan Dupertuis, B13 C-Shift, effective 1/4. BC Dupertuis introduced himself to the Board and spoke on his experience at Metro Fire.
- Captain Kiegon List, E59 A-Shift, effective 1/6. Captain List came to the podium and introduced himself to the Board and spoke on his experience at Metro Fire.
- Engineer Matthew Brodigan, E108 B-Shift, effective 1/8. Engineer Brodigan came to the podium and introduced himself to the Board and spoke on his experience at Metro Fire.

Other:

I am pleased to announce that the California Fire Chiefs Association has selected me to be their representative on the KP-CPF Cancer Research & Prevention Project Committee. I am honored to participate on the committee and be part of the collaboration that is setting out to better understand how being a firefighter affects cancer risk and to improve cancer prevention measures, in addition to overall health and well-being.

Chief House invited Fire Marshal Barbie Law to the podium where she announced that she has accepted a Deputy Chief position at the City of Victoria Fire Department in British Columbia. The Board wished her the best and congratulated her.

OPERATIONS REPORT – (Deputy Chief Mitchell)

1. Statewide Deployments

2024:

Total Deployments: 31

- OEST1 8
- OES T3 9
- Preposition 1
- FEMA 1
- Single Resource/IMT Team 12

Responded to 26 different incidents + 1 preposition in CA, 1 in OR, and 1 in FL

142 positions deployed

Average days deployed = 10

12 deployments lasted 14 or more days.

2025:

Total Deployments: 2

- OEST1 with 10 personnel at the Palisades Incident deployed on January 7th
- OES T3 with 4 personnel at the Eaton Incident deployed on January 8th

2. Shift Commander Spotlight

Deputy Chief Mitchell brought up BC Fong.

This spotlight highlighted Battalion 13 - C shift:

- Introduced newly promoted BC Bryan DuPertuis who introduced Chief Graf (IC) & R21.
- Chief Graf & R21 spoke on a recent rope rescue call on the American River bluffs.

ADMINISTRATIVE REPORT – (Out-of-Class Deputy Chief Johnson)

- On December 18, Cal-Jac proudly dedicated its FCTC building in honor of our Captain Bob Bruce, whose legacy continues to inspire us after his courageous battle with cancer. Captain Bruce significantly impacted many local EMT students through his active involvement in training and mentoring.
- The Service Delivery team has been meeting regularly to figure out next steps and we've had some good collaborative work with labor and management

SUPPORT SERVICES – (Deputy Chief Bailey)

DC Bailey congratulated Fire Marshal Barbie Law, you are very dedicated and will be missed.

DC Bailey introduced Facilities Manager Joe Eachus who spoke on his background and experience at Metro Fire. Joe spoke on the following projects:

Projects

- Station 115 HVAC Chiller replacement is complete.
- Arson Building Reroof project started today
- Station 116 abatement is scheduled for next Tuesday 1/14.
- Station 51 Dorm privacy and flooring project is scheduled to start on 2/21 and is anticipated to be completed on 2/29.
- Arson restroom remodel is complete.
- Logistics E.V. chargers for the 2 new electric vans are complete and up and running.
- Continuing to work on district upkeep and maintenance.

3. SMFD – FIREFIGHTERS LOCAL 522 REPORT (Captain Sean Scollard, *Local 522 Vice President*)

Captain Scollard echoed thoughts and prayers for crews and citizens in Southern California. Congratulations to Fire Marshal Barbie Law, she always strives for excellence and will be missed. We had a Labor Management meeting yesterday and we have a lot to do in 2025. On the Workers' Compensation we accepted a members cancer claim the fastest we've ever done it. Thank you to DC Johnson, Director Webber and all the Ad Hoc committee members. We have some leaderships changes at Local 522 and next week we will have a swearing in of two Directors on the executive board, Captain Brett Randle and BC Matt Cole.

4. COMMITTEE AND DELEGATE REPORTS

All Committee Meetings will be held at the Sacramento Metropolitan Fire District Board Room, 10545 Armstrong Avenue, Mather, California unless otherwise specified.

A. Executive Committee – (President Goold)

Met tonight and made various 2025 appointments:

- Finance & Audit Committee: Director Jones and Director Clark will remain on the committee, added Director Stark, and Director Webber moved to alternate.
- Policy Committee: Staying the same with Directors Costa, Saylor and Clark and Director Goold is now the alternate.
- Regional Communications Center JPA: Deputy Chief Bailey to remain as the Delegate and Deputy Chief Mitchell as the alternate.
- City of Citrus Heights 2x2 Committee will remain the same with Directors Goold and Webber.
- City of Rancho Cordova 2x2 Committee will remain the same with Directors Jones and President Wood.
- Sacramento County 2x2 Committee will be with Director Jones and Directors Saylor with Director Stark serving as alternate.
- Ad Hoc Committee for Workers Comp. will remain with Director Saylor and Webber.

B. Communications Center JPA – (Deputy Chief Mitchell)

No Report

C. Finance and Audit Committee – (Director Webber)

No Report

D. Policy Committee – (Director Costa)

No Report

BOARD MEMBER QUESTIONS AND COMMENTS

Director Jones congratulations to Chief Law. Thank you to the HQ staff for the Holiday spirit and festive décor.

Director Saylor wished the 2024 retirees the best of luck.

Director Webber congratulations to the promoted employees and retirees. Chief Law thank you for everything you have done. Thank you to Chief House who stood inf or Firefighters on Christmas day so they can be with their family members. Asked for a moment of silence for retired members that we lost recently, Firefighter Greg Luckett and Mechanic Don Hoeckelberg.

Director Costa thanked the men and women of this organization and their sacrifices and their families sacrifices as well.

Director Wood thank you to Chief Keeley for organizing and giving support to the Burn Institute on Christmas morning and everyone else that attended. The Firefighters Burn Institute will be holding their annual “Fill the Boot for Burns” drive from February 5 – 8th. We do need to get some Firefighters signed up. Incentives and prizes will be awarded for every shift. Would love to see a lot of our members there.

Observed a moment of silence for retired Firefighter Greg Luckett and retired Mechanic Don Hoeckelberg.

CLOSED SESSION:

The Board recessed to closed session at 7:30 p.m. on the following matters:

- 1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION – Pursuant to California Government Code Section § 54956.9: Five Cases**
 - A. Steinwand v. Electric Bike Technologies
 - B. White v. Sacramento Metropolitan Fire District
 - C. Olivares v. Sacramento Metropolitan Fire District
 - D. Harrison v. Sacramento Metropolitan Fire District
 - E. Samuel v. Sacramento Metropolitan Fire District

CLOSED SESSION REPORT OUT:

The Board reconvened to open session at 8:21 p.m. General Counsel John Lavra reported the Board met in closed session on Existing Litigation, Conference with Legal Counsel on five cases, there was no reportable action.

To view the video of the meeting, please visit the Metro Fire Website or our YouTube channel:

<https://metrofire.ca.gov/2025-01-09-board-meeting>

https://www.youtube.com/channel/UC9t-uKlc_oOUGNrmogdQ_QA

ADJOURNMENT

The meeting was adjourned at 8:22 p.m.

Ted Wood, President

Robert Webber, Secretary

Marni Rittburg, CMC
Board Clerk



Sacramento Metropolitan Fire District

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KURT P. HENKE
Fire Chief

DATE: January 23, 2025
TO: Board of Directors
FROM: Ronald Empedrad, Controller
RE: Calendar Year 2025 Investment Policy for Pooled Funds

Background

California Government Code §53646(b) requires the District's fiscal officer to submit a statement of investment policy for pooled funds to the legislative body.

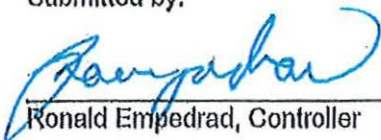
Discussion

In previous years, the District has adopted the Annual Investment Policy for Sacramento County Pooled Investment Fund which is revised annually. The Finance Division uses this policy to guide its investment procedures.

Recommendation

Staff recommends that the Committee receive and ratify the 2025 Annual Investment Policy for Sacramento County Pooled Investment Fund.

Submitted by:



Ronald Empedrad, Controller

Approved by:


Adam House (Jan 15, 2025 14:04 EST)

Adam A House, Fire Chief

Attachment: 2025 Annual Investment Policy of the Pooled Investment Fund



SACRAMENTO COUNTY

Annual Investment Policy of the Pooled Investment Fund

CALENDAR YEAR 2025

*Approved by the
Sacramento County Board of Supervisors*

December 3, 2024
Resolution No. 2024-0908

Table of Contents

I.	Authority	1
II.	Policy Statement	1
III.	Standard of Care	1
IV.	Investment Objectives	1
	A. Safety of Principal	1
	B. Liquidity.....	2
	C. Public Trust.....	2
	D. Maximum Rate of Return	2
V.	Pooled Investment Fund Investors	2
VI.	Implementation.....	2
VII.	Internal Controls	3
VIII.	Sacramento County Treasury Oversight Committee	3
IX.	Investment Parameters	4
	A. Investable Funds	4
	B. Authorized Investments	4
	C. Prohibited Investments	5
	D. Credit Requirements	5
	E. Maximum Maturities.....	6
	F. Maximum Concentrations	7
	G. Repurchase Agreements	7
	H. Community Reinvestment Act Program	8
	I. Criteria and Qualifications of Brokers/Dealers and Direct Issuers	8
	J. Investment Guidelines, Management Style and Strategy	9
	K. Approved Lists	9
	L. Calculation of Yield and Costs	9
X.	Reviewing, Monitoring and Reporting of the Portfolio	10
XI.	Withdrawal Requests for Pooled Fund Investors.....	10
XII.	Limits on Honoraria, Gifts, and Gratuities	10
XIII.	Terms and Conditions for Outside Investors.....	11
	Comparison and Interpretation of Credit Ratings	12

SACRAMENTO COUNTY
Annual Investment Policy
of the Pooled Investment Fund
CALENDAR YEAR 2025

I. Authority

Under the Sacramento County Charter, the Board of Supervisors established the position of Director of Finance and by ordinance will annually review and renew the Director of Finance's authority to invest and reinvest all the funds in the County Treasury.

II. Policy Statement

This Investment Policy (Policy) establishes cash management and investment guidelines for the Director of Finance, who is responsible for the stewardship of the Sacramento County Pooled Investment Fund. Each transaction and the entire portfolio must comply with California Government Code and this Policy. All portfolio activities will be judged by the standards of the Policy and its investment objectives. Activities that violate its spirit and intent will be considered contrary to the Policy.

III. Standard of Care

The Director of Finance is the Trustee of the Pooled Investment Fund and therefore, a fiduciary subject to the prudent investor standard. The Director of Finance, employees involved in the investment process, and members of the Sacramento County Treasury Oversight Committee (Oversight Committee) shall refrain from all personal business activities that could conflict with the management of the investment program. All individuals involved will be required to report all gifts and income in accordance with California state law. When investing, reinvesting, purchasing, acquiring, exchanging, selling and managing public funds, the Director of Finance shall act with care, skill, prudence, and diligence to meet the aims of the investment objectives listed in Section IV, Investment Objectives.

IV. Investment Objectives

The Pooled Investment Fund shall be prudently invested in order to earn a reasonable return, while awaiting application for governmental purposes. The specific objectives for the Pooled Investment Fund are ranked in order of importance.

A. Safety of Principal

The preservation of principal is the primary objective. Each transaction shall seek to ensure that capital losses are avoided, whether they be from securities default or erosion of market value.

B. Liquidity

As a second objective, the Pooled Investment Fund should remain sufficiently flexible to enable the Director of Finance to meet all operating requirements that may be reasonably anticipated in any depositor's fund.

C. Public Trust

In managing the Pooled Investment Fund, the Director of Finance and the authorized investment traders should avoid any transactions that might impair public confidence in Sacramento County and the participating local agencies. Investments should be made with precision and care, considering the probable safety of the capital as well as the probable income to be derived.

D. Maximum Rate of Return

As the fourth objective, the Pooled Investment Fund should be designed to attain a market average rate of return through budgetary and economic cycles, consistent with the risk limitations, prudent investment principles and cash flow characteristics identified herein. For comparative purposes, the State of California Local Agency Investment Fund (LAIF) and similarly-sized California county pools will be used as performance benchmarks.

V. Pooled Investment Fund Investors

The Pooled Investment Fund investors are comprised of Sacramento County, school and community college districts, districts directed by the Board of Supervisors, and independent special districts and joint powers authorities whose treasurer is the Director of Finance. Any local agencies not included in this category are subject to California Government Code section 53684 and are referred to as outside investors.

VI. Implementation

In order to provide direction to those responsible for management of the Pooled Investment Fund, the Director of Finance has established this Policy and will provide it to the Oversight Committee and render it to legislative bodies of local agencies that participate in the Pooled Investment Fund. In accordance with California Government Code section 53646, et seq., the Board of Supervisors shall review and approve this Policy annually at a public meeting.

This Policy provides a detailed description of investment parameters used to implement the investment process and includes the following: investable funds; authorized instruments; prohibited investments; credit requirements; maximum maturities and concentrations; repurchase agreements; Community Reinvestment Act Program; criteria and qualifications of broker/dealers and direct issuers; investment guidelines, management style and strategy; Approved Lists; and calculation of yield and costs.

VII. Internal Controls

The Director of Finance shall establish internal controls to provide reasonable assurance that the investment objectives are met and to ensure that the assets are protected from loss, theft, or misuse. To assist in implementation and internal controls, the Director of Finance has established an Investment Group and a Review Group.

The Investment Group, which is comprised of the Director of Finance and his/her designees, is responsible for maintenance of the investment guidelines and Approved Lists. These guidelines and lists can be altered daily, if needed, to adjust to the ever-changing financial markets. The guidelines can be more conservative or match the policy language. In no case can the guidelines override the Policy.

The Review Group, which is comprised of the Director of Finance and his/her designees, is responsible for the monthly review and appraisal of all the investments purchased by the Director of Finance and staff. This review includes bond proceeds, which are invested separately from the Pooled Investment Fund and are not governed by this Policy.

The Director of Finance shall establish a process for daily, monthly, quarterly, and annual review and monitoring of the Pooled Investment Fund activity. The following articles, in order of supremacy, govern the Pooled Investment Fund:

1. California Government Code
2. Annual Investment Policy
3. Current Investment Guidelines
4. Approved Lists (see page 9, Section IX.K)

The Director of Finance shall review the daily investment activity and corresponding bank balances.

Monthly, the Review Group shall review all investment activity and its compliance to the corresponding governing articles and investment objectives.

All securities purchased, with the exception of bank deposits, money market mutual funds, and LAIF, shall be delivered to the independent third-party custodian selected by the Director of Finance. This includes all collateral for repurchase agreements. All trades, where applicable, will be executed by delivery versus payment by the designated third-party custodian.

VIII. Sacramento County Treasury Oversight Committee

In accordance with California Government Code section 27130 et seq., the Board of Supervisors, in consultation with the Director of Finance, has created the Sacramento County Treasury Oversight Committee (Oversight Committee). Annually, the Oversight Committee shall cause an audit to be conducted on the Pooled Investment Fund. The meetings of the Oversight Committee shall be open to the public and subject to the Ralph M. Brown Act.

A member of the Oversight Committee may not be employed by an entity that has contributed to the campaign of a candidate for the office of local treasurer, or contributed to the campaign of a candidate to be a member of a legislative body of any local agency that has deposited funds in the county treasury, in the previous three years or during the period that the employee is a member of the Oversight Committee. A member may not directly or indirectly raise money for a candidate for local treasurer or a member of the Sacramento County Board of Supervisors or governing board of any local agency that has deposited funds in the county treasury while a member of the Oversight Committee. Finally, a member may not secure employment with, or be employed by bond underwriters, bond counsel, security brokerages or dealers, or financial services firms, with whom the treasurer is doing business during the period that the person is a member of the Oversight Committee or for one year after leaving the committee.

The Oversight Committee is not allowed to direct individual investment decisions, select individual investment advisors, brokers or dealers, or impinge on the day-to-day operations of the Department of Finance treasury and investment operations.

IX. Investment Parameters

A. Investable Funds

Total Investable Funds (TIF) for purposes of this Policy are all Pooled Investment Fund moneys that are available for investment at any one time, including the estimated bank account float. Included in TIF are funds of outside investors, if applicable, for which the Director of Finance provides investment services. Excluded from TIF are all funds held in separate portfolios.

The Cash Flow Horizon is the period in which the Pooled Investment Fund cash flow can be reasonably forecasted. This Policy establishes the Cash Flow Horizon to be one (1) year.

Once the Director of Finance has deemed that the cash flow forecast can be met, the Director of Finance may invest funds in securities with maturities beyond one year. These securities will be referred to as the Core Portfolio.

B. Authorized Investments

Authorized investments shall match the general categories established by the California Government Code sections 53601 et seq. and 53635 et seq. Authorized investments shall include, in accordance with California Government Code section 16429.1, investments into LAIF. Authorization for specific instruments within these general categories, as well as narrower portfolio concentration and maturity limits, will be established and maintained by the Investment Group as part of the Investment Guidelines. As the California Government Code is amended, this Policy shall likewise become amended.

C. Prohibited Investments

No investments shall be authorized that have the possibility of returning a zero or negative yield if held to maturity except for securities issued by, or backed by, the United States government during a period of negative market interest rates. Prohibited investments shall include inverse floaters, range notes, and interest only strips derived from a pool of mortgages.

All legal investments issued by a tobacco-related company are prohibited. A tobacco-related company is defined as an entity that makes smoking products from tobacco used in cigarettes, cigars, or snuff or for smoking in pipes. The tobacco-related issuers restricted from any investment are any component companies in the Dow Jones U.S. Tobacco Index or the NYSE Arca Tobacco Index.

D. Credit Requirements

Except for municipal obligations and Community Reinvestment Act (CRA) deposits, the issuer's short-term credit ratings shall be at or above A-1 by Standard & Poor's, P-1 by Moody's, and, if available, F1 by Fitch, and the issuer's long-term credit ratings shall be at or above A by Standard & Poor's, A2 by Moody's, and, if available, A by Fitch. There are no credit requirements for Registered State Warrants. All other municipal obligations shall be at or above a short-term rating of SP-1 by Standard & Poor's, MIG1 by Moody's, and, if available, F1 by Fitch.

Community Reinvestment Act Program Credit Requirements

Maximum Amount	Minimum Requirements
Up to the FDIC- or NCUSIF-insured limit for the term of the deposit	<u>Banks</u> — FDIC Insurance Coverage
	<u>Credit Unions</u> — NCUSIF Insurance Coverage <i>Credit unions are limited to a maximum deposit of the NCUSIF-insured limit since they are not rated by nationally recognized rating agencies and are not required to provide collateral on public deposits.</i>
Over the FDIC- or NCUSIF-insured limit	<p><i>(Any 2 of 3 ratings)</i></p> <p>S&P: A-2 Moody's: P-2 Fitch: F-2 OR</p> <p>Through a private sector entity that assists in the placement of deposits to achieve FDIC insurance coverage of the full deposit and accrued interest.</p> <p>Collateral is required</p>

Eligible banks must have Community Reinvestment Act performance ratings of “satisfactory” or “outstanding” from their federal regulator. In addition, deposits greater than the federally-insured amount must be collateralized. Banks must either have a letter of credit issued by the Federal Home Loan Bank of San Francisco or place securities worth between 110% and 150% of the value of the deposit with the Federal Reserve Bank of San Francisco, the Home Loan Bank of San Francisco, or a trust bank.

Since credit unions do not have Community Reinvestment Act performance ratings, they must demonstrate a commitment to community reinvestment lending and charitable activities comparable to what is required of banks.

All commercial paper and medium-term note issues must be issued by corporations operating within the United States and having total assets in excess of one billion dollars (\$1,000,000,000).

The Investment Group may raise these credit standards as part of the Investment Guidelines and Approved Lists. Appendix A provides a Comparison and Interpretation of Credit Ratings by Standard & Poor’s, Moody’s, and Fitch.

E. Maximum Maturities

Due to the nature of the invested funds, no investment with limited market liquidity should be used. Appropriate amounts of highly-liquid investments, such as U.S. Treasury and Agency obligations, should be maintained to accommodate unforeseen withdrawals.

The maximum maturity, determined as the term from the date of ownership to the date of maturity, for each investment shall be established as follows:

U.S. Treasury and Agency Obligations	5 years
Washington Supranational Obligations ¹	5 years
Municipal Notes	5 years
Registered State Warrants.....	5 years
Bankers Acceptances	180 days
Commercial Paper	270 days
Negotiable Certificates of Deposit.....	270 days
CRA Bank Deposit/Certificates of Deposit	1 year
Repurchase Agreements	1 year
Reverse Repurchase Agreements.....	92 days
Medium-Term Corporate Notes.....	180 days
Collateralized Mortgage Obligations	180 days

¹ The International Bank for Reconstruction and Development, International Finance Corporation, and Inter-American Development Bank.

The Investment Group may reduce these maturity limits to a shorter term as part of the Investment Guidelines and the Approved Lists.

The ultimate maximum maturity of any investment shall be five (5) years. The dollar-weighted average maturity of all securities shall be equal to or less than three (3) years.

F. Maximum Concentrations

No more than 80% of the portfolio may be invested in issues other than U.S. Treasury and Agency obligations. The maximum allowable percentage for each type of security is set forth as follows:

U.S. Treasury and Agency Obligations.....	100%
Municipal Notes.....	80%
Registered State Warrants	80%
Bankers Acceptances.....	40%
Commercial Paper	40%
Washington Supranational Obligations.....	30%
Negotiable Certificates of Deposit and CRA Deposit/Certificates of Deposit	30%
Repurchase Agreements.....	30%
Reverse Repurchase Agreements	20%
Medium-Term Corporate Notes	30%
Money Market Mutual Funds.....	20%
Collateralized Mortgage Obligations.....	20%
Local Agency Investment Fund (LAIF)	(per State limit)

The Investment Group may reduce these concentrations as part of the Investment Guidelines and the Approved Lists.

Excluding U.S. Treasury and Agency obligations, no more than 10% of the portfolio, may be invested in securities of a single issuer including its related entities.

Where a percentage limitation is established above, for the purpose of determining investment compliance, that maximum percentage will be applied on the date of purchase.

G. Repurchase Agreements

Under California Government Code section 53601, paragraph (j) and section 53635, the Director of Finance may enter into Repurchase Agreements and Reverse Repurchase Agreements. The maximum maturity of a Repurchase Agreement shall be one year. The maximum maturity of a reverse repurchase agreement shall be 92 days, and the proceeds of a reverse repurchase agreement may not be invested beyond the expiration of the agreement. The reverse repurchase agreement must be "matched to maturity" and meet all other requirements in the code.

All repurchase agreements must have an executed Sacramento County Master Repurchase Agreement on file with both the Director of Finance and the Broker/Dealer. Repurchase Agreements executed with approved broker-dealers must be collateralized with either: (1) U.S. Treasury and Agency obligations with a market value of 102% for collateral marked to market daily; or (2) money market instruments on the Approved Lists of the County that meet the qualifications of the Policy, with a market value of 102%. Since the market value of the underlying securities is subject to daily market fluctuations, investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102% no later than the next business day. Use of mortgage-backed securities for collateral is not permitted. Strictly for purposes of investing the daily excess bank balance, the collateral provided by the Sacramento County's depository bank can be U.S. Treasury and Agency obligations valued at 110%, or mortgage-backed securities valued at 150%.

H. Community Reinvestment Act Program

The Director of Finance has allocated within the Pooled Investment Fund, a maximum of \$90 million for the Community Reinvestment Act Program to encourage community investment by financial institutions, which includes community banks and credit unions, and to acknowledge and reward local financial institutions that support the community's financial needs. The Director of Finance may increase this amount, as appropriate, while staying within the investment policy objectives and maximum maturity and concentration limits. The eligible banks and savings banks must have Community Reinvestment Act performance ratings of "satisfactory" or "outstanding" from each financial institution's regulatory authority. The minimum credit requirements are located on page 5 of Section IX.D.

I. Criteria and Qualifications of Brokers/Dealers and Direct Issuers

All transactions initiated on behalf of the Pooled Investment Fund and Sacramento County shall be executed through either government security dealers reporting as primary dealers to the Market Group of the Federal Reserve Bank of New York or direct issuers that directly issue their own securities that have been placed on the Approved List of brokers/dealers and direct issuers. Further, these firms must have an investment grade rating from at least two national rating services, if available.

Brokers/Dealers and direct issuers that have exceeded the political contribution limits, as contained in Rule G-37 of the Municipal Securities Rulemaking Board, within the preceding four-year period to the Director of Finance, any member of the Board of Supervisors, or any candidate for the Board of Supervisors, are prohibited from the Approved List of brokers/dealers and direct issuers.

Each broker/dealer and direct issuer will be sent a copy of this Policy and a list of those persons authorized to execute investment transactions. Each firm must

acknowledge receipt of such materials to qualify for the Approved List of brokers/dealers and direct issuers.

Each broker/dealer and direct issuer authorized to do business with Sacramento County shall, at least annually, supply the Director of Finance with audited financial statements.

J. Investment Guidelines, Management Style and Strategy

The Investment Group shall issue and maintain Investment Guidelines specifying authorized investments, credit requirements, permitted transactions, and issue maturity and concentration limits consistent with this Policy.

The Investment Group shall also issue a statement describing the investment management style and current strategy for the entire investment program. The management style and strategy can be changed to accommodate shifts in the financial markets, but at all times they must be consistent with this Policy and its objectives.

K. Approved Lists

The Investment Group, named by the Director of Finance, shall issue and maintain various Approved Lists. These lists are:

1. Approved Domestic Banks for all legal investments.
2. Approved Foreign Banks for all legal investments.
3. Approved Commercial Paper and Medium Term Note Issuers.
4. Approved Money Market Mutual Funds.
5. Approved Firms for Purchase or Sale of Securities (Brokers/Dealers and Direct Issuers).
6. Approved Banks / Credit Unions for the Community Reinvestment Act Program.

L. Calculation of Yield and Costs

The costs of managing the investment portfolio, including but not limited to: investment management; accounting for the investment activity; custody of the assets; managing and accounting for the banking; receiving and remitting deposits; oversight controls; and indirect and overhead expenses are charged to the investment earnings based upon actual labor hours worked in respective areas. Costs of these respective areas are accumulated by specific cost accounting projects and charged to the Pooled Investment Fund on a quarterly basis throughout the fiscal year.

The Department of Finance will allocate the net interest earnings of the Pooled Investment Fund quarterly. The net interest earnings are allocated based upon the average daily cash balance of each Pooled Investment Fund participant.

X. Reviewing, Monitoring and Reporting of the Portfolio

The Review Group will prepare and present to the Director of Finance at least monthly a comprehensive review and evaluation of the transactions, positions, performance of the Pooled Investment Fund and compliance to the California Government Code, Policy, and Investment Guidelines.

Quarterly, the Director of Finance will provide to the Board of Supervisors, the Oversight Committee, and to any local agency participant that requests a copy, a detailed report on the Pooled Investment Fund. The report will also be posted on the Department of Finance website. Pursuant to California Government Code section 53646, the report will list the type of investments, name of issuer, maturity date, par and dollar amount of the investment. For the total Pooled Investment Fund, the report will list average maturity, the market value, and the pricing source. Additionally, the report will show any funds under the management of contracting parties, a statement of compliance to the Policy and a statement of the Pooled Investment Fund's ability to meet the expected expenditure requirements for the next six months.

XI. Withdrawal Requests for Pooled Fund Investors

The Director of Finance will honor all requests to withdraw funds for normal cash flow purposes that are approved by the Director of Finance at a one dollar net asset value. Any requests to withdraw funds for purposes other than immediate cash flow needs, such as for external investing, are subject to the consent of the Director of Finance. In accordance with California Government Code Sections 27133(h) and 27136, such requests for withdrawals must first be made in writing to the Director of Finance. When evaluating a request to withdraw funds, the Director of Finance will take into account the effect of a withdrawal on the stability and predictability of the Pooled Investment Fund and the interests of other depositors. Any withdrawal for such purposes will include par value and any interest earnings in the Pooled Investment Fund on the date of the withdrawal.

XII. Limits on Honoraria, Gifts, and Gratuities

In accordance with California Government Code Section 27133(d), this Policy establishes limits for the Director of Finance; individuals responsible for management of the portfolios; and members of the Investment Group and Review Group who direct individual investment decisions, select individual investment advisors and broker/dealers, and conduct day-to-day investment trading activity. The limits also apply to members of the Oversight Committee. Any individual who receives an aggregate total of gifts, honoraria and gratuities in excess of \$50 in a calendar year from a broker/dealer, bank or service provider to the Pooled Investment Fund must report the gifts, dates and firms to the designated filing official and complete the appropriate State forms.

No individual may receive aggregate gifts, honoraria, and gratuities from any single source in a calendar year in excess of the amount specified in Section 18940.2(a) of Title 2, Division 6 of the California Code of Regulations. This limitation is \$590 for the period January 1, 2023, to December 31, 2024. The limitation for January 1, 2025, to December

31, 2026, will be amended to reflect biennial cost of living adjustments by the State Fair Political Practices Commission by January 2025. Any violation must be reported to the State Fair Political Practices Commission.

XIII. Terms and Conditions for Outside Investors

Outside investors may invest in the Pooled Investment Fund through California Government Code Section 53684. Their deposits are subject to the consent of the Director of Finance. The legislative body of the local agency must approve the Sacramento County Pooled Investment Fund as an authorized investment and execute a Memorandum of Understanding. Any withdrawal of these deposits must be made in writing 30 days in advance and will be paid based upon the market value of the Pooled Investment Fund. If the Director of Finance considers it appropriate, the deposits may be returned at any time to the local agency.

Appendix A

Comparison and Interpretation of Credit Ratings

Long Term Debt & Individual Bank Ratings			
Rating Interpretation	Moody's	S&P	Fitch
<i>Best-quality grade</i>	Aaa	AAA	AAA
<i>High-quality grade</i>	Aa1	AA+	AA+
	Aa2	AA	AA
	Aa3	AA-	AA-
<i>Upper Medium Grade</i>	A1	A+	A+
	A2	A	A
	A3	A-	A-
<i>Medium Grade</i>	Baa1	BBB+	BBB+
	Baa2	BBB	BBB
	Baa3	BBB-	BBB-
<i>Speculative Grade</i>	Ba1	BB+	BB+
	Ba2	BB	BB
	Ba3	BB-	BB-
<i>Low Grade</i>	B1	B+	B+
	B2	B	B
	B3	B-	B-
<i>Poor Grade to Default</i>	Caa	CCC+	CCC
<i>In Poor Standing</i>	-	CCC	-
	-	CCC-	-
<i>Highly Speculative Default</i>	Ca	CC	CC
	C	-	-
<i>Default</i>	-	-	DDD
	-	-	DD
	-	D	D

Short Term / Municipal Note Investment Grade Ratings			
Rating Interpretation	Moody's	S&P	Fitch
<i>Superior Capacity</i>	MIG-1	SP-1+/SP-1	F1+/F1
<i>Strong Capacity</i>	MIG-2	SP-2	F2
<i>Acceptable Capacity</i>	MIG-3	SP-3	F3

Appendix A

Short Term / Commercial Paper Investment Grade Ratings			
Rating Interpretation	Moody's	S&P	Fitch
<i>Superior Capacity</i>	P-1	A-1+/A-1	F1+/F1
<i>Strong Capacity</i>	P-2	A-2	F2
<i>Acceptable Capacity</i>	P-3	A-3	F3



ADAM A. HOUSE
Fire Chief

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

DATE: January 23, 2025
TO: Board of Directors
SUBJECT: Surplus Vehicle Designation

TOPIC

Request Board authorization to surplus the vehicles listed below. In addition, give Staff direction to remove the vehicles from the District's permanent vehicle inventory.

DISCUSSION

The attached resolution recommends the removal of the following vehicles from the fleet due to maintenance costs and mechanical condition.

<u>Dist. I.D. #</u>	<u>Vehicle Description</u>	<u>Mileage</u>	<u>Condition</u>
2473	1994 Ford F450	62646	Poor
24132	2001 Hitech/International	61474	Totaled
24209	2003 Ford E350	71627	Poor
24285	2006 Ford Expedition	177802	Poor
24408	2014 Chevy Tahoe	132271	Totaled
24444	2016 Leader/Mecedes	192855	Remounted
24445	2016 Leader/Mecedes	174004	Remounted
24446	2016 Leader/Mecedes	140129	Remounted
24447	2016 Leader/Mecedes	183750	Remounted
24456	2016 Leader/Mecedes	201332	Remounted
24457	2016 Leader/Mecedes	211774	Remounted
24460	2016 Leader/Mecedes	187356	Remounted
24463	2016 Leader/Mecedes	185094	Remounted

The District maintains a file of written requests for surplus equipment, and will dispose of this vehicle by donation or through a third party auction.

FISCAL IMPACT

None

RECOMMENDATION

Staff recommends that the Board approve the attached Resolution, designating the vehicles listed as surplus. Once approved, steps will be taken to sell or donate the vehicle as deemed appropriate by the Fire Chief.

Submitted by:

Approved by:



Shea Pursell
Fleet Manager



Ty Bailey
Deputy Chief, Support Services

ATTACHMENTS:

Attachment 1: Resolution



Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200, Mather, CA Phone (916) 859-4300 Fax (916) 859-3700

ADAM A. HOUSE
Fire Chief

RESOLUTION NO. 2025-XXX

A RESOLUTION OF THE SACRAMENTO METROPOLITAN FIRE DISTRICT ADOPTING THE SPECIFIC FLEET VEHICLES AS SURPLUS

WHEREAS, the Sacramento Metropolitan Fire District ("District") is a political subdivision of the State of California ("State") and is duly organized and existing pursuant to the State constitution and laws; and

WHEREAS, the Board of Directors has adopted a Fleet Vehicle Replacement Plan; and

WHEREAS, the District has purchased numerous vehicles from this fiscal year's budget; and

WHEREAS, several vehicles in the District's fleet are aged, have safety concerns, anticipated maintenance costs and/or mechanical conditions; and

WHEREAS, the District recognizes the cost effectiveness of removing excess apparatus and vehicles from the fleet inventory.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Sacramento Metropolitan Fire District does hereby approve that the following vehicles be declared as surplus:

ASSET #	ACQUISITION		DESCRIPTION	SERIAL NO	PLANNED DISPOSAL	FAIR MKT VALUE	VEH NO.
	DATE	COST					
3203-FA	01/01/94	\$ 54,246	1994 Ford F450	1FDLF47MXREA27181	AUCTION/DONATION	\$5,000	2473
3331_FA	01/01/00	\$ 178,430	2001Hitech/International	1HTSDAAR21H284897	AUCTION/DONATION	\$0	24132
3528_FA	07/03/03	\$ 24,038	2003 Ford E350	1FBNE31L63HA80108	AUCTION/DONATION	\$0	24209
3873_FA	04/01/06	\$ 27,174	2006 Ford Expedition	1FMPU16576LA75664	AUCTION/DONATION	\$0	24285
4584_FA	12/11/13	\$ 33,366	2014 Chevy Tahoe	1GNSK2E0XER180038	AUCTION/DONATION	\$0	24408
4956_FA	09/27/16	\$ 176,223	2016 Leader/Mercedes	WDAPF3CC0G9674839	REMOUNTED MEDIC	\$0	24444
4957_FA	09/27/16	\$ 176,054	2016 Leader/Mercedes	WDAPF3CC7G9674840	REMOUNTED MEDIC	\$0	24445
4954_FA	09/27/16	\$ 176,054	2016 Leader/Mercedes	WDAPF3CC8G9674958	REMOUNTED MEDIC	\$0	24446

RESOLUTION NO. 2025-XXX

Page 2

ASSET #	ACQUISITION		DESCRIPTION	SERIAL NO	PLANNED DISPOSAL	FAIR MKT VALUE	VEH NO.
	DATE	COST					
4955_FA	09/27/16	\$ 176,054	2016 Leader/ Mercedes	WDAPF3CCXG9674959	REMOUNTED MEDIC	\$0	24447
4960_FA	04/17/17	\$ 187,062	2016 Leader/ Mercedes	WDAPF3CC0G9697361	REMOUNTED MEDIC	\$0	24456
4959_FA	04/17/17	\$ 187,062	2016 Leader/ Mercedes	WDAPF3CC2G9697362	REMOUNTED MEDIC	\$0	24457
4965_FA	05/17/17	\$ 187,062	2016 Leader/ Mercedes	WDAPF3CC6G9700439	REMOUNTED MEDIC	\$0	24460
4962_FA	05/17/17	\$ 187,683	2016 Leader/ Mercedes	WDAPF3CC0G9700856	REMOUNTED MEDIC	\$0	24463

PASSED, APPROVED AND ADOPTED this 23rd day of January, 2025.
I, MARNI RITTBURG, BOARD CLERK OF SACRAMENTO METROPOLITAN FIRE DISTRICT HEREBY CERTIFY the foregoing Resolution was introduced and passed at a regular meeting of the Sacramento Metropolitan Fire District Board by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

SACRAMENTO METROPOLITAN FIRE DISTRICT

By: _____
President, Board of Directors

ATTEST:

Marni J. Rittburg, CMC, CPMC
Clerk of the Board



Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

ADAM A. HOUSE
Fire Chief

DATE: January 23, 2025
TO: Board of Directors
SUBJECT: Purchase Approval – Four (4) BME Type III Engines

TOPIC

Staff seeks Board approval for the purchase of four (4) Type III Engines from Golden State Fire Apparatus, Inc.

SUMMARY

These vehicles will be replacing Type III Engines which are at the end of their service life due to age and mileage.

DISCUSSION

The Sacramento Metropolitan Fire District (Metro Fire) intends to fulfill this purchase utilizing Houston-Galveston Area Council (HGACBuy) contract number FS12-23. HGACBuy is a government agency which provides a cooperative purchasing program as part of its service to other government agencies. Local governments are eligible to become participating members of HGACBuy, and Metro Fire is a member. Products and services are contracted with HGACBuy after having been subjected to a competitive solicitation process. The Purchasing Division has reviewed the contract and determined it is consistent with Metro Fire purchasing policies and procedures.

FISCAL IMPACT

The total cost of the purchase for the four (4) BME Type III Engines is \$2,202,452.00. The funding for this purchase is included in the FY 2024/25 Final Budget.

RECOMMENDATION

Staff respectfully recommends the Board approve the purchase of these four (4) BME Type III Engines from Golden State Fire Apparatus, Inc. utilizing HGACBuy contract number FS12-23.

Submitted by:

Shea Pursell
Fleet Manager

Approved by:

Ty Bailey
Deputy Chief, Administration



CONTRACT PRICING WORKSHEET
For MOTOR VEHICLES Only

Contract No.:

FS12-23

Date Prepared:

12/23/2024

Due to global supply chain constraints, any delivery date contained herein is a good faith estimate as of the date of this order/contract. As needed, delivery updates will be provided as soon as possible.

Buying Agency:	Sacramento Metropolitan Fire District	Contractor:	GOLDEN STATE FIRE APPARATUS, INC.
Contact Person:	Shea Pursell	Prepared By:	RYAN WRIGHT
Phone:	(916) 859-4140	Phone:	(916) 330-1638
Fax:		Fax:	(916) 330-1649
Email:	pursell.shea@metrofire.ca.gov	Email:	ryan@goldenstatefire.com

Product Description	Targhee	4x4, 4-Door, Model 34, 500 GPM Pump, 500 Gallon Water Tank
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A. Product Item Base Unit Price Per Contractor's H-GAC Contract:	\$503,361.30
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B. Published Options - Itemize below - Attach additional sheet(s) if necessary.
(Note: Published Options are "manufacturer standard options" which were submitted and priced in Contractor's proposal.)

Description	Cost	Description	Cost
Subtotal From Additional Sheet(s):			
Subtotal B:			\$871.36

C. Customization Category Totals - Itemize below / Attach additional sheet(s) if necessary.
(Note: Customization options are "manufacturer non-standard options" which were submitted and priced in Contractor's proposal.)

Description	Cost	Description	Cost
Subtotal From Additional Sheet(s):			
Subtotal C:			\$3,692.34

Check: Total cost of Customization Categories (C) cannot exceed 25% of the total of the Base Unit Price plus Published Options (A+B).	For this transaction the percentage is:	0.73%
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D. Total Cost Before Any Applicable Trade-In / Other Allowances / Discounts (A+B+C)			
Quantity Ordered:	4	X Subtotal of A + B + C:	507,925 = Subtotal D: \$2,031,700.00

E. H-GAC Order Processing Charge (Amount Per Current Policy)	Subtotal E: \$1,000.00
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F. Trade-Ins / Special Discounts / Other Allowances / Freight / Installation / Miscellaneous Charges			
Description	Cost	Description	Cost
FACTORY INSPECTION TRIPS	\$ 5,300.00	STATE SALES TAX	\$ 158,410.00
DELIVERY / DEALER PREPARATION	\$ 6,000.00	CALIFORNIA TIRE FEE	\$ 42.00
PERFORMANCE BOND (Not Included)	\$ -	Subtotal F:	\$169,752.00

Delivery Date: 18.5 to 24.5 months after receipt of chassis	G. Total Purchase Price (D+E+F):	\$2,202,452.00
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Respondent: BME				
Code or Part No.	Quantity	Option Description	Published Pricing	Customization
1130	1	Cab Step, Fuel Tank Cover, Alum T/P, Driver	\$ 871.36	
90-09-1300	1	Wheel Chocks, Zico, Aluminum, Folding, SAC-44-E, (2)		\$ 659.60
90-09-1500	1	Wheel Chock, Zico, Mounting Brackets (2)		\$ 510.00
35-50-6261	1	Tool Board, BACK Wall, PAC TRAC		\$ 935.84
35-50-6260	1	Tool Board, SIDE Wall, PAC TRAC		\$ 496.40
35-50-6261	1	Tool Board, INSIDE DOORS, PAC TRAC		\$ 496.40
80-00-0001	1	Paint Codes-Pierce Red 181 lower & Pierce White 10 upper		\$ 594.10
		Base Bid	\$503,361.30	
		Published Options	\$871.36	
		Total Published Options	\$504,232.66	
		Unpublished Options	\$3,692.34	0.73%
		Total Options w/o HGAC Fee	\$507,925.00	



GOLDEN STATE

FIRE APPARATUS

PREPARED ESPECIALLY FOR:

SACRAMENTO METROPOLITAN FIRE DISTRICT

Four (4) BME Fire Trucks, LLC.
4X4 Freightliner "Targhee" Model 34 Engines



TABLE OF CONTENTS

- 1** Product Proposal
- 2** Standard Terms and Conditions (Exhibit A)
- 3** Product Specifications (Exhibit B)
- 4** Product Warranties (Exhibit C)
- 5** Dealer Supplied Products and/or Services (Exhibit D)

1 PRODUCT PROPOSAL

OPTION A

100% PRE-PAYMENT

This will be the price of the Product(s) contingent upon the Customer paying the Grand Total Purchase Price to GSFA within thirty (30) calendar days of the Executed Date pursuant to the Payment Terms

IF YOU ELECT THIS OPTION,
IT RESULTS IN A SAVINGS OF
(\$117,663.00) OFF
OF THE GRAND TOTAL OF OPTION B

Please note this discount is also available contingent upon a Third Party (Leasing Company) paying 100% of the Grand Total Purchase Price on behalf of the Customer to GSFA within thirty (30) calendar days of the Executed Date pursuant to the Payment Terms

PRODUCT PROPOSAL FOR:

Sacramento Metropolitan Fire District

4425 Dudley Boulevard
McClellan, CA 95652

Sales Consultant

Brad Hansen
brad@goldenstatefire.com
Mobile: (916) 869-6072

SUBMITTED DATE	EXPIRATION DATE	GSFA PROPOSAL #	MANUFACTURER BID #	MANUFACTURER	CONSORTIUM
12/23/2024	01/31/2025	11223-24A	10740-0001	BME Fire Trucks, LLC.	HGAC Contract FS12-23, Product Code: Targhee

Golden State Fire Apparatus, Inc. ("GSFA") is pleased to provide this proposal for the fire apparatus(es) and equipment identified below (the "Product") to SACRAMENTO METROPOLITAN FIRE DISTRICT ("Customer") for consideration. This proposal (this "Product Proposal") includes the following exhibits attached hereto: the Standard Terms and Conditions attached as Exhibit A (the "Terms and Conditions"); the Product Specifications attached as Exhibit B (the "Specifications"); the Product Warranties attached as Exhibit C; and the Dealer Supplied Products and/or Services attached as Exhibit D (the "Dealer Supplied Products/Services List") (all of the foregoing, collectively, the "Agreement"). Through its signature below or other Acceptance (as defined on page 2), Customer acknowledges having received and read, and agrees to be bound by, the Agreement. The Agreement shall be effective as of the latest date appearing in the signature blocks below (the "Executed Date").

ITEM	PRODUCT DESCRIPTION	EXTENDED PRICE
A	Four (4) BME Fire Trucks, LLC. 4X4 Freightliner "Targhee" Model 34 Engines	2,044,000.00
B	<i>Pre-Payment Discount for 100% Payment at Time of Order (the "Prepayment Discount")</i>	<i>(109,200.00)</i>
C	SUBTOTAL	1,934,800.00
D	7.75% State Sales Tax	149,947.00
E	California Tire Fee	42.00
F	GRAND TOTAL PURCHASE PRICE	2,084,789.00

PAYMENT TERMS – Customer shall pay the total purchase price set forth directly above (the "Grand Total Purchase Price") to GSFA within thirty (30) calendar days of the Executed Date. If payment of the Grand Total Purchase Price is late, a late fee as specified in section 6 of the Terms and Conditions may be applied, and the Prepayment Discount may be adjusted, and the Grand Total Purchase Price increased in accordance with section 2.c of the Terms and Conditions. Customer shall pay any balance due as a result of Change Orders as described in the Terms and Conditions.

MANUFACTURER – Customer acknowledges that GSFA is not an agent of the Product manufacturer identified above ("Manufacturer") and is not capable of binding Manufacturer. Within five (5) business days of the Executed Date, GSFA shall submit an order form to the Manufacturer for the Product. GSFA's further performance under the Agreement is contingent upon Manufacturer's acceptance of such order form at the price and on the terms GSFA believed to be available when submitting this Product Proposal to Customer. If Manufacturer rejects such order as submitted or fails to respond to GSFA within a reasonable amount of time, GSFA shall notify Customer in writing, and unless GSFA and Customer otherwise agree in writing, the Agreement shall then terminate and have no further force or effect.

PRODUCT COMPLETION – The Product shall be ready for final inspection by Customer at the manufacturing facility within approximately **18.5 to 24.5 MONTHS AFTER RECEIPT OF CHASSIS AT THE BME FIRE TRUCKS, LLC FACTORY** after the Executed Date. The foregoing estimate is provided as a good faith approximation as of the date of submission of this Product Proposal, and is subject to the Terms and Conditions.

PREDELIVERY SERVICE – If applicable, after transportation from the manufacturing facility and prior to final delivery or pick up, the Product shall receive those additional Products and/or services identified on the Dealer Supplied Products/Services List. It is estimated that such a service will add approximately **0.5 to 1 MONTH(S)** to the above Product completion estimate. The foregoing estimate is provided as a good faith approximation as of the date of submission of this Product Proposal and is subject to the Terms and Conditions.

PROPOSAL EXPIRATION – This Product Proposal supersedes any previous proposal(s) presented to Customer by GSFA and its employees and may be accepted by Customer on or before the Expiration Date identified above. Unless accepted by the Expiration Date, GSFA reserves the right to withdraw this Product Proposal or to alter its terms (including by providing updated Product pricing) prior to an order being accepted.

PURCHASE ORDER – Any PO shall be made out to: *Golden State Fire Apparatus, Inc. – 7400 Reese Road – Sacramento, CA 95828.*

ACCEPTANCE – ACCEPTANCE OF THIS PROPOSAL CREATES AN ENFORCEABLE BINDING AGREEMENT BETWEEN GSFA AND CUSTOMER. “ACCEPTANCE” MEANS THAT THE CUSTOMER DELIVERS TO GSFA: (A) A SIGNED COPY OF THIS PRODUCT PROPOSAL, OR (B) A SIGNED COPY OF A PURCHASE ORDER INCORPORATING THE AGREEMENT IN ITS ENTIRETY. ANY ADDITIONAL OR DIFFERENT TERMS, WHETHER CONTAINED IN CUSTOMER’S FORMS OR OTHERWISE PRESENTED BY CUSTOMER AT ANY TIME, ARE HEREBY REJECTED AND OF NO EFFECT UNLESS APPROVED IN WRITING SIGNED BY GSFA.

COUNTERPARTS - This Product Proposal may be executed in multiple counterparts, each of which shall be deemed an original (including copies sent to a party by electronic transmission) as against the party signing such counterpart, but which together shall constitute one and the same instrument. A signed copy of this Product Proposal delivered by facsimile, email or other means of electronic transmission will be deemed to have the same legal effect as delivery of an original signed copy of this Product Proposal. If this Product Proposal is returned to GSFA with the signature of Customer’s authorized representative but without an attestation or co-signers signature, then absent Customer’s written notice to the contrary, GSFA shall be entitled to rely on such single signature as sufficient evidence of the signatory’s authority to execute the Agreement and bind Customer thereby.

INTENDING TO CREATE A BINDING AGREEMENT, Customer and GSFA have each caused this Product Proposal dated 12/23/2024, GSFA Proposal Number 11223-24A to be executed by their duly authorized representatives effective as of the Executed Date.

ACCEPTED AND AGREED TO BY CUSTOMER

ACCEPTED AND AGREED TO BY GSFA

Signature of Authorized Customer Representative

Signature of Authorized GSFA Representative

Print Name

Print Name

Title

Title

Date

Date



OPTION B

PAYMENT AT TIME OF DELIVERY OR PICKUP

This will be the price of the Product(s) contingent upon the Customer paying the Grand Total Purchase Price to GSFA at time of delivery or pickup pursuant to the Payment Terms

PRODUCT PROPOSAL FOR:

Sacramento Metropolitan Fire District

4425 Dudley Boulevard
McClellan, CA 95652

Sales Consultant

Brad Hansen
brad@goldenstatefire.com
Mobile: (916) 869-6072

SUBMITTED DATE	EXPIRATION DATE	GSFA PROPOSAL #	MANUFACTURER BID #	MANUFACTURER	CONSORTIUM
12/23/2024	01/31/2025	11223-24B	10740-0001	BME Fire Trucks, LLC.	HGAC Contract FS12-23, Product Code: Targhee

Golden State Fire Apparatus, Inc. ("GSFA") is pleased to provide this proposal for the fire apparatus(es) and equipment identified below (the "Product") to SACRAMENTO METROPOLITAN FIRE DISTRICT ("Customer") for consideration. This proposal (this "Product Proposal") includes the following exhibits attached hereto: the Standard Terms and Conditions attached as Exhibit A (the "Terms and Conditions"); the Product Specifications attached as Exhibit B (the "Specifications"); the Product Warranties attached as Exhibit C; and the Dealer Supplied Products and/or Services attached as Exhibit D (the "Dealer Supplied Products/Services List") (all of the foregoing, collectively, the "Agreement"). Through its signature below or other Acceptance (as defined on page 2), Customer acknowledges having received and read, and agrees to be bound by, the Agreement. The Agreement shall be effective as of the latest date appearing in the signature blocks below (the "Executed Date").

ITEM	PRODUCT DESCRIPTION	EXTENDED PRICE
A	Four (4) BME Fire Trucks, LLC. 4X4 Freightliner "Targhee" Model 34 Engines	2,044,000.00
B	7.75% State Sales Tax	158,410.00
C	California Tire Fee	42.00
D	GRAND TOTAL PURCHASE PRICE	2,202,452.00

PAYMENT TERMS – Customer shall pay the total purchase price set forth directly above (the "Grand Total Purchase Price") to GSFA no later than the time of GSFA's delivery of the applicable Product to Customer's address listed above (or Customer's pick up of such Product at GSFA's facilities, if approved by GSFA). GSFA shall have no obligation to deliver, or permit pick up of the Product if the Customer does not have full payment ready when the Product is complete and ready to deliver or pick up, as applicable. Customer shall pay any balance due as a result of Change Orders as described in the Terms and Conditions.

MANUFACTURER – Customer acknowledges that GSFA is not an agent of the Product manufacturer identified above ("Manufacturer") and is not capable of binding Manufacturer. Within five (5) business days of the Executed Date, GSFA shall submit an order form to the Manufacturer for the Product. GSFA's further performance under the Agreement is contingent upon Manufacturer's acceptance of such order form at the price and on the terms GSFA believed to be available when submitting this Product Proposal to Customer. If Manufacturer rejects such order as submitted or fails to respond to GSFA within a reasonable amount of time, GSFA shall notify Customer in writing, and unless GSFA and Customer otherwise agree in writing, the Agreement shall then terminate and have no further force or effect.

PRODUCT COMPLETION – The Product shall be ready for final inspection by Customer at the manufacturing facility within approximately **18.5 to 24.5 MONTHS AFTER RECEIPT OF CHASSIS AT THE BME FIRE TRUCKS, LLC FACTORY** after the Executed Date.

The foregoing estimate is provided as a good faith approximation as of the date of submission of this Product Proposal, and is subject to the Terms and Conditions.

PREDELIVERY SERVICE – If applicable, after transportation from the manufacturing facility and prior to final delivery or pick up, the Product shall receive those additional Products and/or services identified on the Dealer Supplied Products/Services List. It is estimated that such a service will add approximately **0.5 to 1 MONTH(S)** to the above Product completion estimate. The foregoing estimate is provided as a good faith approximation as of the date of submission of this Product Proposal and is subject to the Terms and Conditions.

PROPOSAL EXPIRATION – This Product Proposal supersedes any previous proposal(s) presented to Customer by GSFA and its employees and may be accepted by Customer on or before the Expiration Date identified above. Unless accepted by the Expiration Date, GSFA reserves the right to withdraw this Product Proposal or to alter its terms (including by providing updated Product pricing) prior to an order being accepted.

PURCHASE ORDER – Any PO shall be made out to: *Golden State Fire Apparatus, Inc. – 7400 Reese Road – Sacramento, CA 95828.*

ACCEPTANCE – ACCEPTANCE OF THIS PROPOSAL CREATES AN ENFORCEABLE BINDING AGREEMENT BETWEEN GSFA AND CUSTOMER. “ACCEPTANCE” MEANS THAT THE CUSTOMER DELIVERS TO GSFA: (A) A SIGNED COPY OF THIS PRODUCT PROPOSAL, OR (B) A SIGNED COPY OF A PURCHASE ORDER INCORPORATING THE AGREEMENT IN ITS ENTIRETY. ANY ADDITIONAL OR DIFFERENT TERMS, WHETHER CONTAINED IN CUSTOMER’S FORMS OR OTHERWISE PRESENTED BY CUSTOMER AT ANY TIME, ARE HEREBY REJECTED AND OF NO EFFECT UNLESS APPROVED IN WRITING SIGNED BY GSFA.

COUNTERPARTS - This Product Proposal may be executed in multiple counterparts, each of which shall be deemed an original (including copies sent to a party by electronic transmission) as against the party signing such counterpart, but which together shall constitute one and the same instrument. A signed copy of this Product Proposal delivered by facsimile, email or other means of electronic transmission will be deemed to have the same legal effect as delivery of an original signed copy of this Product Proposal. If this Product Proposal is returned to GSFA with the signature of Customer’s authorized representative but without an attestation or co-signers signature, then absent Customer’s written notice to the contrary, GSFA shall be entitled to rely on such single signature as sufficient evidence of the signatory’s authority to execute the Agreement and bind Customer thereby.

INTENDING TO CREATE A BINDING AGREEMENT, Customer and GSFA have each caused this Product Proposal dated 12/23/2024, GSFA Proposal Number 11223-24B to be executed by their duly authorized representatives effective as of the Executed Date.

ACCEPTED AND AGREED TO BY CUSTOMER

ACCEPTED AND AGREED TO BY GSFA

Signature of Authorized Customer Representative

Print Name

Title

Date

Signature of Authorized GSFA Representative

Print Name

Title

Date

2 STANDARD TERMS AND CONDITIONS

Exhibit "A"

STANDARD TERMS AND CONDITIONS

1. Definitions.

- a. "Agreement" has the meaning given in the Product Proposal.
- b. "Customer" means the customer identified in the Product Proposal.
- c. "Dealer Preparation," if applicable, means additional product(s) and/or services added by GSFA after Manufacturer's completion of the Product and prior to delivery, in accordance with the Dealer Supplied Products/Services List.
- d. "Delivery Date" means the Product Completion timeframe plus the Predelivery Service timeframe equals the Delivery Date.
- e. "Dealer Supplied Products/Services List" means the Dealer Supplied Products and/or Services List attached to the Product Proposal as Exhibit D, which reflects all Dealer Preparation under the Agreement absent a valid Change Order(s).
- f. "Grand Total Purchase Price" means the total purchase price for the Product identified in the Product Proposal (subject to any adjustments required or permitted by these Terms and Conditions, including by the execution of a valid Change Order(s)).
- g. "GSFA" means Golden State Fire Apparatus, Inc., a California corporation.
- h. "Manufacturer" means the person or persons, company, firm, corporation, partnership, or other organization identified in the Product Proposal as responsible for manufacturing the Product.
- i. "Party" or "Parties" means GSFA and/or Customer, as applicable.
- j. "Predelivery Service" means the Products and/or Services that will be provided by GSFA after transportation of the Product(s) from the manufacturing facility and prior to Final Delivery or Pick-Up.
- k. "Prepayment Discount" means a discount to the purchase price for the Product granted to Customer in connection with Customer's advance payment of the Grand Total Purchase Price (or portion thereof, as specified in the Product Proposal).
- l. "Product" means the fire apparatus(es) and any associated equipment listed in the Product Proposal and further described in the Specifications.
- m. "Product Completion" means the fire apparatus(es) in the Product Proposal and further described in the Specifications being ready for final inspection by Customer at the manufacturing facility.
- n. "Product Proposal" means the GSFA proposal executed by Customer to which these Terms and Conditions are attached.
- o. "Product Warranties" means the Manufacturer warranties for the Product attached to the Product Proposal as Exhibit C.
- p. "Specifications" means the specifications for the Product attached to the Product Proposal as Exhibit B.
- q. "Terms and Conditions" means these Standard Terms and Conditions, which are attached to the Product Proposal as Exhibit A.

2. Purchase and Payment.

a. Purchase. Customer agrees to purchase the Product at the Grand Total Purchase Price (as such amount may be adjusted in accordance with these Terms and Conditions), pursuant to the payment terms set forth in the Product Proposal. The Grand Total Purchase Price is payable in U.S. dollars.

b. Contingency Reserve Fund. The Grand Total Purchase Price may include an amount to be set aside for the purpose of funding any future costs or financial obligations incurred by Customer under the Product Proposal or any valid Change Order(s) (the "Contingency Reserve Fund"). If applicable, the amount of any required Contingency Reserve Fund will be set forth in either the Product Proposal or Exhibit D. The Contingency Reserve Fund may be withdrawn against by Customer or GSFA for the purpose of satisfying Customer's payment obligations under the initial Product Proposal or any valid Change Order(s) (including, without limitation, a Change Order submitted by GSFA pursuant to Section 8.b). If a Contingency Reserve Fund is required under the Agreement, the amount of such fund is not intended as an estimate of the actual additional costs of contingencies, Change Orders, unforeseen items or other required work that may be incurred under the Agreement after submission of the Product Proposal to

Customer, which amounts Customer acknowledges may exceed the Contingency Reserve Fund amount. The balance of any Contingency Reserve Fund will be credited against Customer's payment obligations, or otherwise returned to Customer within thirty (30) calendar days of delivery of all Products under the Agreement (provided that Customer has paid all amounts owed under the Agreement as of such date).

c. Prepayment Discount. If GSFA has granted Customer a Prepayment Discount, Customer must provide each associated prepayment (each, a "Prepayment") within the time frame specified in the Product Proposal in order to receive such discount. Customer's failure to timely make such Prepayment may result in: (i) GSFA's termination of the Agreement; and/or (ii) Customer's loss of the Prepayment Discount for the portion of the Grand Total Purchase Price represented by such outstanding Prepayment and the application of a late fee as set forth in Section 6, in each case in GSFA's sole discretion.

d. State Sales Tax. Customer shall be responsible for the cost of state sales tax associated with, or attributable to, the Product. The taxes stated in the Product Proposal are subject to adjustment for the applicable state sales tax rate in effect at the time of delivery. Therefore, the sales tax set forth on the Product Proposal is only an estimate of such taxes and will be increased or decreased at the time of delivery if a change in the applicable sales tax rate has occurred, in which case Customer shall pay GSFA (or be refunded by GSFA) the difference in the applicable sales tax.

3. Product Completion Date. Within thirty (30) calendar days of the date on which the last required signatory executes the Product Proposal (such date, the "Executed Date"), GSFA shall submit to Customer a tentative Product completion date (which may differ from the Product completion estimate contained in the Product Proposal). Due to global supply chain constraints, any Product completion date contained herein, or in the Product Proposal, or otherwise provided to Customer, is a good faith estimate only as of the date provided to Customer, and merely an approximation based on current information available to GSFA and Manufacturer. Customer shall not be entitled to rely on any such estimate, and GSFA shall have no liability to Customer for a failure by GSFA or Manufacturer to meet any such estimate. All Product completion estimates are subject to modification and, if applicable, GSFA will provide updates to such estimates to Customer when available. If the product is not available for delivery on the Product Completion Date, no additional costs, fees, or charges shall be billed to or attributable to Customer in the Grand Total Purchase Price solely by reason of failure to meet the Product Completion Date, including but not limited to any costs identified in Section 8 below.

4. Stock / Demo Units. Notwithstanding any other provision contained in the Agreement (including Section 12 hereof concerning warranties), any Products constituting stock/demo unit(s) are sold to Customer on an as-is, first-come and first served-basis and GSFA makes no further representation or warranty to any customer with respect to such unit(s). Regardless of the terms of the Product Proposal, GSFA shall only be obligated to sell such stock/demo unit(s) to the first customer to enter into a purchase agreement with GSFA identifying such unit(s), and after the execution by GSFA of such agreement any subsequent purchase agreement (including the Agreement, as applicable) shall have no further force or effect with respect to such unit(s).

5. Multiple Unit Purchase. If the Grand Total Purchase Price includes pricing for multiple Products, the Product price stated in the Product Proposal shall only be valid if the quantity of Products being proposed are purchased at the same time, pursuant to the same Agreement. GSFA shall have no obligation to offer the same price for any Product if purchased by Customer pursuant to a later purchase agreement.

6. Late Fee; Storage Fee. A late fee equal to 0.033% of the outstanding portion of the Grand Total Purchase Price will be charged per calendar day for overdue payments beginning ten (10) calendar days after the payment is due and continuing for the first thirty (30) calendar days thereafter. After such thirty (30) calendar day period, the late fee shall increase to 0.044% per calendar day until payment of the outstanding portion of the Grand Total Purchase Price is received. Any such charges shall not exceed the statutory limit for such charges pursuant to California Government Code 926.10. If Customer is unable to satisfy the delivery requirements hereunder or is unwilling to take delivery of the Product, then GSFA shall be entitled to a storage charge running from the earlier of: (i) the date of delivery agreed to between GSFA and Customer (provided GSFA is willing and able to deliver the Product on such date), or

(ii) twenty-one (21) calendar days after GSFA notifies Customer that the Product is available for delivery. The storage charge is equal to: (i) \$175.00 per calendar day per apparatus stored, or (ii) the actual charges incurred by GSFA with a third party for storage of the Product, whichever is greater. Such storage charge shall continue until the actual time of delivery and Customer's possession of the Product, and any such storage by GSFA or such third party shall be at the sole risk of Customer.

7. Delivery; Inspection and Acceptance.

a. Delivery. Subject to Section 5 hereof, the Product is scheduled to be delivered to the location and within the time period specified in the Product Proposal. Such delivery date is an estimate, and GSFA is, notwithstanding this Section 7.a, not bound to such date unless it otherwise agrees in a separate writing to complete delivery by a date certain. For the avoidance of doubt, GSFA is not responsible for delivery delays caused by or because of actions, omissions or conduct of Customer, the Manufacturer, or their respective employees, affiliates, suppliers, contractors, and carriers. Risk of loss for the Product shall pass to Customer at the point and time of delivery (which shall include an attempted delivery by GSFA which cannot be completed due to any act of Customer). However, title to the Product shall only pass to Customer upon delivery if Customer has then fully paid GSFA all amounts due hereunder (including additional amounts due under any valid Change Order). Absent GSFA's separate written agreement, which it may or may not provide in its sole and absolute discretion, delivery of the Product will not occur before Customer has fully paid all amounts due under the Agreement and provided proof of insurance reasonably satisfactory to GSFA. If GSFA permits Customer to take possession of the Product, Customer may not mount equipment, conduct training, or place the Product into service until all amounts due under the Agreement have been paid. If Customer has ordered multiple Products, GSFA reserves the right to deliver such Products in installments and to separately invoice Customer for such Products.

b. Inspection and Acceptance. Upon delivery, Customer shall have ten (10) calendar days within which to inspect the Product for substantial conformance to the Specifications, and in the event of substantial non-conformance to the Specifications to furnish GSFA with written notice sufficient to permit GSFA to evaluate such non-conformance ("**Notice of Nonconformance to Specifications**"). Contingent upon part availability and Customer's cooperation, any Product not in substantial conformance to material Specifications shall be remedied by GSFA (by repair or replacement, at GSFA's election) within thirty (30) calendar days from GSFA's receipt of the Notice of Nonconformance to Specifications. In the event GSFA does not receive a Notice of Nonconformance to Specifications within ten (10) calendar days of delivery, the Product will be deemed to be in conformance with Specifications and accepted by Customer.

8. Changes to Agreement Terms.

a. Change Orders. The Customer may request that GSFA incorporate a change to the Product or the Specifications for the Product, or GSFA may submit changes to the Agreement required or permitted to be made by GSFA (pursuant to Section 8.b or otherwise) by delivering a written Change Order to the other party hereto, which shall include a description of the proposed change sufficient to permit the receiving party to evaluate such change (either, a "**Change Order**"). For any Change Order submitted by Customer, GSFA will provide Customer a written response (a "**Response**") stating (i) whether GSFA will accommodate such Change Order (which GSFA may decide in its sole and absolute discretion); and (ii) the terms of the modification to the order, including any increase or decrease in the Grand Total Purchase Price resulting from such Change Order, a date on which any increase in the Grand Total Purchase Price must be paid, and an estimate of any effect on production scheduling or delivery resulting from such Change Order. Customer shall have seven (7) calendar days after receipt of the Response to notify GSFA as to whether Customer desires to make the changes GSFA has approved in the Response. In the event Customer countersigns GSFA's Response, Customer shall pay the increase (or be refunded the decrease) in the Grand Total Purchase Price by the date specified in the Response. GSFA may also send Customer a Change Order to account for any changes to the Agreement required or permitted to be made by GSFA (including those changes required pursuant to Section 8.b hereof), and such Change Order shall be effective upon delivery to Customer unless Customer elects to terminate the applicable Product order under the Agreement in accordance with Section 9.

b. Additional Changes.

i. Component Price Volatility; Increases Imposed by Manufacturer. GSFA shall not be responsible for (i) any unforeseen price increase or surcharge enacted by suppliers of major components of the Product (including but not limited to commercial chassis, engine, transmission, and fire pump); or (ii) price increases imposed on GSFA by Manufacturer pursuant to Manufacturer's terms and conditions for sale of the Product (a "**Manufacturer Price Increase**"), after Customer becomes bound by the Agreement. Customer shall be responsible for all amounts arising from any price increases for major components of the Product (including all associated taxes and fees thereon) for the Product or any Manufacturer Price Increases occurring after the execution of the Agreement which increases the cost of the Product to GSFA, and such amounts will be documented on a Change Order adjusting the Grand Total Purchase Price accordingly. Customer shall pay any such price increase prior to Product delivery. A Manufacturer Price Increase may include, but shall not be limited to, an increase in Product price resulting from an increase in the Producer Price Index of Components for Manufacturing (see www.bls.gov Series ID: WPUID6112) in excess of a compounded annual growth rate of five percent (5%), as measured between the month Manufacturer accepts the applicable Product order and the month that is fourteen (14) months prior to the then-current estimated Product completion date (the foregoing, a "**PPI-Based Price Increase**"). If, upon Customer's receipt of a Change Order reflecting a PPI-Based Price Increase, Customer elects to terminate the applicable Product Order in accordance with Section 8.b.iii rather than pay such increase, then in lieu of the cancellation fees described in Section 9.a hereof GSFA shall be entitled to recover and Customer shall pay GSFA's actual non-reimbursable costs incurred in connection with the Product order through the date of Customer's termination of such Product order.

ii. New Legal Standards. In the event the Product design, materials or specifications require an alteration arising from new regulations issued by any governmental entity or trade association, including, but not limited to, the NFPA, DOT, and EPA, and such alteration increases the cost of the Product to GSFA, Customer shall be responsible for changes to the Grand Total Purchase Price arising from such alteration. GSFA shall promptly notify Customer when it becomes aware of any potential or required change in regulations occurring prior to delivery that would impact the Product purchased.

iii. Change Orders. Customer shall execute any Change Order submitted by GSFA documenting any of the changes required or permitted by Sections 8.b.i and 8.b.ii above (which shall, to the extent practicable, itemize any increases in the Grand Total Purchase Price and specify a commercially reasonable date by which Customer must pay such increase), unless Customer instead elects to terminate the applicable Product order under the Agreement within fifteen (15) calendar days of Customer's receipt of such Change Order and in accordance with Section 9. Absent such a termination, failure to execute a Change Order does not alter Customer's obligations under this Section 8.b.

c. Changes in Commercial Specifications. Specifications for all components of the Product manufactured by companies other than the Manufacturer are subject to change without notice. Specifications for such components will be as available at the time of manufacture of the Product. GSFA shall not be liable for any deviations in such specifications arising from a substitution of components or changes in the design of any component by their original manufacturer.

9. Termination.

a. By Customer. Customer may terminate a Product order identified in the Product Proposal or a Change Order by providing written notice to GSFA in accordance with Section 16 hereof. If Customer elects to terminate a Product order, Customer shall pay GSFA a cancellation fee as follows: (a) after the Product order is accepted and entered by GSFA, 10% of the portion of the Grand Total Purchase Price applicable to such Product (including all associated taxes, fees and costs) (such amount, the "**Product Purchase Price**"); (b) after completion of the pre-construction phase of the order process, 20% of the Product Purchase Price; and (c) after the requisition of any materials or commencement of any manufacturing or assembly of the Product by either GSFA or Manufacturer but before substantial completion of such Product, 50% of the Product Purchase Price. Customer shall not be permitted

to terminate a Product order after substantial completion of manufacturing and assembly of such Product (excluding any Dealer Preparation or other pre-delivery services or untypical Product customization, if applicable). Notwithstanding the foregoing, if the applicable tier of cancellation fee is not sufficient to cover all actual costs and fees incurred by GSFA with Manufacturer in connection with Customer's termination of the Product order ("**Manufacturer Termination Fees**"), then in addition to such cancellation fee Customer shall pay the balance of all Manufacturer Termination Fees. If Customer received a Prepayment Discount, such discount shall not be considered for the purpose of calculating the above cancellation fee. The tier of cancellation fee applicable to any cancellation, as well as the determination of whether a Product has reached substantial completion, shall be in the sole and absolute discretion of GSFA. Customer may request a fee waiver, and GSFA, in its sole discretion, may agree to waive and/or adjust such fee. GSFA will return the balance of the Grand Total Purchase Price or Product Purchase Price, as applicable, within thirty (30) calendar days of the effective date of the cancellation of the Product order or termination of the Agreement.

Customer may terminate the Agreement for an Event of Default by GSFA after providing GSFA with written notice in accordance with Section 16 (which notice shall describe with reasonable particularity the Event of Default justifying such termination) if such Event of Default remains uncured (if capable of cure) thirty (30) days following GSFA's receipt of such notice; provided, however, that the foregoing cure period shall continue if and for so long as GSFA has commenced and is continuing to undertake commercially reasonable efforts to cure such Event of Default as promptly as reasonably practicable.

b. By GSFA. GSFA may terminate the Agreement for an Event of Default by Customer after providing Customer with written notice in accordance with Section 16 (which notice shall describe with reasonable particularity the Event of Default justifying such termination) if such Event of Default remains uncured (if capable of cure) thirty (30) days following Customer's receipt of such notice; provided, however, that the foregoing cure period shall continue if and for so long as Customer has commenced and is continuing to undertake commercially reasonable efforts to cure such Event of Default as promptly as reasonably practicable. Notwithstanding the foregoing, GSFA may terminate the Agreement effective immediately upon written notice to Customer for Customer's failure to pay any amount owed under the Agreement when due.

Notwithstanding any other provision of this Agreement, if Customer terminates a Product order in accordance with Section 9.a above, GSFA may elect to instead terminate the Agreement upon notice to Customer in accordance with Section 16 hereof. If GSFA terminates the Agreement in accordance with this Section 9.b, Customer shall pay the applicable tier of cancellation fee for all Products pursuant to Section 9.a above as if Customer had elected to terminate each applicable Product order.

c. Based on Discontinuation or Cancellation by Manufacturer. In the event that Manufacturer cancels a Product order (provided that such cancellation is not the result of an act by Customer in violation of the Agreement) or discontinues the manufacture of a Product prior to its completion and delivery: (i) if such Product is the only Product contemplated under the Agreement, then the Agreement shall terminate; or (ii) if additional Products are contemplated under the Agreement, then only the Product order for the applicable cancelled or discontinued Product shall be terminated. Such Agreement termination or Product termination, as applicable, shall be effective upon GSFA's written notice to Customer of such cancellation or discontinuance in accordance with Section 16 hereof. GSFA's only obligation to Customer in such event shall be the return of any Prepayment paid by Customer for the cancelled or discontinued Product. For the avoidance of doubt, the cancellation fees contemplated in Section 9.a hereof shall not apply in the event of a termination pursuant to this Section 9.c.

10. Customer's Obligations. Customer shall provide its timely and best efforts to cooperate with GSFA and Manufacturer during the Product manufacturing process. Reasonable and timely cooperation includes, without limitation, Customer's providing timely information in response to any requests from Manufacturer or GSFA and the participation of Customer's authorized representatives in traveling to Manufacturer's facility for inspections and approval of the Product, including a final approval before the Product leaves Manufacturer's facility.

11. Representations and Warranties. Customer hereby represents and warrants to GSFA as of the Executed Date that the execution of the Agreement and the purchase of the Product(s) and performance of the other obligations of Customer under the Agreement have been approved by Customer in accordance with applicable general laws and, as applicable, Customer's charter, ordinances, purchasing policies, and other governing documents, and executed by the appropriate Customer employees, officials, and/or representatives, and funding for Customer's performance of its obligations under the Agreement has been duly budgeted and appropriated by Customer.

12. Standard Warranty. All applicable Manufacturer warranties are contained in the Product Warranties. Any additional warranties must be expressly approved in a writing signed by GSFA, and Customer acknowledges and agrees that Manufacturer will not be liable for any such additional warranties.

a. Disclaimer. OTHER THAN AS EXPRESSLY SET FORTH IN THE AGREEMENT, GSFA, ITS AFFILIATES, AND THEIR RESPECTIVE OFFICERS, DIRECTORS, EMPLOYEES, SHAREHOLDERS, AGENTS, OR REPRESENTATIVES, DO NOT MAKE ANY EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE PRODUCT (WHETHER RELATING TO THE CONDITION OR QUALITY OF THE PRODUCT, OR OTHERWISE) PROVIDED HEREUNDER OR OTHERWISE REGARDING THE AGREEMENT (INCLUDING, WITHOUT LIMITATION, WITH RESPECT TO ANY APPLICABLE DEALER PREPARATION), WHETHER ORAL OR WRITTEN, EXPRESS, IMPLIED OR STATUTORY. WITHOUT LIMITING THE FOREGOING, ANY IMPLIED WARRANTY OR CONDITION OF MERCHANTABILITY, THE IMPLIED WARRANTY AGAINST INFRINGEMENT, THE IMPLIED WARRANTY OR CONDITION OF FITNESS FOR A PARTICULAR PURPOSE, AND ANY IMPLIED WARRANTIES ARISING FROM COURSE OF DEALING OR USAGE OF TRADE ARE EXPRESSLY EXCLUDED AND DISCLAIMED. STATEMENTS MADE BY SALES CONSULTANTS OR IN PROMOTIONAL MATERIALS DO NOT CONSTITUTE WARRANTIES.

b. Exclusions of Incidental and Consequential Damages. In no event shall GSFA be liable for consequential, incidental, or punitive damages incurred by Customer in connection with any matter arising out of or relating to the Agreement, or the breach thereof, even if GSFA has been advised of the possibility of such damages, and regardless of whether such damages arise out of breach of warranty, the Agreement, indemnity, whether resulting from non-delivery or from GSFA's own negligence, or otherwise, except and solely to the extent such damages arise from the gross negligence or willful misconduct of GSFA.

13. Default. The occurrence of one or more of the following events (each, an "Event of Default") shall constitute a default under the Agreement: (a) Customer's failure to pay any amounts due or to perform any of its obligations under the Agreement; (b) GSFA's failure to perform any of its obligations under the Agreement; (c) either Party becoming insolvent or becoming subject to bankruptcy or insolvency proceedings; (d) any representation made by either Party under the Agreement which is false in any material respect; (e) any action by Customer to dissolve, merge, consolidate or transfer a substantial portion of its property to another entity during the term of the Agreement; (f) any other material breach of the terms of the Agreement by a Party; or (g) a default or breach by Customer under any other agreement with GSFA or its affiliates.

14. Indemnification of GSFA. Customer shall indemnify, defend, and hold harmless GSFA, its agents, servants, successors and assigns from and against all losses, damages, injuries, claims, demands and expenses, including attorneys' fees and other legal expenses, of whatever nature ("Damages"), to the extent Damages arise out of or in connection with: (i) Customer's breach of the Agreement, or (ii) Customer's use, storage, or operation of the Product following delivery, regardless of where, how, and by whom operated (excluding any negligent operation by GSFA). The indemnification and assumptions of liability and obligation herein provided shall continue in full force and effect notwithstanding the termination of the Agreement, whether by expiration of time, by operation of law or otherwise. This provision is not intended to and shall not constitute the exclusive remedy of the Parties under the Agreement; the Parties may seek indemnity from one another under other legal principles, whether based in equity or law, so long as they do not nullify or cancel the effects of this paragraph. This provision does not apply to any claims or actions by any employee of Customer against GSFA for which GSFA seeks indemnification from Customer for those claims.

15. Force Majeure. GSFA shall not be responsible nor deemed to be in default of any provision of the Agreement on account of delays in performance due to causes which are beyond GSFA's or Manufacturer's control and which make

GSFA's performance impracticable, including but not limited to wars, insurrections, strikes or labor unrest, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of federal, state or local government, failure or delays in transportation, inability to obtain necessary labor, supplies or manufacturing facilities, supply chain issues, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, disease, pandemics or epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their agreements or labor troubles causing cessation, slowdown, or interruption of work.

16. Notice. Any notices, requests, consents, claims, demands, waivers and other communications required or permitted to be given hereunder must be given in writing at the address of each Party set forth below, or to such other address as either Party may substitute by written notice to the other in accordance with this Section 16, by one of the following methods: hand delivery; registered, express, or certified mail, return receipt requested, postage prepaid; or nationally recognized private express courier. All such communications will be deemed to have been given: (i) when delivered by hand (with written confirmation of receipt); (ii) on the third (3rd) calendar day after the date mailed, by registered, express or certified mail; or (iii) when delivered by the addressee if sent by a nationally recognized private express courier.

GSFA:

Golden State Fire Apparatus Inc.
7400 Reese Road
Sacramento, CA 95828

CUSTOMER:

To the address listed in the Product Proposal

17. Contradictions. In the event of a conflict between the Agreement and any Change Order, or between Change Orders, the terms of the latest executed Change Order shall control.

18. Manufacturer's Statement of Origin. It is agreed that the manufacturer's statement of origin ("MSO") for the Product covered by the Agreement, if applicable, shall be retained and remain in the possession of GSFA per California Department of Vehicles (DMV) directives. Notwithstanding the foregoing, GSFA shall provide Customer with the original MSO if the Customer is self-registering, and Customer shall comply with all good-faith Process of Duty and other DMV requirements applicable to the Product and retain its own MSO.

19. Assignment. The relationship of the Parties established under the Agreement is that of independent contractors and neither Party is a partner, employee, agent, or joint venturer of or with the other. Neither Party may assign its rights and obligations under the Agreement unless it has obtained the prior written approval of the other Party.

20. Governing Law; Jurisdiction; Disputes. Without regard to any conflict of laws provisions, the Agreement is to be governed by and under the laws of the state of California. Prior to taking any legal action that may and/or can arise out of the Agreement, the Parties shall first attempt mediation with an agreed upon mediator. If the Parties cannot agree upon a mediator within thirty (30) calendar days of the submission of written notice of a dispute in accordance with Section 16 hereof, if any disputed matter remain unresolved within thirty (30) calendar days of the commencement of discussions, or if any party refuses to meet, then either party may submit any remaining disputes concerning and/or claim regarding the Agreement and/or the terms and conditions herein to the Superior Court, County of Sacramento (and the parties expressly consent to exclusive personal jurisdiction and venue before such court).

21. Entire Agreement; Amendments. The Agreement, including the Product Proposal, its exhibits, and all valid Change Orders, is the exclusive agreement between the Parties regarding the subject matter contained herein and therein. No change in, modification of, or revision of the Agreement shall be valid unless in writing and signed by duly authorized representatives of both Parties with authority to sign such amendments to the Agreement.

END OF STANDARD TERMS AND CONDITIONS

3 **PRODUCT SPECIFICATIONS**

Exhibit "B"

Shea Purcell

BME Fire Trucks, LLC



FIRE TRUCKS

FOR
SACRAMENTO METRO FIRE DISTRICT

MODEL 34 "TARGHEE"

This Specification remains subject to further engineering/modification.

10740-0001

09/04/24

BME Fire Trucks, LLC

DETERMINATION OF APPARATUS WEIGHT

BME Fire Trucks, LLC. shall submit estimated "in-service" weight analysis required by applicable NFPA standards. This Excel computer weight analysis shall break down all major components of the apparatus and shall show the impact on percentage-of-load on the front and rear axles, total weight, and weight on each tire set.

The analysis shall evenly distribute the NFPA required minimum payload allowance or estimated equipment payload as provided by the purchaser into the specified compartments. The allowance for personnel, hose loads, water and foam fluids, and required NFPA equipment shall be outlined individually in the analysis and placed on the apparatus in its specific intended position.

CENTER-OF-GRAVITY ANALYSIS

BME Fire Trucks, LLC. shall perform an estimated center of gravity calculation as required by the applicable section of NFPA standards. This calculation shall include tilt angles, the estimated right to left load distribution, and load on each axle, including all specified major components.

LOW VOLTAGE TEST REQUIRMENTS

The fire apparatus low voltage electrical system shall be tested as required by this section and the test results shall be certified by the apparatus manufacturer. The certification shall be delivered to the purchaser with the documentation for the completed apparatus. The tests shall be performed when the air temperature is between 0 degrees Fahrenheit and 110 degrees Fahrenheit.

TEST SEQUENCE

The three tests defined below shall be performed in the order in which they appear. Before each test, the chassis batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. The failure of any of these tests shall require a repeat of the test sequence.

RESERVE CAPACITY TEST

The chassis engine shall be started and kept running until the chassis engine and engine compartment temperatures are stabilized at normal operating temperatures and the chassis battery system is fully charged. The chassis engine shall be shut off and the minimum continuous electrical load shall be applied for 10 minutes. All electrical loads shall be turned off prior to attempting to restart the chassis engine. The chassis battery system shall then be capable of restarting the chassis engine. The failure to restart the chassis engine shall be considered a failure of this test.

ALTERNATOR PERFORMANCE TEST AT IDLE

BME Fire Trucks, LLC

The minimum continuous electrical load shall be applied with the chassis engine running at idle speed. The chassis engine temperature shall be stabilized at normal operating temperature. The chassis battery system shall be tested to detect the presence of a chassis battery current discharge. The detection of chassis battery current discharge shall be considered a failure of this test.

ALTERNATOR PERFORMANCE TEST AT FULL LOAD

The total continuous electrical load shall be applied with the chassis engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of two hours. The activation of the electrical system load management system shall be permitted during this test. The activation of an alarm due to excessive chassis battery discharge, as detected by the system required by NFPA (current edition), or an electrical system voltage of less than 11.8 volts direct current for a 12 volt direct current nominal system, for more than 120 seconds, shall be considered a failure of this test.

LOW VOLTAGE ALARM TEST

Following the completion of the tests described above, the chassis engine shall be turned off. With the chassis engine turned off, the total continuous electrical load shall be applied and shall continue to be applied until the excessive battery discharge alarm activates. The chassis battery voltage shall be measured at the battery terminals.

The test shall be considered to be a failure if the low voltage alarm has not yet sounded 140 seconds after the voltage drops to 11.70 volts direct current for a 12 volt direct current nominal system. The chassis battery system shall then be able to restart the chassis engine. The failure of the chassis battery system to restart the chassis engine shall be considered a failure of this test.

The completed fire apparatus shall undergo a complete 12 volt electrical load and performance testing per applicable sections of NFPA standards with inspection and test sheets included in delivery documentation.

DOCUMENTATION

The apparatus manufacturer shall provide the results of the low-voltage electrical system performance test, certified in writing, with the documentation provided to the purchaser at the time of delivery of the completed apparatus.

The test results shall consist of the following documents:

- (1) Documentation of the electrical system performance tests.
- (2) A written electrical load analysis, including the following:
 - (a) The nameplate rating of the alternator.
 - (b) The alternator rating under the conditions specified in NFPA 1906 (current edition).

BME Fire Trucks, LLC

- (c) Each of the component loads specified that make up the minimum continuous electrical load.
- (d) Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
- (e) Each individual intermittent electrical load.

TEST RESULTS

BME Fire Trucks LLC. shall provide results of the apparatus testing and shall certify the following:

The weight of the completed apparatus, when loaded to its estimated in service weight, does not exceed the GVWR and GAWR of the chassis.

The complete unit, when loaded to its estimated in service weight, meets the weight distribution and vehicle stability requirements, as defined in the current NFPA guidelines.

The unit meets all required federal standards pertaining to the manufacturer and completion of the apparatus and a label tag has been affixed to the apparatus by the manufacturer stating same.

BME Fire Trucks LLC. shall provide all testing results, including engine, speed, acceleration, road ability, braking, and auxiliary braking to the Purchaser at the time of delivery.

DELIVERY REQUIREMENTS

The bidder shall not be responsible for delays in delivery due to strikes, acts of God, failure of suppliers to deliver, chassis shortage and other reasons beyond the reasonable control of the builder. Should BME Fire Trucks, LLC. be unable to comply with the proposed delivery date, we shall immediately contact the purchaser regarding delay information and actions to be taken by the company.

This vehicle shall be F.O.B. the BME Fire Trucks facility in Boise Idaho. Dealer shall be responsible for arrangement of delivery from factory.

GENERAL WARRANTY PROVISIONS

All materials and workmanship herein specified, including all equipment furnished, shall be guaranteed for a period of one (1) year after the acceptance date of the apparatus, unless otherwise noted, with the exception of any normal maintenance services or adjustments which shall be required. Under this warranty, BME Fire Trucks, LLC. shall be responsible for the costs of repairs to the apparatus that have been caused by defective workmanship or materials during this period.

This warranty shall not apply to the following:

- Any component parts or trade accessories such as chassis, engines, tires, pumps, valves, signaling devices, batteries, electric lights, bulbs, alternators, and all other installed equipment and accessories, in as much as they are usually warranted separately by their respective manufacturers, or are subject to

BME Fire Trucks, LLC

normal wear and tear.

- Failures resulting from the apparatus being operated in a manner or for a purpose not recommended by the apparatus manufacturer.
- Loss of time or use of the apparatus, inconvenience or other incidental expenses.
- Any apparatus which has been repaired or altered without written consent or outside of the apparatus manufacturer's factory and or authorized service center in any way that affects its stability, or which has been subject to misuse, negligence, or accident.
- Delivery of the apparatus to repair site.

DISCLAIMER

NO WARRANTIES ARE GIVEN BEYOND THOSE DESCRIBED HEREIN. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED. THE COMPANY SPECIFICALLY DISCLAIMS WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ALL OTHER REPRESENTATIONS TO THE USER/PURCHASER AND ALL OTHER OBLIGATIONS OR LIABILITIES. FURTHER, THE COMPANY EXCLUDES LIABILITY FOR CONSEQUENTIAL AND INCIDENTAL DAMAGES, ON THE PART OF THE COMPANY OR SELLER. No person is authorized to give any other warranties or to assume any liabilities on the Company's behalf unless made or assumed in writing by the seller; and no other person is authorized to give any warranties or to assume any liabilities on the seller's behalf unless made or assumed in writing by the seller.

OBTAINING SERVICE

Return the vehicle to any BME Fire Trucks, LLC. dealer/authorized service center; Return the vehicle to BME Fire Trucks, LLC. or contact BME Fire Trucks, LLC.. BME Fire Trucks, LLC. shall be solely responsible for determining the extent of repair under the terms of the warranty. Transportation costs shall be the responsibility of the purchaser.

MATERIAL AND WORKMANSHIP

All equipment provided shall be guaranteed to be new and of current manufacture, and unless specified otherwise, shall meet all requirements of these specifications and prevailing NFPA documents and be in condition at time of delivery for use as specified for this type of apparatus.

BME Fire Trucks, LLC

All workmanship shall be of the highest quality and accomplished in a professional manner so as to insure a functional apparatus with a high quality aesthetic appearance.

The construction shall be rugged and ample safety factors shall be provided to carry the loads specified to meet both on and off road requirements.

The apparatus shall be designed and the equipment mounted with due consideration to the distribution of load between the front and rear axles, so all specified equipment, with a full complement of personnel, can be carried without damage to the apparatus.

BODY AND STRUCTURAL WARRANTY

BME Fire Trucks, LLC. shall warrant each new apparatus body, if used in a normal and reasonable manner, against structural defects caused by defects in material, design or workmanship for a period of ten (10) years, covering parts & labor to the original purchaser which shall start on day of acceptance.

This warranty shall not apply to:

- Normal maintenance services or adjustments
- To any vehicle which will have been repaired or altered outside of our factory in any way so as, in the judgment of BME Fire Trucks, LLC., to affect it's stability, nor which has been subject to misuse, negligence, or accident, nor to any vehicle made by us which will have been operated to a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.
- Commercial chassis and associated equipment furnished with chassis, signaling devices, generators, batteries, or other trade accessories as they are usually warranted separately by their respective manufacturers.
- Shipping costs of parts or apparatus for purposes of repair or replacement of parts. This warranty is in lieu of all other warranties, expressed or implied. All other representations as to the original purchaser and all other obligations or liabilities, including for incidental or consequential damage on the company's behalf unless made in writing by the company.

PLUMBING WARRANTY

The stainless steel fire pump plumbing shall carry a ten (10) year parts and labor warranty against defects in workmanship and perforation corrosion.

AKRON VALVE WARRANTY

The Akron valves shall carry a five (5) year manufacturer's warranty. Provisions of this warranty shall be

BME Fire Trucks, LLC

provided with the completed apparatus documentation.

PAINT WARRANTY

BME Fire Trucks, LLC. shall provide a seven (7) year paint warranty which shall cover peeling and/or de-lamination of the top coat and other layers of paint, cracking or checking, loss of gloss caused by cracking, checking or chalking, and any paint failure caused by defective paint materials covered by the paint manufacturer's material warranty.

CHASSIS WARRANTY

The specified chassis shall be provided with the chassis manufacturer's warranty. The exact provisions of this warranty shall be supplied with the completed apparatus documentation.

APPARATUS OPERATION MANUAL(S)

BME Fire Trucks, LLC. shall provide (2) electronic apparatus operational manual(s) on a USB thumb drive.

CHASSIS SPECIFICATION

Vehicle configuration

M2 106 plus conventional chassis

Set back axle - truck

General service

Fire service

Expected front axle(s) load : 14000.0 lbs

Expected rear drive axle(s) load : 27000.0 lbs

Expected gross vehicle weight capacity : 41000.0 lbs

Engine

Cum 19 360ev hp @ 2200 rpm, 2200 gov rpm, 1150 lb-ft @ 1200 rpm, r/f/e

Engine equipment

12v 320 amp pad mount alternator

(3) dtna genuine, flooded starting, min 2850cca, threaded stud batteries

BME Fire Trucks, LLC

RH standard horizontal tailpipe

6 gallon diesel exhaust fluid tank

100 percent diesel exhaust fluid fill

Delco 12v 39mt hd/ocp starter with thermal protection and integrated magnetic switch

Transmission

Allison 3000 evs automatic transmission with pto provision

Front axle and equipment

Mx-14-120-evo 14,000# 1790mm kpi single front drive axle

Front suspension

14,600# taperleaf front suspension

Maintenance free rubber bushings - front suspension

Front shock absorbers

Rear axle and equipment

Rs-25-160 27,000# r-series fire/emergency service single rear axle

Rear suspension

27,000# flat leaf spring rear suspension with helper and radius rod for fire/emergency service

Brake system

Air brake package

Wheelbase & frame

4500mm (177 inch) wheelbase

Fuel tank

70 gallon/264 liter aluminum fuel tank - lh

Tires

12r22.5 16 ply radial front tires

12r22.5 16 ply radial rear tires

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Wheels

Alcoa ula18x 22.5x8.25 10-hub pilot 5.81 inset aluminum disc front wheels

Alcoa ula18x 22.5x8.25 10-hub pilot aluminum disc rear wheels

Cab exterior

Door mounted mirrors

102 inch equipment width

2 gallon windshield washer reservoir with fluid level indicator, frame mounted

Cab interior

Rugged trim package

Molded plastic door panel

Molded plastic door panel

Forward roof mounted console

Lh and rh door storage pockets integrated into molded door panels

Heater, defroster and air conditioner

Standard hvac ducting

12v negative ground electrical system

High visibility orange seat belts with driver indicator light and audible alarm

Driver and passenger interior sun visors

Instruments & controls

Low air pressure indicator light and audible alarm

Electronic cruise control with controls on steering wheel spokes

Electronic mph speedometer with secondary kph scale

Electronic 3000 rpm tachometer

Self canceling turn signal switch with dimmer, headlamp flash, wash/wipe/intermittent

Integral electronic turn signal flasher with 40 amp (20 amp per side) trailer lamp capacity

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Design

Paint: two-tone, Emergency 1 Paint Scheme

Standard LED headlights

49B-004 Electronic Stability Control

CAB SEATING AND WEIGHT ALLOWANCE

A warning label shall be installed in the cab to indicate seating positions.

LABELS, STANDARD PACKAGE SET

A standard set of labels shall be provided and installed on the inside of chassis cab area. The labels shall contain the required information based on the applicable components for the apparatus.

DATA PLAQUE

A data plaque shall be provided and installed on the inside of the cab. The data plaque shall contain the required information based on the applicable components for the apparatus:

- Engine oil
- Engine coolant
- Chassis transmission fluid
- Drive axle lubricant
- Power steering fluid
- Pump, generator, or other component lubrications
- Other NFPA applicable fluid levels or data as required
- Paint manufacturer, type, and color number
- Tire Speed Ratings

DATA PLAQUE

A data plaque shall be provided and installed. The plaque shall contain the following information.

- Pump make and model
- GPM capacity rating
- Truck serial and production number
- Pump performance (specific GPMs at rated pressures with engine RPM)
- Governed engine RPM
- Pump gear ratio

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WARNING LABEL -- NO RIDING ON REAR

A warning label shall be provided and installed in the rear step area of the apparatus that states the following:

"WARNING: DO NOT RIDE ON REAR STEP WHILE VEHICLE IS IN MOTION. DEATH OR SERIOUS INJURY MAY RESULT"

WARNING LABEL -- OCCUPANT SEATED AND BELTED

A warning label that complies with FAMA07 shall be provided and installed in a location visible to all occupants of the cab that states the following:

Label shall read "Crash hazard occupants must be seated and belted when vehicle is in motion. Use only OEM approved belts. Unbelted occupants are at greater risk of injury or death in a crash."

WARNING LABEL -- SIREN NOISE

A warning label that complies with FAMA42 shall be provided and installed inside the driver's cab door that states the following:

Label shall read, "Sirens produce loud sounds that may damage hearing. Roll up windows. Wear hearing protection. Use only for emergency response. Avoid exposure to siren sound outside of vehicle."

WARNING LABEL -- HELMET WORN IN CAB

A warning label that complies with FAMA43 shall be provided and installed in a location visible to all occupants of the cab that states the following:

The label shall read, "Cash Hazard. Do not wear helmet while seated unless necessary during suppression operations. Serious head or neck injury may result from helmet use in cab. Failure to comply may injure or kill."

AIR FILTER EMBER PROTECTION SCREEN WARNING LABEL

A warning label shall be provided and installed in the apparatus cab interior that states the following:

"THIS VEHICLE HAS AN AIR INTAKE EMBER SCREEN WHICH REQUIRES PERIODIC INSPECTION & CLEANING"

FRESH AIR EMBER SEPARATOR WARNING LABEL

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A warning label shall be provided and installed in the apparatus cab interior that states the following:

"THIS APPARATUS IS EQUIPPED WITH A CAB FRESH AIR INTAKE EMBER PROTECTION SCREEN. ROUTINE INSPECTION IS REQUIRED"

MANUFACTURER LOGO

The apparatus shall include a BME logo plaque which shall be affixed at the rear of the apparatus.

The BME plaque shall feature white reflective material on the outside of the Maltese cross and red reflective material in the middle.

FRONT TOW PLATE

A horizontal full frame width, 3/4-inch thick steel plate, center pull, front tow eye shall be furnished and installed through or below the front bumper. The tow eye plate shall be triangle shaped extended 6 inches beyond the front bumper with a 3-inch X 4-inch rectangle tow eye.

The tow eye shall be braced and gusseted to prevent frame rail or bumper damage and bolted to the front frame rail web.

The tow plate shall to be sprayed with black durabak.

FRONT RECEIVER

There shall be one 2" receiver hitch on the front of the apparatus. The receiver shall be mounted off set as to prevent towing use.

The specified off set reciver hitch shall have a warning label located visibly near the hitch that states "NOT FOR TOWING".

REAR RECEIVER

There shall be one 2" receiver hitch on the rear of the apparatus. The receiver shall be mounted off set as to prevent towing use.

The specified off set reciver hitch shall have a warning label located visibly near the hitch that states "NOT FOR TOWING".

REAR BUSTLE

BME Fire Trucks, LLC

A single, frame mounted rear towing eye shall be provided. It shall be manufactured from ¾-inch thick steel plate and bolted between the rear frame rail webs with SAE Grade 8 frame bolts and lock nuts.

The tow eye shall be braced and gusseted to prevent damage to the frame rails, bumper or apparatus body while being towed from various angles. Access to the tow eye shall be below the bumper and designed not to interfere with the required angle of departure. The bustle shall be painted or powder coated job color.

FRONT FRAME EXTENSION

The front frame rails shall be extended 16” ahead of the cab grill or fender area.

BUMPER PLATFORM

The front bumper extended frame rails shall feature an overlay constructed of .125 inch, 5052 grade, aluminum embossed diamond plate which shall offer space for mounting components necessary to the apparatus. The bumper extension shall measure approximately sixteen (16) inches from the cab to the front face of the extension and shall be approximately eight (8) inches in height.

The front bumper platform shall be bare embossed aluminum diamond plate.

BUMPER

There shall be an International 15 degree bumper installed on the apparatus.

FRONT BUMPER COLOR

The front bumper shall be painted or powder coated job color.

BUMPER SIDE WINGS

The bumper shall have steel side wings.

FRONT BUMPER WINGS COLOR

The front bumper wings shall be painted or powder coated job color.

DRIVERS SIDE -- FRONT BUMPER COMPARTMENT

One (1) recessed hose storage compartment shall be installed in the drivers side of the bumper. The compartment shall be constructed of smooth aluminum. The floor of the compartment shall have drain holes provided.

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BUMPER COMPARTMENT NYLON HOLD DOWN STRAP

One (1) nylon strap with a buckle shall be installed on the specified front bumper compartment. The nylon strap shall act as a hold down mechanism for the hose in the compartment.

The straps shall be black in color.

BUMPER COMPARTMENT GRATING

The specified bumper compartment shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

CENTER -- FRONT BUMPER COMPARTMENT

One (1) recessed hose storage compartment shall be installed in the center front bumper. The compartment shall be constructed of smooth aluminum. The floor of the compartment shall have drain holes provided.

BUMPER COMPARTMENT DOOR

An aluminum embossed tread plate door shall be installed on the specified front bumper compartment. The non-skid surface door shall have a stainless steel hinge at the rear, latch, and hold open device installed.

The specified door(s) shall have a Polished stainless-steel D-ring door handle.

BUMPER COMPARTMENT GRATING

The specified bumper compartment shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

PASSENGER SIDE -- FRONT BUMPER COMPARTMENT

One (1) recessed hose storage compartment shall be installed in the passenger side of the bumper. The compartment shall be constructed from smooth aluminum. The floor of the compartment shall have drain holes provided.

BUMPER COMPARTMENT NYLON HOLD DOWN STRAP

BME Fire Trucks, LLC

One (1) nylon strap with a buckle shall be installed on the specified front bumper compartment. The nylon strap shall act as a hold down mechanism for the hose in the compartment.

The straps shall be black in color.

BUMPER COMPARTMENT GRATING

The specified bumper compartment shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

BUMPER DISCHARGE SWIVEL STOPPER

There shall be a swivel elbow stopper installed just behind the front discharge(s).

AIR HORN

One (1) Buell brand, Model #1063 15" air horn shall be provided and mounted on the frame rail of the passenger's side frame, behind the bumper.

AIR HORN FOOT SWITCH

One (1) foot switch shall be provided and installed. The foot switch shall be located on the driver's side of the floor and shall activate the air horn system.

AIR HORN PUSH BUTTON SWITCH

One (1) push button switch shall be provided on the pump panel. The switch shall activate the air horn system.

EXHAUST SYSTEM MODIFICATION

The chassis exhaust system shall be modified to exit on the passenger side of the apparatus ahead of the rear wheel. The exhaust pipe modification shall be made from Stainless Steel and shall have an exhaust hanger every 12 inches.

EXHAUST HEAT WRAP

BME Fire Trucks, LLC

The exhaust pipe shall be wrapped with heat wrap from the diesel particulate filter to just shy of the end of the tailpipe.

BUMPER BOX PROTECTIVE FLAP

The protective flap shall be a cut down mud flap installed on the rear edge of the front bumper to eliminate debris from being deposited on the top of the front bumper and in the hose boxes.

REAR MUD FLAPS

Mud flaps featuring the BME logo shall be provided and installed behind the rear wheels of the apparatus.

DRIVER SIDE CAB STEP

The apparatus shall be equipped with a chassis fuel tank and step area. The fuel tank and step area shall be located on the drivers side of the commercial chassis. The fuel tank shall be covered with aluminum tread plate.

DRIVER'S SIDE UNDER CAB COMPARTMENT

The apparatus shall be equipped with an enclosed stainless steel compartment located under the crew door on the drivers side of the cab. The compartments clear door opening shall measure approximately 32" wide x 12.5" high x 19.25" deep with a hinged aluminum door and a D-ring style latch.

The doors shall be painted job color.

The specified door(s) shall have a Polished stainless-steel D-ring door handle.

COMPARTMENT LIGHTING

One (1) Code 3 800 Series LED lights shall be installed in the specified compartment(s).

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

PASSENGER'S SIDE UNDER CAB COMPARTMENT

The apparatus shall be equipped with an enclosed stainless steel compartment located under the crew door on the passenger side of the cab. The compartments clear door opening shall measure approximately 35" wide x 12.5" high x 15.25" deep with double hinged aluminum doors.

The doors shall be painted job color.

BME Fire Trucks, LLC

SLIDE TRAY

A 250# capacity slide tray shall be installed in the specified under cab compartment.

The specified door(s) shall have a Polished stainless-steel D-ring door handle.

COMPARTMENT LIGHTING

Two (2) Code 3 800 Series LED lights shall be installed in the specified compartment(s).

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

CAB STEPS

Aggressive, extruded aluminum surfaces shall be installed on each of the cab steps areas.

CAB DOOR REFLECTIVE PANELS

The cab doors shall include reflective trim installed inside each door.

Specified part shall include Red and White DOT approved reflective striping.

REAR BENCH SEAT COMPARTMENT

The area beneath the rear bench seat shall also be enclosed with three (3) swing down, full width compartment doors across the forward side of the rear passenger seat frame. The compartments shall have a center vertical jamb, be properly reinforced, provided with positive latches so they will not open under hard braking and mounted to the cab floor with a full length polished stainless steel hinge.

The under seat enclosure and doors shall be fabricated from powder coated 14ga steel. The doors shall be constructed as to allow for maximum usage of under seat frame openings.

FAN CLUTCH LOCK UP

The fan clutch shall lock up when the apparatus is shifted into pump mode.

AIR TANK RELOCATION

The air tanks shall be relocated to the rear of the truck between the frame rails.

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BATTERY RELOCATION

The chassis batteries are to be relocated to the passenger side of the chassis, below the rear cab door in a custom made under cab box.

UNDERHOOD LIGHTS

There shall be two (2) Tecniq LED light(s) installed under the hood of the chassis. Lights shall have local switching on the driver side under the hood.

AIR FILTER EMBER PROTECTION SCREEN AND WARNING LABEL

The chassis air intake shall be protected by an ember guard of 18 Mesh, 0.017-inch wire diameter, and a maximum mesh opening of 0.039 inches. The ember guard shall be sized to fit and located at the intake opening. The screen shall be readily accessible for inspection and maintenance.

EMBER SEPARATOR -- FRESH AIR INTAKE TO CAB

The cabin air filter shall be protected by an ember guard with a maximum mesh opening of 0.039 inches.

EMBER SEPARATOR

The final stage manufacturer shall install a stainless steel ember separator within the auxiliary fire pump engine air intake system.

FUEL TANK SKID PLATE

A heavy duty removable skid plate shall be fastened to the bottom side of the fuel tank. The skid plate shall have the front and rear sides turned up to prevent digging into the ground when the apparatus is in off road conditions.

The specified part shall be powder coated gloss black.

OEM TINTED CAB WINDOWS

The cab windows shall remain as tinted by the OEM chassis manufacturer for UV resistance only, no aftermarket tinting shall be done.

AIR, FUEL, ELECTRICAL LINE PROTECTION

All air lines, fuel lines and electrical harnesses below the chassis frame rails shall be protected with fire resistive sleeves.

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FUEL TANK VENTING

The O.E.M fuel tank vent line shall be extended from the fuel tank and vented to the atmosphere. The vent line shall extend vertically from the tank to the bottom of the cab rear window and then bend 180 degrees towards the ground.

TIRE PRESSURE INDICATOR SYSTEM

There shall be a tire pressure indicator at each tire's valve stem on the vehicle that shall indicate if there is insufficient pressure in the specific tire.

FIRE PUMP SPECIFICATIONS

A Darley model JMP 500 GPM two stage fire pump shall be installed. Power to drive the pump shall be provided by the same engine used to propel the apparatus. The pump shall be equipped with a series-parallel changeover valve control on the pump panel.

Pump casing shall be a fine grain cast iron, with a minimum tensile strength of 30,000 PSI. Pump shall contain a cored heating jacket feature that, if selected, can be connected into the vehicle antifreeze system to protect the pump from freezing in cold climates, and to help reject engine heat from engine coolant, providing longer life for the engine. Seal rings shall be renewable, double labyrinth, wrap around bronze type.

The pump shaft shall be splined to receive broached impeller hubs, for greater resistance to wear, torsional vibration, and torque imposed by engine, as well as ease of maintenance and repair.

Bearings provided shall be heavy duty, deep groove, radial-type ball bearings. Sleeve bearings on any portion of the pump or transmission shall be prohibited due to wear, deflection, and alignment concerns. The bearings shall be protected at all openings from road dirt and water splash with oil seals and water slingers.

The impeller shall be a high strength bronze alloy, splined to the pump shaft for precision fit, durability, and ease of maintenance. Impeller shaft oil seals shall be constructed to be free from steel components except for the internal lip spring. The impeller shaft oil seals shall carry a lifetime warranty against damage from corrosion from water and other fire-fighting fluids.

The pump transmission case shall be heavy-duty cast iron with adequate oil reserve capacity to maintain low operating temperature. Pump ratio to be selected by the manufacturers engineering department. Gears shall be helical in design and precision ground for quiet operation and extended life. Gears to be cut from high strength alloy steel, ground, and carburized. Chain drive and/or design requiring extra lubricating pump is not acceptable.

Pump drive shaft shall be precision ground, heat-treated alloy steel, with a 1-3/8 spline. Gears shall be helical

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design, and shall be precision ground for quiet operation and extended life. The pump transmission shall require no further lubrication beyond that provided by the intrinsic action of the gears, to reduce the likelihood of failure due to loss of auxiliary lubrication.

DARLEY FIRE PUMP WARRANTY

A three (3) year warranty on the Darley fire pump shall be provided. The provisions of this warranty shall be described in the completed apparatus documentation.

MECHANICAL SEAL

The mechanical seal shall use silicon carbide mechanical seals with welded springs. The stationary face of our mechanical seals shall be made from silicon carbide, an extremely hard and heat dissipative material, which resists wear and dry running damage.

PUMP SHIFT NO PUMP AND ROLL

The pump transmission shall be engaged by a guarded toggle switch which will lock in both the road and the pump mode to ensure that accidental pump engagement or disengagement is avoided.

The main fire pump shift controls shall be mounted in the cab and identified as "PUMP SHIFT" and shall include a permanently inscribed pump shift instruction I.D. plate. The pump shift controls shall include indicating lights located on the in-cab and left pump panels that advise the operator that the pump shift has been completed and it is O.K. to pump.

The indicating lights shall be as follows:

- To indicate that the pump shift has been successfully completed.
- An "O.K. to Pump" light located in the cab to indicate that the pump is engaged, the transmission is in neutral and the "Pump Engaged" light located in the cab and on the left pump panel parking brake is set.
- A "Throttle Ready" light located on the left pump operators' panel to indicate the apparatus is in the O.K. to Pump mode.

The main pump shall be used for stationary pumping only. The main pump shall include a lock-out system that is interfaced with the apparatus electrical and parking brake systems and is designed to keep the main pump from being used in pump and roll operations.

The transfer valve will cycle every time the ignition is turned on to keep calcium buildup down and maintain movement of the valve. Once it cycles it will return to the switch location. The switch will default to *pressure* mode.

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FIRE PUMP ANODE SYSTEM

The fire pump plumbing system shall be provided with anode system to reduce corrosion within the piping. The anode shall be bolt-in or screw-in type and easily replaceable.

ELECTRIC PRIMER SPECIFICATIONS

A 12 volt electrically driven positive displacement fire pump primer system shall be installed. The priming pump shall be constructed of heat treated aluminum and hard coat anodized and shall not use oil in the operation. The system shall perform in compliance to applicable NFPA standards.

FIRE PUMP TEST

The fire pump shall undergo factory fire pump tests for a minimum of 30 minutes of continuous pump at rated capacity at rated net pump pressure prior to delivery of the completed apparatus. The complete pump test shall include a pressure control test, a priming system test, a vacuum test and a water tank to pump flow test. The factory pump testing results shall be furnished on delivery.

FIRE PUMP PTO AND DRIVELINES

A transmission power take-off (PTO) unit shall be provided and installed on the chassis automatic transmission to drive the fire fighting water pump. The PTO shall be a 10-bolt type, with a minimum torque rating of 300 lb. ft. (duty), and an engine speed ratio that provides the required pump performance.

INTAKE DUMP VALVE

An Elkhart model #40/40 intake dump valve shall be provided and plumbed into the intake side of the main pump. The valve shall be preset from the factory at 125 psi. The pressure setting controls for the valve shall be accessible from beneath the pump compartment.

The 45° stainless steel discharge pipe shall be angled away from the tire and terminate with a 2½-inch NST male adapter and labeled "Do Not Cap".

BYPASS FIRE PUMP COOLER

The fire pump shall be equipped with a cooling line, the line shall be routed through the main and auxiliary pump (if applicable) to an adjustable valve, from the valve the water shall be routed through the apparatus' engine cooling system and then to the water tank. The valve on the pump panel shall be labeled "Engine Cooler".

OVERHEAT PROTECTION MANAGER

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The fire pump shall be equipped with an overheat protection device which monitors the temperature of the water inside the pump and relieves water when the temperature inside the pump exceeds 140 degrees Fahrenheit. The Waterous Model #OPM shall also have an warning light on the pump panel to provide additional protection in the event the temperature inside the pump continues to rise with the overheat protection valve open. The warning light and test button shall be mounted to a heavy polished casting that is mounted to the pump operator's panel.

MASTER PUMP DRAIN

One (1) Trident, multiple-port drain valve, fabricated from bronze, shall be provided and controlled at the pump operator's control panel. The valve shall be opened by turning a rotary hand wheel. The valve shall be plumbed to drain both the discharge and intake sides of the pump, the relief valve and other plumbing components as required.

The valve shall be placed as low as possible to provide proper drainage of the components plumbed to it. The valve shall be rated to 600 PSI minimum and suitable for daily valve actuation.

MAIN PUMP PLUMBING

The PTO main pump plumbing system shall utilize stainless steel piping incorporating hosing to allow for flex. The piping shall utilize TIG welding to provide a complete seal. Hard angles shall be avoided when possible to improve water flow characteristics. The piping shall utilize Victaulic couplers whenever possible to allow flex as the body module flexes.

Threaded sections of piping shall be avoided to reduce the leak potential of the system. Victaulic couplers shall be used in place of threading to reduce leak potential. Schedule 10 stainless steel piping shall be used for transport type piping. Schedule 40 stainless steel shall be used for areas requiring threading to provide a stable threading base. Brackets shall be installed to support threading locations thereby reducing the potential for leaks.

All hoses shall be connected directly to the tank due to the different flex ratios of the tank to body. Any front discharges, any rear discharges, and all cross lays shall use hose to reach the actual discharge. The use of hose shall be utilized due to the difference in flex or movement between the discharge location and the pump connection. Drain lines shall be provided at the lowest points in the plumbing system to allow for complete drainage. Bleeders shall be provided for all gauges to relieve pressure after use.

PORTABLE PUMP

A Darley 1-1/2AGE 24K portable pump shall be provided on the apparatus. The unit shall have a liquid cooled, 24 HP, Kubota D902 diesel engine equipped with an electric start.

Pump Performance
20 gpm @ 310 psi

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140 gpm @ 145 psi

180 gpm @ 80 psi

Diesel Engine

Kubota, D902 Diesel, water-cooled, 24 hp.

Fuel Supply

The engine shall be piped to the chassis fuel system with provisions to prevent fuel drain back to the tank when the engine is shutdown.

Fuel Prime

A fuel re-prime pump shall be provided to assist in fuel delivery to the diesel engine from the chassis tank.

Lubrication

Pressure feed with spin-on filter.

Starter

12-volt electric wired into the chassis battery system

Exhaust

A spark arrestor shall be provided on the engine exhaust system.

Air Intake

An air cleaner shall be provided with easy access to remove the element.

An ember screen shall be provided on the inlet to the air cleaner.

The auxiliary fire pump shall provide pressure to all 2-inch discharge valves only including the hose reel and be capable of re-circulating tank water for pump cooling purposes through the 2-inch tank filler valve.

NOTE · The engine oil dipstick will be at the same level of height as the valve cover on the auxiliary engine.

CATTRON CONTROL PANELS

The auxiliary pump throttle controls shall be Cable Craft, low friction, lockable style throttle cables. There shall be one (1) throttle cable mounted on the cab console and one (1) throttle cable mounted on the left side operator's pump panel.

Panel to include the following items:

Start / Stop Push Button Switch

Ignition "On" Light (Green)

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Low Engine Oil Pressure Light
High Engine Temperature Light
Low Pump Water Pressure Light
Alternator Charge Fail Light
Glow Plug Active Light
Push Button Primer
Tachometer
Discharge Pressure Gauge (Red Back Lighted)
Vernier Throttle

The in-cab pressure gauge shall be replaced with an electric gauge. See "Center Console".

AUX PUMP BYPASS COOLER

An auxiliary pump shall have cooling ability. A line will be installed for the auxiliary pump output that uses 1/8 inside diameter hose 300 psi minimum and will travel to the tank fill tower and drain inside facing down and have a check valve installed for priming purposes.

This line will always flow water when the auxiliary pump is running and drain back into the tank. If larger than 1/8 inside diameter hose is used an orifice tube to reduce the flow to 1/8 inch will be installed.

AUXILIARY PUMP PLUMBING

The auxiliary fire pump plumbing system shall utilize stainless steel piping incorporating hosing to allow for flex. The piping shall utilize TIG welding to provide a complete seal. Hard angles shall be avoided when possible to improve water flow characteristics. The piping shall utilize Victaulic couplers whenever possible to allow flex as the body module flexes.

Threaded sections of piping shall be avoided to reduce the leak potential of the system. Victaulic couplers shall be used in place of threading to reduce leak potential. Schedule 10 stainless steel piping shall be used for transport type piping. Schedule 40 stainless steel shall be used for areas requiring threading to provide a stable threading base. Brackets shall be installed to support threading locations thereby reducing the potential for leaks.

All hoses shall be connected directly to the tank due to the different flex ratios of the tank to body. Any front discharges, any rear discharges, and all cross lays shall use hose to reach the actual discharge. The use of hose shall be utilized due to the difference in flex or movement between the discharge location and the pump connection.

AUXILIARY PUMP EXHAUST SYSTEM

The auxiliary fire pump and engine assembly shall have a muffler and exhaust pipe. The exhaust pipe shall be directed out of the compartment and away from the pump operator. An additional guard shall be installed where

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the pipe is exposed to touch by an operator.

AUXILIARY FUEL SYSTEM

The fuel system for the auxiliary fire pump shall be plumbed to the chassis fuel system. There shall be a separate fuel pickup tube mounted in the chassis fuel tank specifically for a separate engine driven pump assembly. There shall be an electric fuel pump with regulator and fuel hose furnished between the chassis fuel tank and the auxiliary pump.

The fuel tank pick-up tube shall be designed to ensure the auxiliary engine will not exhaust the fuel supply of the vehicle. (minimum 15-gallon reserve)

A marine grade one way check valve shall be installed in the fuel line to eliminate the possibility of air locks in the fuel line and prevent the inability of the auxiliary pump engine to start instantaneously.

AUXILIARY FIRE PUMP ELECTRIC START WIRING TO CHASSIS

Properly sized 12 volt positive and negative cables shall be provided from the chassis battery to the auxiliary fire pump.

AUXILIARY AND MAIN PUMP PLUMBING

The auxiliary fire pump shall be plumbed to the main pump discharge.

AUXILIARY PUMP OIL DRAIN EXTENSION

There shall be an oil drain extension installed on the auxiliary pump. This will allow for the engine oil to be drained without removing the auxiliary engine.

The drain hose shall extend to the vehicle's lower frame edge and be labeled.

AUXILIARY PUMP WIRING

The wiring for the auxiliary pump assembly shall be run in a separate loom isolated from the main apparatus wiring loom.

The pump engine ignition circuit shall be wired so that the pump may be started from either control panel without regard to the position of the same switch at the other location.

The switches shall be marine grade weather proof toggle or rotary-type switches. Key-type switches will NOT be used.

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The apparatus electrical system (Master Switch) shall provide the power for the operation of the auxiliary pump assembly.

4" UNGATED INTAKE -- LEFT SIDE

One (1) 4" un-gated suction intake shall be installed on the left side pump panel to supply the fire pump from an external water supply. The threads shall be 4" NH male and equipped with a removable screen.

One (1) chrome brass 4" NH rocker lug cap with a securing chain or cable shall be installed on the intake.

2-1/2" GATED INTAKE -- LEFT SIDE

One (1) 2-1/2" gated suction intake shall be recessed mounted on the left side pump panel to supply the fire pump from an external water supply. The valve shall be a quarter-turn ball valve with the appropriate handle and shall have 2-1/2" NH female thread.

The intake shall be equipped with a South Park Corp. 3/4" Push-pull type drain valve mounted to the bottom of the valve.

One (1) Akron 8825 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome brass 2-1/2" NH rocker lug plug with a securing chain or cable shall be installed on the intake.

2-1/2" GATED INTAKE -- RIGHT SIDE

One (1) 2-1/2" gated suction intake shall be recess mounted on the right side pump panel to supply the fire pump from an external water supply. The valve shall be a quarter-turn ball valve with the appropriate handle and shall have 2-1/2" NH female thread.

The intake shall be equipped with a South Park Corp. 3/4" Push-pull type drain valve mounted to the bottom of the valve.

One (1) Akron 8825 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

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One (1) chrome brass 2-1/2" NH rocker lug plug with a securing chain or cable shall be installed on the intake.

WATER TANK SUPPLY LINE TO FIRE PUMP

A 3" water tank to pump line shall be installed, with a 3" full flow quarter turn ball valve and 3" piping. The line shall be equipped with a hump hose with stainless steel hose clamps and a 3" check valve to prevent pressurization of the water tank.

One (1) Akron 8830 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control, Akron Model R1 valve handle.

The 3" valve shall be equipped with an air operated cylinder and control actuator installed on pump panel.

PUMP TO TANK

There shall be a pump to tank line provided from the discharge side of the pumps and plumbed to the top of the tank. The plumbing shall be 2-inch with a 2-inch Akron 8800 series ¼-turn full flow ball valve, and shall be controlled at the left pump panel by a push/pull T-handle and linkage. The pump to tank shall be plumbed to flow water from both the main and auxiliary pumps

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control, Akron Model R1 valve handle.

The valve shall be equipped with a Thuemling manually operated pull rod, with quarter-turn locking feature.

2-1/2" DISCHARGE LEFT SIDE -- FORWARD PUMP PANEL

One (1) 2-1/2" discharge shall be installed on the left side forward pump panel area controlled by a quarter turn ball valve with the appropriate handle. The discharge shall have 2-1/2" NH male hose threads, bleeder valve, and chrome brass cap, with a label adjacent the control handle.

A Class 1 quarter-turn 3/4" drain and bleeder valve shall be installed on the discharge valve.

One (1) Akron 8825 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

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The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome brass 2.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

2.5" DISCHARGE -- REAR LEFT

One (1) 2.5" discharge shall be installed on the rear left panel with controlled by a quarter turn ball valve. The discharge shall have 2.5" NH male hose threads and nameplate label adjacent the control handle.

One (1) Akron 8825 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

(1) chrome plated brass 30 degree elbow with 2.5" swivel female NH x 2.5" male NH thread with rocker lugs shall be provided on the discharge.

One (1) chrome brass 2.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

2" DISCHARGE -- REAR RIGHT

One (1) 2" discharge shall be installed on the rear right panel, controlled by a quarter turn ball valve on pump panel. The discharge shall have 2" NPT x 1-1/2" NH male hose threads and nameplate label adjacent the valve control handle.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome plated brass reducing adapter with a 2" female NH x 1.5" male NH thread with rocker lugs shall be provided on the discharge.

One (1) chrome plated brass 30 degree elbow with 1.5" swivel female NH x 1.5" male NH thread with rocker lugs shall be provided on the discharge.

One (1) chrome plated brass 1.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

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1-1/2" CROSSLAY DISCHARGES

Two (2) 1-1/2" hose cross lays shall be installed over pump enclosure. One (1) each side. They shall be arranged in a single stack design with a divider in the center of the storage area. Each storage area shall extend from the side of the pump house to the center of the pump house. The dimensions shall be approximately 4-1/2" wide x 36" deep x 32" tall.

Two (2) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

The crosslay hosebed shall be equipped with an aluminum diamond plate hinged cover and vinyl end flap enclosures on each side, installed in compliance with applicable NFPA #1900 standards. The cover shall be equipped with rubber bumpers and lift up handle on each end of the cover.

The specified crosslay/deadlay flaps shall be red.

CROSSLAY EDGES

The crosslay side sheets shall be rolled on each side to act as a guide for the hose to come out of the tray.

Two (2) chrome plated brass reducing adapter with a 2" female NH x 1.5" male NH thread with rocker lugs shall be provided on the discharge.

Two (2) chrome plated brass 1.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

1-1/2" BUMPER AREA DISCHARGE (LEFT SIDE)

One (1) 2" discharge shall be provided at the driver's side of the front bumper extension. The discharge shall be plumbed with 2" flexible high pressure hose with reusable fittings or welded stainless steel pipe. The front bumper discharge shall be equipped with a 2" quarter turn ball valve. The discharge shall have a 90 degree full swivel elbow, terminating in 1-1/2" NST male threads, to allow the hose to be pulled in any direction without kinking.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

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The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome plated brass 1.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

1-1/2" BUMPER AREA DISCHARGE (RIGHT SIDE)

One (1) 2" discharge, shall be provided at the passenger's side of the front bumper extension. The discharge shall be plumbed with 2" flexible high pressure hose with reusable fittings or welded stainless steel pipe. The front bumper discharge shall be equipped with a 2" quarter turn ball valve. The discharge shall have a 90 degree full swivel elbow, terminating in 1-1/2" NST male threads, to allow the hose to be pulled in any direction without kinking.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome plated brass 1.5" NH rocker lug cap with a securing chain or cable shall be installed on the discharge.

2" ISOLATION VALVE

One (1) 2" inline valve, labeled, shall be provided to isolate the front bumper extension discharge piping in the case of a hose or piping failure. This valve shall normally be left in the open position. Control for this valve shall be through the use of a R1 handle, painted red, located at the valve.

One (1) Akron 8820 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control, Akron Model R1 valve handle.

HOSE REEL

There shall be one (1) Hannay aluminum hose reel(s) Model #SBSEPF17-28-29-RT shall be installed. The reel shall have leak proof ball bearing swing joint, adjustable friction brake, electric 12 volt rewind. The reel shall be plumbed with wire reinforced, high-pressure hose coupled with brass fittings. The reel shall be designed to hold 125% of the specified hose capacity.

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The reel shall be provided with a 12 volt electric motor of appropriate size for rewinding.

HOSE REEL MOUNTING

The hose reel shall be mounted over the pump enclosure.

HOSE REEL CONTROLS

The hose reel shall be controlled by a 1/4 turn local control valve, the valve shall be located near the top of the pump control module next to the hose reel.

One (1) Akron 8810 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

Two (2) Cole Hersee #M-608 push button hose reel rewind controls shall be installed supplied and installed to rewind the hose reel. One (1) button shall be installed on the left pump panel and one (1) button shall be installed on the right panel.

HOSE REEL NOZZLE MOUNTING

The specified hose reel nozzle shall be mounted with a Zephyr 4-1/2" nozzle mount.

HOSE REEL ROLLERS

The hose reel shall include one horizontal and two vertical chrome fairlead rollers. Two (2) additional sets of fair lead rollers shall be located on the auxiliary pump cover for guiding the hose across the top of the apparatus.

REEL MOUNTED HOSE

Three (3) 50' foot length(s) of 1" coupler water hose shall be installed on the hose reel. The hose shall be a rubber material and have an 800 PSI working pressure. The hose shall be 3/4" in diameter.

FOAM SYSTEM

A FoamPro electronic foam system shall be provided. The system shall be designed for use with Class A foam concentrate. The foam proportioning operation shall be designed for direct measurement of water flows and shall remain consistent within the specified flows and pressures. The system shall be capable of accurately delivering foam solution as required by applicable sections of the NFPA standards.

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The system shall be equipped with a control module suitable for installation on the pump panel. There shall be a microprocessor incorporated within the motor driver that shall receive input from the system's flowmeter, while also monitoring the foam concentrate pump output. The microprocessor shall compare the values to ensure that the desired amount of foam concentrate is injected onto the discharge side of the fire pump. A "foam capable" paddlewheel-type flowmeter shall be installed in the discharge side of the piping system.

The control module shall enable the pump operator to:

- Activate the foam proportioning system
- Select the proportioning rates from 0.1% to 1.0%
- See a "low concentrate" warning light flash when the foam tank level becomes low and in two (2) minutes, if the foam concentrate has not been added to the tank, the foam concentrate pump shall be capable of shutting down.

A 12-volt electric motor driven positive displacement plunger pump shall be provided. The pump capacity range shall be 0.1 to 1.7 GPM (6.4L/min) at 200 PSI (13.8 BAR) with a maximum operating pressure up to 400 PSI (27.6 BAR). The system shall draw a maximum of 30 amps at 12 volts. The motor shall be controlled by the microprocessor which shall be mounted to the base of the pump. It receives signals from the control module and power the 1/3 horsepower (.25 Kw) electric motor in a variable speed duty cycle to ensure that the correct proportion of concentrate is injected into the water stream.

A full flow check valve shall be provided in the discharge piping to prevent foam contamination of the fire pump and water tank. A 5 PSI (.35 BAR) opening pressure check valve shall be provided in concentrate line.

Components of the complete proportioning system as described above shall include:

- Operator control module
- Paddlewheel flowmeter
- Pump and electric motor/motor driver
- Wiring harnesses
- Low level tank switch
- Foam tank
- Foam injection check valve
- Main waterway check valve
- Flowmeter and tee with 2" male NPT threads.

The foam system shall be installed and calibrated to manufacturer's requirements. In addition the system shall be tested and certified by the apparatus manufacturer to applicable NFPA standards.

The foam system design shall be tested and pass environmental testing in accordance to SAE standards.

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An installation and operation manual shall be provided for the unit. The system shall have a one (1) year limited warranty by the foam system manufacturer.

The FoamPro 1600 Series foam system shall be provided with a control cable from the controller to the foam pump assembly.

The FoamPro 1600 Series foam system shall be provided with a standard pump panel mounted FoamPro control head.

A FoamPro brass flowmeter shall be provided. The flowmeter shall be installed in the "foam capable" discharge line. The flowmeter shall have maximum accuracy between the flow range of 15 GPM and 520 GPM and be capable of operation between 5 GPM to 625 GPM. The tee shall have NPT and Victaulic inlet and outlets connections.

A FoamPro instruction and system rating label shall be provided. The label shall display information for a FoamPro 1600 Series foam system and shall meet applicable sections of the NFPA standards.

A FoamPro foam system schematic label shall be installed on the pump panel near foam controls. The label shall be a diagram of the FoamPro 1600 series foam system layout and shall meet applicable sections of the NFPA standards.

FOAM SYSTEM OUTLETS

The following discharges shall have foam distributed to them.

- Front bumper discharges
- Front bumper monitor (if applicable)
- Pump house crosslay pre connects
- Booster hose reel
- Rear 1-1/2" discharge

FOAM SYSTEM CAB CONTROL

A FoamPro on-off control switch shall be installed in the cab console.

FOAM UPLOAD SYSTEM

There shall be a Hale EZ Foam upfill system supplied and installed on the apparatus.

PUMP MODULE ENCLOSURE

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The PTO fire pump enclosure shall be a separate unit from the body unit and shall be attached and supported at the chassis frame rails. This module shall allow for independent flexing of the pump enclosure from the body, chassis, and tank, and shall permit quick removal. The module shall have Polypro mounting pads and shall be attached to the frame rails. The pump module shall also house the auxiliary pump and hose reel mounted up above the plumbing. The bolt-on pump enclosure support structure shall be constructed of steel tubing.

The pump enclosure shall be approximately 27" front to rear, 72" right to left, and 60" high.

The top portion above the pump panel (operators side), and above the pump house compartment (right hand side) shall have an stainless steel overlay. The overlay shall contour around the front and rear of the pump module approx 3" and extend down the outer edges of the module on both sides left and right to the bottom of the module. On the front of the pump house module there shall be an ALDP overlay that extends from left to right along the top approx 8" tall.

There shall be polished stainless steel bezels around panel mounted discharge and intake valves, they will be removable for ease of service.

AUXILIARY PUMP COVER

A louvered hinged cover with suitable latches shall be provided over the pump and power unit assembly. The area around the assembly shall remain open for maintenance and air circulation and the radiator shall be located behind ventilated side sheet.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

PUMP ENCLOSURE RUNNING BOARD

Both the drivers and passenger side shall be equipped with a side running board. The running board shall extend along the width of the pump enclosure from the forward end of the body module to behind the chassis cab. The exterior edge of the running board shall be constructed of a non-slip aggressive surface, supported by the pump enclosure framework, and bolted in place with stainless steel fasteners.

PUMP ACCESS SERVICE DOOR -- UPPER LEFT SIDE

The upper left side of the side mount pump enclosure shall be provided with a pump service access door. The hinged door shall be constructed of stainless steel powder coated satin black, with push button type lever latches for service access.

PUMP PANELS

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The pump panels shall be constructed of stainless steel, bolted to the pump enclosure with stainless steel fasteners. The operators side pump panel shall be powdercoated satin black, while the right side panel shall be brushed stainless steel.

MASTER PUMP DISCHARGE AND INTAKE GAUGES

MASTER INTAKE PRESSURE GAUGE

One (1) master intake pressure gauge shall be provided on the operator's panel. The gauge shall be a Span brand, or equivalent, -30-0-600 PSI graduated, with a minimum diameter of 4-1/2", backlit for nighttime operations and silicone liquid filled to prevent condensation inside the gauge and to dampen the movement.

The gauge housing shall be constructed of Zytel nylon with a 1/4" NPT brass male fitting centrally located on the rear of the housing. The gauge shall be filled with low-temperature liquid with an operating range of -40 to +150 degrees Fahrenheit, which prevents bouncing of the readout needle and provides for an accuracy rating of 3% or 1" hg on the vacuum side and 5% or 15 PSI on the pressure side of the gauge.

The specified gauge shall feature a drain located at the gauge inlet to help prevent freezing. The drain shall be a twist open and close type.

Gauge(s) shall include internal, back-lit 12 volt lighting. Replaceable, White, LED bulb in a water-resistant holder.

Gauge(s) shall be supplied with a white dial face with black lettering and black gauge marks.

Gauge bezel shall be Chrome in color.

MASTER PRESSURE GAUGE

One (1) master discharge pressure gauge shall be provided on the operator's panel. The gauge shall be a Span brand, or equivalent, 30-0-600 PSI graduated, with a minimum diameter of 4-1/2", backlit for nighttime operations and silicone liquid filled to prevent condensation inside the gauge and to dampen the movement.

The gauge housing shall be constructed of Zytel nylon with a 1/4" NPT brass male fitting centrally located on the rear of the housing. The gauge shall be filled with low-temperature liquid with an operating range of -40 to +150 degrees Fahrenheit, which prevents bouncing of the readout needle and provides for an accuracy rating of 3% or 1" hg on the vacuum side and 5% or 15 PSI on the pressure side of the gauge.

The specified gauge shall feature a drain located at the gauge inlet to help prevent freezing. The drain shall be a twist open and close type.

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Gauge(s) shall include internal, back-lit 12 volt lighting. Replaceable, White, LED bulb in a water-resistant holder.

Gauge(s) shall be supplied with a white dial face with black lettering and black gauge marks.

Gauge bezel shall be Chrome in color.

TEST TAPS

Test taps for pump intake and pump pressure with name plate labels shall be provided on the pump instrument panel.

PRESSURE GOVERNOR and ENGINE MONITORING DISPLAY

Fire Research PumpBoss Max series PBA501-D10 pressure governor and control module kit shall be installed. The kit shall include a control module, discharge pressure sensor, and cables. The control module housing shall be waterproof and have dimensions not to exceed 7 1/2" high by 3 5/8" wide. The control knob shall be 2" in diameter with no mechanical stops, have a serrated grip, and a red idle push button in the center. It shall not extend more than 2" from the front of the control module. The control LCD shall be 3.5" in size with a minimum brightness of 1000 nits and optically bonded to 3mm Borofloat Glass. Inputs for monitored engine information shall be from a J1939 data bus or independent sensors. Outputs for engine control shall be on the J1939 data bus. Inputs from the pump discharge pressure sensor shall be electrical.

The following continuous displays shall be provided:

- Engine RPM; shown on LCD screen
- Check engine and stop engine warning; shown on LCD screen
- Engine oil pressure; shown on LCD screen
- Engine coolant temperature; shown on LCD screen
- Transmission Temperature; shown on LCD screen
- Battery voltage; shown on LCD screen
- Pressure and RPM operating mode LEDs
- Pressure / RPM setting; shown on LCD screen
- Throttle ready / Ok to Pump LEDs.

On screen (LCD) 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. LCD Screen and LED's intensity shall be automatically adjusted for day and nighttime 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

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- 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 module. There shall be a USB port located at the rear of the control module to upload future firmware enhancements.

The pressure governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A throttle ready and Ok to Pump LED shall light when the interlock signal is recognized. The pressure governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the pressure governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The pressure governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of low water and no water conditions with an automatic programmed response and a push button to return the engine to idle.

The pressure governor control module shall be programmed at installation for a specific engine.

CAB MOUNTED -- WATER TANK GAUGE

One (1) Fire Research brand, Model WLA205-A00 tank level gauge, shall be provided on the cab center console, within view of the driver's seating position, to monitor the water tank liquid level. The gauge shall indicate the water tank liquid level on an LED bar graph display, and shall be wired in common with the sensor circuit for the pump operator's panel-mounted gauge.

The specified level gauge shall be active anytime the chassis battery switch is turned on.

WATER TANK VOLUME REMOTE INDICATOR

Three (3) Fire Research TankVision model WLA280-A00 tank remote indicator(s) shall be installed. The indicator shall show the volume of water in the tank on Ninety six (96) easy to see super bright Tri-color LEDs. The indicator case shall be waterproof, manufactured of Polycarbonate material with an integrated lens. The package includes a rubber gasket.

The remote indicator shall receive input information over a datalink from a Fire Research TankVision primary indicator model WLA200-A00, WLA300-A00 or WLA400-A00. The remote indicator shall indicate the level as a single color in Red for 25% or less, Amber color for up to 50% volume, Blue color for up to 75% volume and Green color for up to 100% volume. When the level reaches 25%, the red LEDs will begin flashing. When the level is empty, the red LEDs will scroll in a down-chasing motion and then flash three times. It shall have the program capability to adjust the brightness level for day time and nighttime viewing.

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Gauges shall be installed:

One (1) on the driver's side forward-most/upper portion of the body.

One (1) on the passenger's side forward-most/upper portion of the body.

One (1) on the rear of the body.

The specified level gauge shall be active anytime the chassis battery switch is turned on.

WATER TANK GAUGE

One (1) Fire Research TankVision model WLA300-A00-S20 tank gauge shall be installed on the pump panel. The water tank indicator kit shall include an electronic indicator module, a pressure sensor, and a 10' sensor cable. The indicator shall show the volume of water in the tank on nine (9) easy to see super bright LEDs.

The specified level gauge shall be active anytime the chassis battery switch is turned on.

CLASS A FOAM TANK GAUGE

One (1) Fire Research brand, Model WLA360-A00 tank level gauge shall be provided on the pump operator's panel to monitor the foam concentrate storage tank level. The gauge shall indicate the foam concentrate storage tank liquid level on an LED bar graph display.

The specified level gauge shall be active anytime the chassis battery switch is turned on.

NOMENCLATURE PLATES

The apparatus shall be equipped with color coded labels. The labels shall be furnished for discharges, intakes, and for other controls and indicators. All labels shall be in English format.

MIDSHIP PUMP PANEL LIGHTS -- DRIVERS SIDE

There shall be three Tecniq brand LED lights installed under a stainless steel light shield mounted above the pump panel. The two outer lights shall be operated by a panel mounted switch, while the middle light will only be activated upon pump engagement.

One (1) of the pump panel lights shall illuminate at the time the fire pump is engaged.

MIDSHIP PUMP PANEL LIGHTS -- PASSENGER SIDE

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There shall be one Tecniq brand LED light installed under a stainless steel light shield mounted above the pump panel. The light shall activate upon pump engagement.

PUMP ENCLOSURE WORK LIGHTS

Two (2) LED work lights shall be installed in the pump enclosure. The work lights shall have clear lenses and shall have a control switch.

AIR OUTLET - LEFT SIDE PUMP PANEL

(1) auxiliary air outlet with a quick release fitting shall be installed on the driver's side pump panel. The auxiliary air outlet shall be piped to the chassis secondary air tank.

DESIGN AND SCOPE OF STEEL WILDLAND BODY

The body shall be designed and constructed of commonly available structural components for ease of repair and maintenance. The body shall be of a modular design with the body structure independent of the chassis frame rails. The fabrication of the body shall be of welded construction to withstand the rigors of fire service use.

The body shall be designed to incorporate and support the tank, hose bed, compartments, and all other equipment intended to be stored in, or mounted to, the body module. The body skeleton and compartment framework shall be designed of tubular members for increased strength and stress resistance. There shall be no sheet metal or extrusions utilized in the foundation or structural components of the body module due to their critical role in assuring lifetime durability, functionality, and usability.

BODY FRAMEWORK

The entire body framework shall be fabricated from steel tubing. The body framework shall be a completely welded unit, forming a connected, stable frame for strength and longevity and providing the skeleton of the body module.

BODY MOUNTING SYSTEM

The mounting assembly shall be designed to isolate and protect the body module from vibration and twisting stresses imparted by the flexing of the chassis frame rails. The body module shall employ spring-loaded body mounting assemblies. Each two-piece mounting assembly shall be designed to positively position the body on the frame rails while allowing lateral and forward or aft movement. Mounting assemblies shall be placed forward and rearward of the rear axle as necessary to provide a strong and stable mounting of the body module. Each mounting assembly shall consist of a "male" upper mounting bracket and a "female" lower mounting bracket.

COMPARTMENT FLOOR-SWEEP OUT STYLE

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Each compartment shall feature a raised floor sufficient enough so the lip of the compartment shall clear the frame rail of the body module to allow debris to be removed easily from the compartment.

COMPARTMENTATION

All compartments shall be constructed of E.G. steel welded for strength and be sealed from the elements. The compartments shall be attached to the steel superstructure only, in order to maintain a truly modular design. Each compartment shall feature smooth edges and surfaces from the walls to each weld without burrs or sharp edges in the material.

DRIVER'S SIDE BODY COMPARTMENTS

COMPARTMENT D1

One compartment shall be provided on the driver's side of the apparatus body above the rear wheels. This compartment shall span from just behind the pump panel to the back of the rear wheel well quarter panel. The compartments approximate "clear door opening" is 51" wide by 39" high with a variable depth of 13.5"/22".

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE UNISTRUT

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

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Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) vertical channels on the back wall of the compartment.

ADJUSTABLE SHELF

There shall be (3) adjustable shelf(ves) installed; and the shelf(ves) shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf(ves) shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

Shelves shall be positioned as follows:

One (1) half shelf between the forward-most compartment side wall and the full-height divider, above the SCBA mounting bracket.

two (2) half shelves between the full-height divider and rearward compartment side wall.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

The compartment shelf and or shelves shall have reflective striping added to the outside lip. The stripe shall be a 1-1/2" minimum in width.

Specified part shall include Red and White DOT approved reflective striping.

COMPARTMENT DIVIDER

There shall be one (1) vertical compartment divider(s) installed in the specified compartment. The divider(s) shall be bolted in place for ease of removal. Both sides of the vertical divider shall have two (2) vertical unistruts installed.

ADJUSTABLE UNISTRUT

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

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SCBA MOUNTINGS

The apparatus shall be equipped with one (1) Ziamatic brand "Walkaway" bracket, model #UH-6-30-2-SF. The assembly shall provide a smooth release without snagging.

Bracket to be mounted:

One (1) between the forward-most compartment side wall and full-height vertical divider.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

The Dri-Dek grating shall be equipped with beveled edges where required.

The specified Dri-Dek grating shall be black in color.

COMPARTMENT LIGHTING

The specified compartment shall have two (2) vertical and one (1) horizontal Code 3 800 series lights installed.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

COMPARTMENT D2

One full height compartment shall be provided on the driver's side of the apparatus body aft of the rear wheels. This compartment shall span from behind the rear wheel well quarter panel to the rear of the body in width and from the top of the body to the rub rail in height. The compartments approximate "clear door opening" is 34" wide by 58" high with a variable depth of 13.5"/22".

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) 1/4-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

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COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

TOOL BOARD REAR WALL OF COMPARTMENT

A PAC TRAC tool board panel shall be provided and mounted vertically on the back wall of the specified compartment.

TOOL BOARD ON SIDE WALL OF COMPARTMENT

A PAC TRAC tool board panel shall be provided and mounted vertically on the side walls of the specified compartment.

PacTrac shall be mounted directly to the two compartment side walls, no UniStrut.

TOOL BOARD ON INSIDE OF COMPARTMENT DOORS

A PAC TRAC tool board panel shall be provided and mounted vertically on the inside of each door of the specified compartment.

PacTrac shall be mounted directly to the two compartment doors, no UniStrut.

END USER ACKNOWLEDGES THAT MOUNTING OF EQUIPMENT ON COMPARTMENT DOORS OF ANY KIND IS NOT RECOMMENDED AND THE BME WARRANTY SHALL NOT APPLY TO DAMAGE CAUSED TO THE DOORS AND/OR APPARATUS DUE TO MOUNTING OF EQUIPMENT IN SUCH A MANNER.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

The Dri-Dek grating shall be equipped with beveled edges where required.

BME Fire Trucks, LLC

The specified Dri-Dek grating shall be black in color.

COMPARTMENT LIGHTING

The specified compartment shall have two (2) vertical and one (1) horizontal Code 3 800 series lights installed.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

PASSENGER SIDE BODY COMPARTMENTS

COMPARTMENT P1

One compartment shall be provided on the passenger's side of the apparatus body above the rear wheels. This compartment shall span from just behind the pump panel to the back of the rear wheel well quarter panel in width and from the top of the body side to the wheel well in height. The compartments approximate "clear door opening" is 51" wide by 39" high with a depth of 12".

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE UNISTRUT

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

BME Fire Trucks, LLC

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) vertical channels on the back wall of the compartment.

ADJUSTABLE SHELF

There shall be (1) adjustable shelf(ves) installed; and the shelf(ves) shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf(ves) shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

The shelf shall be installed:

One (1) above the SCBA brackets.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

The compartment shelf and or shelves shall have reflective striping added to the outside lip. The stripe shall be a 1-1/2" minimum in width.

Specified part shall include Red and White DOT approved reflective striping.

SCBA MOUNTINGS

The apparatus shall be equipped with three (3) Ziamatic brand "Walkaway" bracket, model #UH-6-30-2-SF. The assembly shall provide a smooth release without snagging.

Brackets to be mounted:

Three (3) below the adjustable shelf.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

BME Fire Trucks, LLC

The Dri-Dek grating shall be equipped with beveled edges where required.

The specified Dri-Dek grating shall be black in color.

COMPARTMENT LIGHTING

The specified compartment shall have two (2) vertical and one (1) horizontal Code 3 800 series lights installed.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

COMPARTMENT P2

One compartment shall be provided on the passenger's side of the apparatus body aft of the rear wheels. This compartment shall span from behind the rear wheel well quarter panel to the rear of the body in width and from below the walkway to the rub rail in height. The compartments approximate "clear door opening" is 34" wide by 58" high with a variable depth of 12"/22".

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE UNISTRUT

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

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Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) vertical channels on the back wall of the compartment.

ADJUSTABLE SHELF

There shall be (3) adjustable shelf(ves) installed; and the shelf(ves) shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf(ves) shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

Shelves shall be installed:

Two (2) full-width, partial-depth shelves in the upper portion of the compartment.

One (1) full-width, full-depth shelf in the lower portion of the compartment.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

The compartment shelf and or shelves shall have reflective striping added to the outside lip. The stripe shall be a 1-1/2" minimum in width.

Specified part shall include Red and White DOT approved reflective striping.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

The Dri-Dek grating shall be equipped with beveled edges where required.

The specified Dri-Dek grating shall be black in color.

COMPARTMENT LIGHTING

The specified compartment shall have two (2) vertical and one (1) horizontal Code 3 800 series lights installed.

BME Fire Trucks, LLC

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

BACK BODY COMPARTMENTS

COMPARTMENT B1

One compartment shall be provided at the back of the apparatus body, below the hose bed and above the tailboard. This compartment shall span just center of the tank. The compartments approximate "clear door opening" is 27" wide by 34" high with a depth of 25".

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) 1/4-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT SILL PLATE

The compartment shall feature a polished stainless steel sill plate protecting the painted surface of the compartment when items are accessed.

ADJUSTABLE UNISTRUT

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) vertical channels on the back wall of the compartment.

COMPARTMENT GRATING

BME Fire Trucks, LLC

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

The Dri-Dek grating shall be equipped with beveled edges where required.

The specified Dri-Dek grating shall be black in color.

COMPARTMENT LIGHTING

The specified compartment shall have two (2) vertical Code 3 800 series lights installed.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

PUMP HOUSE COMPARTMENT (PH1)

There shall be a compartment located on the upper passenger side of the pump house. The compartment dimensions shall be approximately 21" wide x 23" high x 12" deep.

COMPARTMENT VENTILATION

A minimum 2-inch single "Weber" style polished stainless steel swivel vent with four (4) ¼-inch vent holes shall be provided. These vents shall have a stainless steel center bolt to lock the vent in either the open or closed position and be located in the compartment walls. All vents will contain fire resistant filters to minimize dust entering the compartment.

COMPARTMENT FLOOR DRAIN

The compartment shall be provided with rear corner floor drains to the underside of the body.

ADJUSTABLE UNISTRUT

Adjustable Uni-Strut equipment mounting tracks shall be installed inside the compartment with two (2) channels on the left wall and two (2) channels on the right wall. The tracks shall be positioned to provide support for equipment mounting. The length of the tracks shall be sized to allow for optimum use of the compartment interior.

ADJUSTABLE SHELF

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There shall be (1) adjustable shelf(ves) installed; and the shelf(ves) shall be constructed of .125" thick smooth aluminum plate and be mounted in the specified compartment with double bolt aluminum shelf brackets. The shelf(ves) shall have a broken front edge, and a broken rear edge for added strength and reinforcement.

COMPARTMENT SHELF GRATING

The specified compartment shelf shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

The specified Dri-Dek grating shall be black in color.

The compartment shelf and or shelves shall have reflective striping added to the outside lip. The stripe shall be a 1-1/2" minimum in width.

Specified part shall include Red and White DOT approved reflective striping.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

The Dri-Dek grating shall be equipped with beveled edges where required.

The specified Dri-Dek grating shall be black in color.

COMPARTMENT LIGHTING

The specified compartment shall have two vertical Code 3 800 series lights installed.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

PUMP HOUSE COMPARTMENT (PH2)

There shall be a compartment located on the lower passenger side of the pump house. The compartment dimensions shall be approximately 11.5" wide x 18" high x 18" deep.

COMPARTMENT FLOOR DRAIN

BME Fire Trucks, LLC

The compartment shall be provided with rear corner floor drains to the underside of the body.

COMPARTMENT GRATING

The compartments shall be fitted with removable interlocking vinyl Dri-Dek grating. This material shall be resistant to heat, cold, ultra-violet radiation, mechanical impacts, chemical actions and is corrosion resistant.

COMPARTMENT GRATING EDGE

The Dri-Dek grating shall be equipped with beveled edges where required.

The specified Dri-Dek grating shall be black in color.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

SLIDE-IN REAR LADDER COMPARTMENT - PASSENGER SIDE

The rear passenger side of the apparatus body shall have a vertically mounted slide-in ladder storage compartment. The compartment shall be **capable** of storing one (1) *20-foot three-section Duo Safety model #912 ladder, one (1) *backboard minimum dimensions 72" L x 16" W x 2" H (Ferno "Najo Light NB5500" or similar), one (1) *8-foot long pike pole and one (1) *5-foot digging bar, one (1) *8-foot rubbish hook, *New York Roof Hook with locking pins to secure each item.

Items are to be purchased by the end user

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

SLIDE-IN REAR SUCTION HOSE COMPARTMENTS

Two (2) suction hose storage compartments will be located above the side storage compartments on both sides of the apparatus. The compartments will hold a combined total of three (3) eight (8) foot sections of four (4) inch hard suction hose and strainer.

Both compartments will be capable of holding two (2) eight (8) foot sections of hose if needed. Each compartment will have a stainless steel painted hinged door on the rear of the compartment. Each compartment door will have a locking positive latching door latch.

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DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

FRONT OF HOSE BED COMPARTMENT

The front hose bed shall be provided with an compartment, the compartment shall span the width of the hosebed and comeback approximatly 19" aft from the front wall of the body. The compartment shall have a forward opening door.

ALUMINUM TREADPLATE DOOR

This compartment shall feature an embossed aluminum diamond plate lid. The lid shall be bare embossed aluminum diamond plate.

DOOR LATCH

The specified hinged door(s) shall be equipped with a sealed, black lever latch(es). Latch(es) shall be non-locking style.

LIGHTING

The specified compartment shall have no compartment lighting.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

TOP COMPARTMENT TCI

The hose bed shall be provided with a compartment down the center of the hosebed aft of the front compartment. The top compartment shall have a one piece aluminum treadplate cover. Approximate "clear door opening" dimensions shall be 13" wide by 75" deep and 16" high.

ALUMINUM TREADPLATE DOOR

This compartment shall feature an embossed aluminum diamond plate lid. The lid shall be bare embossed aluminum diamond plate.

DOOR LATCH

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The specified hinged door(s) shall be equipped with a sealed, black lever latch(es). Latch(es) shall be non-locking style.

LIGHTING

The specified compartment shall have no compartment lighting.

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

PAINTED ALUMINUM PANEL

There shall be a smooth aluminum panel bolted to the rear of the center top storage box.

WHEEL WELL PANEL CONSTRUCTION

The outer wheel well panel shall be galvanized steel of the same gauge as compartment construction and an integral part of the overall body design. The exterior wheel well area shall be painted to match the body.

WHEEL WELL LINERS

Wheel well liners designed to protect the body from impact resulting from road debris thrown by the tires shall be installed. The removable liners shall be constructed from UHMW material to encompass the entire inner wheel well area. The liners shall be secured with stainless steel threaded fasteners.

REAR WHEEL FENDERETTES

Black radius rubber fenderettes shall be installed at each rear wheel opening. The fenderettes shall be positioned outside of the wheel well panel to cover the tire area that extends past the body. The fenderettes shall be secured with stainless steel threaded fasteners.

DRIVERS SIDE BODY -- SCBA CYLINDER STORAGE PROVISIONS

A storage area for an SCBA cylinder shall be provided in the forward area of the driver's side wheel well. Dimensions shall be 8" diameter x 26" deep.

The SCBA door shall be a Cast Products door.

The SCBA cylinder storage tube shall be made from plastic. There shall be rubber matting to cushion the bottle glued into the tube.

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DOOR LATCH

The specified hinged door(s) shall be equipped with (1), textured chrome lever latch(es). Latch(es) shall be non-locking style with a raised button.

SCBA CYLINDER STRAPS

There shall be a 1" nylon tether installed to secure the bottle in the storage tube.

DRIVERS SIDE BODY -- SCBA CYLINDER STORAGE PROVISIONS

A storage area for an SCBA cylinder shall be provided in the rearward area of the driver's side wheel well. Dimensions shall be 8" diameter x 26" deep.

The SCBA door shall be a Cast Products door.

The SCBA cylinder storage tube shall be made from plastic. There shall be rubber matting to cushion the bottle glued into the tube.

DOOR LATCH

The specified hinged door(s) shall be equipped with (1), textured chrome lever latch(es). Latch(es) shall be non-locking style with a raised button.

SCBA CYLINDER STRAPS

There shall be a 1" nylon tether installed to secure the bottle in the storage tube.

PASSENGER SIDE BODY -- SCBA CYLINDER STORAGE PROVISIONS

A storage area for an SCBA cylinder shall be provided in the forward area of the passenger's side wheel well. Dimensions shall be 8" diameter x 26" deep.

The SCBA door shall be a Cast Products door.

The SCBA cylinder storage tube shall be made from plastic. There shall be rubber matting to cushion the bottle glued into the tube.

DOOR LATCH

The specified hinged door(s) shall be equipped with (1), textured chrome lever latch(es). Latch(es) shall be non-locking style with a raised button.

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SCBA CYLINDER STRAPS

There shall be a 1" nylon tether installed to secure the bottle in the storage tube.

PASSENGER SIDE BODY -- SCBA CYLINDER STORAGE PROVISIONS

A storage area for an SCBA cylinder shall be provided in the rearward area of the passenger's side wheel well. Dimensions shall be 8" diameter x 26" deep.

The SCBA door shall be a Cast Products door.

The SCBA cylinder storage tube shall be made from plastic. There shall be rubber matting to cushion the bottle glued into the tube.

DOOR LATCH

The specified hinged door(s) shall be equipped with (1), textured chrome lever latch(es). Latch(es) shall be non-locking style with a raised button.

SCBA CYLINDER STRAPS

There shall be a 1" nylon tether installed to secure the bottle in the storage tube.

RUB RAILS, CLEARANCE LIGHTS, AND REFLECTIVE TAPE

The sides of the lower body area fore and aft of the wheel well area shall be provided with 2" x 1.25" x .250" extruded aluminum rub rails, with end caps or angled corners.

Specified part shall include White reflective striping.

FRONT OF BODY -- PROTECTIVE SURFACE

The entire front of the apparatus body shall include a protective surface, constructed of aluminum tread plate material.

FRONT CORNERS OF BODY -- PROTECTIVE SURFACES

The front corners of the apparatus body shall include a protective surface installed. The surface shall be constructed of polished stainless steel material.

REAR BODY PANELS

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The entire rear of the apparatus body shall be painted apparatus color.

OUTER REAR BODY PANELS -- PROTECTIVE COVERING

The rear outer panels of the body shall have protective surfaces installed on the corners. The protective covering shall be constructed of polished stainless steel material.

TOP OF BODY COMPARTMENTS -- PROTECTIVE SURFACES

The top of the side compartments shall have a protective surfaces installed. The surface shall be constructed of aluminum tread plate material.

ANODIZED ALUMINUM DRIP RAIL

All enclosed compartment doors on the body shall be provided with an aluminum drip rail above the doors.

ALUMINUM – COMPARTMENT DOOR, HINGED OVERLAP

One (1) single, vertically hinged door shall be provide and fabricated from aluminum. The frame of the door shall be constructed of 1.75" x 1.75" x .125" aluminum tubing to prevent corrosion and provide structural support. The spacing created by the frame tubing shall be filled with Styrofoam for added support, dent resistance, insulation and noise reduction. The exterior surface shall be .125" aluminum for durability. The interior surface shall be .080" aluminum. There shall be no mechanical fasteners, such as bolt heads or rivets on the inside or outside of the doors.

The exterior of the door shall overlap the opening of the compartment. A .75" lip shall be constructed around the opening of the compartment and the exterior of the door. A rubber seal shall be installed on the .75" lip on both the compartment and the door to provide a double seal against water and dust.

The door shall be designed utilizing a D-ring style latch system. A 6" stainless steel D-ring latch, large enough to accommodate a gloved hand, shall be mounted on the exterior of the door. A stainless steel bezel shall be installed to house and protect the D-ring locking mechanism. The easily serviced bezel shall be mounted utilizing stainless steel screws. The D-ring locking mechanism shall be a double catch design. The first catch shall engage to secure the door in the event of improper closure. The second catch shall seal the door from water and other elements once the door has been properly closed.

The door shall be mounted using a stainless steel piano style hinge and a .25" diameter hinge pin for stability. The vertical hinge shall be mounted to the body frame with threaded inserts and stainless steel screws to preserve functionality and ease of maintenance in the event of damage.

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Gas struts shall be utilized to hold the door in the open position and to prevent the door from slamming during closing. The gas struts shall be mounted directly to the door with a stainless steel bracket assembly for stability and ease of maintenance. The gas struts shall be mounted to the interior of the compartment with a fully adjustable assembly.

The specified door(s) shall have a Polished stainless-steel D-ring door handle.

The specified door(s) D-ring handles shall be equipped with manual key door locks keyed to use the 1250 key.

COMPARTMENT DOOR EDGE STRIPING

The hinged compartment doors shall have reflective striping applied on the edges. The stripe shall be a 1-1/2" minimum in width.

Specified part shall include Red and White DOT approved reflective striping.

ALUMINUM – COMPARTMENT DOOR, HINGED OVERLAP

There shall be five (5) double, vertically hinged sets of doors fabricated from aluminum and installed on the apparatus body. Each door shall feature exterior surfaces which overlaps the opening of the compartment. The exterior surface shall be .125" aluminum for durability and damage resistance. The interior surface shall be .080" aluminum for structural support and overall appealing appearance of the compartment. The frame of the doors shall be constructed of 1.75" x 1.75" x .125" aluminum tubing to prevent corrosion and provide structural support. The spacing created by the frame tubing shall be filled with Styrofoam for added support and dent resistance, temperature insulation, and noise reduction.

A .75" lip shall be constructed around the opening of the compartment and the exterior of the door. A rubber seal shall be installed on the .75" lip of both the compartment and the door to provide for a double seal against water and dust. A rain gutter shall be mounted above the latch type door for an added third layer of water protection.

The doors shall be designed utilizing a D-ring latch system. A 6 inch stainless steel D-ring latch, large enough to accommodate a gloved hand, shall be mounted on the exterior of the door to allow the door to seal and fasten in the closed position. A stainless steel bezel shall be installed to house and protect the D-ring locking mechanism. The easily serviced bezel shall be mounted utilizing stainless steel screws for added stability of the mechanism and ease of maintenance in the event of damage. The D-ring locking mechanism shall be of a double catch design. The first catch shall engage to secure the door in the event of improper closure. The second catch will seal the door to water and other elements once the doors has been properly closed.

The doors shall be mounted with a stainless steel hinges with .25" diameter hinge pin for stability. The vertical hinges shall be mounted to the body frame with threaded inserts and stainless steel screws to preserve functionality with use or age and ease of maintenance in the event of damage.

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Gas struts shall be utilized to hold the door in the open position and to prevent the door from slamming during closing. The gas struts are mounted directly to the door with a stainless steel bracket assembly for stability and ease of maintenance. The gas struts shall be mounted to the interior of the compartment with fully adjustable assembly for ease of adjustment and maintenance while increasing stability.

The specified door(s) shall have polished stainless-steel double D-ring door handles.

The specified door(s) D-ring handles shall be equipped with manual key door locks keyed to use the 1250 key.

COMPARTMENT DOOR EDGE STRIPING

The hinged compartment doors shall have reflective striping applied on the edges. The stripe shall be a 1-1/2" minimum in width.

Specified part shall include Red and White DOT approved reflective striping.

REAR STEP

The rear bumper shall be made from aluminum diamondback grip strut. The design of the grip strut shall allow for no debris or dust buildup and will allow for easy clean out with just water.

The step shall be of a three piece design each section to operate independently during body and chassis flexing. The step will be full body width.

The drop step will have locking positions to allow for up position storage and rear compartment door opening access.

AUXILIARY FIXED STEP -- DRIVERS SIDE REAR

Three (3) Cast Products square cast aluminum auxiliary step(s) shall be provided. The step shall be installed on the rear drivers side of the body.

AUXILIARY FIXED STEP -- PASSENGER SIDE REAR

Three (3) Cast Products square cast aluminum auxiliary step shall be provided. The step shall be installed on the rear passenger side of the body.

GRAB HANDLES

The following grab handles shall be provided and installed in the following locations.

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- Two (2) 34.25" vertical grab handles one on each tail panel just inset from DOT lights.
- One (1) 18" vertical grab handle mounted on the passenger side pump house.
- One (1) 14" horizontal grab handle mounted on the rear of the center dunnage box
- One (1) 63" horizontal grab handle mounted just below the hosebed
- Two (2) 19" horizontal grab handles one mounted on each hosebed door rear facing
- One (1) 13" horizontal grab handle mounted on the drivers side of pump house

HOSE BODY CONSTRUCTION SPECIFICATIONS

The hose bed side sheets and floor shall be constructed from aluminum material. The hosebed shall provide two separate hose beds one on the left and one on the right side of the top loaded center dunnage. The hose body shall be free of sharp corners, bolts, or other obstructions that may catch hose and other equipment.

HOSE BED DIVIDER

One (1) adjustable width hose bed divider constructed from no less than .250 (1/4") aluminum material shall be installed. The divider shall be secured to the hose bed by utilizing adjustable track type channels and fasteners. The divider shall be full length and depth of the hose bed.

HOSE STORAGE BRACKETS

There shall be two (2) I-Zone hose bracket(s) provided on the rear of the apparatus body one on each side left and right. The mount(s) shall be mounted under CPI fixed step(s). Approx length of the I-zone pole shall be 24".

ALUMINUM HOSEBED GRATING

The hose bed compartment deck shall be constructed entirely from maintenance-free, extruded aluminum slats. The slats shall feature an anodized, contoured, ribbed top surface. The slats shall be of widths approximately 3/4" high x 4.5" wide and shall be welded into a one-piece grid system to prevent the accumulation of water and allow ventilation to assist in drying hose.

ALUMINUM HOSEBED COVER

Two (2) separate aluminum tread plate hose bed covers shall be installed, 1/8-inch aluminum alloy diamond plate reinforced with a 1/8-inch aluminum alloy hat section as needed to support walking on the hose bed covers. The covers shall be hinged on the outboard side using full length polished stainless steel hinges with a minimum 3/8-inch pin and 1-inch joint length and installed to avoid any hindrance in walking on hose bed covers.

The hose bed covers shall have full length handrails installed along the rear lip of the covers and a mechanism on each cover to assist with opening and closing of the hose bed covers. Each hose bed cover shall have a mechanism to hold the hose bed cover in the open position and will be substantial enough to prevent accidental

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closing in extreme wind conditions.

The covers shall be reinforced so that they will support the weight of a person walking on the cover and shall be sloped to the outboard side of the apparatus to aid in water run-off.

HOSEBED REAR ENCLOSURE

A vinyl end skirt with three (3) straps, and large quick release buckles (minimum 2-inch) shall be installed on each hose bed cover. Quick release buckles and nylon tie down straps shall be attached to the end skirts. The end skirts will be weighted at the bottom end with a full width flat strip of metal sewn into the hem of the skirt. The end skirts, straps, buckles, etc. will be exposed to direct sun light and shall be protected against UV rays.

The flaps shall be red in color.

HOSEBED SURFACE FINISH

The hosebed doors shall be embossed aluminum diamond plate.

HOSEBED -- AREA LIGHTS

(4) Tecniq E10 lights shall be provided and installed on hosebed door(s).

DOOR AJAR SENSOR

The Specified door(s) shall feature a magnetic proximity switch to indicate when the compartment door is ajar.

WATER TANK SPECIFICATIONS

A 500 gallon booster tank (Poly Tank) shall be fabricated from a minimum of .500" polypropylene complete with a minimum of .375" polypropylene internal full height baffles that are raised 4" off the tank floor for maximum water flow between baffles. In addition, provisions for the main pump outlet, direct tank filler inlet, a pump to tank filler/churn valve inlet, a back pump filler outlet, a fitting for an electronic water level gauge sensor and clean outs for manual tank flushing shall be provided. The tank shall be structurally reinforced and restrained to prevent deformities or damage to the tank or apparatus body during stressed off road operations. The booster tank shall be a rectangular design, and shall be capable of being completely removable from the body without cutting or bending of any components. The tank and cradle assembly shall be mounted to the chassis frame in strict accordance to the tank manufacturer's installation guidelines.

WATER TANK WARRANTY

The polypropylene water tank that is specified to be supplied with this apparatus shall be warranted by the water tank manufacturer for a "lifetime" period from the date that the apparatus is put into service. The tank

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manufacturer shall repair, at no cost to the purchaser, any problems caused by defective materials and/or workmanship. The warranty shall cover the reasonable costs of removing the water tank from the apparatus and reinstalling it after the completion of the covered warranty repairs, but shall not cover any liability for the loss of service or downtime costs of the apparatus.

The water tank shall be configured in a rectangular style with consistent widths on the sides from top to bottom.

TANK SUMP AND DRAIN PROVISIONS

A one (1) cubic foot (minimum) polypropylene sump, with anti-swirl baffles shall be provided. The sump shall be located as close to the center of the tank floor as the chassis cross members, and differential driveline will allow.

One (1) 3-inch or 4-inch National Pipe Thread (NPT) outlet and plug shall be provided in the sump floor for flushing of the tank. A 1½-inch drain valve shall be provided in the tank sump for flushing of the booster tank. The valve will be located as to provide for adequate clearance from cross members and differential during extreme twisting motions of the chassis and buildup

The sump shall also be provided with a 1-inch NPT outlet for the back pump filler hose.

Due to space constraints, it may be necessary to locate the main pump suction outlet in the tank sump for maximum water usage. The main pump suction tube will be of an adequate size to supply the main pump with enough water to meet pump ratings.

A minimum 3-inch direct tank fill NPT inlet and internal manifold shall be provided on the left rear of the tank. If the direct tank fill inlet is located on the rear tank wall, the inlet manifold shall pass through the first baffle and feature a turn down to eliminate any possible damage to the tank or baffles while filling the tank.

WATER TANK DRAIN PROVISIONS

A 3" plugged drain provision shall be installed in the bottom of the water tank, sump, or plumbing for water tank draining and the flushing-out of debris.

CLASS A FOAM TANK SPECIFICATIONS

The Class A foam tank shall have a capacity of 20 gallons. The foam tank shall be manufactured by UPF and have a lifetime warranty.

The tank shall be equipped with a positive sealing pressure/vacuum vent type cap, a low foam concentrate sensor that turns off the foam pump at a pre-set level, a visual sight gauge, an easily accessible brass or stainless steel drain valve located at the lowest point of the foam tank and an accessible brass or stainless steel cleanable strainer installed in the supply line from the foam tank to the foam pump.

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The foam tank shall be mounted on a removable sub-structure. The tank will have a positive tie down. The tie down will allow for easy removal of the foam tank.

The foam tank will have two (2) quarter turn brass or stainless shut off valves at the pump supply and fill lines to allow for the removal of the tank without loss of foam. The float switch harness and the foam concentrate supply and fill lines shall have connections located adjacent to the tank to facilitate foam tank removal.

FOAM TANK WARRANTY

The foam tank shall carry a "lifetime" warranty against defects in workmanship and perforation corrosion. The provisions of this warranty shall be provided in the delivery documentation. The tank manufacturer shall repair, at no cost to the purchaser, any problems caused by defective materials and/or workmanship. The warranty shall cover the reasonable costs of removing the water tank from the apparatus and reinstalling it after the completion of the covered warranty repairs, but shall not cover any liability for the loss of service or downtime costs of the apparatus.

FOAM TANK FILL AND VENTING PROVISIONS

The foam concentrate tank shall be provided with a fill pipe having a volume of not less than 2 percent of the total tank volume. The filler opening shall be capped with a sealed air-tight threaded cover. The fill opening shall be designed to incorporate a removable screen and shall be located so that foam concentrate from a five (5) gallon container can be dumped into the tank.

The foam tank filler shall be equipped with a pressure/vacuum vent that enables the tank to compensate for changes in pressure or vacuum when filling or withdrawing foam concentrate from the tank. The pressure/vacuum vent shall not allow atmospheric air to enter the foam tank except during operation or to compensate for thermal fluctuations. The vent shall be protected to prevent foam concentrate from escaping or directly contacting the vent at any time. The vent shall be of sufficient size to prevent tank damage during filling or foam withdrawal.

A color coded label or visible permanent marking that reads "CLASS A -- FOAM TANK FILL" shall be placed at or near the foam concentrate tank fill opening. An additional label shall be placed at or near any foam concentrate tank fill opening stating the type of foam concentrate the system is designed to use.

Any restrictions on the types of foam concentrate that can be used with the system shall also be stated, along with a warning message that states "WARNING: DO NOT MIX BRANDS AND TYPES OF FOAM."

A 3/4" diameter connection, piping, and gate type valve shall be installed for the foam tank for draining purposes.

DIRECT TANK FILL - REAR DRIVERS SIDE

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A valve for direct filling of the tank shall be supplied. The 1/4 turn valve shall be configured with 2-1/2" NH female threads, debris screen, threaded plug with retention chain and lever handle. The valve shall be located on the drivers side rear of the apparatus.

One (1) Akron 8825 series swing-out style valve(s) shall be supplied and installed. All valves shall be designed to operate under normal conditions up to 500 PSI and shall have dual seats to work in both pressure and vacuum environments. All valves and controls shall be easily accessible for service, repair or replacement.

The specified valve shall have a direct actuated 'local' control Akron Model TSC valve handle.

One (1) chrome brass 2-1/2" NH rocker lug plug with a securing chain or cable shall be installed on the intake.

(1) chrome plated brass 30 degree elbow with 2.5" swivel female NH x 2.5" male NH thread with rocker lugs shall be provided on the direct tank fill.

BACK PACK FILL SYSTEM

There shall be one (1) back pack fill system provided and installed on the lower area of the pump panel. The valve plumbing shall be 3/4" I.D. hose.

12 VOLT ELECTRICAL SPECIFICATIONS

The following describes the low voltage electrical system on the apparatus including all panels, electrical components, switches and relays, wiring harnesses and other electrical components. The apparatus manufacturer shall conform to the latest Federal DOT standards, current automotive electrical system standards, and the applicable requirements of the NFPA 1906.

Wiring shall be stranded copper or copper alloy conductors of a gauge rated to carry 125 percent of the maximum current for which the circuit is protected. Voltage drops shall not exceed 10 percent in all wiring from the power source to the using device. The wiring and wiring harness and insulation shall be in conformance to applicable SAE and NFPA standards. The wiring harness shall conform to SAE J-1128 with GXL temperature properties. Exposed wiring shall be run in a loom with a 290 degree Fahrenheit rating. Wiring looms shall be properly supported and attached to body members. Electrical conductors shall be constructed in accordance with applicable SAE standards, except when good engineering practice requires special construction.

All wiring connections and terminations shall provide positive mechanical and electrical connections and be installed in accordance with the device manufacturer's instructions. When wiring passes through metal panels, electrical connections shall be with mechanical type fasteners and rubber/plastic grommets.

Wiring between cab and body shall be split using Deutsch type connectors or enclosed in a terminal junction panel allowing body removal with minimal impact on the apparatus electrical system. Connections shall be

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insulated with heat shrink crimp-type tubing to resist moisture and foreign debris such as grease and road grime. Weather resistant connectors shall be provided throughout the system.

Electrical junction or terminal boxes shall be weather resistant and located away from water spray conditions. When required, automatic reset breakers and relays shall be housed in the main body junction panel.

There shall be no exposed electrical cabling, harnesses, or terminal connections located in compartments, unless enclosed in an electrical junction box or covered with a removable electrical panel. Wiring shall be secured in place and protected against heat, liquid contaminants and damage and shall be uniquely identified at least every six inches (6") by color coding or permanent marking with a circuit function code and identified on a reference chart or electrical wiring schematic per requirements of applicable NFPA 1906 standards.

Low voltage protective devices shall be provided for the electrical circuits. The devices shall be accessible and located in required terminal connection locations or weather resistant enclosures. Over current protection devices shall be automatic reset type suitable for electrical equipment and meet SAE standards. All electrical equipment, switches, relays, terminals, and connectors shall have a direct current rating of 125 percent of maximum current for which the circuit is protected. Electro-magnetic interference suppression shall be provided in the system as required in applicable SAE standards.

The electrical system shall include the following:

Electrical terminals in weather exposed areas shall have a non-conductive grease or spray applied. All terminal plugs located outside of the cab or body shall be treated with a corrosion preventative compound.

All electrical wiring shall be placed in a protective loom or be harnessed.

Exposed connections shall be protected by heat shrink material and sealed connectors.

Large fender washers shall be used when fastening equipment to the underside of the cab roof and all holes made in the roof shall be caulked with silicone.

Electrical components installed in exposed areas shall be mounted in a manner that will not allow moisture to accumulate inside.

A service loop shall be provided behind an electrical appliance to allow them to be pulled away from mounting area for inspection and service work.

Upon completion of the vehicle and prior to delivery, the apparatus shall be electrically tested and the electrical testing, certifications, and test results shall be submitted with delivery documentation per requirements of NFPA 1906.

ELECTRICAL WIRING HARNESS

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The electrical system shall be divided into separate harnesses. The individual harness shall be connected with Deutsch type quick connectors. The wiring and appliances shall be protected by automatic reset type circuit breakers.

CUSTOM FABRICATED CONSOLE

A custom fabricated electrical console and enclosure shall be provided and installed between the driver and passenger front seats. The console shall feature a flat forward hinged lid. The rear of the console shall feature an enclosed compartment with rearward hinged lid. This compartment shall be modified to span the width of the console in lieu of insalling the optional cup holders. There shall be provisions for two portable radios to be mounted at the front of the console, the radio mount shall be a bolted on provision.

Final console deign and layout TBD at pre-con.

AUX PUMP PRESSURE GAUGE

One (1) FRC InSight Pressure Gauge for the auxiliary pump shall be provided and installed in the front center console in a location easily visible to the driver.

HANDI-TALK HOLDERS

Four (4) BME-fabricated handi-talki holders with minimum measurements of 4" H X 3.5" W X 3.5" D inches shall be fabricated from 0.125-inch 5052 aluminum. The holders shall be mounted low enough so the handi-talki body does not protrude above the top surface of the center console approximately 14.5 inches from the bottom of the handi-talki holder to the top of the console. The Handy Talki, holders shall be designed as to allow for dust and debris to easily clear out from the bottom of the holder.

The handi-talki holders shall be mounted:

One (1) on the front-facing side of the console, on the driver's side.

One (1) on the front-facing side of the console, on the passenger's side.

One (1) on the rear-facing side of the console, on the driver's side.

One (1) on the rear-facing side of the console, on the passenger's side.

The specified compartment(s) shall be coated with Black/Black colored Multi-Spec paint.

12 VOLT POWER SOURCE

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There shall be two (2) 12 volt plug-in utility power connection(s) rated at 20 amps provided and installed in the cab console.

Port mounting locations:

One (1) accessible from the rear seats

One (1) accessible from the front seats

Exact mounting positions to be determined at pre-con and approved with the console layout.

The specified power source shall be wired to the switched battery circuit.

USB CHARGING PORT

Two (2) USB charging port(s) shall be installed in the cab of the truck for the fire departments accessory devices. The USB charging port shall have two (2) USB connections and shall have a 5 volt, 4.8A output with Intelligent Device Recognition capabilities.

Ports shall be installed:

One (1) accessible from the rear seats

One (1) accessible from the front seats

Exact mounting positions to be determined at pre-con and approved with the console layout.

The specified power source shall be wired to the switched battery circuit.

BATTERY SWITCH - MASTER DISCONNECT

A battery cutoff switch shall be provided in the cab within easy reach of the driver; by the chassis manufacturer. The switch shall be rated for 300 amps.

BLUE SEA SYSTEMS BATTERY CHARGER

The apparatus shall have a Blue Sea Systems, P12 Battery Charger, model #7532 installed. The battery charger shall be 12V DC and have a total output current of 40A. The battery charger shall be located in a clean and dry area.

BLUE SEA SYSTEMS SHORE POWER

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The apparatus shall have a Blue Sea Systems, Sure Eject 20 amp shore power plug installed.

The specified Sure Eject shall include a yellow cover.

BATTERY CHARGER BAR GRAPH DISPLAY

There shall be a Blue Sea Systems, EV Battery Charger Display, Model #7517 provided and installed on the apparatus that will display a graphical representation of voltage for 1 to 3 battery banks.

The display shall be mounted in a position visible at the driver's door. The exact mounting location shall be determined at pre-con.

IDENTIFICATION LIGHTS

All LED identification lights shall be installed on the vehicle as required by applicable highway regulations.

LICENSE PLATE MOUNTING

A front, predrilled license plate position shall be installed in the front bumper if permissible to the design. Passenger side.

LICENSE PLATE MOUNTING AND LIGHT

A predrilled backing plate and LED light shall be installed on the rear for mounting of the license plate.

STOP, TAIL, LIGHTS

Two (2) Peterson #817KR-7 4" LED lights shall be installed as stop/tail lights on the rear of the apparatus. They shall be grommet mounted.

TAIL LIGHTS

Two (2) Peterson #817KR-7 4" LED lights shall be installed as turn signal lights on the rear of the apparatus above the stop/turn lights. They shall be grommet mounted.

BACK UP LIGHTS

Two (2) Peterson #M817C-7 4" LED lights shall be installed as back up lights on the rear of the apparatus. They shall be grommet mounted.

ZONE C-- LOWER REAR WARNING LIGHTS

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Two (2) Whelen M6 Series Model # M6RC warning light shall be provided. The warning light shall incorporate Linear Super-LED® and Smart LED® technology. The M6RC configuration shall consist of 18 red Super-LEDs and a clear optic polycarbonate lens.

The lens/reflector assembly shall be sealed and resistant to water, moisture, dust, and other environmental conditions. The hard coated lens shall provide extended life/luster protection against UV and chemical stresses.

The specified Whelen M6 lights shall be equipped with chrome plastic flange type light bezel mountings.

NO--Cab Interior Lighting

MAP LIGHT

One (1) Havis Shields #C-MAP-T-LED 12" LED map light, 12 volt, with a gooseneck arm and an on-off switch located on the base of the light shall be installed on the dashboard.

WHELEN PIONEER SLIMLINE BROW LIGHT

There shall be one Whelen Pioneer SlimLine model PSL2B Brow light installed on the apparatus cab. The light shall be mounted below the lightbar on the apparatus cab, centered.

The forward facing scene light(s) shall be activated by individual buttons or switches on the cab center console.

FRONT BUMPER -- GROUND LIGHTS

There shall be two (2) Tecniq E10, LED ground light(s) installed under the front bumper.

The ground lights shall be activated when parking brake is set, or the transmission is placed into park (where applicable).

CAB GROUND LIGHTS

There shall be four (4) Tecniq E10, LED ground lights installed under the cab door(s).

The ground lights shall be activated when parking brake is set, or the transmission is placed into park (where applicable).

GROUND LIGHTS - PUMP PANEL

There shall be two (2) Tecniq E10, LED ground lights installed under the pump panel running board(s).

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The ground lights shall be activated when parking brake is set, or the transmission is placed into park (where applicable).

GROUND LIGHTS - UNDER REAR STEP

There shall be two (2) Tecniq E10, LED ground lights installed under the rear step area.

The ground lights shall be activated when parking brake is set, or the transmission is placed into park (where applicable).

PIONEER MICRO

There shall be two (2) Whelen Pioneer Micro lights provided and installed on the apparatus. They shall be located in the center section of the front bumper in provided cutouts. The lights shall be controlled by a button labeled "Scene Front" on the whelen siren controller.

The forward facing scene light(s) shall be activated by individual buttons or switches on the cab center console.

PIONEER MICRO

There shall be four (4) Whelen Pioneer Micro lights provided and installed on the apparatus.

The lights shall be located:

- Two (2) located under the middle steps on the back of the apparatus.
- Two (2) mounted rear facing under the rear of the body.

The scene lights shall be activated by individual buttons or switches on the cab center console. Left, right, and rear scene light controls.

PIONEER FLOOD/SPOT SURFACE MOUNT LIGHTHEAD

Four (4) Whelen Pioneer Plus™ Model # PCPSM1C shall be provided and installed on the apparatus. The light head shall have a chrome housing.

Lights shall be installed:

One (1) in the upper/forward corner of Zone B.

One (1) in the upper/forward corner of Zone D.

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One (1) in the upper/rear corner of Zone B.

One (1) in the upper/rear corner of Zone D.

The scene lights shall be activated by individual buttons or switches on the cab center console. Left, right, and rear scene light controls.

PIONEER PLUS SCENE LIGHT

There shall be two (2) Whelen Pioneer Plus model# PCH1P1 with a switch and pole/pedestal mount located on the rear of the apparatus. The light heads shall be white in color. The lights shall be supplied with battery switched power, and be activated with the included light mounted switch.

Lights shall be installed:

One (1) on the rear of the body, driver's side

One (1) on the rear of the body, passenger's side

DOOR OPEN WARNING LIGHT

The door ajar warning system shall be separated into four zones, a Front, Left, Right, and Rear zone. Each zone shall have an individually labeled warning light and also activate an audible alarm. The door ajar lights and audible alarm shall activate only when the apparatus parking brake has been released.

VEHICLE COMMUNICATION SYSTEM

One (1) Fire Com four (4) position intercom system shall be installed. The system shall function as an interface with the fire department's two-way radio as well as a two-way intercom system for the crew. Plug-in modules shall be provided for headset jacks.

The package shall include the following components:

One (1) 5200D Digital Intercom 2 Radio

One (1) 110-5136-30 MR-52, Motorola, 4 ft. Motorola XTL-5000

One (1) 110-5158-30 MR81X for Relm / Bedix King M150 Mobile Radio, Accessory Port

One (1) UHW505.V2 V2, Radio Transmit UH, DECT7, Head

One (1) UH-51 Wired Headset Under Helmet Radio Transmit

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Two (2) UH-54 Wired Headset Under Helmet On/Off Intercom

One (1) V2, Wireless Base Station 5-User Radio Transmit

Four (4) 108-0678-00 Hanger Hook, Yellow NFPA for Headset

Three (3) 107-0407-10 HM-10 Headset Module Single

One (1) 108-0102-00 Cable 6C Flat 150 Spool

RADIO PRE-WIRE

There shall be radio pre-wire provided in the cab center console for two (2) radio(s). The prewire shall consist of a battery hot, battery switched, and a ground source.

Pre-wire shall be for one BK radio and one Motorola radio to be installed by End User after delivery.

RADIO ANTENNA INSTALLATION

There shall be four (4) radio antenna installed on the apparatus and routed to the cab center console. This shall include one (1) multi-mode antenna (AP-IBR1100-MIMO) to be provided by BME.

BACK UP ALARM

One (1) solid state back up alarm shall be provided at the rear of the apparatus. The back up alarm shall be wired to the reverse circuit of the transmission, and shall provide an audible alarm to the rear of the apparatus when reverse gear is selected. The alarm shall have a volume of 87 to 112 db while in operation.

BACK UP CAMERA

There shall be a Rear View Safety back up camera system supplied and installed on the apparatus.

HEADLIGHT FLASHER

The headlights shall be set to alternate flash (Wig-Wag).

The wig wag shall be triggered by the siren controller slide switch position 3.

ELECTRONIC SIREN

A Whelen CenCom Core C399 electric siren and lighting control module shall be installed.

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WHELEN CORE CONTROL HEAD

There shall be a Whelen model CCTL6 control head supplied with the Cencom Core system. It features a 3 section control head, with 8 push buttons, 4- position slide switch with a 7 position rotary knob. A manual siren and air horn button, and 3 traffic advisor control buttons.

WHELEN CORE WECANX TRAFFIC ADVISOR MODULE

There shall be a Whelen model CTA Traffic Advisor module interfaced with the Cencom Core system.

SIREN SPEAKER

One (1) Whelen Model #SA315P siren speaker shall be provided. The 100 watt siren speaker shall be designed in a black nylon composite housing with 123 decibel rating.

ZONE A FRONT UPPER -- LIGHTBAR

- One (1) Whelen Model #TB-CALFIRE-ECT-M34 Cenator series WeCanx light bar shall be installed on the apparatus.

ZONE A -- LOWER FRONT WARNING LIGHTS

Two (2) Whelen M6 Series Model # M6D warning light shall be provided. The warning light shall incorporate Linear Super-LED® and Smart LED® technology.

The lens/reflector assembly shall be sealed and resistant to water, moisture, dust, and other environmental conditions. The hard coated lens shall provide extended life/luster protection against UV and chemical stresses. The M6D light shall include a split design including red and white LEDs, with a clear lens.

The specified Whelen M6 lights shall be equipped with chrome plastic flange type light bezel mountings.

ZONE A -- LOWER FRONT WARNING LIGHTS

Two (2) Whelen WIONSMCR lights shall provided and installed on the front face of the bumper, towards the outer edge.

ZONE B AND D-- FRONT INTERSECTION

Two (2) Whelen M6 Series Model # M6RC warning light shall be provided. The warning light shall incorporate Linear Super-LED® and Smart LED® technology. The M6RC configuration shall consist of 18 red Super-LEDs and a clear optic polycarbonate lens.

BME Fire Trucks, LLC

The lens/reflector assembly shall be sealed and resistant to water, moisture, dust, and other environmental conditions. The hard coated lens shall provide extended life/luster protection against UV and chemical stresses.

The specified Whelen M6 lights shall be equipped with chrome plastic flange type light bezel mountings.

ZONE B AND D LOWER MID-BODY WARNING LIGHTS

Two (2) Whelen M6 Series Model # M6RC warning light shall be provided. The warning light shall incorporate Linear Super-LED® and Smart LED® technology. The M6RC configuration shall consist of 18 red Super-LEDs and a clear optic polycarbonate lens.

The lens/reflector assembly shall be sealed and resistant to water, moisture, dust, and other environmental conditions. The hard coated lens shall provide extended life/luster protection against UV and chemical stresses.

The specified Whelen M6 lights shall be equipped with chrome plastic flange type light bezel mountings.

ZONE B AND D-- UPPER SIDE REAR WARNING LIGHTS

Two (2) Whelen M6 Series Model # M6RC warning light shall be provided. The warning light shall incorporate Linear Super-LED® and Smart LED® technology. The M6RC configuration shall consist of 18 red Super-LEDs and a clear optic polycarbonate lens.

The lens/reflector assembly shall be sealed and resistant to water, moisture, dust, and other environmental conditions. The hard coated lens shall provide extended life/luster protection against UV and chemical stresses.

The specified Whelen M6 lights shall be equipped with chrome plastic flange type light bezel mountings.

ZONE C UPPER REAR

Two (2) Whelen M6 Series Model # M6RC warning light shall be provided. The warning light shall incorporate Linear Super-LED® and Smart LED® technology. The M6RC configuration shall consist of 18 red Super-LEDs and a clear optic polycarbonate lens.

The lens/reflector assembly shall be sealed and resistant to water, moisture, dust, and other environmental conditions. The hard coated lens shall provide extended life/luster protection against UV and chemical stresses.

The specified Whelen M6 lights shall be equipped with chrome plastic flange type light bezel mountings.

REAR TRAFFIC ADVISOR, EIGHT (8) L.E.D. LAMPS

BME Fire Trucks, LLC

A Whelen TAZ86 eight lamp LINZ6 Super-LED Traffic Advisor with all amber lights shall be provided and mounted at the rear of the body. The solid state traffic advisor shall include model TACTL5 control head, or it can be directly connected to a Whelen CenCon Siren Head Controller.

PAINT CODES/COLORS

The apparatus shall be painted the following color(s): Pierce Red 181 lower & Pierce White 10 upper.

BODY PAINTING SPECIFICATIONS

All exposed surfaces shall be prepared and painted using a multi-step process to ensure a blemish-free, protective coating for the base metal materials.

All removable items, such as brackets and compartment doors, shall be removed and painted separately to insure finish paint behind them after they are reinstalled.

Due to its modular design, the apparatus body shall be completely finish painted prior to its installation on the chassis.

The body shall be sanded, and cleaned. Any imperfections or defects in the metal shall be corrected with premium body filler and then sanded smooth.

An epoxy primer shall be utilized on all painted and coated surfaces and shall prepare the metal for the final paint. The direct-to-metal primer shall be used to create a first level seal allowing secure adhesion between the base metal and the subsequent substrates.

All body and components shall then be primed, thoroughly sanded, and meticulously inspected for any imperfections; which shall be properly corrected..

All surfaces shall then be painted with a base coat of premium paint following the guidelines as established by the paint manufacturer. The body shall be painted using a single color to match the cab primary color, and then shall be buffed to a high gloss finish.

INTERIOR COMPARTMENT FINISH

The interior wall, floor and ceiling surfaces of compartments shall be finished with Rust-Oleum brand Multispec color flecked paint.

The specified compartment(s) shall be coated with Gray Stone colored Multi-Spec paint.

TOUCH-UP PAINT

BME Fire Trucks, LLC

Touch-up paint (one for each color) shall be furnished with the completed truck at final delivery.

VALVE PAINTING

All exposed valves shall be painted to match the color of the exterior body.

STRIPING PACKAGE

An allowance has been included in this build to be applied to a custom striping and lettering package. Striping shall be finalized at pre-con and pricing adjusted accordingly.

EXTENSION LADDER

One (1) Duo-Safety, 20 foot, three-section aluminum extension ladder shall be provided on the apparatus. The ladder shall meet or exceed latest NFPA standards.

SUCTION HOSE

SUCTION HOSE

One (1) 4" x 7 foot lengths of Kochek PVC flexible suction hose shall be provided and equipped with lightweight couplings.

SUCTION HOSE

Two (2) 4" x 8 foot lengths of Kochek PVC flexible suction hose shall be provided and equipped with lightweight couplings.

STRAINER

One (1) Kochek Model BS40C barrel strainer shall be provided on the apparatus. The strainer shall be constructed from aluminum with K-Chrome finish and shall include a tie off loop on the end plate. The strainer shall be equipped with a 4" NH female rocker lug coupling.

FOLDING WHEEL CHOCKS

Two (2) Zico Model SAC-44-E, aluminum folding wheel chocks shall be provided on the apparatus.

WHEEL CHOCK MOUNTING BRACKETS

Two (2) Zico wheel chock mounting brackets shall be provided. The mounting location shall be determined at the pre-construction meeting.

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5# DRY CHEMICAL FIRE EXTINGUISHER

(2) 5# ABC dry chemical fire extinguisher and mounting bracket shall be provided on the apparatus. The extinguisher shall have a pressure gauge and shall be filled with a dry chemical extinguishing agent.

SPANNER WRENCHES

One (1) Akron Model #448 wrench holder shall be provided. The wrench holder shall be equipped with two (2) #10 wrenches.

HYDRAULIC JACK

One (1) hydraulic jack shall be provided. The jack shall be designed for lifting capacity of twelve (12) tons.

LUG WRENCH

There shall be one (1) lug wrench provided and shipped loose with the completed apparatus.

REFLECTOR

A set of three (3) triangular reflectors shall be provided.



FIRE TRUCKS

STANDARD WARRANTY

BASIC COVERAGE:

BME Fire Trucks LLC. warrants each new piece of Fire and Rescue Apparatus to be free from defects in material and workmanship under normal use and service and will at its option repair or replace any part of this vehicle which proves defective in material and/or workmanship with new or re-newed parts for the first 12 months from new vehicle delivery date. This warranty shall not apply to any new product, which has been subjected to misuse, neglect, modification, alteration, accident, and lack of normal maintenance or items used in routine maintenance.

COMPONENT COVERAGE:

Certain components are given additional warranty coverage of variable time periods and distance traveled limitations. Component examples are frame rails, chassis cab components, engines, transmissions, driveline systems, water tank, etc. and are warranted by their respective manufacturers. Extended warranties are also available on many other specified chassis and body components and can be purchased as needed with the vehicle. Additional warranty coverage and extended warranties will vary depending on components specified and supplied. You may obtain more information regarding additional and extended coverage by contacting BME Fire Trucks LLC. or your local Boise Mobile Equipment Dealer.

DISCLAIMER:

NO WARRANTIES ARE GIVEN BEYOND THOSE DESCRIBED HEREIN. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED. THE COMPANY SPECIFICALLY DISCLAIMS WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ALL OTHER REPRESENTATIONS TO THE USER/PURCHASER, AND ALL OTHER OBLIGATIONS OR LIABILITIES. THE COMPANY FURTHER EXCLUDES LIABILITY FOR INCIDENTAL AND CONSEQUENTIAL DAMAGES, ON THE PART OF THE COMPANY OR SELLER. No person is authorized to give any other warranties or to assume any liabilities on the Company's behalf unless made or assumed in writing by the seller; and no other person is authorized to give any warranties or to assume any liabilities on the seller's behalf unless made or assumed in writing by the seller.

OBTAINING SERVICE:

Return the vehicle to any BME Fire Trucks LLC. dealer/authorized service center; return the vehicle to BME Fire Trucks LLC.; or contact BME Fire Trucks LLC. When contacted, BME Fire Trucks LLC. will authorize repair or replacement of parts as outlined above; will authorize a return



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of parts for inspection/repair or replacement if required; will direct you to the nearest Boise Mobile Equipment authorized service center if necessary.



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FIRE TRUCKS

10-YEAR BODY STRUCTURE WARRANTY

BODY STRUCTURAL WARRANTY

BME Fire Trucks LLC. (hereafter known as BME) warrants the fire body shall be free of structural or design failure or workmanship for a period of ten (10) years from the date the apparatus is put into service by the end user. This warranty is extended to the original purchaser only and terminates upon transfer of ownership or possession to any other entity.

A body is defined as the structure, which fabricated from steel, stainless steel or aluminum sheet metal and the associated framework that comprises fire body separate of the chassis cab area where the driver, passengers and controls are located. This warranty is strictly limited to that part of the body manufactured by BME and as defined above, exclusive of all hardware, purchased components, mechanical items, electrical items, or paintwork.

This warranty is expressly limited to the repair and/or replacement of defective items as BME may elect upon examination of any defects in material or workmanship. This warranty covers only labor for repair or replacement, which is reasonably necessary as determined by BME. All repairs must be expressly approved in writing by the BME warranty department prior to any work being performed. The failure to obtain approval for repairs from BME or to have the body repaired or replaced at BME or a place designated by BME shall void this warranty. Any repair or replacement performed by BME pursuant to this warranty shall be warranted under this warranty only for the duration of the original warranty.

BME's obligation to render any repairs under this warranty is subject to the following conditions in their entirety:

1. The claimed failure must be reported to BME, Inc within the above stated warranty period.
2. The claimed defective body must be returned to BME or an authorized BME warranty service center immediately after notification of BME. Transportation costs will be the responsibility of the purchaser, as will any charges for drivers, loading, unloading, or other costs associated with the transportation of the chassis.
3. BME will then have the unconditional right to examine the body to determine if the claimed defect falls within the scope of this warranty.



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This warranty shall not cover the following:

1. Damage caused by fire, misuse, neglect, or accident.
2. Damage caused by theft, vandalism, riot, or explosion.
3. Damage caused by acts of God such as lightning, flood, hurricane, etc.
4. Damage that may or may not, at BME's discretion, be caused by or associated with unauthorized repairs or modifications.
5. Damage that may or may not, at BME's discretion, be caused by or associated with lack or improper maintenance procedures.
6. Loss of time, loss of use of the chassis, inconvenience, lodging, food, or other consequential loss that may result from the claimed failure of the repair and claim procedure.

This warranty is expressly in lieu of all other warranties, expressed or implied.



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FIRE TRUCKS

STAINLESS STEEL & BRASS PLUMBING WARRANTY

BASIC COVERAGE:

BME Fire Trucks LLC. warrants to the original purchaser that the stainless-steel plumbing components and ancillary brass fittings used in the construction of the water/foam plumbing system are structurally sound, free of structural defects in design, material and workmanship and will not fail due to perforation caused by corrosion. BME Fire Trucks LLC. will at its option repair or replace any portion of the plumbing system, covered under this warranty, that proves to be defective in design, material and/or workmanship for a period of ten (10) years from the date the apparatus is first placed in service.

NOT COVERED:

This warranty shall not apply to any new apparatus that has been subjected to misuse, neglect, overloading, remounting, modification, alteration, accident, or lack of normal maintenance practices. The plumbing warranty shall terminate upon transfer of possession or ownership by original purchaser.

DISCLAIMER:

NO WARRANTIES ARE GIVEN BEYOND THOSE DESCRIBED HEREIN. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED. THE COMPANY SPECIFICALLY DISCLAIMS WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ALL OTHER REPRESENTATIONS TO THE USER/PURCHASER AND ALL OTHER OBLIGATIONS OR LIABILITIES. FURTHER, THE COMPANY EXCLUDES LIABILITY FOR CONSEQUENTIAL AND INCIDENTAL DAMAGES, ON THE PART OF THE COMPANY OR SELLER. No person is authorized to give any other warranties or to assume any liabilities on the Company's behalf unless made or assumed in writing by the seller; and no other person is authorized to give any warranties or to assume any liabilities on the seller's behalf unless made or assumed in writing by the seller.

OBTAINING SERVICE:

Return the vehicle to any BME Fire Trucks LLC. dealer/authorized service center or contact BME Fire Trucks LLC. BME Fire Trucks LLC. shall be solely responsible for determining the extent of repair under the terms of the warranty. Transportation costs shall be the responsibility of the purchaser.



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FIRE TRUCKS

PAINT WARRANTY

BASIC PAINT COVERAGE:

BME Fire Trucks LLC. PPG Paint Company warrants to the original purchaser the paint finish applied to each new piece of Fire and Rescue Apparatus to be free from defects in material and workmanship under normal use and service and will at its option repair or replace the paint of the damaged area. The warranty coverage shall be for a period of seven (7) years from the new vehicle delivery date. This warranty shall not apply to any new apparatus that has been subjected to misuse, neglect, modification, alteration, accident, and lack of normal maintenance practices.

SPECIFIC COVERAGE:

The paint finish applied to the BME Fire Apparatus is guaranteed to the original purchaser for a period of seven (7) years against the following:

- Peeling or delaminating of the topcoat and/or other layers of paint
- Cracking or checking
- Loss of gloss caused by cracking, checking, or chalking
- Any paint failure caused by defective paint materials covered by this guarantee

EXCLUSIONS:

A paint failure resulting from any of the following conditions is excluded from coverage:

- Paint deterioration caused by bubbles, blisters, or other film degradation due to rust or corrosion originating from the substrate
- Corrosion due to design/engineering (i.e., electrolysis dissimilar metals)
- Hazing, chalking or loss of gloss caused by improper care, abrasive polishes, cleaning agents, or heavy-duty pressure washing
- Paint deterioration caused by abuse, accidents, acid rain, chemical fallout, or other acts of nature
- Accidents, scratches, chips, or stone bruises due to normal vehicle use
- Repairs done over previously refinished areas unless stripped to bare metal
- Claims presented without proper guarantee documentation



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OBTAINING SERVICE:

Return the vehicle to any BME Fire Trucks LLC. dealer/authorized service center or contact BME Fire Trucks LLC. When contacted, BME Fire Trucks LLC. will authorize and will direct you to the nearest authorized paint repair facility if necessary.



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5 DEALER SUPPLIED PRODUCTS AND /OR SERVICES

Exhibit "D"

DEALER-SUPPLIED PRODUCTS AND SERVICES

Golden State Fire Apparatus Inc. (GSFA) will supply the following items and services on a "per unit" basis (unless otherwise specified) before final delivery. This ensures that all necessary components and support are in place, facilitating an efficient final delivery process. Please refer to the detailed list below for a comprehensive overview of the included products and services.

AUTHORIZED MANUFACTURER

In accordance with the State of California Vehicle Code, specifically Section 11701, it is mandated that "every manufacturer of a vehicle subject to registration shall make application to the Department of Motor Vehicles (DMV) for a license containing a general distinguishing number." The manufacturer, as of the proposal submission, holds a valid license in compliance with this requirement and is prepared to furnish a copy upon request. This adherence to regulatory standards ensures that the manufacturer maintains a current and official status, promoting transparency and compliance with legal requirements throughout the duration of the proposal and subsequent processes.

AUTHORIZED DEALERSHIP

In compliance with the State of California Vehicle Code, specifically Section 11701, it is mandated that "a dealer in vehicles of a type subject to registration shall make application to the Department of Motor Vehicles (DMV) for a license containing a general distinguishing number." Golden State Fire Apparatus, Inc. possesses a valid license at the time of the bid, as detailed above, and can promptly provide a copy upon request. This adherence to regulatory standards ensures that the dealership maintains a current and official status, promoting transparency and compliance with legal requirements throughout the duration of the proposal and subsequent processes.

AUTHORIZED SALES REPRESENTATIVE

In accordance with the State of California Vehicle Code, specifically Section 11800, it is expressly prohibited for any individual to function as a vehicle salesperson without obtaining a license issued by the Department of Motor Vehicles (DMV). The representative, at the time of proposal, holds a valid vehicle salesperson's license and is ready to furnish a copy upon request. This adherence to regulatory standards ensures that the sales representative maintains a current and official status, promoting transparency and compliance with legal requirements throughout the bidding process and subsequent phases.

VEHICLE REGISTRATION

In adherence to the State of California Vehicle Code Section 11739, it is mandated that the "dealer of a new motor vehicle sale is responsible for applying for the title, securing vehicle registration, and obtaining license plates for the Customer" through the Department of Motor Vehicles (DMV). Being a factory-authorized dealer of the vehicle being sold, Golden State Fire Apparatus, Inc. is duly authorized to register the vehicle with the State of California as a new vehicle manufacturer.

GSFA is committed to facilitating an excellent vehicle ownership experience for the customer. As such, we will manage all necessary applications and complete all transfer papers, including the application for California Exempt "E" license plates. This approach ensures compliance with regulatory requirements and a hassle-free registration process for our valued customers.

WEEKLY PROGRESS PHOTOGRAPHS

GSFA is committed to ensuring transparency and comprehensive reporting throughout the construction process of the apparatus. To achieve this, GSFA will provide weekly photographs capturing various stages of the apparatus or major components under construction.

Commencing from the initiation of the manufacturing process, the photographic documentation will extend throughout the entire production phase by the manufacturer. These weekly reports will offer a visual representation of the ongoing progress of the apparatus, highlighting key milestones and showcasing unique features and aspects as construction unfolds.

Our focus is to provide customers with a clear and detailed insight into the evolution of the apparatus, fostering a deeper understanding of the craftsmanship and distinct elements incorporated during the construction process. This commitment to regular, visual updates aims to enhance communication and transparency regarding the progress of the apparatus.

PRE-CONSTRUCTION, FACTORY VISIT

A pre-construction trip to the manufacturing facility is included for two (2) Customer representatives. The primary objective of this visit is to review and finalize, in detail, the specifications prior to the start of production. The pre-construction trip is anticipated to span three (3) days and two (2) nights, with scheduling details collaboratively determined between GSFA and the Customer.

GSFA will cover the costs associated with airfare, lodging, meals, and ground transportation during the stay at the manufacturer's location. Air travel will be arranged from one of the following airports: Sacramento, San Francisco, or San Jose.

It is important to note that certain costs, including Customer ground transportation within California, airport parking, luggage fees, and incidental expenses during travel to the factory, fall within the responsibility of the Customer. Furthermore, flight reservations are non-refundable, and in the event of a cancellation post-booking, the Customer will bear all associated costs, encompassing not only the original ticket cost but also any change or cancellation fees levied by the airline and/or travel agency. Additionally, flight reservations are non-transferable. This delineation aims to establish clarity and transparency regarding the allocation of responsibilities and potential costs associated with the pre-construction trip.

Please note that one (1) factory pre-construction trip has been priced for the four (4) units being proposed. Meaning that the cost for this trip has been spread evenly over the four units.

FINAL INSPECTION, FACTORY VISIT

A final inspection trip to the manufacturing facility is included for three (3) Customer representatives. The primary objective of this visit is to ensure the adherence of the apparatus to specifications and promptly identify any potential deficiencies. The final inspection trip is

anticipated to span four (4) days and three (3) nights, with scheduling details collaboratively determined between GSFA and the Customer.

GSFA will cover the costs associated with airfare, lodging, meals, and ground transportation during the stay at the manufacturer's location. Air travel will be arranged from one of the following airports: Sacramento, San Francisco, or San Jose.

It is important to note that certain costs, including Customer ground transportation within California, airport parking, luggage fees, and incidental expenses during travel to the factory, fall within the responsibility of the Customer. Furthermore, flight reservations are non-refundable, and in the event of a cancellation post-booking, the Customer will bear all associated costs, encompassing not only the original ticket cost but also any change or cancellation fees levied by the airline and/or travel agency. Additionally, flight reservations are non-transferable. This delineation aims to establish clarity and transparency regarding the allocation of responsibilities and potential costs associated with the final inspection trip.

Please note that one (1) factory final inspection trip has been priced for the four (4) units being proposed. Meaning that the cost for this trip has been spread evenly over the four units.

DELIVERY TO AUTHORIZED SERVICE FACILITY

GSFA will deliver the apparatus to our Northern California facility located in Sacramento for a comprehensive dealer preparation inspection. This service, conducted at the expense of GSFA, aims to have the apparatus in optimal condition at the time of final delivery.

To ensure the proper break-in of all components while still under warranty, the apparatus will be delivered under its own power. The use of rail or truck freight for transportation is deemed unacceptable in order to uphold the highest standards of quality assurance during the delivery process. This approach not only aligns with warranty considerations but also emphasizes the commitment to delivering a fully operational apparatus to our valued customers.

PRE-DELIVERY SERVICE

Before reaching its final destination, the apparatus undergoes a pre-delivery service conducted by Golden State Emergency Vehicle Service, Inc. This service is designed to tap into the expertise of an external source, providing an experienced perspective that enhances the thoroughness of your final inspection. Our pre-delivery service covers the following areas:

1. Engine Compartment and Undercarriage:
 - Inspect for broken mounting brackets.
 - Inspect and identify locations of any fluid leaks.
 - General inspection of hoses, wiring, and linkage, focusing on potential wear points.

- Verify correct fluid capacities for engine oil, coolant, power steering fluid, washer reservoir fluid, transmission fluid, rear-end fluid, pump transmission oil, and primer oil if applicable.
 - Re-torque U-bolts to OEM specifications if equipped with leaf spring suspension (Pierce Custom chassis only).
2. Interior:
- Confirm proper operation of doors, windows, and locks, ensuring accurate adjustment.
 - Confirm proper operation of seatbelt alarms.
 - Confirm proper operation of all compartment door alarms, as well as hose bed cover, ladder rack, light tower, and deck gun alarms.
 - Ensure functionality of auxiliary power points, interior lighting, mirror, and seat controls, and if applicable - headsets and radios.
 - Inspect upholstery for quality and condition.
3. Exterior:
- Address reasonable paint scratches or chips.
 - Tighten any loose hardware.
 - Inspect tires and wheels, ensure proper pressure.
 - Check compartment doors for proper operation and latch fit.
 - Lubricate compartment door locks if applicable.
4. Road Test:
- Conduct a road test with a full water tank (if applicable), covering approximately twenty miles on both city and highway roads.
 - Perform a DOT compliant brake test to verify the system is holding air.
 - Inspect brake condition, wheel seals, and ensure drive train components reach optimal operating temperatures.
 - Conduct an Allison Transmission self-diagnostic to verify fluid level, fluid and filter life, and check for fault codes.
5. Electrical:
- Verify the operation of all lights, sirens, and other electrical accessories.
6. Pump:
- Operate the Pressure Governor or Relief Valve, transfer valve, and check pump shift.
 - Inspect water tank, pump and plumbing for leaks and calibrate the water level gauge.

- Ensure smooth operation of all discharge, suction, and drain valves.
7. Pierce Husky™ Foam System:
 - If applicable, draft and inject clean water to ensure proper operation of the foam pump.
 8. Fuel and DEF Tanks:
 - Fill the fuel tank and DEF tank prior to final delivery.
 9. Wash:
 - Thoroughly wash the apparatus prior to final delivery.

This pre-delivery service assists the apparatus to meet our high standards of quality and operational efficiency before reaching its final destination.

FINAL DELIVERY (CUSTOMER LOCATION)

GSFA will deliver the completed Product, inclusive of any relevant equipment, spare parts, and supplies, to the Customer's specified address at GSFA's expense.

In preparation for the Product's delivery, the Customer is required to furnish GSFA with proof of liability and physical damage insurance. GSFA will withhold the release of the Product until such proof of insurance is provided.

To ensure a timely delivery process, it is incumbent upon the Customer to settle any outstanding balance owed to GSFA before or at the time the Product is completed and ready for delivery. In the event of delayed payment or delivery, GSFA reserves the right to impose a late fee and daily storage charge as outlined in the Standard Terms and Conditions until payment is received.

For compliance with insurance liability considerations, the Product will only be delivered upon full acceptance and full payment, or through a prior written agreement mutually reached between the Customer and GSFA. This ensures a secure and efficient finalization of the delivery process, aligning with both parties' obligations and safeguarding against potential liabilities.

END OF EXHIBIT D



ADAM A. HOUSE
Fire Chief

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

DATE: January 23, 2025
TO: Board of Directors
SUBJECT: Designation of Authorized Agents for Disaster Assistance Funding

TOPIC

Adoption of a resolution designating Authorized Agents for seeking and or managing disaster assistance funding.

SUMMARY

In order to be eligible to receive disaster assistance funding for the reimbursement of costs associated with the COVID-19 emergency, the Board of Directors must designate one or more Authorized Agents to engage with the Federal Emergency Management Agency (FEMA) and the State of California Governor's Office of Emergency Services (Cal OES).

DISCUSSION

For the purpose of obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act, Cal OES requires adoption of a resolution designating one or more Authorized Agents for the District.

Approval of the attached resolution would designate the Fire Chief, Chief Financial Officer, and the Grant Specialist as the District's Authorized Agents for the purposes of seeking disaster assistance funding.

FISCAL IMPACT

There is no fiscal impact associated with adoption of the resolution designating the District's Authorized Agents.

RECOMMENDATION

Staff recommends adopting the attached resolution.

Submitted by:

Dave O'Toole

Dave O'Toole
Chief Financial Officer

Approved by:

Adam A. House

Adam A. House [Jan 14, 2025 23:20 EST]

Adam House
Fire Chief

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Cal OES 130 Designation of Applicants Agent Resolution for Non-State Agencies



Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200, Mather, CA Phone (916) 859-4300 Fax (916) 859-3700

ADAM A. HOUSE
Fire Chief

RESOLUTION NO. 2025-XXX

A RESOLUTION OF THE SACRAMENTO METROPOLITAN FIRE DISTRICT DESIGNATING AUTHORIZED AGENTS FOR DISASTER FUNDING OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES

WHEREAS, the Sacramento Metropolitan Fire District ("District") is a political subdivision of the State of California ("State") and is duly organized and existing pursuant to the State constitution and laws; and

WHEREAS, the District applied for federal and state financial assistance relating to the impact of COVID-19 Emergency declaration through the State of California Governor's Office of Emergency Services (Cal OES); and

WHEREAS, as a condition to the award of the grant, Cal OES requires adoption of a resolution designating one or more Authorized Agents for the District for the purpose of obtaining certain federal financial assistance under Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Sacramento Metropolitan Fire District hereby designates the Fire Chief, the Chief Financial Officer, and the Grant Specialist as Authorized Agents for the District to apply for and manage disaster assistance funding from all applicable agencies.

BE IT FURTHER RESOLVED that the Authorized Agents are hereby authorized to:

1. Initiate and submit all necessary applications and documentation for disaster assistance funding.
2. Communicate with relevant agencies regarding disaster declarations and funding eligibility.
3. Execute contracts and agreements related to disaster assistance funding on behalf of the District.
4. Monitor the expenditure of disaster assistance funds and submit required reports.

RESOLUTION NO. 2025-XXX

Page 2

PASSED, APPROVED AND ADOPTED this 23rd day of January 2025. I, **MARNI RITTBURG, BOARD CLERK OF SACRAMENTO METROPOLITAN FIRE DISTRICT** **HEREBY CERTIFY** the foregoing Resolution was introduced and passed at a regular meeting of the Sacramento Metropolitan Fire District Board by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

SACRAMENTO METROPOLITAN FIRE DISTRICT

By: _____
President, Board of Directors

ATTEST:

Marni J. Rittburg, CMC, CPMC
Clerk of the Board



DESIGNATION OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES

BE IT RESOLVED BY THE Board of Directors OF THE Sacramento Metropolitan Fire District
 (Governing Body) (Name of Applicant)

THAT Fire Chief, OR
 (Title of Authorized Agent)
Chief Financial Officer, OR
 (Title of Authorized Agent)
Grant Specialist
 (Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the Sacramento Metropolitan Fire District,
 (Name of Applicant)

a public entity established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining federal financial assistance for any existing or future grant program, including, but not limited to any of the following:

- **Federally declared Disaster (DR), Fire Mitigation Assistance Grant (FMAG), California State Only Disaster (CDAA), Immediate Services Program (ISP), Hazard Mitigation Grant Program (HMGP), Building Resilient Infrastructure and Communities (BRIC), Legislative Pre-Disaster Mitigation Program (LPDM)**, under
- Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.
- **Flood Mitigation Assistance Program (FMA)**, under Section 1366 of the National Flood Insurance Act of 1968.
- **National Earthquake Hazards Reduction Program (NEHRP)** 42 U.S. Code 7704 (b) ((2) (A) (ix) and 42 U.S. Code 7704 (b) (2) (B) National Earthquake Hazards Reduction Program, and also The Consolidated Appropriations Act, 2018, Div. F, Department of Homeland Security Appropriations Act, 2018, Pub. L. No. 115-141
- **California Early Earthquake Warning (CEEW)** under CA Gov Code – Gov, Title 2, Div. 1, Chapter 7, Article 5, Sections 8587.8, 8587.11, 8587.12

That the Sacramento Metropolitan Fire District, a public entity established under the
 (Name of Applicant)

laws of the State of California, hereby authorizes its agent(s) to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.



Please check the appropriate box below

- This is a universal resolution and is effective for all open and future disasters/grants declared up to three (3) years following the date of approval.
- This is a disaster/grant specific resolution and is effective for only disaster/grant number(s): _____

Passed and approved this 23rd day of January, 2025

 (Name and Title of Governing Body Representative)

 (Name and Title of Governing Body Representative)

 (Name and Title of Governing Body Representative)

CERTIFICATION

I, Marni Rittburg, duly appointed and Board Clerk of

 (Name) (Title)

Sacramento Metropolitan Fire District, do hereby certify that the above is a true and

 (Name of Applicant)

correct copy of a resolution passed and approved by the Board of Directors

 (Governing Body)

of the Sacramento Metropolitan Fire District on the 23rd day of January, 2025.

 (Name of Applicant)

Board Clerk

 (Signature)

 (Title)



Cal OES Form 130 Instructions

A Designation of Applicant's Agent Resolution for Non-State Agencies is required of all Applicants to be eligible to receive funding. A new resolution must be submitted if a previously submitted resolution is older than three (3) years from the last date of approval, is invalid, or has not been submitted.

When completing the Cal OES Form 130, Applicants should fill in the blanks on pages 1 and 2. The blanks are to be filled in as follows:

Resolution Section:

Governing Body: This is the group responsible for appointing and approving the Authorized Agents.

Examples include: Board of Directors, City Council, Board of Supervisors, Board of Education, etc.

Name of Applicant: The public entity established under the laws of the State of California.

Examples include: School District, Office of Education, City, County or Non-profit agency that has applied for the grant, such as: City of San Diego, Sacramento County, Burbank Unified School District, Napa County Office of Education, University Southern California.

Authorized Agent: These are the individuals that are authorized by the Governing Body to engage with the Federal Emergency Management Agency and the California Governor's Office of Emergency Services regarding grants for which they have applied. There are two ways of completing this section:

1. **Titles Only:** The titles of the Authorized Agents should be entered here, not their names. This allows the document to remain valid if an Authorized Agent leaves the position and is replaced by another individual. If "Titles Only" is the chosen method, this document must be accompanied by either a cover letter naming the Authorized Agents by name and title, or the Cal OES AA Names document. The supporting document can be completed by any authorized person within the Agency (e.g., administrative assistant, the Authorized Agent, secretary to the Director). It does not require the Governing Body's signature.
2. **Names and Titles:** If the Governing Body so chooses, the names **and** titles of the Authorized Agents would be listed. A new Cal OES Form 130 will be required if any of the Authorized Agents are replaced, leave the position listed on the document, or their title changes.



Checking Universal or Disaster-Specific Box: A Universal resolution is effective for all past disasters and for those declared up to three (3) years following the date of approval. Upon expiration it is no longer effective for new disasters, but it remains in effect for disasters declared prior to expiration. It remains effective until the disaster goes through closeout unless it is superseded by a newer resolution.

Governing Body Representative: These are the names and titles of the approving Board Members.

Examples include: Chairman of the Board, Director, Superintendent, etc. The names and titles **cannot** be one of the designated Authorized Agents. A minimum of three (3) approving board members must be listed. If less than three are present, meeting minutes must be attached in order to verify a quorum was met.

Certification Section:

Name and Title: This is the individual in attendance who recorded the creation and approval of this resolution.

Examples include: City Clerk, Secretary to the Board of Directors, County Clerk, etc. This person **cannot** be one of the designated Authorized Agents or Approving Board Member. If a person holds two positions (such as City Manager and Secretary to the Board) and the City Manager is to be listed as an Authorized Agent, then that person could sign the document as Secretary to the Board (not City Manager) to eliminate "Self-Certification."



ADAM A. HOUSE
Fire Chief

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

DATE: January 23, 2025
TO: Board of Directors
SUBJECT: Nomination of Captain Steve Mayer for Honorary Metro Fire Member

TOPIC

COMMENDATIONS AND AWARDS PROGRAM POLICY 01.009.02

CRITERIA FOR HONORARY METRO FIRE MEMBER AWARD

Honorary Metro Fire Member

a. Honorary Membership: A means for extending the privilege of membership in Metro Fire to an individual who holds true to the core values of our organization – teamwork, professionalism, integrity, and service before self. Honorary membership is an expression of appreciation for the outstanding contributions, improvements, and/or advancements the individual has made to the organization or, more specifically, for the men and women of Metro Fire. This membership entails no salary/benefits or official authority at Metro Fire.

b. Award Criteria: Nominee demonstrated outstanding contributions to Metro Fire. Having made extensive contributions over many years, this award is intended to recognize the individual for their distinguished service through achievement, leadership, and community service.

c. Who is eligible for honorary membership?

I. An individual not currently an employee or active member of the Metro Fire organization.

II. An individual that has rendered or is rendering important service to the institution, community, state, or nation.

III. An individual shall be approved for such standing by a majority vote of the Board of Directors at a regularly scheduled board meeting.

d. Award: The individual receives a Wallet Badge (Platiloy Flat), Wallet (#26 Elite), and Identification Card. The banner across the top of the badge shall read: Honorary Member. The banner across the bottom of the badge shall be the numeric order of honorary members.

Honorary Metro Fire Member – Reporting Responsibility

- a. Reporting responsibility: Supervisors shall report through their chain of command acts worthy of commendation by community civilians who assist in our efforts to protect and preserve life and property.
- b. The Division Manager or Battalion Chief shall review and prepare a report and forward it to the Community Services Division.
- c. Upon final approval by the Fire Chief, the recommendation shall be forwarded to the Community Services Division for future action at an awards ceremony or as determined appropriate.
- d. The award shall be presented to the recipient by the Fire Chief or his/her designated representative at an annual awards ceremony or as appropriate.

DISCUSSION

In accordance with policy, Chief House has reviewed and approved this nomination, which is now being submitted to the Board of Directors for approval. Upon approval, Captain Mayer will receive a badge and identification card and be honored at the upcoming Awards Gala scheduled for Friday, February 21.

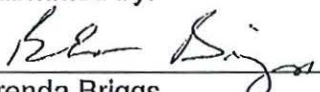
FISCAL IMPACT

No fiscal impact.

RECOMMENDATION

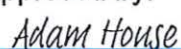
Per our policy, we request the Board of Directors approve this nomination. The nomination form is attached for your review.

Submitted by:



Brenda Briggs
Community Relations Coordinator

Approved by:



Adam House (Jan 14, 2025 23:19 EST)
Adam A. House
Fire Chief

ATTACHMENTS:

Attachment 1: Nomination for Captain Steve Mayer for Honorary Metro Fire Member

Captain Stephen Mayer

Nomination for Metro Fire Honorary Member

Honoring those who make the ultimate sacrifice is a significant responsibility in the fire service. Each loss is approached with compassion and gratitude, while pride and respect are more than just values; they represent the heart of the fire service community. The honor guard is a remarkable ceremonial unit dedicated to honoring fallen firefighters and supporting their families with grace and dignity. By participating in funerals, the honor guard provides comfort and closure to grieving families, while also presenting a positive and professional image of the department. Their formal presence reflects the rich traditions and values of the fire service and instills a sense of pride in everyone involved. Guiding a fire department in bestowing such honors requires a unique leader; in the local area, that leader is Captain Steve Mayer.

Captain Stephen Mayer serves with the City of Sacramento Fire Department and is currently assigned to Station 6. Originally from New York, he was born and raised in Queens before relocating to California in 1996, where he found his calling in the fire service. He began as a reserve firefighter with the City of Sacramento Fire Department, serving in that volunteer role for three years before moving into the paramedic intern program and ultimately starting the fire academy. In 2001, Steve proudly became a full-time firefighter devoted to the department he holds dear. As a dedicated Sacramento Area Firefighters Local 522 member, he enthusiastically joined the honor guard in 2003 and has consistently demonstrated high professionalism, discipline, and conduct. Steve embodies the values of this organization, serving as a proud ambassador who represents its principles with dignity and respect. He now serves as the Commander of this distinguished group.

Interestingly, the Sacramento Area Firefighters Local 522 Honor Guard was started in the 1990s and was led by the esteemed Robert Werner, a Metro Fire engineer who devoted much of his life to the community before his untimely passing in 2008. Engineer Werner and Captain Mayer share many traits of great team leaders, such as empathy, gratitude, and a commitment to excellence, which are essential to leading an organization like this.

Since 2007, the Honor Guard has flourished, expanding to include talented volunteers from eight fire departments. This committed team now consists of 14 dedicated volunteers actively participating in over 30 events yearly. Their involvement includes memorial services, funerals, promotional celebrations, parades, and fire academy graduations, bringing honor and dignity to these important occasions.

When Metro Fire requires assistance during events involving the Honor Guard, Steve is often one of the first members to respond. His calm and professional demeanor is an invaluable asset to Metro Fire and the families of the fallen. We have had the pleasure of working alongside Steve on many occasions, and each collaboration highlights his unwavering dedication to the firefighting community. Focusing on service rather than agency affiliation, Steve prioritizes the needs of the fire service while fulfilling the heartfelt wishes of the families he supports. His humility and genuine care consistently shine through as he honors and respects those he serves. We are truly grateful for Steve's leadership; he embodies the kindness and compassion necessary for someone to bestow such important honors on the fallen.

Given Captain Steve Mayer's exceptional dedication and unwavering service to Metro Fire, I nominate him for the Honorary Member of Metro Fire title. This prestigious title recognizes individuals for their significant contributions or achievements without the typical requirements or obligations. I genuinely believe that Captain Mayer's time and dedication as the honor guard commander deserve recognition at the annual awards gala, where he would receive this esteemed distinction, celebrating his outstanding commitment to the fire service and our values.



ADAM A. HOUSE
Fire Chief

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

DATE: January 23, 2025
TO: Board of Directors
SUBJECT: FY 2023/24 Annual Comprehensive Financial Report (ACFR),
Accompanying Audit Report, and Government Finance Officers
Association Certificate of Achievement

SUMMARY

The Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2024 has been completed and is now ready for presentation to the Board for review and acceptance.

DISCUSSION

The Finance Division, with the assistance of other Divisions, annually prepares Metro Fire's ACFR, a thorough and detailed presentation of Metro Fire's financial condition. The ACFR has been audited by Metro Fire's independent auditors, Badawi & Associates, and has received a "clean" opinion. Along with the financial audit, the auditors performed an audit of Metro Fire's compliance with grant laws and regulations and determined we have complied in all material respects. The auditors did not identify any material weakness in the District's internal controls.

The following reports and letter are included in the Board packets and will be discussed by the District's independent auditors:

- Annual Comprehensive Financial Report (with Independent Auditor's Report)
- Single Audit Reports
 - Report on Internal Control over Financial Reporting and on Compliance
 - Report on Compliance for Each Major Program and Report on Internal Control over Compliance
 - Schedule of Expenditures of Federal Awards
 - Schedule of Findings and Questioned Costs (None Noted)
- Report on Appropriations Limit Schedule
- Governance Letter

Additionally, in September 2024 the District was awarded its 10th consecutive Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association (GFOA), for the FY 2022/23 ACFR. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report.

This report must satisfy both generally accepted accounting principles and applicable legal requirements.

The FY 2023/24 ACFR will again be submitted to the GFOA for consideration in the award program and staff believes that the current ACFR continues to meet the Certificate of Achievement Program's requirements.

FISCAL IMPACT

There is no direct fiscal impact associated with accepting the reports.

RECOMMENDATION

Staff recommends that the Board accept the reports.

Submitted by:

Approved by:

Dave O'Toole

Adam House

AdamHouse (Jan 15, 2025 15:11 EST)

Dave O' Toole
Chief Financial Officer

Adam A House
Fire Chief

Attachments:

1. FY 2023/24 Annual Comprehensive Financial Report
2. FY 2022/23 Certificate of Achievement for Excellence in Financial Reporting
3. FY 2023/24 Single Audit Reports
4. FY 2023/24 Appropriations Limit Report
5. FY 2023/24 Governance Letter



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Sacramento Metropolitan Fire District
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morrill

Executive Director/CEO

Sacramento Metropolitan Fire District

Sacramento, California

Single Audit Reports

For the year ended June 30, 2024



Sacramento Metropolitan Fire District
For the year ended June 30, 2024
Table of Contents

	<u>Page</u>
Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	1
Report on Compliance for Each Major Program and Report on Internal Control over Compliance in Accordance with the Uniform Guidance And on the Schedule of Expenditures of Federal Awards	3
Schedule of Expenditures of Federal Awards.....	7
Notes to the Schedule of Expenditures of Federal Awards	9
Schedule of Findings and Questioned Costs.....	10

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REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND
OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH
GOVERNMENT AUDITING STANDARDS

Independent Auditor's Report

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of Sacramento Metropolitan Fire District, (District), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the District's basic financial statements and have issued our report thereon dated December 19, 2024.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California
Page 2

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our 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 or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in cursive script that reads "Badawi & Associates".

Badawi & Associates, CPAs
Berkeley, California
December 19, 2024



REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND REPORT ON INTERNAL
CONTROL OVER COMPLIANCE IN ACCORDANCE WITH THE UNIFORM GUIDANCE AND
ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Independent Auditor's Report

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Sacramento Metropolitan Fire District, (District) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2024. The District's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2024.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the District's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the District's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the District's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards, Government Auditing Standards, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the District's compliance with the requirements of each major federal program as a whole

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the District's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of the District's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California
Page 6

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the District, as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the District's basic financial statements. We issued our report thereon dated December 19, 2024, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.



Badawi & Associates, CPAs
Berkeley, California
December 19, 2024

Sacramento Metropolitan Fire District
Single Audit Report
Schedule of Expenditures of Federal Awards
For the year ended June 30, 2024

Federal Grantor/Pass-Through Grantor Program Title	Federal Assistance Listing Number	Agency or Pass-Through Number	Federal Expenditures	Subrecipient Expenditures
<u>U.S. Department of Homeland Security:</u>				
<i>Direct Program</i>				
Fire Prevention and Safety - FP&S 2021	97.044		\$ 9,552	\$ -
Staffing for Adequate Fire and Emergency Response - SAFER 2020	97.083		4,852,502	-
<i>Passed-through the State of California Emergency Management Agency and the County of Sacramento, Office of Emergency Services</i>				
Homeland Security Grant Program	97.067	EMW-2020-SS-00095	561	-
Homeland Security Grant Program	97.067	EMW-2021-SS-00081	154,871	-
Homeland Security Grant Program	97.067	EMW-2022-SS-00043	199,990	-
Total Homeland Security Grant Program			355,422	-
Total U.S. Department of Homeland Security			5,217,476	-
Total Expenditures of Federal Award			\$ 5,217,476	\$ -

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Sacramento Metropolitan Fire District
Notes to the Schedule of Expenditures of Federal Awards
For the year ended June 30, 2024

A. Reporting Entity

The Sacramento Metropolitan Fire District's (District) reporting entity is defined in Note #1 of the District's basic financial statements. All federal awards received directly from federal agencies, as well as federal awards passed through other governmental agencies to the District if any, are included in the accompanying schedule.

B. Basis of Accounting

Funds received under the various grant programs have been recorded with separated account codes. The accompanying Schedule of Expenditures of Federal Awards has been prepared on the modified accrual basis of accounting. Modified accrual accounting recognizes revenues when they become available and measurable and, with few exceptions, recognizes expenditures when liabilities are incurred.

C. Relationship of Schedule of Expenditures of Federal Awards to Financial Statements

The accompanying Schedule presents the activity of all federal financial assistance programs of the District. Federal financial assistance received directly from federal agencies as well as federal financial assistance passed through the State of California is included in the Schedule.

The Schedule was prepared only from the accounts of various grant programs and, therefore, does not present the financial position or results of operations of the District.

D. Pass-Through Entities' Identifying Number

When federal awards were received from a pass-through entity, the Schedule shows, if available, the identifying number assigned by the pass-through entity. When no identifying number is shown, the District determined that no identifying number is assigned for the program or the District was unable to obtain an identifying number from the pass-through entity.

E. Indirect Costs

The District did not elect to use the 10% de minimis indirect cost rate.

Sacramento Metropolitan Fire District
Single Audit Reports
Schedule of Findings and Questioned Costs
For the year ended June 30, 2024

Section I - Summary of Auditor's Results

Financial Statements

Types of auditor's report issued: Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? No
- Significant deficiency(ies) identified? None noted

Any noncompliance material to the financial statements noted? No

Federal Awards

Internal control over major programs:

- Material weakness(es) identified? No
- Significant deficiency(ies) identified? None noted

Type of auditor's report issued on compliance for major programs Unmodified

Any audit findings disclosed that are required to be reported in
 Accordance with section 200.516(a) No

Identification of major programs:

Federal ALN	Name of Federal Program or Cluster	Expenditures
97.083	Staffing for Adequate Fire and Emergency Response	\$ 4,852,502
	Total Expenditures of All Major Federal Programs	\$ 4,852,502
	Total Expenditures of Federal Awards	\$ 5,217,476
	Percentage of Total Expenditures of Federal Awards	93%

Dollar threshold used to distinguish between type A and type B program \$750,000

Auditee qualified as low-risk auditee under
 section 200.520? Yes

Sacramento Metropolitan Fire District
Single Audit Reports
Schedule of Findings and Questioned Costs
For the year ended June 30, 2024

Section II - Financial Statement Findings

No financial statements findings in the current year or in the prior year

Section III - Federal Award Program Audit Findings

A. Current Year Findings and Questioned Costs - Major Federal Award Program Audit

No findings or questioned costs were noted in the current year.

B. Prior Year Findings and Questioned Costs - Major Federal Award Program Audit

No findings or questioned costs were noted in the prior year.

Sacramento Metropolitan Fire District

Sacramento, California

*Independent Accountants' Report on
Agreed-Upon Procedures Applied to
Appropriation Limit Schedule*

For the year ending June 30, 2024



INDEPENDENT ACCOUNTANTS' REPORT

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California

We have performed the procedures enumerated below on the accompanying Appropriations Limit Schedule of the Sacramento Metropolitan Fire District (the District) for the fiscal year ended June 30, 2024. The District's management is responsible for the accompanying Appropriations Limit Schedule.

The District has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of the requirements of Section 1.5 of Article XIII-B of the California Constitution. Additionally, the League of California Cities (as presented in the publication entitled Agreed-upon Procedures Applied to the Appropriations Limitation Prescribed by Article XIII-B of the California Constitution) has agreed to and acknowledged that the procedures performed are appropriate for their purposes. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures performed and our findings are described below:

1. We obtained the completed worksheets used by the District to calculate its appropriations limit for the fiscal year ended June 30, 2024, and determined that the limit and annual calculation factors were adopted by resolution of the Board of Directors.

Finding: No exceptions were noted as a result of our procedures.

2. For the accompanying Appropriations Limit Schedule, we added the prior year's limit to the total adjustments, and agreed the resulting amount to the current year's limit.

Finding: No exceptions were noted as a result of our procedures.

3. We agreed the current year information presented in the accompanying Appropriations Limit Schedule to corresponding information in worksheets used by the District.

Finding: No exceptions were noted as a result of our procedures.

4. We agreed the prior year appropriations limit presented in the accompanying Appropriations Limit Schedule to the prior year appropriations limit adopted by the Board of Directors during the prior year.

Finding: No exceptions were noted as a result of our procedures.

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California

We were engaged by the District to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the AICPA. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on the accompanying Appropriation Limit Schedule. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of the Board of Directors and management of the District and is not intended to be and should not be used by anyone other than these specified parties. However, this report is a matter of public record, and its distribution is not limited.

The image shows a handwritten signature in black ink that reads "Badawi & Associates". The signature is written in a cursive, flowing style.

Badawi & Associates, CPAs
Berkeley, California
December 19, 2024

Sacramento Metropolitan Fire District
Appropriations Limit Schedule
For the fiscal year ended June 30, 2024

	Amount	Source
A. Appropriations limit for the year ended June 30, 2023	\$ 421,347,811	Prior year schedule
B. Calculation Factors:		
1. Population increase %	0.9955	State Department of Finance
2. Inflation increase %	1.0444	State Department of Finance
3. Total adjustment factor %	1.0397	B3 = B1*B2
C. Annual Adjustment Increase	16,727,508	[(B3-1)A]
D. Other Adjustments	-	N/A
E. Total Adjustments	<u>16,727,508</u>	(C+D)
F. Appropriations limit for the year ended June 30, 2024	<u>\$ 438,075,319</u>	(A+E)

Sacramento Metropolitan Fire District
Notes to Appropriations Limit Schedule
For the year ended June 30, 2024

1. PURPOSE OF LIMITED PROCEDURES REVIEW

Under Article XIII B of the California Constitution (the Gann Spending Limitation Initiative), California governmental agencies are restricted as to the amount of annual appropriations from proceeds of taxes. Effective for years beginning on or after July 1, 1990, under Section 1.5 of Article XIII B, the annual calculation of the appropriations limit is subject to this agreed upon procedures engagement.

2. METHOD OF CALCULATION

Under Section 10.5 of Article XIII B, for fiscal years beginning on or after July 1990, the appropriations limit is required to be calculated based on the limit for the fiscal year 1986-1987, adjusted for the inflation and population factors discussed in Notes 3 and 4 below.

3. INFLATION FACTORS

A California governmental agency may use as its inflation factor either the annual percentage change in the 4th quarter per capita personal income (which percentage is supplied by the State Department of Finance), or the percentage change in the local assessment roll from the preceding year due to the change of local nonresidential construction. The factor adopted by the Sacramento Metropolitan Fire District for the fiscal year 2024 represents the change in per capita income in the State of California.

4. POPULATION FACTORS

A California governmental agency may use as its population factor either the annual percentage change of the jurisdiction's own population, or the annual percentage change in population in the County where the jurisdiction is located. The factor adopted by the Sacramento Metropolitan Fire District for fiscal year 2024 represents the population change in the jurisdiction covered by the District.

5. OTHER ADJUSTMENTS

A California government agency may be required to adjust its appropriations limit when certain events occur, such as the transfer of responsibility for municipal services to, or from, another government agency or private entity. The District had no such adjustments for the fiscal year ending June 30, 2024.

Sacramento Metropolitan Fire District

Sacramento, California

*Auditor's Communication with
Those Charged with Governance*

For the year ended June 30, 2024





December 19, 2024

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California

We have audited the financial statements of the Sacramento Metropolitan Fire District (District) as of and for the year ended June 30, 2024, and have issued our report thereon dated December 19, 2024. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit and the Single Audit

As communicated in our engagement letter dated June 26, 2024, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the District solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We also considered internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with the Uniform Guidance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and our network firms have complied with all relevant ethical requirements regarding independence.

Significant Risks Identified

We have identified the following significant risks:

- *Risk of Management Override of Internal Controls* – A risk of management override of internal controls exists at any entity where management can change or decide not to perform that entity’s internal controls.
- *Revenue Recognition Risk* – Errors in revenue recognition can affect bond covenant ratios and the net position of the District.

Qualitative Aspects of the Entity’s Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the District is included in Note 1 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during the year ended June 30, 2024. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management’s current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management’s current judgments.

The most sensitive accounting estimates affecting the financial statements are capital assets depreciation and useful life, claims payable, and pension and other post-employment benefits (OPEB) plan assumptions.

Management’s estimate of capital assets depreciation and useful life are based on historical useful lives of such asses. Estimates of pension and OPEB plans are based on actuarial assumptions. We evaluated the key factors and assumptions used to develop the estimate of capital assets depreciation and useful life, and pension and OPEB plan assumptions and determined that they are reasonable in relation to the basic financial statements taken as a whole and in relation to the applicable opinion units.

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California
Page 3

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the District's financial statements relate to:

- Summary of Significant Accounting Policies
- Cash and Investments
- Long-term Debt
- Capital Assets
- Employee Retirement Plans
- Other Post-Employment Benefits

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards also require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. We did not identify any misstatements. Uncorrected misstatements or matters underlying those uncorrected misstatements could potentially cause future-period financial statements to be materially misstated, even though the uncorrected misstatements are immaterial to the financial statements currently under audit.

In addition, professional standards require us to communicate to you all material, corrected misstatements that were brought to the attention of management as a result of our audit procedures. We did not identify any misstatements as a result of our audit procedures.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the District's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California
Page 4

Representations Requested from Management

We have requested certain written representations from management, which are included in the attached letter dated December 19, 2024.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the District, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating and regulatory conditions affecting the entity, and operational plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the District's auditors.

Single Audit Compliance

In accordance with the Uniform Guidance, we examined, on a test basis, evidence about the District's compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on the District's compliance with those requirements. While our audit provides a reasonable basis for our opinion, it does not provide a legal determination on the District's compliance with those requirements

Required Supplementary Information

We applied certain limited procedures to the required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted 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 did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

To the Board of Directors
of the Sacramento Metropolitan Fire District
Sacramento, California
Page 5

Supplementary Information

We were engaged to report on the supplementary information which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

This report is intended solely for the information and use of the Board of Directors, and management of the District and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in cursive script that reads "Badawi & Associates".

Badawi & Associates, CPAs
Berkeley, California
December 19, 2024



Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 · Mather, CA 95655 · Phone (916) 859-4300 · Fax (916) 859-3702

Adam A. House
Fire Chief

December 19, 2024

Badawi & Associates, CPAs
2855 Telegraph Ave, Suite 312
Berkeley, CA 94705

This representation letter is provided in connection with your audit of the financial statements of the Sacramento Metropolitan Fire District (District) as of June 30, 2024, and for the year then ended, and the related notes to the financial statements, for the purpose of expressing opinions on whether the basic financial statements present fairly, in all material respects, the financial position, results of operations, and cash flows, where applicable, of the various opinion units of the District in accordance with accounting principles generally accepted for governments in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, there is a substantial likelihood that, individually or in the aggregate, they would influence the judgement made by a reasonable user based on the financial statements.

We confirm that, to the best of our knowledge and belief, having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves as of December 19, 2024:

Financial Statements

1. We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated June 26, 2024, for the preparation and fair presentation of the financial statements of the various opinion units referred to above in accordance with U.S. GAAP.
2. We acknowledge our responsibility for the design, implementation, and maintenance of the system of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
3. We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
4. We acknowledge our responsibility for compliance with the laws, regulations, and provisions of contracts and grant agreements.
5. We have reviewed, approved, and taken responsibility for the financial statements and related notes.
6. We have a process to track the status of audit findings and recommendations.

7. We have identified and communicated to you all previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
8. The methods, data, and significant assumptions used by us in making accounting estimates and their related disclosures are appropriate to achieve recognition, measurement, or disclosure that is reasonable in the context of the applicable financial reporting framework.
9. All related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of U.S. GAAP.
10. All events subsequent to the date of the financial statements and for which U.S. GAAP requires adjustment or disclosure have been adjusted or disclosed.
11. The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with U.S. GAAP.
12. All component units, as well as joint ventures with an equity interest, are included and other joint ventures and related organizations are properly disclosed.
13. All funds and activities are properly classified.
14. All funds that meet the quantitative criteria in GASB Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments*, GASB Statement No. 37, *Basic Financial Statements – and Management's Discussion and Analysis – for State and Local Governments: Omnibus* as amended, and GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, for presentation as major are identified and presented as such and all other funds that are presented as major are considered important to financial statement users.
15. All components of net position, nonspendable fund balance, and restricted, committed, assigned, and unassigned fund balance are properly classified and, if applicable, approved.
16. Our policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance are available is appropriately disclosed and net position/fund balance is properly recognized under the policy.
17. All revenues within the statement of activities have been properly classified as program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
18. All expenses have been properly classified in or allocated to functions and programs in the statement of activities, and allocations, if any, have been made on a reasonable basis.
19. All interfund and intra-entity transactions and balances have been properly classified and reported.
20. Special items and extraordinary items have been properly classified and reported.
21. Deposit and investment risks have been properly and fully disclosed.
22. Capital assets, including infrastructure assets, are properly capitalized, reported, and if applicable, depreciated.

23. All required supplementary information is measured and presented within the prescribed guidelines.
24. With regard to investments and other instruments reported at fair value:
 - a. The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated courses of action.
 - b. The measurement methods and related assumptions used in determining fair value are appropriate in the circumstances and have been consistently applied.
 - c. The disclosures related to fair values are complete, adequate, and in accordance with U.S. GAAP.
 - d. There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.

Information Provided

25. We have provided you with:
 - a. Access to all information, of which we are aware that is relevant to the preparation and fair presentation of the financial statements of the various opinion units referred to above, such as records, documentation, meeting minutes, and other matters;
 - b. Additional information that you have requested from us for the purpose of the audit; and
 - c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
 - d. A final version of the annual report (including all documents that, together, comprise the annual report) in a timely manner prior to the date of the auditor's report.
26. The financial statements and any other information included in the annual report are consistent with one another, and the other information does not contain any material misstatements.
27. All transactions have been recorded in the accounting records and are reflected in the financial statements.
28. We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
29. We have provided to you our analysis of the entity's ability to continue as a going concern, including significant conditions and events present, and if necessary, our analysis of management's plans, and our ability to achieve those plans.
30. We have no knowledge of any fraud or suspected fraud that affects the entity and involves:
 - a. Management;
 - b. Employees who have significant roles in internal control; or
 - c. Others where the fraud could have a material effect on the financial statements.

31. We have no knowledge of any allegations of fraud, or suspected fraud, affecting the entity's financial statements communicated by employees, former employees, vendors, regulators, or others.
32. We have disclosed to you all known actual or possible litigation, claims, and assessments whose effects should be considered when preparing the financial statements.
33. We have disclosed to you the identity of the entity's related parties and all the related party relationships and transactions of which we are aware.
34. There have been no communications from regulatory agencies concerning noncompliance with or deficiencies in accounting, internal control, or financial reporting practices.
35. The District has no plans or intentions that may materially affect the carrying value or classification of assets and liabilities.
36. We have disclosed to you all guarantees, whether written or oral, under which the District is contingently liable.
37. We have disclosed to you all nonexchange financial guarantees, under which we are obligated and have declared liabilities and disclosed properly in accordance with GASB Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*, for those guarantees where it is more likely than not that the entity will make a payment on any guarantee.
38. For nonexchange financial guarantees where we have declared liabilities, the amount of the liability recognized is the discounted present value of the best estimate of the future outflows expected to be incurred as a result of the guarantee. Where there was no best estimate but a range of estimated future outflows has been established, we have recognized the minimum amount within the range.
39. We have disclosed to you all significant estimates and material concentrations known to management that are required to be disclosed in accordance with GASB Statement No. 62 (GASB-62), *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. Significant estimates are estimates at the balance sheet date that could change materially within the next year. Concentrations refer to volumes of business, revenues, available sources of supply, or markets or geographic areas for which events could occur that would significantly disrupt normal finances within the next year.
40. We have identified and disclosed to you the laws, regulations, and provisions of contracts and grant agreements that could have a direct and material effect on financial statement amounts, including legal and contractual provisions for reporting specific activities in separate funds.
41. There are no:
 - a. Violations or possible violations of laws or regulations, or provisions of contracts or grant agreements whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, including applicable budget laws and regulations.
 - b. Unasserted claims or assessments that our lawyer has advised are probable of assertion and must be disclosed in accordance with GASB-62.

- c. Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by GASB-62
 - d. Continuing disclosure consent decree agreements or filings with the Securities and Exchange Commission and we have filed updates on a timely basis in accordance with the agreements (Rule 240, 15c2-12).
42. The District has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset or future revenue been pledged as collateral, except as disclosed to you.
 43. We have complied with all aspects of grant agreements and other contractual agreements that would have a material effect on the financial statements in the event of noncompliance.
 44. The District has satisfactory title to all owned assets (not right to use assets that are leased), and there are no liens or encumbrances on such capital assets; nor has the District pledged any capital assets as collateral.
 45. We have provided you with lists of all identified collaborative arrangement agreements in which we participate.
 46. There have been no cybersecurity breaches or other cyber events whose effects should be considered for disclosure in the financial statements, as a basis for a loss contingency, or otherwise considered when preparing the financial statements.
 47. The significant judgements made in making the accounting estimates have taken into account all relevant information of which we are aware.
 48. We have consistently and appropriately selected and applied methods, assumptions, and data when making the accounting estimates.
 49. The assumptions we used in making and disclosing accounting estimates appropriately reflect our intent and ability to carry out specific courses of action on behalf of the District when relevant to the accounting estimates and disclosures.
 50. The disclosures related to accounting estimates, including those disclosures describing estimation uncertainty, are complete and are reasonable in the context of the applicable financial reporting framework.
 51. We have obtained and applied appropriate specialized skills and expertise in making the accounting estimates.
 52. We are not aware of any events subsequent to the date of the financial statements that require adjustment to our accounting estimates and related disclosures included in the financial statements.
 53. We agree with the findings of specialists in evaluating the amounts related to the District's pension and OPEB plans, and the District's claims payable estimates, and have adequately considered the qualifications of the specialist in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had an impact on the independence or objectivity of the specialists.

54. Provisions for uncollectible receivables have been properly identified and recorded.
55. The methods and significant inputs and assumptions used to determine fair values of financial instruments are determined by the District's investment custodians.
56. Tax exempt bonds issued have retained their tax exempt status.
57. We believe that the actuarial assumptions and methods used to measure the pension and other postemployment benefit liabilities and costs for financial accounting purposes are appropriate in the circumstances.
58. With respect to the management's discussion and analysis, pension and other post-employment benefits information (RSI) accompanying the financial statements:
 - a. We acknowledge our responsibility for the presentation of the RSI in accordance with U.S. GAAP.
 - b. We believe the RSI, including its form and content, is measured and fairly presented in accordance with U.S. GAAP.
 - c. The methods of measurement or presentation have not changed from those used in the prior period.
 - d. There were no significant assumptions or interpretations underlying the measurement or presentation of the RSI.
59. With respect to the combining statements of nonmajor governmental funds and capital project fund and nonmajor governmental fund budgetary comparison information (Supplementary Information) on which an in-relation opinion is issued accompanying the financial statements:
 - a. We acknowledge our responsibility for the presentation of the Supplementary Information in accordance with U.S. GAAP.
 - b. We believe the Supplementary Information, including its form and content, is fairly presented in accordance with U.S. GAAP.
 - c. The methods of measurement or presentation have not changed from those used in the prior period.
 - d. There were no significant assumptions or interpretations underlying the measurement of the Supplementary Information.
 - e. When the Supplementary Information is not presented with the audited financial statements, management will make the audited financial statements readily available to the intended users of the Supplementary Information no later than the date of issuance by the entity of the Supplementary Information and the auditor's report thereon.
 - f. We acknowledge our responsibility to include the auditor's report on the Supplementary Information in any document containing the Supplementary Information and that indicates the auditor reported on such Supplementary Information.
 - g. We acknowledge our responsibility to present the Supplementary Information with the audited financial statements or, if the Supplementary Information will not be presented with the audited financial statements, to make the audited financial statements readily

available to the intended users of the Supplementary Information no later than the date of issuance by the entity of the Supplementary Information and the auditor's report thereon.

Schedule of Expenditures of Federal Awards (SEFA)

60. With respect to federal awards, we represent the following to you:

- a. We are responsible for understanding and complying with, and have complied with, the requirements of Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).
- b. We are responsible for the preparation and presentation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance.
- c. We believe the schedule of expenditures of federal awards, including its form and content, is fairly presented in accordance with the Uniform Guidance.
- d. The methods of measurement or presentation have not changed from those used in the prior period.
- e. We are responsible for including the auditor's report on the schedule of expenditures of federal awards in any document that contains the schedule and that indicates that the auditor has reported on such information.
- f. We have identified and disclosed all of our government programs and related activities subject to the Uniform Guidance compliance audit.
- g. We have notified you of federal awards and funding increments that were received before December 26, 2014 (if any) and differentiated those awards from awards and funding increments received on or after December 26, 2014, and subject to the audit requirements of the Uniform Guidance.
- h. When the schedule of expenditures of federal awards is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the schedule of expenditures of federal awards no later than the date of issuance by the entity of the schedule of expenditures of federal awards and the auditor's report thereon.
- i. We have, in accordance with the Uniform Guidance, identified in the schedule of expenditures of federal awards, expenditures made during the audit period for all awards provided by federal agencies in the form of grants, federal cost-reimbursement contracts, loans, loan guarantees, property (including donated surplus property), cooperative agreements, interest subsidies, food commodities, direct appropriations, and other assistance.
- j. We have provided to you our interpretations of any compliance requirements that are subject to varying interpretations.
- k. We have made available to you all federal awards (including amendments, if any) and any other correspondence relevant to federal programs and related activities that have taken place with federal agencies or pass-through entities.

- l. We have received no requests from a federal agency to audit one or more specific programs as a major program.
- m. We have identified and disclosed to you all amounts questioned and any known noncompliance with the direct and material compliance requirements of federal awards, including the results of other audits or program reviews, or stated that there was no such noncompliance. We also know of no instances of noncompliance with direct and material compliance requirements occurring subsequent to period covered by the auditor's report.
- n. We have disclosed to you any communications from federal awarding agencies and pass-through entities concerning possible noncompliance with the direct and material compliance requirements, including communications received from the end of the period covered by the compliance audit to the date of the auditor's report.
- o. We have made available to you all documentation related to compliance with the direct and material compliance requirements, including information related to federal program financial reports and claims for advances and reimbursements.
- p. Federal program financial reports and claims for advances and reimbursements are supported by the books and records from which the basic financial statements have been prepared (and are prepared on a basis consistent with the schedule of expenditures of federal awards).
- q. The copies of federal program financial reports provided to you are true copies of the reports submitted, or electronically transmitted, to the respective federal agency or pass-through entity, as applicable.
- r. We have properly classified amounts claimed or used for matching in accordance with related guidelines in the Uniform Guidance, as applicable.
- s. We have charged costs to federal awards in accordance with applicable cost principles.
- t. We are responsible for and have accurately prepared the summary schedule of prior audit findings to include all findings required to be included by the Uniform Guidance, and we have provided you with all information on the status of the follow-up on prior audit findings by federal awarding agencies and pass-through entities, including all management decisions.
- u. We have disclosed to you the findings received and related corrective actions taken for previous audits, attestation engagements, and internal or external monitoring that directly relate to the objectives of the compliance audit, including findings received and corrective actions taken from the end of the period covered by the compliance audit to the date of the auditor's report.
- v. The reporting package does not contain personally identifiable information.
- w. We have disclosed to you the nature of any subsequent events that provide additional evidence with respect to conditions that existed at the end of the reporting period that affect noncompliance during the reporting period.

In addition:

- x. We are responsible for understanding and complying with the requirements of federal statutes, regulations, and the terms and conditions of federal awards related to each of our federal programs and have identified and disclosed to you the federal statutes, regulations, and the terms and conditions of federal awards that are considered to have a direct and material effect on each major federal program; and we have complied with these direct and material compliance requirements.
- y. We are responsible for establishing and maintaining, and have established and maintained, effective internal control over compliance for federal programs that provide reasonable assurance that we are managing our federal awards in compliance with federal statutes, regulations, and the terms and conditions of the federal award that could have a material effect on our federal programs. Also, no changes have been made in the internal control over compliance or other factors that might significantly affect internal control, including any corrective action taken by management with regard to significant deficiencies and material weaknesses in internal control over compliance, have occurred subsequent to the period covered by the auditor's report.
- z. We are responsible for and have accurately completed the appropriate sections of the Data Collection Form and we are responsible for taking corrective action on audit findings of the compliance audit and have developed a corrective action plan that meets the requirements of the Uniform Guidance.

Signed by:

Dave O'Toole

64A252679AC9421...

Dave O'Toole, Chief Financial Officer

DocuSigned by:

Ron Empedrad

4106EAD3AB4EA...

Ron Empedrad, Controller



Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite #200, Mather, CA 95655 · (916) 859-4300 · Fax (916) 859-3700

TODD HARMS
Fire Chief

DATE: January 23, 2025

TO: Board of Directors

SUBJECT: Presentation of FY 2023/24 Community Annual Report and the Government Finance Officers Association Popular Annual Financial Reporting Award for Fiscal Year 2022/23

BACKGROUND

The Community Annual Report (CAR) for the fiscal year ended June 30, 2024 is presented to the Board for review and acceptance. A copy of the Government Finance Officers Association (GFOA) award received for the prior fiscal year CAR is also presented.

DISCUSSION

The CAR is a financial report extracted from the Annual Comprehensive Financial Report (ACFR) and is designed to provide an accessible and easily-understood financial overview to the general public and persons who don't have an in-depth knowledge of public finance. The fiscal year (FY) 2023/24 CAR includes a focus on the District's special operations services.

The District received its 6th consecutive Award for Outstanding Achievement in Popular Financial Reporting from the Government Finance Officers Association (GFOA) for the CAR covering FY 2022/23. This GFOA award is prestigious national recognition of the District's conformance with the highest standards for the preparation of state and local government financial reports.

In order to receive the Award for Outstanding Achievement in Popular Annual Financial Reporting, a government unit must publish a Popular Annual Financial Report (or CAR), whose contents conform to program standards of creativity, presentation, understandability, and reader appeal.

The 2023/24 CAR will again be submitted to the GFOA for consideration in its award program and Finance staff believe the FY 2023/24 CAR continues to conform to the Popular Annual Financial Report award requirements.

FISCAL IMPACT

There is no direct fiscal impact of accepting the report.

RECOMMENDATION

Staff recommends that the Board accept the Community Annual Report.

Submitted by:

Approved by:

Dave O'Toole
Dave O' Toole
Chief Financial Officer

Adam House
Adam House (Jan 15, 2025 16:11 EST)
Adam A House
Fire Chief

Attachments:

1. FY 2023/24 Community Annual Report
2. FY 2022/23 Award for Outstanding Achievement in Popular Annual Financial Reporting



Inside Look Into
**Special
Operations**

**COMMUNITY
ANNUAL
REPORT**

2023/24

For the Fiscal Year Ended
June 30, 2024



**Sacramento Metropolitan
Fire District**

*PROUDLY SERVING THE CALIFORNIA COUNTIES OF
SACRAMENTO AND PLACER*

TABLE OF CONTENTS

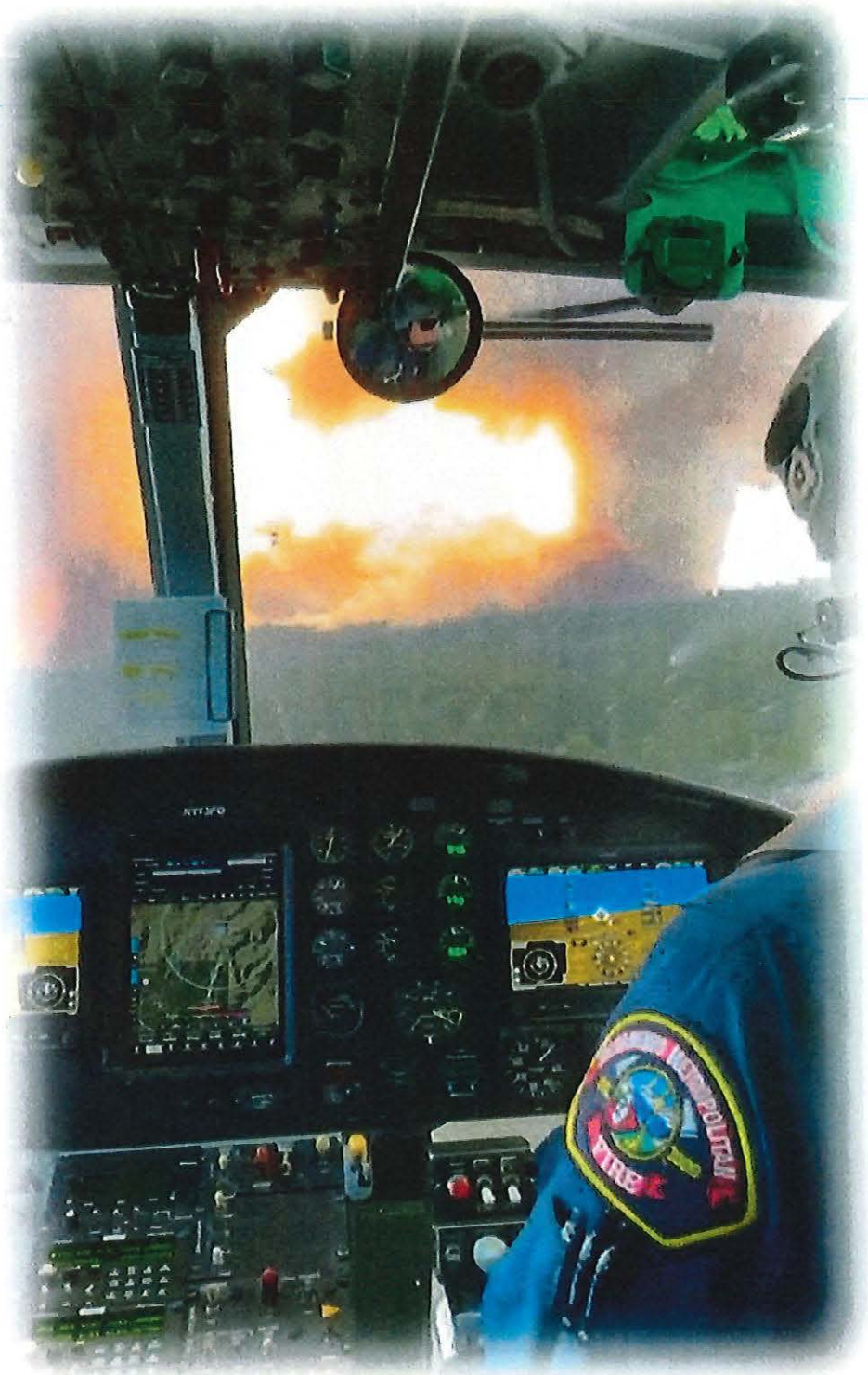
- 01 | Message from the Fire Chief
- 02 | District History
- 04 | At a Glance
- 05 | Special Operations
- 06 | Special Ops at Work
- 08 | By the Numbers
- 09 | Financial Highlights
- 12 | Capital Spending
- 13 | Debt Service
- 13 | Award

The Community Annual Report (CAR) provides summarized financial information in an easily understood format. The CAR is derived from the Annual Comprehensive Financial Report (ACFR), which is a detailed report showing Metro Fire's financial condition. While the CAR is presented in conformity with Generally Accepted Accounting Principles, it contains only selected financial data rather than financial statements and does not include required note disclosures. It is not intended to be a substitute for the ACFR. To view the ACFR, visit:

<http://metrofire.ca.gov/annual-comprehensive-financial-reports>

CORE VALUES

- Integrity •
- Professionalism •
- Teamwork •
- Devotion to Duty •



Did you know?

Metro Fire's Unmanned Aerial Vehicle (UAV) Program is staffed by on-duty pilots deployed from the fire stations where they are assigned that day. The three or four pilots on every shift have completed UAV flight ground school and flight training, qualifying them to operate a variety of UAV aircraft.

COVER PHOTO by Wes Schulz. TEMS team in training with Sacramento Sheriffs.

Message from the FIRE CHIEF

Dear residents of the Sacramento Metropolitan Fire District,

Professionalism is a Metro Fire core value: a personal commitment to exceed expectations of our profession in our attitude, ability, and appearance. To model that value, our firefighters train rigorously on skills that enable them to meet, without interruption, the fire response, rescue, and emergency transport services expected by our community. Upon this foundation of professionalism and essential skills Metro Fire adds the unique services of special operations teams.

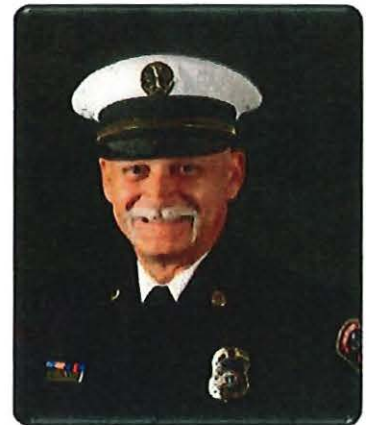
In this Community Annual Report (CAR), I want to give you a look inside Metro Fire's special operations teams, comprised of expertly trained and certified firefighters with advanced skills to respond to low-frequency, high-risk events. These special teams complement the core first responders and enable Metro Fire to serve as an "all hazard" response unit.

The principal function of the Community Annual Report is to provide financial data and a snapshot of the Metro Fire's financial status. I am pleased to report that Metro Fire's financial condition is sound and continues to support high-quality services to our community.

I would like to thank our citizens for their continued support and the confidence they have placed in us.

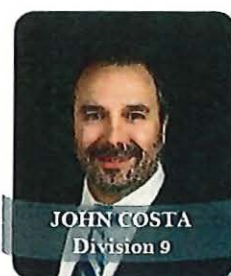
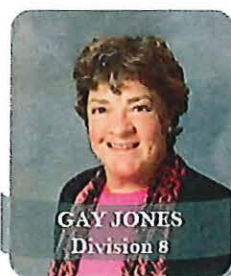
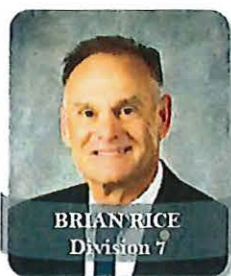
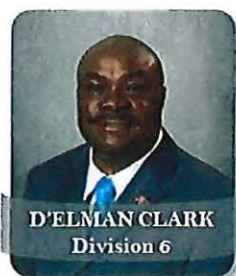
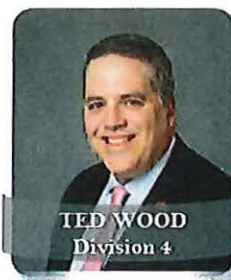
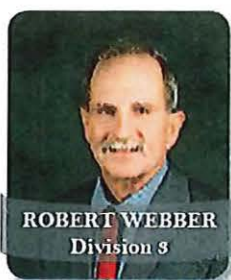


Adam A. House, Fire Chief



Elected Board of Directors

As of June 30, 2024



1922

Mills Fire Dept.



1935

Citrus Heights Fire District



1942

Fair Oaks Fire District



1923

Rio Linda Outpost of Fire Protection



1938

McClellan Air Force Base Fire Dept.



1942

Florin Fire District



1918

Mather Air Force Base Fire Department, the first department of several that would one day form the Sacramento Metropolitan Fire District.

1933

Orangevale Volunteer Fire Dept.



1942

Carmichael Fire District



1925

Elverta Fire District



1942

Arcade Fire Protection District (FPD)



1945

Consolidation of Citrus Heights FD and Orangevale Volunteer FD into Cordova Heights FPD

1951

North Highlands Village Fire District



1958

Rancho Cordova FPD



1989

Consolidation of Rancho Cordova FPD and Citrus Heights FPD into Sacramento County FPD

1994

Fair Oaks FD consolidated into Sacramento County FPD

1943

Arden Fire District



1983

Consolidation of Arden FPD and Carmichael FD into American River FPD



1984

Merger of North Highlands Village FD into Citrus Heights FPD

1947

Sloughouse FPD



2000

Consolidation of 16 preexisting fire districts

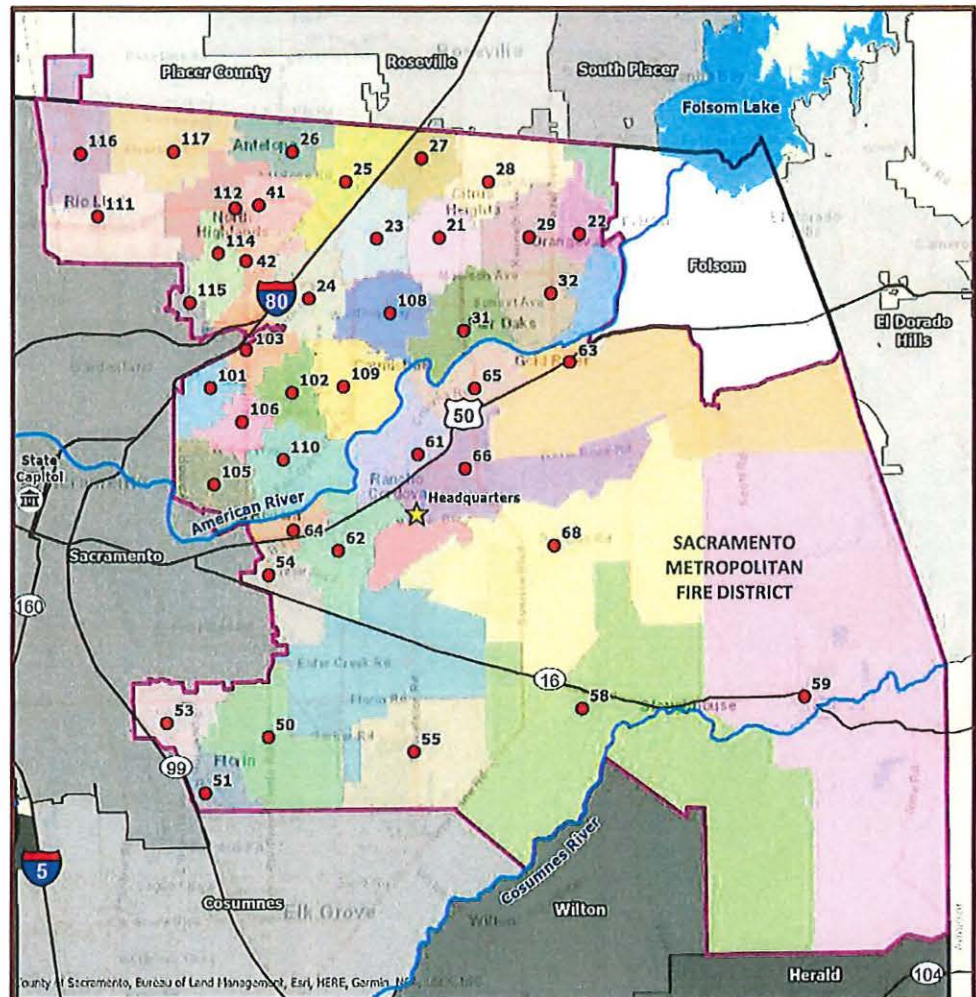
SACRAMENTO METROPOLITAN FIRE DISTRICT



AT A GLANCE

The Sacramento Metropolitan Fire District was established on December 1, 2000 through the merger of the American River and Sacramento County Fire Protection Districts, which brought together 16 predecessor fire agencies. Metro Fire is governed by a nine-member Board of Directors elected by citizens from the nine geographical divisions in Metro Fire's area of responsibility.

Today, Metro Fire is the largest fire agency in the County of Sacramento and one of the largest in the State. The combined District provides fire suppression and emergency medical services along with various other public safety and hazard mitigation community services to 726,000 residents in approximately 359 square miles. The District's service area includes two cities, most of the unincorporated area of Sacramento County, and a portion of Placer County. Within the boundaries of Metro Fire are wildland areas, single and multi-family residential units, commercial and light industrial buildings, hotels, regional hospitals, institutions, local airfields, assisted living and convalescent facilities, equestrian areas, and open space areas including several major hiking trails. Numerous main interstate high-ways also traverse Metro Fire's jurisdiction, along with the American River, a major recreation resource for residents and visitors alike.



Metro Fire provides all-hazard emergency services through 41 stations strategically located across its service area in order to respond to any emergency within its goal of 4-minute travel time.

Did you know?

Metro Fire closely monitors response performance so that the right resources are in the right spots to rapidly respond to calls. When response gaps are identified, resources may be reallocated: adding an ambulance or engine to an existing station, or even adding new station! The District is currently Building its next new fire station in The Vineyard Springs neighborhood of Elk Grove.



Metro Fire's Special Operations Division consists of multiple programs designed to meet exceptional emergency service needs. Each specialized program enhances the District's service delivery while preserving the functions needed to operate as an "all-hazard" emergency services agency.

Air Operations – Metro Fire operates three Bell UH1 helicopters with attached tanks typically used for water drops on wildland fires. Aircraft are equipped with a rescue hoist with nearly 250 feet of cable, enabling crews to perform rescues in hard to reach places such as mountains and flooded areas. Metro Fire has one of the few air operations teams in northern California with night vision capability.

Dozer – The Dozer fights vegetation fires by creating fire lines thru blading the ground and removing flammable plant material down to bare soil. The Dozer also recovers stuck apparatus and vehicles. When Metro Fire declares the start of wildland firefighting season, the Dozer is staffed with one qualified Dozer operator 24 hours-a-day 7 days-a-week until wildland season is ended.

Tactical Emergency Medical Services – Metro Fire provides Tactical Emergency Medical Services (TEMS), better known as SWAT Medics, to various law enforcement agencies throughout the region. We support the Sacramento County Sheriff, Citrus Heights police, Rancho Cordova police, FBI, and Department of Homeland Security. The TEMS team is composed of 16 specially-trained paramedics who have completed extensive training in advanced medical procedures, trauma care, canine care, and related SWAT tactics. On average, Metro Fire's TEMS team responds to approximately 80 calls per year, including high-risk warrant services and hostage rescues.

Unmanned Aerial Vehicle – Used primarily to gather situational awareness on scene, the personnel trained to operate UAVs work directly for the incident commanders. All UAVs in the program are capable of day and night flight as well as thermal imaging and live remote video streaming, providing excellent information-gathering capabilities over a variety of incidents. Many of the District's UAVs also have spotlight and loud speaker capabilities. The UAVs can also provide mapping capabilities and deliver items like personal floatation devices and radios.

ARFF –Metro Fire has been providing continuous Aircraft Rescue Firefighting (ARFF) services to the McClellan Airport and the United States Coast Guard by contractual agreement since April 2001. Located directly adjacent to the flight line, Fire Station 114 houses seven full-time crew members per shift dedicated to fulfilling the mission of airfield fire suppression and rescue.

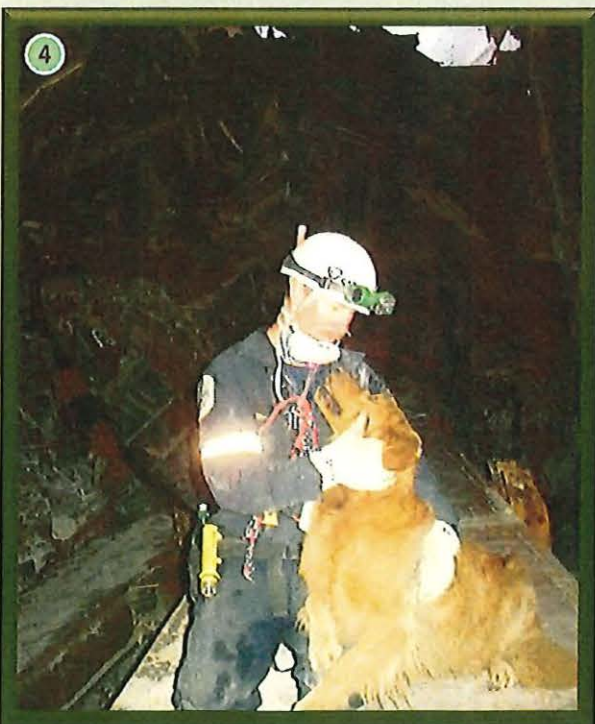
Hazardous Materials Response – Metro Fire responds to an average of 400 incidents involving hazardous materials every year. Housed at Station 109 in Carmichael, Metro Fire's Hazardous Materials Response Team (HMRT) is comprised of 110 personnel trained to the level of Hazardous Materials Specialist and is equipped to handle incidents varying in complexity from small chemical spills to large releases of industrial chemicals. Metro Fire's Type 1 HMRT is specially equipped to respond to terrorism and/or weapons of mass destruction (WMD) incidents that may involve chemical, biological, radiological, nuclear, and/or explosive substances.

Urban Search & Rescue – California Task Force 7 is a FEMA Urban Search and Rescue (US&R) team based in Sacramento. The team is made up of over 200 members from Sacramento area fire agencies, including 37 members from Metro Fire. Team members are highly trained and certified, using some of the latest rescue techniques and equipment in collapse rescue, heavy rigging, logistics support, hazardous materials response, medical care, communications, canine search, technical search, and water rescue. Over the last five years, FEMA has activated Task Force 7 at least once a year.

Water Rescue – Metro Fire has two dedicated jet boats operating out of fire stations 62 and 65, a few miles from the American River. The water rescue team patrols the river during high-visit days such as Independence Day, and responds to as many as 50 calls for water rescue every year. The team also operates two inflatable rigid boats and eight Jon boats to respond to flood in the Sacramento region.

SPECIAL OPS APPARATUS

- Dozer tractor with lowboy trailer for fast deployments of Dozer to grass fires.
- Bell Huey helicopter equipped with recue hoist and night vision capabilities.
- Aircraft Rescue Firefighting vehicle with roof turret and bumper nozzles to sweep back and forth at ground level.
- Swiftwater boat with jet pumps give the ability to conduct rescues even in rapids.
- The hazmat truck comes with a command center and storage for hazmat suits and specialized equipment.



1, 2 – Copter 2 refilling its water tank and deploying to a grass fire.

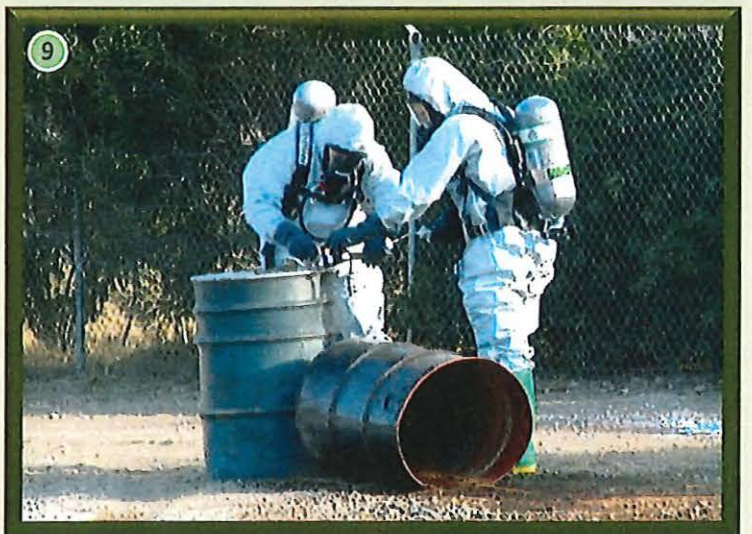
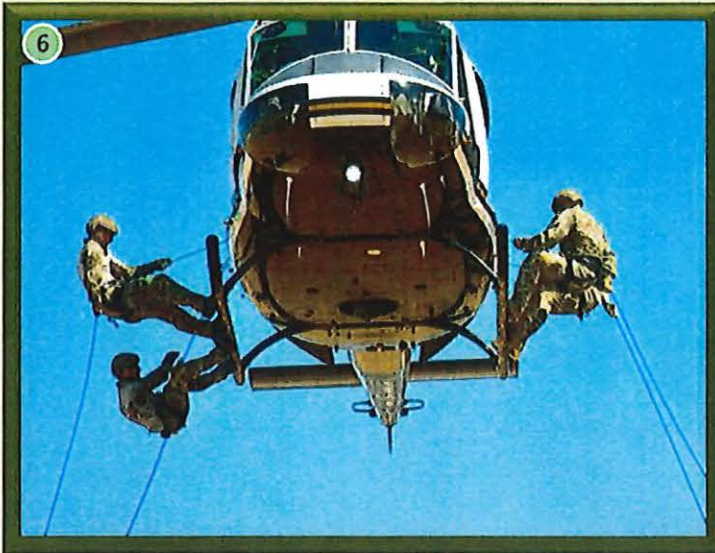
3 – Dozer crew with its transport getting ready to deploy.

4 – Captain Randy Gross and Dusty deployed with Urban Search and Rescue team following the 9/11 attack on New York City.

5 – Aerial view captured by UAV provide real-time data to assess the size, spread, and behavior of fires.



AT WORK



Did you know?



Water alone will not extinguish large flammable or combustible liquid fires from gasoline, diesel, and ethanol. Metro Fire deploys two Type I foam units from Station 31 in Fair Oaks and Station 114 in North Highlands, each carrying 660 gallons of class B alcohol resistant-aqueous film forming foam to extinguish these types of fires.

6 – Metro Fire TEMS medics drilling with County of Sacramento sheriffs on rapid insertion tactics.

7 – Water rescue team is on the lookout not just for people in distress along the American River but also wildlife in harms way, like the buck pictured here.

8 – Hazmat truck operating out of Station 109 showcasing its full loadout of equipment including gas and radiation detectors, protective suits, and testing kits. The apparatus itself comes with Wi-Fi and phone systems, satellite weather tracking systems, cameras, monitors, broadcast video and audio recording equipment—even its own laboratory.

9 – HazMat Team sampling drum contents for unknown and potentially hazardous wastes.

BY THE NUMBERS

For the year ended June 30, 2024

public safety



107,316

Calls Dispatched



6.7 of 10

Medical Calls



3,529

Fires Extinguished



4,172

Vehicle Accidents



6m 35s

Average Response Time to Provide Medical Aid



5m 32s

Average Response Time to Reach Structure Fires



5m 21s

Average Response Time to Reach Vehicle Accidents

41

Fire Stations



10

Major Incident Deployments
8 California
2 National

369

Apparatus and Other Vehicles

Trucks, engines, rescues, medics, and cars

fire family



752

Metro Fire Employees

- 4 Office of the Fire Chief
- 635 Operations
 - Fire Suppression
 - Emergency Medical Services
 - Metro Medic Program
- 77 Support Services
 - Community Risk Reduction
 - Facilities
 - Fleet
 - Information Technology / Communications
 - Logistics
- 36 Administration
 - Community Relations
 - Finance
 - Human Resources
 - Planning and Development
 - Training and Safety

community



21,447

Inspections and Plan Reviews

- 8,598 Code Enforcement Inspections
- 3,256 Plan Reviews
- 7,471 Construction Inspections
- 138 Fireworks Inspections
- 1,984 Weed Abatement Inspections



346 Community Engagements



- 208 Special Events/Station Tours
- 72,489 Estimated residents reached



- 114 School Visits
- 20,994 Estimated Students Reached

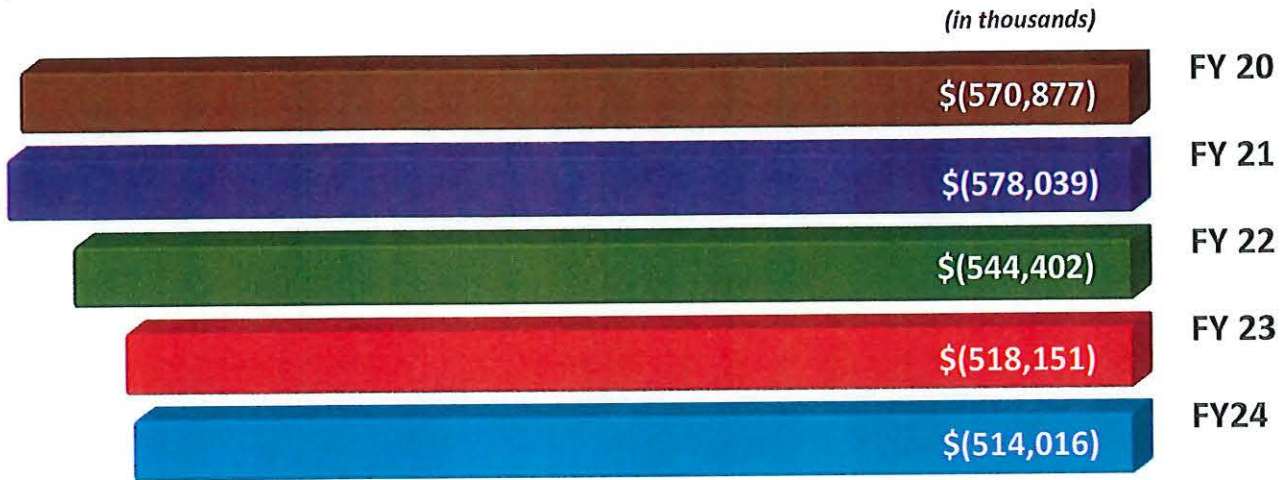


- 24 Other Events
- 4,964 Estimated Residents Reached

NET POSITION

What We Own & What We Owe

The government-wide Statement of Net Position provides a “snapshot” of where the District stood financially at a moment in time. Metro Fire's negative net position is largely due to the liability owed to its employees as they retire from Metro Fire, which includes pension liability and post-retirement medical liability. Changes in net position over time is highly sensitive to changes in these liabilities. Over the past three years, Metro Fire has slowly improved its financial position.



NET POSITION <i>(in thousands)</i>	2024	2023
Cash and other assets <i>cash and investments, receivables, and inventories</i>	\$ 125,082	\$ 113,957
Capital assets <i>land, buildings, and equipment net of accumulated depreciation</i>	105,581	101,911
Deferred outflows <i>expenses incurred but applicable to a future year</i>	227,646	204,807
TOTAL ASSETS AND OUTFLOWS	458,309	420,675
Current and other liabilities <i>payables, payroll, and unearned revenue</i>	14,286	11,637
Long-term liabilities <i>bonds, other post-employment benefits, pensions, and other obligations</i>	915,234	861,254
Deferred inflows <i>Income received applicable to a future year</i>	42,805	65,935
TOTAL LIABILITIES AND INFLOWS	972,325	938,826
Net investment in capital assets <i>net book value of capital assets less related outstanding debt</i>	86,988	87,197
Restricted <i>what is not available for use because it is set aside for a particular use</i>	24,690	19,753
Unrestricted <i>funds available to use for general operations</i>	(625,694)	(625,101)
TOTAL NET POSITION	\$ (514,016)	\$ (518,151)

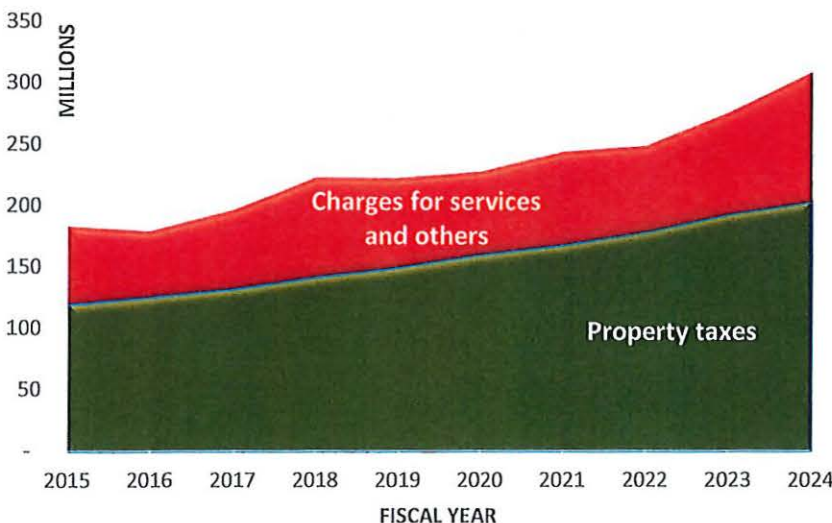
REVENUE

Where the Money Came From

SOURCES <i>(in thousands)</i>	2024	2023
Program Revenues - Revenues that are derived directly from operations, not the taxpayers		
Charges for services <i>Fees charged for ambulance transports, deployments, and similar charges</i>	\$ 104,945	\$ 82,494
Grants <i>Federal and state grant awards</i>	5,115	18,090
Total Program Revenues	110,060	100,584

General Revenues - Revenues not required to be reported as program program revenues		
Property taxes <i>Received from property owners based on the assessed valuation and tax rate.</i>	202,446	192,166
Miscellaneous / Other Income <i>All other revenue such as resources received from other agencies, investment and rental income</i>	8,423	5,797
Total General Revenues	210,869	197,963
Total Revenues	\$ 320,929	\$ 298,547

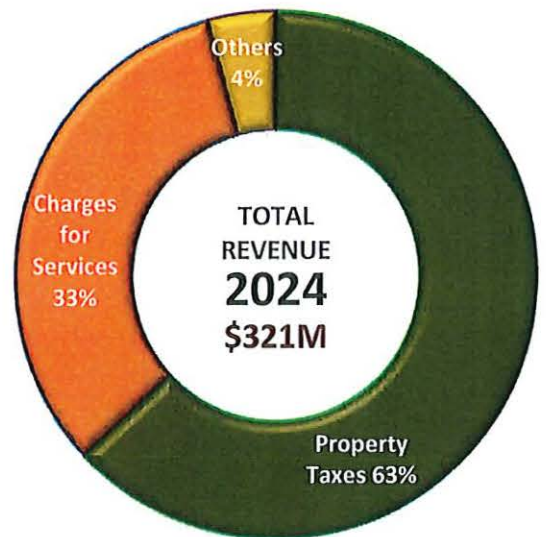
Metro Fire experienced 11 straight years of growth in assessed property values since FY 2012/13, increasing by \$5.6 billion in the most recent fiscal year to a total of \$89.4 billion. This generated \$202 million in property tax revenues for FY 2023/24, \$10 million more than the prior year.



Property tax is the main source of funding for fire suppression activities. For every dollar paid by a resident in Metro Fire's jurisdiction, about 21.68 cents go to Metro Fire.



The average assessed value of a detached single family residential home in Metro Fire's jurisdiction is \$340,000, which means that a homeowner typically contributes about \$736 per year in property taxes to Metro Fire.



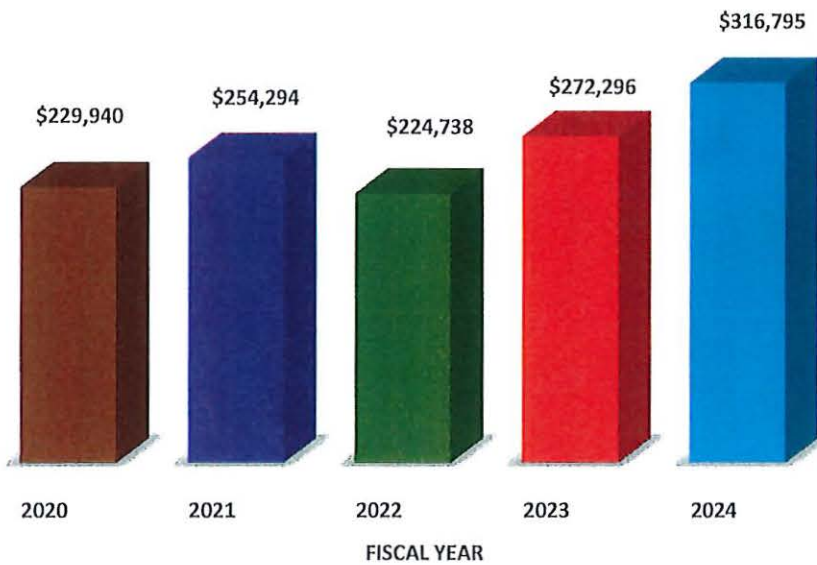
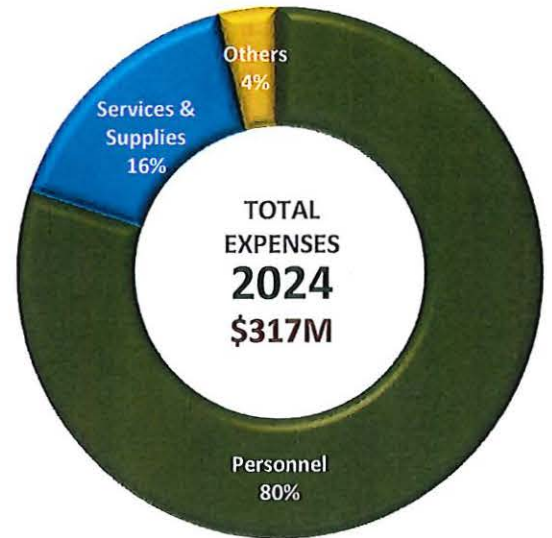
Metro Fire continues to find ways to diversify its revenue base through cost recovery of its emergency medical services. Property taxes now comprise 63 percent of all revenue sources, compared to 80 percent more than a decade ago. Charges for services and other revenues now amount to \$105 million in the current fiscal year.

EXPENSES

Where the Money Went

The overriding goal of the budget process is to optimize services to the community; ensure that the ongoing all-risk fire, rescue and emergency medical needs of the citizens are met; and provide adequate reserves for future contingencies.

As a public safety provider, the majority of Metro Fire’s operating expense relates to **PERSONNEL** costs, accounting for **80 percent** of total expenses. The 16 percent (\$44 million) increase in total expenses for the current fiscal year is mainly due to increases in personnel expenses from contracted across the-board wage increase for all employees of 5 percent and 6 percent effective January 1, 2023 and January 1, 2024, respectively, plus increases in pension and other post employment benefits costs.



Did you know?

A dozer's fire line plays a crucial role in extinguishing wildland fires. These lines, created by using the front 10-foot blade, are placed ahead of a fire, removing flammable plant material down to bare soil, leaving nothing for the fire to burn. Fire containment is expressed as a percentage of a wildfire's perimeter that is surrounded by a control line. For instance, if a wildfire is 25 percent contained, control lines around 25 percent of its perimeter have been established.

EXPENSES <i>(in thousands)</i>	2024	2023
Public Protection - <i>Direct cost of services provided</i>		
Personnel <i>Salaries and benefits such as pension costs</i>	\$ 251,893	\$ 214,758
Services and Supplies <i>Fees paid to vendors for various services and supplies</i>	52,984	45,098
Other <i>Includes assessments paid to other local agencies</i>	2,540	3,149
Depreciation <i>Allocated cost of capital assets over their useful life</i>	7,429	7,281
Interest and Others <i>Includes interest and other miscellaneous expenses</i>	1,949	2,010
Total Expenses	\$ 316,795	\$ 272,296

CAPITAL SPENDING

Investing in reliable firefighting apparatus is a crucial step in building a better fire service. Not only does each apparatus have to be maintained in the highest state of readiness to respond to emergencies, it must also take advantage of better technology that will allow efficient and safe operation.

For the year ended June 30, 2024

Taking into account the operational needs, current fleet status, and available resources, Metro Fire invested in the following significant capital assets in the most recent year:

3 TYPE III AMBULANCES (\$897,000)

These smaller ambulances are fully equipped yet have a lower initial cost, increased fuel economy, and longer service intervals.

30 ELECTRIC GURNEYS AND 38 POWER LOADERS (\$2.2 million)

These new gurneys have improved battery life, navigate through tighter quarters, lift 700 lbs. unassisted, and include a tracking system for inventory management. They attach to a mounted power loader inside the ambulance, locking it into place for safe and secure transport.



6 AMBULANCE REMOUNTS (\$1.8 million)

The box portion of an existing ambulance is mounted on a new cab and chassis. This remount process costs about one-third of the price to purchase a new ambulance.

1 AERIAL TRUCK (\$1.3 million)

With no hose or water, this "truck" can still respond to most emergency and medical calls. The large ladder stored across the top extends up to 105 feet making it valuable in special emergencies.



For the upcoming year ending June 30, 2025

The following are the significant planned acquisitions expected to be received in the upcoming fiscal year:

4 TYPE III ENGINES (\$2.2 million)

These grass rigs are the workhorse of the wildland firefighting industry. Each is equipped with four-wheel drive, rugged suspension, and wheel clearance for steep, off-road conditions.



5 TYPE I ENGINES (\$5.8 million)

These engines hold 700 gallons of water and have a larger pump to provide higher water flows for fighting structure fires.



VINEYARD SPRINGS STATION (\$10 million)

ZINANDEL TRAINING SITE PHASE 3 (\$16.9 million)

Did you know?



Tillers are the District's longest trucks and are equipped with ladders that can extend over 100 feet. They have a cab at the rear, which is driven by a firefighter. Although it can be 60 feet long, it can maneuver in tight locations, like a narrow road or an apartment parking lot.

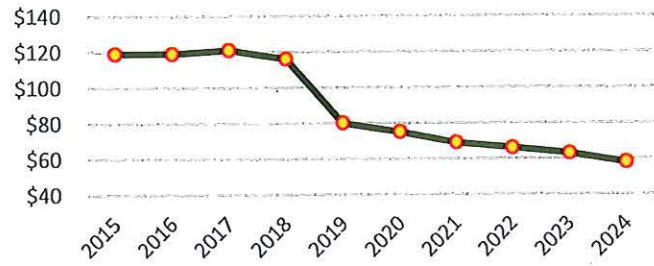
Metro Fire has three major debt types: pension bonds, lease revenue bonds, and capital equipment financing. Pension bond proceeds were used to reduce the unfunded actuarial liabilities of its pension plans. Lease revenue bonds were used to purchase the headquarters building, make building improvements, and acquire fire-fighting and computer equipment. Proceeds of capital equipment financing from banks have been used mainly for ongoing apparatus and equipment needs.

Metro Fire's S&P Global Credit Rating

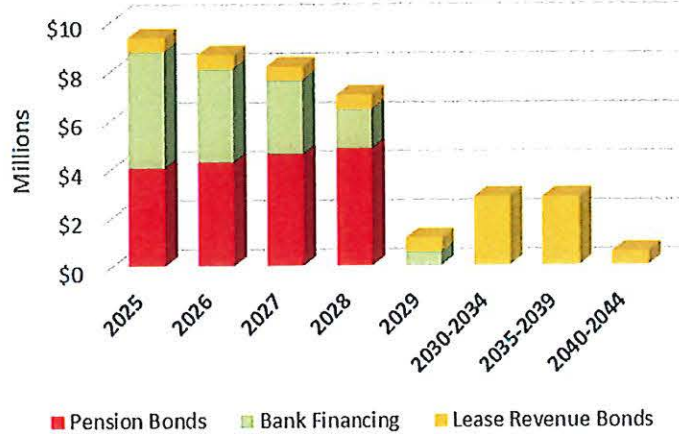
Indicates an extremely strong capacity to meet financial commitments on its pension bonds resulting in lower borrowing costs.



Debt Per Capita



Future Debt Payments



AWARD

Metro Fire received the award for Outstanding Achievement in Popular Financial Reporting from the Government Finance Officers Association (GFOA) for the 6th straight year for its *Community Annual Report* (CAR) for the fiscal year ended June 30, 2023. This prestigious national award recognizes conformance with the highest standards for preparation of state and local government popular reports.

In order to receive an Award for Outstanding Achievement in Popular Annual Financial Reporting, a government unit must publish a Popular Annual Financial Report, whose contents conform to program standards of creativity, presentation, understandability, and reader appeal.





Mission Statement

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Government Finance Officers Association

Award for
Outstanding
Achievement in
Popular Annual
Financial Reporting

Presented to

**Sacramento Metropolitan Fire District
California**

For its Annual Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morill

Executive Director/CEO



Adam A. House
Fire Chief

Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

DATE: January 23, 2025
TO: Board of Directors
FROM: Barbie Law, Assistant Chief-Fire Marshal
SUBJECT: California Senate Bill 1205 Mandatory Inspections & Compliance Reporting and Resolution for CY 2024

TOPIC

Compliance with California Senate Bill 1205 California Health and Safety Code Section 13146.4 regarding mandatory inspection of public and private schools and certain residential occupancies for the calendar year 2024.

DISCUSSION

California Health & Safety Code Section 13145 specifies that the State Fire Marshal, the chief of any city, county, or city and county fire department or district providing fire protection services shall enforce in their respective areas building standards relating to fire and panic safety adopted by the State Fire Marshal and published in the California Building Standards Code and other regulations that have been formally adopted by the State Fire Marshal for the prevention of fire or for the protection of life and property against fire or panic.

California Health & Safety Code Section 13146 identifies the responsibility for enforcement of building standards adopted by the State Fire Marshal and published in the California Building Standards code relating to fire and panic safety and other regulations of the State Fire Marshal.

California Health & Safety Code Section 13146.2 requires every city or county fire department or district providing fire protection services required by Sections 13145 and 13146 to enforce building standards adopted by the State Fire Marshal and other regulations of the State Fire Marshal to annually inspect all structures subject to subdivision (b) of Section 17921 for compliance with building standards and other regulations of the State Fire Marshal. Subdivision (b) of Section 17921 pertains to the rules and regulations for fire and panic safety in all hotels, motels, lodging houses, apartment houses and dwellings, buildings, and structures accessory thereto.

California Health & Safety Code Section 13146.3 requires the chief of any city or county department or district providing fire protection services and authorized representatives to inspect every building used as a public or private school within the

jurisdiction for the purpose of enforcing regulations promulgated pursuant to Section 13143, not less than once each year.

In September of 2018, Senate Bill 1205 (SB 1205) added a new section to the California Health & Safety code which affected every city or county fire department or district required to perform the above-described inspections. The bill requires every fire department or district to report annually to its administering authority their compliance with the above-described annual inspection requirements.

Additionally, SB 1205 requires the administering authority to acknowledge receipt of the report in a resolution or a similar formal document. SB 1205 holds jurisdictional policy makers accountable to make progress on fire prevention resource requests, and ensures fire department funding allocations account for the longstanding needs of resource deficient fire prevention bureaus.

During Calendar year 2024, the Sacramento Metropolitan Fire District completed the annual inspection of 379 Group E occupancies, buildings, structures and/or facilities. This is a compliance rate of 100% for this reporting period. It should be noted that 21% of Group E occupancies were compliant with no violations noted during the inspection, while 79% of them required one or more re-inspections to resolve violations.

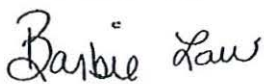
During Calendar year 2024, the Sacramento Metropolitan Fire District completed the annual inspection of 1862 Group R occupancies, buildings, structures and/or facilities. This is a compliance rate of 100% for this reporting period. It should be noted that 30% of Group R Occupancies were found to be compliant with no violations noted during the inspection, while 70% of them required one or more re-inspections to resolve violations.

A focus of attention for the Board of Directors in future fiscal years should be augmenting staffing levels for Inspector I (code enforcement) to assist with the workload, as well as public education to improve the percentage of occupancies found to be in compliance on the first inspection.

RECOMMENDATION

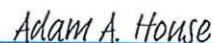
Pursuant to the requirements contained in SB 1205, staff recommends that the Board of Directors adopt the Resolution acknowledging receipt of the annual report regarding the inspection of public and private schools and certain residential occupancies for the calendar year 2024.

Submitted by:



Barbie Law, Assistant Chief-Fire Marshal

Approved by:



Adam A. House (Jan 13, 2025 20:58 EST)

Adam A. House, Fire Chief



Sacramento Metropolitan Fire District

10545 Armstrong Ave., Suite 200 • Mather, CA 95655 • Phone (916) 859-4300 • Fax (916) 859-3702

Adam A. House
Fire Chief

RESOLUTION NO. 2025-XXX

A RESOLUTION OF THE SACRAMENTO METROPOLITAN FIRE DISTRICT ACKNOWLEDGING RECEIPT OF A REPORT MADE BY THE FIRE MARSHAL OF THE SACRAMENTO METROPOLITAN FIRE DISTRICT REGARDING THE INSPECTION OF CERTAIN OCCUPANCIES REQUIRED TO PERFORM ANNUAL INSPECTIONS IN SUCH OCCUPANCIES PURSUANT TO SECTION 13146.2 AND 13146.3 OF THE CALIFORNIA HEALTH AND SAFETY CODE.

WHEREAS, California Health & Safety Code Section 13146.4 was added in 2018, and became effective on September 27, 2018; and,

WHEREAS, California Health & Safety Code Sections 13146.2 and 13146.3 requires all fire departments, including the Sacramento Metropolitan Fire District, that provide fire protection services to perform annual inspections in every building used as a public or private school, hotel, motel, lodging house, apartment house, and certain residential care facilities for compliance with building standards, as provided and,

WHEREAS, California Health & Safety Code Section 13146.2 requires all fire departments, including the Sacramento Metropolitan Fire District, that provide fire protection services to report annually to its administering authority on its compliance with Sections 13146.2 and 13146.3 and,

WHEREAS, the Board of Directors of the Sacramento Metropolitan Fire District intends this Resolution to fulfill the requirements of the California Health & Safety Code regarding acknowledgment of the Sacramento Metropolitan Fire District's compliance with California Health and Sections 13146.2 and 13146.3.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Sacramento Metropolitan Fire District that said Board expressly acknowledges the measure of compliance of the Sacramento Metropolitan Fire District with California Health and Safety Code Sections 13146.2 and 13146.3 in the area encompassed by the Sacramento Metropolitan Fire District, as follows:

A. EDUCATIONAL GROUP E OCCUPANCIES:

Educational Group E occupancies are generally those public and private schools, used by more than six persons at any one time for educational purposes through the 12th grade. Within the Sacramento Metropolitan Fire District, there lie 379 Group E occupancies, buildings, structures and/or facilities.

During Calendar year 2024, the Sacramento Metropolitan Fire District completed the annual inspection of 379 Group E occupancies, buildings, structures and/or facilities. This is a compliance rate of 100% for this reporting period.

Additional items of note regarding this compliance rate can be found in the accompanying staff report for this resolution.

B. RESIDENTIAL GROUP R OCCUPANCIES:

Residential Group R occupancies, for the purposes of this resolution, are those occupancies containing sleeping units, and include hotels, motels, apartments (three units or more), etc. as well as other residential occupancies (including a number of residential care facilities). These residential care facilities have a number of different sub-classifications, and they may contain residents or clients that have a range of needs, including those related to custodial care, mobility impairments, cognitive disabilities, etc. The residents may also be non-ambulatory or bedridden. Within the Sacramento Metropolitan Fire District, there lie 1862 Group R (and their associated sub-categories) occupancies of this nature.

During Calendar year 2024, the Sacramento Metropolitan Fire District completed the annual inspection of 1862 Group R occupancies, buildings, structures and/or facilities. This is a compliance rate of 100% for this reporting period.

Additional items of note regarding this compliance rate can be found in the accompanying staff report for this resolution.

PASSED, APPROVED AND ADOPTED this 23rd day of January, 2025. I, MARNI RITTBURG, BOARD CLERK OF SACRAMENTO METROPOLITAN FIRE DISTRICT HEREBY CERTIFY the foregoing Resolution was introduced and passed at a regular meeting of the Sacramento Metropolitan Fire District Board by the following roll call vote:

- AYES:**
- NOES:**
- ABSENT:**
- ABSTAIN:**

SACRAMENTO METROPOLITAN FIRE DISTRICT

By: _____
President, Board of Directors

ATTEST:

Marni J. Rittburg, CMC, CPMC
Clerk of the Board

*Community Risk
Reduction Division*



*January 23, 2025
Deputy Fire Marshal Amy Nygren*

Overview

- Senate Bill 1205
- Plan Intake & Inspection Staffing
- State Mandated Inspections
- CY 2024 Inspection Compliance



What is SB 1205?

- SB 1205 went into effect September 27, 2018
 - Health and Safety Code §13146.4
- Requires every fire agency to report their compliance with State Mandated Inspections to their governing authority
- Requires the governing authority to acknowledge receipt of the report
- Holds jurisdictional policy makers accountable to make progress on fire prevention resource requests, and ensures fire department funding allocations account for the longstanding needs of resource deficient fire prevention bureaus



Inspection & Plan Intake Staffing

- 3 Supervising Inspectors
 - 1 Code Enforcement, 1 New Construction, 1 Training
- 14 Fire Inspectors (14 funded positions)
 - 7 Inspector II's (New Construction, Plan Review, and State Mandates)
 - An Inspector II resigned in January 2025, so we now have a vacancy at this rank
 - 7 Inspector I's (Code Enforcement and Mandates)
 - Since June 29, 2023 1 Inspector I has been providing coverage in the FIU for a long-term vacancy & unavailable for inspector duties. Although a Fire Inspector I was added to the PAD in 2024, we have yet to functionally realize the benefit
- 3 Plan Intake Specialists
 - Coverage provided at the City of Citrus Heights, City of Rancho Cordova, and Metro Fire HQ



State Mandated Inspection Group E Occupancies

Group E Occupancies are generally those public and private schools, used by more than six persons at any one time for educational purposes through the 12th grade.

Within Metro Fire's Jurisdiction Inspections:

- 200 Public Schools
- 79 Private Schools
- 100 Daycares



State Mandated Inspection

Group R Occupancies

Residential occupancies are generally those occupancies containing sleeping units, and include hotels, motels, apartments (three units or more), as well as residential care facilities housing more than 6 clients.

Within Metro Fire's Jurisdiction Inspections:

- 42 Hotel/Motels
- 867 Apartment complexes
- 890 4-Plex buildings
- 63 Residential Care Facilities (>6)



State Mandated Inspection High Rise

Any building having floors used for human occupancy located more than 75 feet above access.

**Within Metro Fire's
Jurisdiction
Inspection:**

- 1 Residential High Rise



CY 2024 Inspection Statistics

GROUP E OCCUPANCIES

(Public/Private Schools and Daycares)

379 Total E Occupancies

379 Inspections Completed

100 % Compliance Rate



CY 2024 Inspection Statistics

GROUP R OCCUPANCIES

(Hotels/Motels, Apartments, 4-Plexes, and Residential Care Facilities >6)

1862 Total R Occupancies

1862 Inspections Completed

100% Compliance Rate



Putting It Into Perspective

- Annually there are a significant number of mandate inspections that require one or more re-inspections to achieve 100% code compliance
 - 79% of Group E required reinspection
 - At the close of 2024, of the 379 occupancies, 232 have open violations with ongoing inspector follow up
 - 70% of Group R required reinspection
 - At the close of 2024, of the 1862 occupancies, 1079 have open violations with ongoing inspector follow up
- Although a Fire Inspector I was added to the PAD, the upgrade of an Inspector I to support the FIU inhibited the ability to recognize this benefit



Staff Recommendation:

- Staff recommends the Board adopt the resolution acknowledging the receipt of the report regarding the performance of annual inspections as outlined in Health and Safety Code §13146.2 and §13146.3.



QUESTIONS?

