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COMMISSION

AGENDAMEMORANDUM Item No. 10a

ACTION ITEM Date of Meeting June 25, 2024

DATE: June 18, 2024

TO: Stephen P. Metruck, Executive Director

FROM: Randy J. Krause, Fire Chief

Reiter, Wendy, Director of Security

SUBJECT: Fire Apparatus Update - Increase Funding of CIP 801040

Amount of this request: \$10,169,500

Total estimated project cost: \$10,169,500

ACTION REQUESTED

Request Commission authorization for the Executive Director to authorize \$10,169,500 for CIP 801040 for renewal and replacement of fire department apparatus.

EXECUTIVE SUMMARY

The Fire Department received approval from the Aviation Investment Committee for \$10,169,500 for the renewal and replacement of apparatus to replace our aging fleet between 2019 to 2030. The reason we have put 2019 as the early date because we have deferred several years' worth of purchases in support of helping the Aviation Division address the cost impacts of COVID-19. As the financial environment improved, we are now requesting to get back on our buying cycle with this request. This request is intended to get commission approval, allowing us to work with the capital program team and CPO to purchase the equipment without coming back to commission for each apparatus purchase. In the fire department evaluation of current apparatus, we have determined current and future apparatus and vehicle needs. This will be explained visually in the presentation provided. The apparatus and vehicles being requested to be replaced are; (2) Aircraft Rescue Firefighter Apparatus (2006, 2010 mfg dates), (1) fire engine (2010 mfg date), (2) Aid Cars (mfg dates 2000, 2010), (1) Hazardous Materials Apparatus (mfg date 1989), a Technical Rescue Vehicle (New), (1) Stair Truck (New) and two Gators w/trailers (New). There is significant lead time to manufacture these apparatuses and vehicles. So, the dollars associated with this request will be spread over multiple years. A production time chart will be provided in the presentation, indicating expected delivery dates once the purchase is executed.

Template revised January 10, 2019.

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JUSTIFICATION

The Fire Department has an apparatus/vehicle purchasing plan that is supported by industry best practices and identified in National Fire Protection Association (NFPA) standards. The intention is to purchase Engines and Aid cars every 7-10 years, Aircraft Rescue Firefighting Apparatus every 10 years, Hazardous Materials Apparatus every 12-15 years, and Technical Rescue Vehicles every 12-15 years. This replacement cycle deviates and fluctuates to support the Aviation Division financial position at the time of request and is often deferred if preventative maintenance is keeping the apparatus in good operational standing. As part of this request, we will be replacing a 2006 and 2010 ARFF Apparatus, a 2006 Fire Engine, two Aid Cars that were received in 2000 and 2010, a Hazardous Materials Apparatus received in 1889, a Stair Truck, and adding a new Technical Rescue Vehicle, and two new gators with trailers to support a major incident involving many patients, as we may see in a large aircraft incident. The request is to replace an aging fleet that is past its effective useful life and get the fire department back on track with our purchases after COVID 19.

Diversity in Contracting

All purchases will be coordinated through both CPO and the assigned buyer to ensure diversity in contracting is considered.

Scope of Work

Complete necessary acquisition, equipping of vehicles and Capital Improvement Project closeout activities before Q4 2030.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1 – Do nothing and extend life of fleet. (NOT RECOMMENDED)

Choosing to delay these purchases jeopardizes our emergency response capabilities across all disciplines due to the lack of service availability of older vehicles in the fleet. Currently we experience long delays acquiring parts for our older equipment. We must be creative and coordinate with Boeing Fire Department or King County Airport if we were to lose an ARFF Vehicle. In addition, as we continue to get busier both on the airport and off, we continue to incur risk when our Technical Rescue and/or Hazardous Materials response is needed in the community. We need to separate the equipment in order to maintain a better response posture on and off the airport.

Pros:

(1) No positives to our abilities by continuing to extend the life of our aging fleet.

Cons:

(1) Impacts ability to maintain our response profile in all disciplines.

(2) Reduces cost and out of service time of our aging fleet.

Template revised June 27, 2019 (Diversity in Contracting).

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This is not the recommended alternative.

Alternative 2 –Extend the purchasing window out 5-10 Years (Not Recommended)

It may seem reasonable to extend the purchasing window, however, we have already delayed purchasing by 4-5 years due to COVID. We did this to support the economic downturn at the airport by deferring these purchases in our effort to help push costs out into future years. This delay has put our fleet at greater risk, but our mechanics have been able to keep the fleet operational to date. Doing this would continue to put our aging fleet at risk and could impact our ability to respond effectively.

Cost Implications:

Pros:

(1) Defers costs.

Cons:

(1) Could be costly as maintenance of the aging fleet continue to increase.

(2) May affect our ability to respond effectively.

This is not the recommended alternative.

This is the recommended alternative.

Alternative 3 – Purchase all apparatus and vehicles as requested. (Preferred Option)

Approve the purchase as requested allowing the Port of Seattle Fire Department to get back on its apparatus purchasing cycle. This will ensure that the fire department will have access to dependable, reliable, and service ready equipment over the next decade.

Cost Implications:

Pros:

(1) Replaces aging fleet.

(2) Allows the separation of hazardous materials and technical rescue response.

(3) Allows better capabilities in the clear zones and on the airfield for a major emergency.

(4) The monies will be allocated over a 3–6-year window.

Cons:

(1) No downside.

FINANCIAL IMPLICATIONS

This project was approved by the Aviation Investment Committee in 2018 plan of finance under CIP #C801040 in the amount of \$5,000,000 and we are seeking an increase to this CIP of 5,169,500. The current total project estimate is \$10,169,500.

Template revised June 27, 2019 (Diversity in Contracting).

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Cost Estimate/Authorization Summary Capital Expense Total

COST ESTIMATE

Original estimate \$5,000,000 \$0 \$5,000,000

Previous changes – net 0 0 0

Current change \$5,169,500 0 \$5,169,500

Revised estimate 10,169,500 0 10,169,500

AUTHORIZATION

Previous authorizations 0 0 0
Current request for authorization 0 0 0
Total authorizations, including this request 0 0 0
Remaining amount to be authorized \$0 \$0 \$0
ADDITIONAL BACKGROUND
None
ATTACHMENTS TO THIS REQUEST
(1) Presentation

Template revised June 27, 2019 (Diversity in Contracting).