



AGENDA

REGULAR MEETING OF THE HEMET CITY COUNCIL

August 11, 2015

REGULAR SESSION

7:00 p.m.
City of Hemet City Council Chambers
450 E. Latham Avenue

Call to Order

Roll Call

ROLL CALL: Council Members Milne, Raver and Youssef, Mayor Pro Tem Wright and Mayor Krupa

Invocation

Pledge of Allegiance

City Council Business

Notice to the Public

The Consent Calendar contains items which are typically routine in nature and will be enacted by one motion by the Council unless an item is removed for discussion by a member of the public, staff, or Council. If you wish to discuss a Consent Calendar item please come to the microphone and state the number of the item you wish to discuss. Then wait near the lecture. When the Mayor calls your turn give your last name, and address, then begin speaking. You will have three minutes at that time to address the Council.

Consent Calendar

1. **Approval of Minutes** – July 28, 2015
2. **Receive and File** – Warrant Registers
 - a. Warrant registers July 9, 2015 in the amount of \$3,411,867.11 and July 23, 2015 in the amount of \$1,802,425.21. Payroll for the period of June 22, 2015 to July 5, 2015 was \$644,565.20 and July 6, 2015 to July 19, 2015 was \$598,099.21.

3. **Recommendation by Engineering** – Resolution Urging the State to Provide Sustainable Funding for State and Local Transportation Infrastructure and Send a Support Letter to the Governor
 - a. Adopt a resolution urging the State to provide new sustainable funding for state and local transportation infrastructure; and
 - b. Authorize the Mayor to sign a letter of support and sign-up form for the Fix our Roads Coalition. **Resolution Bill No. 15-042**

4. **Recommendation by Community Development** - Zoning Ordinance Amendment No. 15-008
 - a. Adopt a city-initiated ordinance amending certain sections of Chapter 90 (Zoning Ordinance) of the Hemet Municipal Code to correct minor typographical errors related to the City’s Development Application processes.
Ordinance Bill No. 15-032

5. **Recommendation by Community Development** - Zoning Ordinance Amendment No. 15-004
 - a. Adopt an ordinance city-initiated ordinance amending section 90-77 (Animal regulations and keeping requirements) of Chapter 90 of the Hemet Municipal Code to update the regulations on residential chicken keeping as recommended by the Planning Commission. **Ordinance Bill No. 15-020**

6. **Recommendation by Police** - CIP Project FY 2014/15 (Community Cameras) – Vendor Selection and Contract Authorization
 - a. Authorize the City Manager to approve the purchase and installation of Community Camera Project Phase I hardware, software, training and licensing from Leverage Information Systems in the amount of \$109,520.40.

7. **Recommendation by Police** – CIP Project FY 2014/15 (Police Body Worn Video) – Vendor Selection and Contract Authorization
 - a. Authorize the City Manager to approve the purchase of 50 Body Worn Cameras and related hardware, software, training and licensing from VIEVU in the amount of \$54,571.24.

8. **Recommendation by Fire** – Award of Bid for the Purchase of Two (2) 2015 E-One, Cyclone Type 1 Pumpers from A2z Fire Apparatus
 - a. Award bid to A2z Fire Apparatus in the amount of \$1,063,898.00 for the purchase of two (2) 2015 E-One, Cyclone Type 1 Pumpers to be funded from existing budgets in the Equipment Replacement Fund 380-3200-5400 and Indian Gaming Grant Fund 260-3200-5400; and
 - b. Authorize pre-payment in the amount of \$1,031,670.00 (pre-payment savings of \$32,228.00) – A2z Fire Apparatus (authorized E-one West Coast representative) to provide 100 percent performance bond as part of this Authorization; and
 - c. Declare Unit No. 3247 (1996 Ferrara Type 1 Pumper) surplus and authorize its sale at auction.

9. **Recommendation by Engineering** – Professional Services Agreement for Fire Station No. 5 Hydrology Study
 - a. Approve a professional services agreement with Engineering Resources of Southern California, Inc. of Hemet, California to provide a hydrology study for Fire Station No. 5 in the amount of \$23,610; and
 - b. Authorize the Interim City Manager to execute said agreement; and
 - c. Authorize the Deputy City Manager/Administrative Services Director to appropriate \$23,610 from the Fire DIF fund for the project.

 10. **Recommendation by Public Works** – Remove Commercial Truck Parking Signage on Elk Street and Install No Parking Signage
 - a. Authorize staff to remove existing commercial parking signage along Elk Street and install “No Parking Anytime” signs 30 days following their removal.
-

Communications from the Public

Anyone who wishes to address the Council regarding items not on the agenda may do so at this time. As a courtesy, please complete a Request to Speak Form found at the City Clerk’s desk. Submit your completed form to the City Clerk prior to the beginning of the meeting. Presentations are limited to three minutes in consideration of others who are here for agenda items. Please come forward to the lectern when the Mayor calls upon you. When you are recognized, you may proceed with our comments.

****Notice: Members of the Public attending shall comply with the adopted Rules of Decorum in Resolution No. 4545. A copy of the Rules of Decorum are available from the City Clerk.***

State law prohibits the City Council from taking action or discussing any item not appearing on the agenda except for brief responses to statements made or questions posed by the public. In addition, they may, on their own initiative or in response to questions posed by the public, ask a question for clarification, provide a reference to staff or other resources for factual information, or request staff to report back to them at a subsequent meeting. Furthermore, a member of the City Council or the Council itself may take action to direct staff to place a matter of business on a future agenda.

Discussion/Action Item

11. **Presentation of Fire Deployment Study/Standards of Coverage** – Fire Chief Brown/Emergency Services Consulting International
Discussion regarding this item, with possible direction to staff
-

City Council Reports

12. CITY COUNCIL REPORTS AND COMMENTS
 - A. Council Member Milne
 1. Riverside County Habitat Conservation Agency (RCHCA)
 2. Riverside Conservation Authority (RCA)
 3. Disaster Planning Commission

- B. Council Member Raver
 - 1. Planning Commission
 - 2. Traffic and Parking Commission
 - 3. Riverside Transit Agency (RTA)
 - 4. Riverside County Transportation Commission (RCTC)
 - 5. Watermaster Board

 - C. Council Member Youssef

 - D. Mayor Pro Tem Wright
 - 1. Park Commission
 - 2. Riverside County Habitat Conservation Agency (RCHCA)
 - 3. Ramona Bowl Association
 - 4. League of California Cities
 - 5. Western Riverside Council of Governments (WRCOG)

 - E. Mayor Krupa
 - 1. Riverside Conservation Authority (RCA)
 - 2. Ramona Bowl Association
 - 3. Riverside Transit Agency (RTA)
 - 4. Watermaster Board
 - 5. Library Board
 - 6. League of California Cities
 - 7. Riverside County Transportation Commission (RCTC)
 - 8. Western Riverside Council of Governments (WRCOG)

 - F. Ad-Hoc Committee Reports
 - 1. West Hemet MSHCP Ad-Hoc Committee
 - 2. Regent Development Agreement Ad-Hoc Committee
 - 3. Diamond Valley Lake Recreation Ad-Hoc Committee
 - 4. Public Safety Ballot Measure Ad-Hoc Committee
 - 5. Ad-Hoc Committee to Explore Revenue Options
 - 6. Grant Ad-Hoc Committee

 - G. Interim City Manager Thornhill
 - 1. Manager's Reports
 - 2. Update on Boarded-up Buildings
 - 3. Update on the State Audit
-

Closed Session

Notice of Opportunity for Public Comment

Members of the Public may comment upon any identified item on the closed session agenda. Since the Council's deliberation on these items is confidential the City Council and City Staff will not be able to answer or address questions relating to the items other than procedural questions. At the conclusion of the closed session, the City Attorney will report any actions taken by the City Council which the Ralph M. Brown Act required to be publicly reported.

13. Conference with Legal Counsel - Existing Litigation
Pursuant to Government Code section 54956.9(d)(1)
Names of case: *Norman, et. al. v. Charles Webb, III, et. Al.*
RSC Case No. MCC1301868
-

City Attorney Closed Session Report

14. Conference with Legal Counsel - Existing Litigation
Pursuant to Government Code section 54956.9(d)(1)
Names of case: *Norman, et. al. v. Charles Webb, III, et. Al.*
RSC Case No. MCC1301868
-

Future Agenda Items

If Members of Council have items for consideration at a future City Council meeting, please state the agenda item to provide direction to the City Manager.

Adjournment

Adjourn to Tuesday, August 25, 2015 at 7:00 p.m. for consideration of items placed on that agenda. The next regular meeting will be held September 8, 2015.

Staff reports and other disclosable public records related to open session agenda items are available at the City Clerk's Office or at the public counter located at 445 E. Florida Avenue during normal business hours.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



1

MINUTES

REGULAR MEETING OF THE HEMET CITY COUNCIL

July 28, 2015

6:00 p.m.

City of Hemet Council Chambers
450 E. Latham Avenue

www.cityofhemet.org
Please silence all cell phones

Call to Order

Mayor Krupa called the meeting to order at 6:01 p.m.

Roll Call

PRESENT: Council Members Milne, Raver and Youssef, Mayor Pro Tem Wright
and Mayor Krupa

ABSENT: None

Closed Session

Notice of Opportunity for Public Comment

There were no public comments at this time.

The City Council recessed to Closed Session at 6:01 p.m.

1. Public Employee Appointment/Recruitment
Pursuant to Government Code section 54957
Title: *City Manager*
2. Conference with Legal Counsel - Anticipated Litigation
Three (3) matters of significant exposure to litigation pursuant to Government Code section 54956.9(d)(2) & (3)
3. Conference with Labor Negotiators
Pursuant to Government Code section 54957.6
Agency designated representatives: *Interim City Manager*
Employee organizations:
Service Employees International Union (SEIU) General Employees
Hemet Non-Sworn Police Employees Association
Hemet Fire Fighters Association
Hemet Police Officers Association
Hemet Police Management Association
Hemet Mid-Managers Association
Unrepresented employees:
Confidential Personnel
At-Will Employees

4. Conference with Real Property Negotiators
Pursuant to Government Code section 54956.8
Property: *APN's: 456-050-013 and 456-050-022, northwest corner of Sanderson and Stetson Avenues*
APN: 456-140-032, 20 acres north of Domenigoni Parkway near Simpson Road
APN: 442-313-046, 669 Mariposa
APN: 443-140-013, 410 E. Devonshire
APN: 443-233-010, 302 E. Florida
APN: 443-245-001, 555 St. John
Agency negotiator: City Manager
Under negotiation: Acquisition, Price and Terms
5. Conference with Legal Counsel - Existing Litigation
Pursuant to Government Code section 54956.9(d)(1)
Names of case: *Norman, et. al. v. Charles Webb, III, et. Al.*
RSC Case No. MCC1301868
-

REGULAR SESSION

7:00 p.m.
City of Hemet City Council Chambers
450 E. Latham Avenue

Call to Order

Mayor Krupa called the meeting order at 7:04 p.m.

Roll Call

PRESENT: Council Members Milne, Raver and Youssef, Mayor Pro Tem Wright and Mayor Krupa
ABSENT: None

Invocation

Invocation was given by Mike Gratzke, Hemet-San Jacinto Interfaith Council

Pledge of Allegiance

Pledge of Allegiance was led by Mayor Pro Tem Wright

City Attorney Closed Session Report

6. Public Employee Appointment/Recruitment
Pursuant to Government Code section 54957
Title: *City Manager*
The City Council discussed the recruitment and gave direction. There was no additional reportable action.

7. Conference with Legal Counsel - Anticipated Litigation
Three (3) matters of significant exposure to litigation pursuant to Government Code section 54956.9(d)(2) & (3)

The City Council received a briefing from the City Attorney and gave direction. There was no additional reportable action.

8. Conference with Labor Negotiators
Pursuant to Government Code section 54957.6
Agency designated representatives: *Interim City Manager*
Employee organizations:

Service Employees International Union (SEIU) General Employees
Hemet Non-Sworn Police Employees Association
Hemet Fire Fighters Association
Hemet Police Officers Association
Hemet Police Management Association
Hemet Mid-Managers Association

Unrepresented employees:
Confidential Personnel
At-Will Employees

This item was continued to the end of the Regular Session.

9. Conference with Real Property Negotiators
Pursuant to Government Code section 54956.8
Property: *APN's: 456-050-013 and 456-050-022, northwest corner of Sanderson and Stetson Avenues*
APN: 456-140-032, 20 acres north of Domenigoni Parkway near Simpson Road
APN: 442-313-046, 669 Mariposa
APN: 443-140-013, 410 E. Devonshire
APN: 443-233-010, 302 E. Florida
APN: 443-245-001, 555 St. John

Agency negotiator: City Manager
Under negotiation: Acquisition, Price and Terms

This item was continued to the end of the Regular Session.

10. Conference with Legal Counsel - Existing Litigation
Pursuant to Government Code section 54956.9(d)(1)
Names of case: *Norman, et. al. v. Charles Webb, III, et. Al.*
RSC Case No. MCC1301868

This item was continued to the end of the Regular Session.

Presentation

11. Certificate of Appreciation for Valley Beautiful
Mayor Krupa, presented representatives from Valley Beautiful a Certificate of Appreciation for their efforts in making the Hemet Public Library Turf Transition Project a success.

12. Certificate of Appreciation for Katherine Botts

Mayor Krupa, read a Certificate of Appreciation for Katherine Botts for her designs and efforts in the Hemet Public Library Turf Transition Project.

Kathye Caines, Senior Librarian, thanked everyone for their hard work on that very hot day in June. Ms. Caines displayed pictures of the project that includes drought resistant California Native plants. City staff and Marina Landscaping were there helping with the planting and irrigation. The Library paid about \$10,000 a year on water, this will reduce that expense.

13. Presentation by Dan Goodrich, Sierra Dawn to Hemet Police Department's K-9 Fund

Dan Goodrich, Sierra Dawn, on May 22nd Sierra Dawn Estates and the Sunset Rotary Club held a fundraising event. The event was sponsored by Soboba, Small Animal Care, Miller Jones Mortuary, Tami Wilhelm, Dan & Ruth Goodrich and Alpha Wealth Management. Mayor Krupa, Mayor Pro Tem Wright and K9 Officer Jack were in attendance. The event raised \$4,000 that Mr. Goodrich presented to the Hemet Police Department K9 Unit.

City Council Business Consent Calendar

14. **Approval of Minutes** – June 23, 2015

15. **Receive and File** – Warrant Registers

- a. Warrant registers dated June 25, 2015 in the amount of \$1,493,207.76 and June 30, 2015 in the amount of \$3,104,357.64. Payroll for the period of June 8, 2015 to Jun 21, 2015 is \$586,022.03.

16. **Receive and File** – Investment Portfolio as of May 2015

17. **Recommendation by Interim City Manager** – Agreement for Services between the City of Hemet and Shawn Nelson Consulting

- a. Authorize the Interim City Manager to enter into an Agreement for Services between the City of Hemet and Shawn Nelson Consulting to provide services outlined in Exhibit A of the agreement for an amount not to exceed \$50,000 effective August 3, 2015.

18. **Recommendation by Interim City Manager** – Amendment to the Joint Powers Agreement of the Western Riverside Council of Government to add the Morongo Band of Mission Indians to the WRCOG Governing Board.

19. **Recommendation by Community Investment** – Mayor Appointment to the Oversight Board of the Dissolved Hemet Redevelopment Agency

- a. Adopt a resolution replacing one member appointed by the Mayor to the Oversight Board of the Dissolved Former Hemet Redevelopment Agency.

Resolution No. 4639

20. **Recommendation by Community Investment** - Contract Amendment for Housing Program Support Services
 - a. Authorize the Interim City Manager to execute Amendment No. 2 to the Consultant Services Agreement with New Turtle Island for Housing Program support services.

21. **Recommendation by Engineering** – Amending the Five Year Capital Improvement Plan (CIP) for Fiscal Years 2016-2020
 - a. Adopt a resolution amending the Five Year Capital Improvement Plan for Fiscal Years 2015/2016 to 2019/2020, as adopted by Resolution No. 4629.
Resolution No. 4640

22. **Recommendation by Human Resources** - Amendment to the Contract between the Board of Administration California Public Employees’ Retirement System and the City Council of the City of Hemet for Cost Sharing
 - a. Adopt an ordinance to allow cost sharing of the Employer Contribution to CalPERS with the “classic” CalPERS members of the Hemet Police Officer’s Association (HPOA) and the Hemet Police Management Association (HPMA).
Ordinance No. 1902

23. **Recommendation by Engineering** – Ratify Change Order No. 1 and No. 2 and file Notice of Completion – Safe Routes to School Project CIP No. 5548
 - a. Authorize the Interim City Manager to Ratify Change Order No. 1 in the amount of \$42,550 for the additional costs to repair Warren Road wash-out of December 4, 2014; and
 - b. Authorize the Interim City Manager to Ratify Change Order No. 2 in the amount of \$48,226 for final quantity adjustments and additional work as directed by the previous Principal Engineer for a total expenditure of \$90,776; and
 - c. Authorize the Deputy City Manager/Admin. Svcs. Director to establish budget in the amount of \$48,226 in Fund No. 329-5548-5500 (to be included in the FY 2014/15 expenditures); and
 - d. Authorize the City Clerk to file a Notice of Completion with the County of Riverside Recorder’s Office. The 5% retention and the Labor and Materials Bond will be released after the Notice of Completion is filed with the County Recorder’s Office. The Performance Bond will be maintained for, and released after, a period of one year.

24. **Recommendation by Engineering** – Final Acceptance and file Notice of Completion; CDBG/SB 821 CIP No. 5591 Gilbert Street Ramps
 - a. Accept CIP No. 5591 Gilbert Street Ramps and instruct the City Clerk’s Office to file a Notice of Completion with the County Recorder’s Office. The 5% retention and the Labor and Materials Bond will be released after the Notice of Completion is filed and 30 days after receipt by the County Recorder’s Office. The Performance Bond will be maintained for and released after a period of one year.

25. **Recommendation by Fire** - Acceptance of the 2014 State Homeland Security Program (SHSP)
 - a. Accept the grant through the Riverside County Operations Area from the Homeland Security Grant Program (HSGP) in the amount of \$10,863 for the period of October 1, 2014 through February 28, 2016; and
 - b. Amend the budget in the Public Safety Grant Fund #232 to reflect the award amount of \$10,863 to cover the cost of the purchase of Tactical Response/Active Shooter equipment.

26. **Recommendation by Fire** – Second Amendment to Contract Agreement with CSG Inc., for Plan Review, inspections and code services
 - a. Approve the Second Amendment to Contract Agreement CSG Consultants, Inc. maintaining the original contract pricing and extending the term of the agreement to October 31, 2015; and
 - b. Authorize the Interim City Manager to execute the Second Amendment to Contract Agreement with CSG Consultants, Inc. The Second Amendment amends Section 4(a) and Exhibit "B" from \$91,000, increasing total compensation by \$25,000 to \$166,000 which reflects the extension period of the contract.

27. **Recommendation by Community Development** – Second Amendment to the Consultant Services Agreement between the City of Hemet and BMLA, Inc. for Contract Planning Services
 - a. Approve the Second Amendment to the Consultant Services Agreement between the City of Hemet and BMLA, Inc., maintaining the original contract pricing and extending the term of the Agreement in Section 1 to December 31, 2015; and
 - b. Authorize the Interim City Manager to execute the Second Amendment to Contract Agreement with BMLA, Inc. The Second Amendment amends Section 4(a) and Exhibit "B" to increase compensation by \$50,000 on a Time and Materials basis, resulting in a total not-to-exceed contract amount of \$118,000 which reflects the extension period of the contract.

28. **Recommendation by Community Development** – Second Amendment to the Consultant Services Agreement between the City of Hemet and Moore Iacofano Goltsman, Inc. (MIG) for Contract Planning Services
 - a. Approve the Second Amendment to the Consultant Services Agreement between the City of Hemet and Moore Iacofano Goltsman, Inc. (MIG), maintaining the original contract pricing and extending the term of the Agreement in Section 1 to December 31, 2015; and
 - b. Authorize the Interim City Manager to execute the Second Amendment to Contract Agreement with MIG, Inc. The Second Amendment amends Section 2 and Exhibit "A", expanding the scope of services, and Section 4(a) and Exhibit "B" to increase compensation by \$48,000 on a Time and Materials basis, resulting in a total not-to-exceed contract amount of \$120,000 which reflects the extension period of the contract.

Staff removed Item No. 20 for the Consent Calendar.

Item Nos. 17, 18, and 28 were removed from the Consent Calendar for discussion. **Council Member Youssef moved and Council Member Raver seconded a motion to approve the remaining Consent Calendar items. Motion carried 5-0.**

Item No. 17

Mayor Pro Tem Wright, asked for an explanation with regard to the savings by contracting with Mr. Nelson for his expertise and assistants with special assignments.

Gary Thornhill, City Manager, the City will have salary savings from John Janson's departure. Mr. Nelson has an amazing track record as the former City Manager of Temecula and afterwards did some contract work for Menifee assisting them on their drainage problem. Mr. Nelson will be helping the City with the Ramona Creek Project, looking at organizational issues and options for contracting, retiree medical options, budget recommendations, as well as a host of other things. Mr. Nelson will also provide input on the selection of the City's next City Manager.

Council Member Milne moved and Council Member Youssef seconded a motion to approve this item as presented. Motion carried 5-0.

Item No. 18

Mayor Pro Tem Wright, WRCOG is recommending that the Morongo Indians be a member of the Governing Board. Currently they are considered Ex Officio members. Concerns were expressed during the discussion. It has already been voted on and approved by the Executive Committee. It is recommended that the City Council authorize the Mayor to sign the amendment. They will not be able to vote on TUMF, but might have a vote on things that concern cities but not them. They will have different goals and are not governed by the State of California like the cities. This action might lead to the other Indian Tribes wanting to participate. If that happens, a large number of voting members will have significantly different issues and concerns.

The City Council discussed the conversation and the final vote when the item was presented to the WRCOG Executive Committee. The vote was 23-1, with Temecula as the only No vote.

The City Council requested that a letter be sent to WRCOG recommending that amendments come to the cities for discussion by the entire City Council prior to being presented to the Executive Committee for consideration.

Council Member Raver moved and Council Member Youssef seconded a motion to approve this item as presented. Motion carried 5-0.

Item No. 28

Council Member Milne, expressed concern with letter D on the Scope of Services. Council Member Milne asked for a description of the data expressing concerns that this information could threaten the City's 55 and older communities.

Deanna Elliano, Community Development Director, letter D will help thoroughly review the numerous mandates, plans and proposals that come from the State of California, HCD, SCAG, WRCOG to protect the City's interest. We are especially concerned with growth projection data that will eventually be used to determine RHNA numbers.

Council Member Milne moved and Council Member Raver seconded a motion to approve this item as presented. Motion carried 5-0.

Communications from the Public

Jim Pangrazzi, San Jacinto, asked if the City is notified by DOJ when sex offenders move from Hemet. Mr. Pangrazzi distributed information regarding a court of appeals decision regarding living restrictions for registered offenders to the City Council and the City Attorney.

Tom Austin, Hemet, asked if the solar plant on Sanderson Avenue is required to complete landscape improvements. Mr. Austin expressed concern with the high number of sex offenders residing in Hemet.

Police Chief Brown, explained the factors that increase the number of offenders registered. Offenders are required to register for a lifetime that includes some of our senior population. The City also has a very aggressive program that seeks them out to confirm registration. The City does not have program drawing them here. Until we were required to repeal the residency restrictions Hemet has the strictest regulations. The State Department of Corrections notifies the City when a registrant is released and plans to reside in Hemet. After that, the registrant is required to notify the agency of any change of address. That doesn't always happen.

Melissa Diaz Hernandez, Hemet, after spending time with City employees and gathering data it is evident that there are homeless and mental health issues that need to be addressed in a humane and caring way. Ms. Diaz Hernandez is working on a comprehensive plan to get them the necessary help, beginning with the homeless Veterans. Ms. Diaz Hernandez asked for an opportunity to present her plan to the City Council.

Mayor Krupa, requested an opportunity to meet with Ms. Diaz Hernandez to talk about current programs. Ms. Diaz Hernandez was directed to contact the City Clerk's office to schedule a presentation before the City Council.

Public Hearing

29. **Zoning Ordinance Amendment No. 15-008** – Community Development Director Elliano

- a. Introduce, read by title only and waive further reading on a city-initiated ordinance amending certain sections of Chapter 90 (Zoning Ordinance) of the Hemet Municipal Code to correct minor typographical errors related to the City's Development Application processes. **Ordinance Bill No. 15-032**

Deanna Elliano, Community Development Director, this ordinance corrects a couple of typographical errors that were included in the last ordinance as well as a correction in the numbering that will be used in the City's Municipal Code.

Mayor Krupa declared the Public Hearing opened at 7:55 p.m.

There were no public comments presented at this time.

Mayor Krupa declared the Public Hearing closed at 7:55 p.m.

Council Member Milne moved and Mayor Pro Tem Wright seconded a motion to approve this item as presented. Motion carried 5-0.

The Ordinance was read by title only.

30. **Zoning Ordinance Amendment No. 15-004** – Community Development Director Elliano

- a. Introduce, read by title only and waive further reading on an ordinance city-initiated ordinance amending section 90-77 (Animal regulations and keeping requirements) of Chapter 90 of the Hemet Municipal Code to update the regulations on residential chicken keeping as recommended by the Planning Commission. **Ordinance Bill No. 15-020**

Deanna Elliano, Community Development Director, on January 15, 2015 the City Council requested that staff re-examine the animal keeping regulations to allow chicken keeping in residential zones on lots less than 20,000 square feet. Urban backyard chicken farming is increasing in popularity and some Hemet residents want the option of producing their own supply of fresh, organic eggs. Existing regulations are: Permitted in the A-1 and A-2 (Ag) Zones on 1 acre minimum – 12 hens, 1 rooster per acre to a maximum of 50 hens, 2 roosters; Permitted in the RA, R1-20, and R1-40 Zones on 20,000 sf lot minimum – 2 hen maximum and no roosters. Staff compiled the regulations of a variety of cities and researched available studies on the subject. Chicken keeping was discussed with Ramona Humane Society, the City's Code Enforcement Division and other interested parties. Proposed amendments to the zoning ordinance were prepared for consideration by the Planning Commission. The support for backyard chicken keeping was: health benefits of fresh, non-factory eggs; educational opportunity for families; component of the "farm-to-table" movement; encourages residents to participate in a healthier lifestyle by increasing accessibility to the production of locally grown food; and chickens can be good pets. The opposition to backyard chicken keeping was that chickens are not appropriate in an urban environment and should be restricted to agricultural zones only. The potential nuisance concerns were: generates odor and noise; attracts flies and rodents; may escape from pens and coops; and be adopted by families that do not know how to care for chickens. The balanced approach was to establish appropriate regulations that encourage proper care and maintenance: keep chickens in suitable enclosure; maintain the premises in a clean and sanitary condition; not subject chickens to suffering, cruelty, abuse; and quickly respond to complaints. Proposed zone categories: no changes to the A-1 and A-2 zones, RA or R-1-20; Permit chicken keeping in two additional zones – R1-10 and R1-7.2; and prohibit in the R-1-6 zone, mobile home parks or RV parks and MFR zones. This does not apply to Specific Plans, Planned Developments, unless determined by that adopted plan or HOA, whose CC&R's would take precedence over the regulations of ZOA15-004. The zoning map for the City was displayed. A map showing the potential residential zoning for backyard chicken keeping was also displayed. Roosters will still be prohibited in all R1 zones. The number of permitted hens will increase from 2 to 4 to enable productions of enough eggs to meet the needs of the average family. Riverside County allows up to 4 in R-1 zones. ZOA15-004 proposed using development standards instead of distance requirements, which are difficult to monitor and do not necessarily address nuisance considerations. It restricts pens, coops, and enclosures to the size and setback requirements of the zone. Chickens are not permitted to run at large. They must be kept penned or cooped. Suitable pen/coop/enclosure is required with a runway, nesting box, and protection from the weather and predators. All feed must be stored in a vermin proof container. The premises must be kept in a clean and sanitary condition and free from offensive odors. Eggs produced are for personal use only. Chickens shall not be subject to suffering, neglect, cruelty, or abuse. Slaughtering of chickens is prohibited. It is the responsibility of the owners to maintain their animals so that they do not disturb the

neighbors. Complaints regarding odor, cleanliness, treatment, or noise shall be investigated by Code or animal control officers and enforced. On May 19, 2015 the Planning Commission considered ZOA15-004, took public testimony, and continued the public hearing with a request for additional information from staff. On June 2, 2015, the Planning Commission re-opened the public hearing, took more testimony, and after a thorough discussion decided on a 3-1 vote to recommend approval of ZOA15-004 to the City Council, with modifications. 3 residents spoke at the public hearing: 2 have backyard chickens and supported the ZOA; 1 opposed chicken keeping in 6,000 sf lots and recommended incorporating distance requirements. Consistency with the General Plan: Policy LU-15.9 regarding "increasing access to healthy food choices"; and Goal LU-1 to "achieve a balanced and sustainable pattern of land uses, community". The proposed amendment responds to the increased interest in chicken keeping and attempts to achieve a balance between residents seeking home-based organic foods and the protection of neighboring properties. The decision regarding chicken keeping is discretionary. The City Council may approve as-recommended by the PC or add or modify any provisions. Staff is recommending that the City Council introduce, read by title only and waive further reading of Ordinance Bill No. 15-020, approving ZOA 15-004 as recommended by the Planning Commission.

The City Council and staff discussed setbacks for residential zones.

Council Member Raver, expressed concerns with the setback requirements and recommended that the ordinance be rejected.

Mayor Krupa declared the Public Hearing opened at 8:15 p.m.

A resident that did not identify himself expressed concern that there are more important issues to be concerned with and this should not even be on the City Council agenda.

Mayor Krupa declared the Public Hearing closed at 8:15 p.m.

Council Member Youssef, spoke in favor of the recommendations. The change only affects a small portion of the City. Residents should have the right to raise and grow their own food. Chickens have not been a large nuisance that staff has had to deal with.

Council Member Milne, expressed concerns with some of the proposed requirements. Residents are not required to cover their cat food or dog food. I appreciate the rules in planned communities, they are too controlling for me that is why I don't live in one. It is not the City's job to be a huge HOA. The food movement along with commercial farming practices is why your eggs are so expensive. I could go into a very extensive explanation about commercial chicken farming and egg production and cleaning. This will also allow more kids to participate in FFA. If you replace the word chicken in all of the expressed oppositions with dog or cat the problems are the same. Bottom line is the residents need to care for their dogs, cats or chickens. Council Member Milne recommended that chickens also be allowed in the R1-6 zone, even with a reduced amount of chickens.

Council Member Raver, there should be a required distance between the chicken coop and the neighbors backyard and recommended that it be reconsidered by the Planning Commission.

Mayor Pro Tem Wright, spoke in support of the Planning Commission recommendations and agrees with the prohibition in R1-6 zones.

Mayor Krupa, expressed concern that the allowable lot sizes are too small and agrees with Council Member Raver that setbacks should be required. Mayor Krupa has neighbors with chickens that are not good hosts.

Council Member Youssef made a motion to approve this item as presented. The motion failed due to lack of a second.

Eric Vail, City Attorney, the City Council has the option to deny the ordinance, approve the ordinance as presented, amend the ordinance or send it back the Planning Commission for review based on the comments presented.

Council Member Milne moved and Council Member Youssef that the Planning Commission reconsider allowing chickens on lower lot sizes, possible reducing the number of chickens on the smaller lots and reconsider setbacks.

Council Member Raver made a substitute motion and Council Member Milne seconded the motion to approve this item as presented. Motion carried 4-1. Mayor Krupa voted No.

Ordinance was read by title only.

Discussion/Action Item

31. **Approval of Water/Sewer Rates and Authorization to Proceed with Proposition 218 Notification** – Public Works Director Jensen
- a. Approve the methodology used in the development of the adjusted water and sewer rates; and
 - b. Approve the form of the Proposition 218 Notice to property owners and rate payers within the service area; and
 - c. Authorize staff to mail the Proposition 218 Notice as required by law and advertise for the Public Hearing/Protest Hearing as required by law; and
 - d. Set a Date for the Public Hearing/Protest Meeting at which the City Council will consider public testimony and property owner/rate payer objections to the project increase and will act on the recommendation.

Kris Jensen, Public Works Director, the City's water rates have not been adjusted since 2008 and sewer since 2006. Cost of labor, electricity and equipment have all increased. The implementation of the Ground Water Management Plan has increased expenses. Future Capital project funding needs includes: replacing aging infrastructure; water quality issues; basin recharge; and expand storage capacity. The City Council previously gave direction to staff recommending that the water rate adjustments support long term sustainability and operating viability for the utility and ensure water rates are compliant with San Juan Capistrano case. The City Council previously directed staff to use the debt financing model for capital project funding and phase in rate increases over several years. The City Council previously directed staff to use the pay-as-you-go model for capital project funding for the sewer rate adjustments and phase the rate increases in over several years. Additional components of the rate adjustments are: monthly billing; Ground Water Management Plan cost pass through; single tier water consumption billing; drought and non-drought consumption rates; and update meter purchase costs to reflect current market. Sewer rates include updated EMWD Sewer Impact Fee. Future utility related tasks include: perform efficiency studies in both the Water and Sewer utilities; work to implement an allocation budget based rate structure; and update the Water Conservation Plan and the Urban Water Management Plan. Staff is recommending that the City Council approve the methodology used in the development of the adjusted water and sewer rates. Approve the form of the Proposition 218 Notice. Authorize staff to mail the Proposition 218 Notice as required by law and set a date for the Public Hearing/Protest Meeting.

Allison Lechowicz, Bartle Wells Associates, water rates were last increased in 2008 and have historically been billed bi-monthly. The rates are fixed, with a ready-to-serve charge based on size of the meter. Tiered consumption rates are based on metered water use. The City's current water rate structure was displayed and discussed. A current typical residential water bill was displayed. On April 1st, Governor Brown issued Executive Order B-29-15. City of Hemet was directed to cut water use by 32%. The San Juan Capistrano Court Case was another recent development. California 4th District Court of Appeals ruled on April 20 that the City of San Juan Capistrano's rates violated Proposition 218. Each water rate tier must be individually cost justified. The Court focused on source of supply: each tier = a different water source. Ms. Lechowicz explained the rate methodology and cost allocation. The fixed costs are: management, administration, customer service, and vehicles. The variable costs are the ready-to-serve charge. A transition to monthly billing is being proposed. It is also proposed that the rate adjustments be phased-in. Ms. Lechowicz explained and displayed the difference between the proposed drought and non-drought rates. The proposed water rates and a typical water bill was displayed. Rates adopted via a Proposition 218 public hearing process are the legal maximum rates. The City has the authority to shift to the lower, non-drought rates without a public hearing. A survey of 9 other water agencies rates compared to the proposed rates was displayed placing Hemet's non-drought rates in the middle and Hemet's drought rates 2nd from the highest. The City provides sewer collection service. EMWD provides the sewer treatment and disposal. The City's sewer collection rates last increased in 2006. Billed based on the number of sewer units. City service customers pay \$4.22 per month. EMWD/City Impact Fee customers pay \$3.32 monthly based on interagency agreement between EMWD and the City. The sewer fund has adequate revenue to meet operating costs. Additional funding is needed to replace one mile of sewer pipeline per year. The proposed financial plan is to use a portion of reserves for replacement, update the EMWD impact fee and phase-in rate increases for City customers. The proposed sewer rates were displayed.

The City Council and staff discussed the costs to provide water versus the cost if water has to be imported. The budget does include costs for water and the operating and maintenance costs to deliver imported water in the future if necessary. The current water situation was also discussed.

Council Member Raver, recommended that the rates be based on the City's actual average costs to provide the service instead of the budgeted amount. The water rates are higher than they should be because you are budgeting that you might have to buy water.

Eric Vail, City Attorney, that would work if the City had a decade of average water usage in the system that could be done. Unfortunately we do not, we have three years and that would actually raise the rates. In five years we will have more data and can adjust based on averages at that time.

The City Council appreciated the new proposed rate structure and feels that the community and the residents will be more accepting of a stable rather than tiered rate.

Mayor Krupa, asked about the increase cost based on the proposed change in billing cycle. **Ms. Jensen,** the change will require changes to City's utility billing system, \$50,000 is included in the proposed rates to fund the increased costs and additional personnel.

The City Council and staff discussed the reasons for the change in the billing cycle. Monthly billing makes the payment easier for the residents. Contracting for the additional services with EMWD was discussed. The City Council requested that the approval of any positions come to the City Council for consideration.

Council Member Milne moved and Council Member Raver seconded a motion to approve this item as presented and set the Public Hearing for September 22, 2015. Motion carried 5-0.

32. Downtown Advisory Committee for the Proposed Downtown Hemet Specific Plan (SP. 15-002) – Community Development Director Elliano

- a. Formally establish a citizens Downtown Advisory Committee (DAC) to provide input to the staff and consultant team on the proposed Downtown Hemet Specific Plan; and authorize the Mayor to make the Community Member appointments to the Downtown Advisory Committee (DAC) from the applications submitted; and
- b. That the Mayor appoint two (2) City Council members to serve as Liaisons to the Downtown Advisory Committee.

Deanna Elliano, Community Development Director, staff is recommending that the City Council formally establish a Downtown Advisory Committee to assist with the Downtown Specific Plan. 29 community members have already submitted applications to serve on the committee if the Council chooses to establish one. We are hoping to have members appointed and ready to meet in August. There will be two City Council liaisons and one liaison from the City's Boards and Commissions. The goal is to keep the DAC to no more than 20 members. Staff is also recommending that the Mayor appoint 2 City Council members to serve as liaisons on the DAC.

Council Member Milne, expressed concern with people that don't own any property in the downtown area telling the property owners what they can and can't do. Council Member Milne recommended caution when appointing members to the committee.

Council Member Milne moved and Council Member Raver seconded a motion to establish a Downtown Advisory Committee and appoint Mayor Pro Tem Wright and Mayor Krupa to the committee. Motion carried 5-0.

City Council Reports

33. CITY COUNCIL REPORTS AND COMMENTS

- A. Council Member Milne
 1. Riverside County Habitat Conservation Agency (RCHCA)
 2. Riverside Conservation Authority (RCA)
 3. Disaster Planning Commission

Council Member Milne was able to present a certificate remembering the Korean War Veterans for VFW Post 2266.

Council Member Milne attended the Fire Department's promotional ceremony.

- B. Council Member Raver
 1. Planning Commission
 2. Traffic and Parking Commission
 3. Riverside Transit Agency (RTA)
 4. Riverside County Transportation Commission (RCTC)
 5. Watermaster Board

C. Council Member Youssef

D. Mayor Pro Tem Wright

1. Park Commission
2. Riverside County Habitat Conservation Agency (RCHCA)
3. Ramona Bowl Association

Ramona Bowl Band Fish and Chips Fundraiser will be held before the concert on Thursday, July 30th.

4. League of California Cities
5. Western Riverside Council of Governments (WRCOG)

WRCOG had a presentation by EMWD and MWD on the drought and the water reduction mandates.

Mayor Pro Tem Wright attended Hemet Police Departments Award Dinner.

Mayor Pro Tem Wright will be attending SCAG's conference on August 6th regarding bringing cap and trade dollars for transportation, energy efficiency, housing and natural resources to Southern California.

Council Member Youssef requested an update on the WRCOG's HERO program lawsuits.

E. Mayor Krupa

1. Riverside Conservation Authority (RCA)
2. Ramona Bowl Association

The last summer concert will be held on Thursday, July 30th, featuring "The Long Run".

Zorro begins August 22nd. Chief Dave Brown will perform as Zorro in the final performance.

3. Riverside Transit Agency (RTA)

RTA had another record year for ridership. The Agency is still dealing with the Department of Labor and asked RTA to sign a statement that isn't even legal in California.

4. Watermaster Board
5. Library Board

Summer reading program ends on August 1st. The last program was on "Search and Rescue Dogs and K9's. K9 Officer Jack was a big hit.

6. League of California Cities
7. Riverside County Transportation Commission (RCTC)
8. Western Riverside Council of Governments (WRCOG)

Mayor Krupa attended the memorial service for long time community member and HPD Volunteer Rosalie Moyer.

F. Ad-Hoc Committee Reports

1. West Hemet MSHCP Ad-Hoc Committee
2. Regent Development Agreement Ad-Hoc Committee
3. Diamond Valley Lake Recreation Ad-Hoc Committee

Next meeting will be July 29, 2015

4. Public Safety Ballot Measure Ad-Hoc Committee
5. Ad-Hoc Committee to Explore Revenue Options
6. Grant Ad-Hoc Committee

G. Interim City Manager Thornhill

1. Manager's Reports

2. Designation of Voting Delegate and Alternate, League of California Cities Annual Conference, September 30 to October 2 in San Jose

The City Council appointed Mayor Krupa as the Voting Delegate and Mayor Pro Tem Wright and the Alternate.

The City Council recessed to Closed Session at 9:33 p.m.

Continued Closed Session

3. Conference with Labor Negotiators

Pursuant to Government Code section 54957.6

Agency designated representatives: *Interim City Manager*

Employee organizations:

Service Employees International Union (SEIU) General Employees

Hemet Non-Sworn Police Employees Association

Hemet Fire Fighters Association

Hemet Police Officers Association

Hemet Police Management Association

Hemet Mid-Managers Association

Unrepresented employees:

Confidential Personnel

At-Will Employees

4. Conference with Real Property Negotiators

Pursuant to Government Code section 54956.8

Property: *APN's: 456-050-013 and 456-050-022, northwest corner of Sanderson and Stetson Avenues*

APN: 456-140-032, 20 acres north of Domenigoni Parkway near Simpson Road

APN: 442-313-046, 669 Mariposa

APN: 443-140-013, 410 E. Devonshire

APN: 443-233-010, 302 E. Florida

APN: 443-245-001, 555 St. John

Agency negotiator: City Manager

Under negotiation: Acquisition, Price and Terms

5. Conference with Legal Counsel - Existing Litigation

Pursuant to Government Code section 54956.9(d)(1)

Names of case: *Norman, et. al. v. Charles Webb, III, et. Al.*

RSC Case No. MCC1301868

Reconvened at 9:58 p.m.

City Attorney Continued Closed Session Report

8. Conference with Labor Negotiators

Pursuant to Government Code section 54957.6

Agency designated representatives: *Interim City Manager*

Employee organizations:

Service Employees International Union (SEIU) General Employees

Hemet Non-Sworn Police Employees Association

Hemet Fire Fighters Association

Hemet Police Officers Association

Hemet Police Management Association

Hemet Mid-Managers Association

Unrepresented employees:

Confidential Personnel

At-Will Employees

The City Council received an update regarding the listed bargaining units and gave direction to staff. There was no additional reportable action.

9. Conference with Real Property Negotiators

Pursuant to Government Code section 54956.8

Property: *APN's: 456-050-013 and 456-050-022, northwest corner of Sanderson and Stetson Avenues*
APN: 456-140-032, 20 acres north of Domenigoni Parkway near Simpson Road

APN: 442-313-046, 669 Mariposa

APN: 443-140-013, 410 E. Devonshire

APN: 443-233-010, 302 E. Florida

APN: 443-245-001, 555 St. John

Agency negotiator: City Manager

Under negotiation: Acquisition, Price and Terms

The City Council received an update from the Interim City Manager and gave on price and terms. There was no additional reportable action.

10. Conference with Legal Counsel - Existing Litigation

Pursuant to Government Code section 54956.9(d)(1)

Names of case: *Norman, et. al. v. Charles Webb, III, et. Al.*

RSC Case No. MCC1301868

The City Council received a briefing from the City Attorney. There was no additional reportable action.

Future Agenda Items

Boarded-up buildings

Adjournment

Adjourned at 9:58 p.m. to Tuesday, August 11, 2015 at 7:00 p.m.



Staff Report

TO: Honorable Mayor and Members of the City Council

FROM: Jessica A. Hurst, DCM/Administrative Services
Gary Thornhill, Interim City Manager

DATE: August 11, 2015

RE: Warrant Register

The City of Hemet's warrant registers July 9, 2015 in the amount of \$3,411,867.11 and July 23, 2015 in the amount of \$1,802,425.21 is currently posted on the City's website in the Finance Department section, under *Financial Information*. Payroll for the period of June 22, 2015 to July 5, 2015 was \$644,565.20 and July 6 to July 19, 2015 was \$598,099.21.

CLAIMS VOUCHER APPROVAL

"I, Jessica A. Hurst, Deputy City Manager/Administrative Services, do hereby certify that to the best of my knowledge and ability, that the warrant register posted on the city's website is a true and correct list of warrants for bills submitted to the City of Hemet, and the payroll register through the dates listed above, and that there will be sufficient monies in the respective funds for their payment."

Respectfully submitted,

Jessica A. Hurst
Deputy City Manager/Administrative Services

JAH: mh

CITY OF HEMET
VOUCHER/WARRANT REGISTER
FOR ALL PERIODS

CLAIMS VOUCHER APPROVAL

I, JESSICA A. HURST, DO HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND ABILITY, THAT THE WR POSTED ON THE CITY WEBSITE IS A TRUE AND CORRECT LIST OF WARRANTS FOR BILLS SUBMITTED TO THE CITY OF HEMET THROUGH THE DATES LISTED ABOVE, AND THAT THERE WILL BE SUFFICIENT MONIES IN THE RESPECTIVE FUNDS FOR THEIR PAYMENT.

JESSICA A. HURST
DCM/ADMINISTRATIVE SERVICES DIRECTOR



Staff Report

TO: Honorable Mayor and Members of the Hemet City Council

FROM: Steven Latino, Engineering Director/City Engineer
Gary Thornhill, Interim City Manager

DATE: August 11, 2015

RE: Adopt Resolution Bill No. 15-042 Urging the State to Provide New Sustainable Funding For State and Local Transportation Infrastructure and Send a Support Letter to the Governor

RECOMMENDED ACTION:

It is respectfully requested that the City Council :

- a. Adopt Resolution Bill No. 15-042

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HEMET, CALIFORNIA, URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE.

- a. Authorize the Mayor to sign a letter of support and sign-up form for the Fix our Roads Coalition.

BACKGROUND:

On July 16th, 2015 the League of California Cities adopted a resolution in response to Governor Edmund G. Brown, Jr.'s call for an extraordinary session to address the immense under funding of California Infrastructure. The resolution indicates that cities and counties need an additional \$1.7 billion is needed just to maintain the existing infrastructure in its current state, and an additional \$3 billion annual investment in local streets and roads in order to improve pavement conditions statewide from "at-risk" to an average "good" rating.

Additionally, it was noted that :

- the existing infrastructure is costing motorists nearly \$600 a year per driver for vehicle maintenance.
- California has the second highest share of roads in "poor condition" in the nation.
- 58% of state roads need rehabilitation or pavement maintenance.
- California has 6 of 10 cities with the worst road conditions in the nation.
- 55% of local bridges require rehabilitation or replacement.
- Nearly 70% of California's urban roads and highways are congested.
- Without additional funding, 1/4 of local streets and roads will be in "failed" condition by 2024.

Additional information is available in Exhibit "A" – Fix Our Roads Fact Sheet.

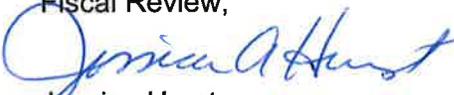
Based on the proposed funding initiative, the City of Hemet would receive an additional \$3,730,459 in funding for roads per year. Exhibit "B" shows the Proposed New Local Streets & Roads Funding chart.

FISCAL IMPACT:

No General Fund Impact.

Respectfully submitted,


Steven Latino
Engineering Director/City Engineer

Fiscal Review,

Jessica Hurst
Deputy City Manager/Admin. Svcs. Director

Attachment(s): Exhibit "A" Fix Our Roads Fact Sheet
Exhibit "B" Fix Our Roads Proposed New Local Streets & Roads Funding
Letter of Support



1
2
3
4
5
6
7
8

**CITY OF HEMET
Hemet, California
RESOLUTION NO. 15-042**

9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF HEMET, CALIFORNIA, URGING THE STATE TO
PROVIDE NEW SUSTAINABLE FUNDING FOR STATE
AND LOCAL TRANSPORTATION INFRASTRUCTURE.**

WHEREAS, Governor Edmund G. Brown Jr. has called an extraordinary session to address the immense underfunding of California’s transportation infrastructure; and,

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and,

WHEREAS, THE City of Hemet has participated in efforts with the California State Association of Counties, League of California Cities, and California’s Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and,

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network’s condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California’s local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the “at risk” category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

1 **WHEREAS**, the results show that the City of Hemet’s local streets is part of the
2 statewide average pavement index of 66, placing them in the “at-risk” category; and
3 **WHEREAS**, if funding remains at the current levels, in 10 years, 25 percent of local
4 streets and roads in California will be in “failed” condition; and
5 **WHEREAS**, cities and counties need an additional \$1.7 billion just to maintain a status
6 quo pavement condition of 66, and much more revenue to operate the system with Best
7 Management Practices, which would reduce the total amount of funding needed for
8 maintenance in the future; and
9 **WHEREAS**, models show that an additional \$3 billion annual investment in the local
10 streets and roads system is expected to improve pavement conditions statewide from
11 an average “at risk” condition to an average “good” condition; and
12 **WHEREAS**, if additional funding isn’t secured now, it will cost taxpayers twice as much
13 to fix the local system in the future, as failure to act this year will increase unmet funding
14 needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten
15 years; and
16 **WHEREAS**, modernizing the local street and road system provides well-paying
17 construction jobs and boosts local economies; and
18 **WHEREAS**, the local street and road system is also critical for farm to market needs,
19 interconnectivity, multimodal needs, and commerce; and
20 **WHEREAS**, police, fire, and emergency medical services all need safe reliable roads to
21 react quickly to emergency calls and a few minutes of delay can be a matter of life and
22 death; and
23 **WHEREAS**, maintaining and preserving the local street and road system in good
24 condition will reduce drive times and traffic congestion, improve bicycle safety, and
25 make the pedestrian experience safer and more appealing, which leads to reduce
26 vehicle emissions helping the State achieve its air quality and greenhouse gas
27 emissions reductions goals; and
28

1 **WHEREAS**, restoring roads before they fail also reduces construction time which
2 results in less air pollution from heavy equipment and less water pollution from site run-
3 off; and

4 **WHEREAS**, in addition to the local system, the state highway system needs an
5 additional \$5.7 billion annually to address the state's deferred maintenance; and

6 **WHEREAS**, in order to bring the local system back into a cost-effective condition, at
7 least \$7.3 billion annually in new money going directly to cities and counties; and

8
9 **NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF**
10 **CITY OF HEMET** strongly urges the Governor and Legislature to identify a sufficient
11 and stable funding source for local street and road and state highway maintenance and
12 rehabilitation to ensure the safe and efficient mobility of the traveling public and the
13 economic vitality of California.

14
15 **RESOLVED FURTHER**, that the CITY OF HEMET strongly urges the Governor and
16 Legislature to adopt the following priorities for funding California's streets and roads.

17
18 **1. Make a significant investment in transportation infrastructure.**

19 Any package should seek to raise at least \$6 billion annually and
20 should remain in place for at least 10 years or until an alternative
21 method of funding our transportation system is agreed upon.

22
23 **2. Focus on maintaining and rehabilitating the current system.**

24 Repairing California's streets and highways involves much more than
25 fixing potholes. It requires major road pavement overlays, fixing unsafe
26 bridges, providing safe access for bicyclists and pedestrians, replacing
27 storm water culverts, as well as operational improvements that
28 necessitate the construction of auxiliary lanes to relieve traffic

1 congestion choke points and fixing design deficiencies that have
2 created unsafe merging and other traffic hazards. Efforts to supply
3 funding for transit in addition to funding for roads should also focus on
4 fixing the system first.

5
6 **3. Equal split between state and local projects.** We support sharing
7 revenue for roadway maintenance equally (50/50) between the state
8 and cities and counties, given the equally-pressing funding needs of
9 both systems, as well as the longstanding historical precedent for
10 collecting transportation user fees through a centralized system and
11 sharing the revenues across the entire network through direct
12 subventions. Ensuring that funding to local governments is provided
13 directly, without intermediaries, will accelerate project delivery and
14 ensure maximum accountability.

15
16 **4. Raise revenues across a broad range of options.** Research by the
17 California Alliance for Jobs and Transportation California shows that
18 voters strongly support increased funding for transportation
19 improvements. They are much more open to a package that spreads
20 potential tax or fee increases across a broad range of options,
21 including fuel taxes, license fees, and registration fees, rather than just
22 one source. Additionally, any package should move California toward
23 an all-users pay structure, in which everyone who benefits from the
24 system contributes to maintaining it – from traditional gasoline-fueled
25 vehicles, to new hybrids or electric vehicles, to commercial vehicles.

26
27 **5. Invest a portion of diesel tax and/or cap & trade revenue to high-**
28 **priority goods movement projects.** While the focus of a

1 transportation funding package should be on maintaining and
2 rehabilitating the existing system, California has a critical need to
3 upgrade the goods movement infrastructure that is essential to our
4 economic well-being. Establishing a framework to make appropriate
5 investments in major goods movement arteries can lay the groundwork
6 for greater investments in the future that will also improve air quality
7 and reduce greenhouse gas emissions.

8
9 **6. Strong accountability requirements to protect the taxpayers'**

10 **investment.** Voters and taxpayers must be assured that all
11 transportation revenues are spent responsibly. Local governments are
12 accustomed to employing transparent processes for selecting road
13 maintenance projects aided by pavement management systems, as
14 well as reporting on the expenditure of transportation funds through the
15 State Controller's Local Streets and Roads Annual Report.

16
17 **7. Provide Consistent Annual Funding Levels.** Under current statute,
18 the annual gas tax adjustment by the Board of Equalization is creating
19 extreme fluctuations in funding levels – a \$900 million drop in this
20 budget year alone. A transportation funding package should contain
21 legislation that will create more consistent revenue projections and
22 allow Caltrans and transportation agencies the certainty they need for
23 longer term planning.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

PASSED, APPROVED, AND ADOPTED this ___ day of _____, 2015

Linda Krupa, Mayor

ATTEST:

APPROVED AS TO FORM:

Sarah McComas, City Clerk

Eric S. Vail, City Attorney

1 State of California)
2 County of Riverside)
3 City of Hemet)

4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

I, Sarah McComas, City Clerk of the City of Hemet, do hereby certify that the foregoing Resolution is the actual Resolution adopted by the City Council of the City of Hemet and was passed at a regular meeting of the City Council on the __ day of _____, 2015 by the following vote:

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

Sarah McComas, City Clerk

EXHIBIT “A”

Problem: California lacks adequate funding to fix crumbling roads, highways, bridges and transportation infrastructure.



California’s network of roads and highways are critical to our quality of life and economy. Yet the condition of our deteriorating network of roads is staggering:

- Our crumbling roads cost motorists nearly \$600 a year per driver for vehicle maintenance.
- California has the second highest share of roads in “poor condition” in the nation.
- 58% of state roads need rehabilitation or pavement maintenance.
- California has 6 of 10 cities with the worst road conditions in the nation.
- 55% of local bridges require rehabilitation or replacement.
- Nearly 70% of California’s urban roads and highways are congested.
- Without additional funding, 1/4 of local streets and roads will be in failed condition by 2024.

Our state lacks adequate funding to address these critical deficiencies:

- Local streets and roads face an estimated shortfall of \$78 billion in deferred maintenance and an annual shortfall of \$7.8 billion.
- CalTrans faces a \$59 billion backlog in deferred maintenance and an annual shortfall in the State Highway Operation and Protection Program (SHOPP) of \$5.7 billion.

Solution: A responsible, accountable solution to fix our roads.

A broad coalition of cities, counties, labor, business, public safety and transportation advocates has formed to meet the Governor’s call to address California’s chronic transportation infrastructure funding shortfall. During the 2015 special session on transportation, we support the following priorities:

1. Make a significant investment in transportation infrastructure.

If we are to make a meaningful dent that demonstrates tangible benefits to taxpayers and drivers, any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.

2. Focus on maintaining and rehabilitating the current system.

Repairing California’s streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate, among other things, the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards.

Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.

While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

4. Raise revenues across a broad range of options.

Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options rather than just one source. Additionally, any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline-fueled vehicles, to hybrids, alternative fuel and or electric vehicles, to commercial vehicles. Our coalition supports:

- Reasonable increases in:
 - Gasoline and diesel excise taxes.
 - Vehicle registration and vehicle license fees.
- Dedicating a portion of the cap and trade revenue paid by motorists at the pump to transportation projects that reduce greenhouse emissions.
- Ensuring existing transportation revenues are invested in transportation-related purposes (i.e. truck weight fees and fuel taxes for off-road vehicles that are currently being diverted into the general fund).
- User charge for electric and other non-fossil fuel powered vehicles that currently do not contribute to road upkeep.

5. Equal split between state and local projects.

We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties. Funding to local governments should be provided directly (no intermediaries) to accelerate projects and ensure maximum accountability.

6. Strong accountability requirements to protect the taxpayers' investment.

Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Authorizing legislation should:

- Constitutionally protect transportation revenues for transportation infrastructure only. Time and again (Prop 42, 2002; Prop 1A, 2006; Prop 22, 2010), voters have overwhelmingly supported dedicating and constitutionally protecting transportation dollars for those purposes. We strongly support protections that prohibit using transportation dollars for other purposes.
- Repay existing transportation loans and end ongoing diversions of transportation revenues, including approximately \$850 million in loans to the general fund and the annual loss of approximately \$140 million in off-highway vehicle fuel taxes.

Strong accountability requirements to protect the taxpayers' investment (Continued).

- Establish performance and accountability criteria to ensure efficient and effective use of all funding. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level. Counties and cities should adopt project lists at public hearings and report annually to the State Controller's Office regarding all transportation revenues and expenditures. Local governments should also commit to ensuring any new revenues supplement revenues currently invested in transportation projects. Both Caltrans and local governments can demonstrate and publicize the benefits associated with new transportation investments.
- Caltrans reform and oversight. To increase Caltrans effectiveness, provide stronger oversight by the state transportation commission of the programs funded by new revenues and establish an Inspector General office to provide accountability. Reduce Caltrans administrative budgets through efficiency reviews with all savings to be spent on road improvements.
- Expedite project delivery. More should be done to streamline project delivery, including but not limited to:
 - Establishing timelines for actions required by state agencies and eliminating other permit delays.
 - Increased implementation of alternative delivery systems that encourage more investment from the private sector.
 - Reforms to speed project completion.

7. Provide Consistent Annual Funding Levels.

Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

EXHIBIT "B"

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

\$3 Billion

ALAMEDA COUNTY		47,985,036
ALAMEDA	3,476,582	
ALBANY	851,989	
BERKELEY	5,369,972	
DUBLIN	2,445,979	
EMERYVILLE	479,981	
FREMONT	10,247,106	
HAYWARD	7,004,773	
LIVERMORE	3,903,172	
NEWARK	2,030,462	
OAKLAND	19,703,714	
PIEDMONT	515,256	
PLEASANTON	3,342,942	
SAN LEANDRO	4,012,015	
UNION CITY	3,433,850	
ALPINE COUNTY		901,012
AMADOR COUNTY		4,275,416
AMADOR	9,882	
IONE	362,262	
JACKSON	213,706	
PLYMOUTH	49,137	
SUTTER CREEK	134,739	
BUTTE COUNTY		15,371,644
BIGGS	82,765	
CHICO	4,043,950	
GRIDLEY	308,321	
OROVILLE	731,113	
PARADISE	1,222,715	
CALAVERAS COUNTY		6,511,136
ANGELS CAMP	175,687	
COLUSA COUNTY		5,101,195
COLUSA	282,334	
WILLIAMS	245,367	
CONTRA COSTA COUNTY		37,148,150
ANTIOCH	4,870,500	
BRENTWOOD	2,504,495	
CLAYTON	512,419	
CONCORD	5,758,496	
DANVILLE	1,993,586	
EL CERRITO	1,102,022	
HERCULES	1,129,747	
LAFAYETTE	1,128,192	
MARTINEZ	1,687,873	
MORAGA	756,047	
OAKLEY	1,741,997	
ORINDA	827,603	
PINOLE	896,917	
PITTSBURG	3,036,451	
PLEASANT HILL	1,549,703	
RICHMOND	4,855,997	
SAN PABLO	1,470,049	
SAN RAMON	3,535,236	
WALNUT CREEK	3,046,333	

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

		\$3 Billion
DEL NORTE COUNTY		2,651,003
CRESCENT CITY	355,125	
EL DORADO COUNTY		13,786,787
PLACERVILLE	481,628	
SOUTH LAKE TAHOE	1,102,022	
FRESNO COUNTY		46,434,346
CLOVIS	4,675,278	
COALINGA	874,270	
FIREBAUGH	357,275	
FOWLER	269,157	
FRESNO	23,590,003	
HURON	369,765	
KERMAN	657,956	
KINGSBURG	534,609	
MENDOTA	513,563	
ORANGE COVE	505,511	
PARLIER	687,145	
REEDLEY	1,199,931	
SANGER	1,174,172	
SAN JOAQUIN	186,255	
SELMA	1,096,989	
GLENN COUNTY		6,211,941
ORLAND	351,511	
WILLOWS	297,615	
HUMBOLDT COUNTY		12,146,518
ARCATA	812,185	
BLUE LAKE	57,876	
EUREKA	1,248,244	
FERNDALE	66,065	
FORTUNA	547,968	
RIO DELL	154,732	
TRINIDAD	16,837	
IMPERIAL COUNTY		20,756,346
BRAWLEY	1,269,290	
CALEXICO	1,855,873	
CALIPATRIA	376,674	
EL CENTRO	2,075,527	
HOLTVILLE	303,837	
IMPERIAL	1,312,160	
WESTMORLAND	111,817	
INYO COUNTY		7,482,846
BISHOP	178,111	
KERN COUNTY		44,263,934
ARVIN	925,374	
BAKERSFIELD	16,805,296	
CALIFORNIA CITY	686,916	
DELANO	2,491,044	
MARICOPA	53,987	
MCFARLAND	637,871	
RIDGECREST	1,314,264	
SHAFTER	798,871	
TAFT	426,726	
TEHACHAPI	664,452	
WASCO	1,196,819	

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion
KINGS COUNTY	9,215,114
AVENAL	765,747
CORCORAN	1,191,695
HANFORD	2,529,293
LEMOORE	1,164,885
LAKE COUNTY	6,539,280
CLEARLAKE	699,498
LAKEPORT	235,438
LASSEN COUNTY	6,342,035
SUSANVILLE	850,982
LOS ANGELES COUNTY	284,616,586
AGOURA HILLS	1,069,996
ALHAMBRA	4,143,322
ARCADIA	2,630,724
ARTESIA	805,596
AVALON	174,772
AZUSA	2,251,305
BALDWIN PARK	3,733,524
BELL	1,783,494
BELLFLOWER	3,556,785
BELL GARDENS	2,150,423
BEVERLY HILLS	1,657,311
BRADBURY	49,503
BURBANK	4,962,644
CALABASAS	1,095,434
CARSON	4,498,722
CERRITOS	2,519,731
CLAREMONT	1,728,500
COMMERCE	621,354
COMPTON	4,564,604
COVINA	2,274,776
CUDAHY	1,190,872
CULVER CITY	1,869,873
DIAMOND BAR	2,791,725
DOWNEY	5,202,658
DUARTE	1,057,963
EL MONTE	5,785,947
EL SEGUNDO	781,257
GARDENA	2,834,182
GLENDALE	9,511,876
GLENDORA	2,417,064
HAWAIIAN GARDENS	728,459
HAWTHORNE	4,124,290
HERMOSA BEACH	903,597
HIDDEN HILLS	93,334
HUNTINGTON PARK	2,970,614
INDUSTRY	36,784
INGLEWOOD	5,454,155
IRWINDALE	79,013
LA CANADA FLINTRIDGE	988,603
LA HABRA HEIGHTS	283,340
LAKESWOOD	3,828,230
LA MIRADA	2,309,410
LANCASTER	7,314,695



Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion
LA PUENTE	1,983,795
LA VERNE	1,557,892
LAWDALE	1,539,134
LOMITA	967,786
LONG BEACH	22,633,792
LOS ANGELES	187,342,533
LYNWOOD	3,353,373
MALIBU	629,773
MANHATTAN BEACH	1,685,631
MAYWOOD	1,374,107
MONROVIA	1,829,337
MONTEBELLO	3,009,594
MONTEREY PARK	2,975,098
NORWALK	5,040,834
PALMDALE	7,121,577
PALOS VERDES ESTATES	650,041
PARAMOUNT	2,658,587
PASADENA	6,934,864
PICO RIVERA	3,078,542
POMONA	7,488,780
RANCHO PALOS VERDES	1,991,344
REDONDO BEACH	3,115,922
ROLLING HILLS ⁽²⁾	
ROLLING HILLS ESTATES	374,752
ROSEMEAD	2,642,437
SAN DIMAS	1,693,317
SAN FERNANDO	1,160,538
SAN GABRIEL	1,966,592
SAN MARINO	625,563
SANTA CLARITA	9,568,059
SANTA FE SPRINGS	823,394
SANTA MONICA	4,241,323
SIERRA MADRE	509,949
SIGNAL HILL	524,544
SOUTH EL MONTE	1,035,224
SOUTH GATE	4,704,010
SOUTH PASADENA	1,190,048
TEMPLE CITY	1,653,193
TORRANCE	6,849,812
VERNON	5,582
WALNUT	1,494,206
WEST COVINA	5,167,795
WEST HOLLYWOOD	1,740,213
WESTLAKE VILLAGE	407,419
WHITTIER	3,991,838
MADERA COUNTY	13,331,694
CHOWCHILLA	871,616
MADERA	2,882,725

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion	
MARIN COUNTY		10,802,705
BELVEDERE	99,510	
CORTE MADERA	449,099	
FAIRFAX	345,014	
LARKSPUR	567,230	
MILL VALLEY	652,282	
NOVATO	2,441,175	
ROSS	112,595	
SAN ANSELMO	583,060	
SAN RAFAEL	2,691,208	
SAUSALITO	347,530	
TIBURON	415,883	
MARIPOSA COUNTY		4,202,900
MENDOCINO COUNTY		9,752,021
FORT BRAGG	336,275	
POINT ARENA	22,922	
UKIAH	740,492	
WILLITS	233,425	
MERCED COUNTY		17,510,093
ATWATER	1,329,088	
DOS PALOS	231,046	
GUSTINE	258,406	
LIVINGSTON	642,858	
LOS BANOS	1,700,500	
MERCED	3,711,838	
MODOC COUNTY		6,130,052
ALTURAS	133,824	
MONO COUNTY		4,535,710
MAMMOTH LAKES	379,099	
MONTEREY COUNTY		19,882,228
CARMEL-BY-THE-SEA	187,674	
DEL REY OAKS	76,177	
GONZALES	416,981	
GREENFIELD	818,864	
KING CITY	604,426	
MARINA	1,287,271	
MONTEREY	1,401,879	
PACIFIC GROVE	717,524	
SALINAS	7,160,878	
SAND CITY	15,693	
SEASIDE	1,597,559	
SOLEDAD	1,297,565	
NAPA COUNTY		7,504,417
AMERICAN CANYON	915,080	
CALISTOGA	245,687	
NAPA	3,604,824	
SAINT HELENA	276,386	
YOUNTVILLE	186,301	
NEVADA COUNTY		7,674,513
GRASS VALLEY	596,191	
NEVADA CITY	142,791	
TRUCKEE	744,838	

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion	
ORANGE COUNTY		93,416,200
ALISO VIEJO	2,285,345	
ANAHEIM	16,179,779	
BREA	1,939,736	
BUENA PARK	3,849,596	
COSTA MESA	5,361,096	
CYPRESS	2,286,717	
DANA POINT	1,707,729	
FOUNTAIN VALLEY	2,687,502	
FULLERTON	6,411,236	
GARDEN GROVE	8,034,827	
HUNTINGTON BEACH	9,309,745	
IRVINE	11,101,703	
LAGUNA BEACH	1,159,989	
LAGUNA HILLS	1,546,912	
LAGUNA NIGUEL	3,095,836	
LAGUNA WOODS	857,708	
LA HABRA	2,890,777	
LAKE FOREST	3,620,746	
LA PALMA	745,936	
LOS ALAMITOS	561,374	
MISSION VIEJO	4,608,343	
NEWPORT BEACH	3,974,636	
ORANGE	6,529,138	
PLACENTIA	2,393,044	
RANCHO SANTA MARGARITA	2,285,070	
SAN CLEMENTE	3,146,026	
SAN JUAN CAPISTRANO	1,703,474	
SANTA ANA	16,367,864	
SEAL BEACH	1,190,002	
STANTON	1,820,873	
TUSTIN	3,585,105	
VILLA PARK	288,556	
WESTMINSTER	4,314,114	
YORBA LINDA	3,169,360	
PLACER COUNTY		19,859,193
AUBURN	631,557	
COLFAX	91,412	
LINCOLN	2,068,253	
LOOMIS	308,504	
ROCKLIN	2,730,097	
ROSEVILLE	5,808,457	
PLUMAS COUNTY		5,049,110
PORTOLA	102,850	

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion	
RIVERSIDE COUNTY		75,764,734
BANNING	1,387,421	
BEAUMONT	1,870,148	
BLYTHE	1,035,133	
CALIMESA	376,582	
CANYON LAKE	513,563	
CATHEDRAL CITY	2,417,567	
COACHELLA	1,996,285	
CORONA	7,280,564	
DESERT HOT SPRINGS	1,281,094	
EASTVALE	2,707,816	
HEMET	3,730,459	
INDIAN WELLS	235,347	
INDIO	3,828,276	
JURUPA VALLEY	5,815,328	
LAKE ELSINORE	2,594,947	
LA QUINTA	2,032,338	
MENIFEE	4,361,650	
MORENO VALLEY	9,116,398	
MURRIETA	4,869,128	
NORCO	1,252,225	
PALM DESERT	2,382,155	
PALM SPRINGS	2,197,913	
PERRIS	3,298,837	
RANCHO MIRAGE	811,864	
RIVERSIDE	14,367,598	
SAN JACINTO	2,084,586	
TEMECULA	4,862,906	
WILDOMAR	1,786,697	
SACRAMENTO COUNTY		56,187,073
CITRUS HEIGHTS	4,031,414	
ELK GROVE	7,351,754	
FOLSOM	3,386,268	
GALT	1,111,264	
ISLETON	38,614	
RANCHO CORDOVA	3,103,752	
SACRAMENTO	22,243,987	
SAN BENITO COUNTY		4,266,913
HOLLISTER	1,706,585	
SAN JUAN BAUTISTA	87,157	

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion	
SAN BERNARDINO COUNTY		73,967,915
ADELANTO	1,487,434	
APPLE VALLEY	3,237,164	
BARSTOW	1,110,898	
BIG BEAR LAKE	287,229	
CHINO	3,877,093	
CHINO HILLS	3,613,060	
COLTON	2,427,449	
FONTANA	9,249,947	
GRAND TERRACE	581,825	
HESPERIA	4,186,558	
HIGHLAND	2,472,103	
LOMA LINDA	1,080,381	
MONTCLAIR	1,717,291	
NEEDLES	265,772	
ONTARIO	7,985,324	
RANCHO CUCAMONGA	8,185,167	
REDLANDS	3,290,739	
RIALTO	4,640,552	
SAN BERNARDINO	9,732,354	
TWENTYNINE PALMS	1,410,617	
UPLAND	3,481,981	
VICTORVILLE	5,517,201	
YUCAIPA	2,409,012	
YUCCA VALLEY	974,146	
SAN DIEGO COUNTY		107,652,509
CARLSBAD	5,040,422	
CHULA VISTA	11,718,802	
CORONADO	1,234,061	
DEL MAR	213,203	
EL CAJON	4,632,637	
ENCINITAS	2,981,686	
ESCONDIDO	6,749,021	
IMPERIAL BEACH	1,220,427	
LA MESA	2,688,783	
LEMON GROVE	1,195,538	
NATIONAL CITY	2,917,725	
OCEANSIDE	8,376,913	
POWAY	2,381,652	
SAN DIEGO	62,962,294	
SAN MARCOS	4,125,845	
SANTEE	2,655,613	
SOLANA BEACH	630,596	
VISTA	4,461,388	
SAN FRANCISCO COUNTY		22,456,745
SAN FRANCISCO	39,167,826	
SAN JOAQUIN COUNTY		30,518,252
ESCALON	335,040	
LATHROP	907,303	
LODI	2,912,143	
MANTECA	3,334,386	
RIPON	707,688	
STOCKTON	13,766,650	
TRACY	3,895,577	

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion
SAN LUIS OBISPO COUNTY	17,971,242
ARROYO GRANDE	794,479
ATASCADERO	1,311,931
EL PASO DE ROBLES	1,394,009
GROVER BEACH	607,400
MORRO BAY	485,334
PISMO BEACH	398,772
SAN LUIS OBISPO	2,080,468
SAN MATEO COUNTY	26,431,440
ATHERTON	345,609
BELMONT	1,215,120
BRISBANE	202,726
BURLINGAME	1,358,140
COLMA	82,582
DALY CITY	4,958,710
EAST PALO ALTO	1,533,781
FOSTER CITY	1,471,742
HALF MOON BAY	611,746
HILLSBOROUGH	527,838
MENLO PARK	1,505,049
MILLBRAE	1,034,218
PACIFICA	1,849,788
PORTOLA VALLEY	216,177
REDWOOD CITY	3,695,276
SAN BRUNO	2,026,527
SAN CARLOS	1,336,820
SAN MATEO	4,580,023
SOUTH SAN FRANCISCO	3,013,758
WOODSIDE	262,523
SANTA BARBARA COUNTY	18,372,382
BUELLTON	223,863
CARPINTERIA	667,335
GOLETA	1,422,833
GUADALUPE	326,850
LOMPOC	1,981,690
SANTA BARBARA	4,307,708
SANTA MARIA	4,625,637
SOLVANG	254,151
SANTA CLARA COUNTY	58,769,815
CAMPBELL	1,921,252
CUPERTINO	2,742,633
GILROY	2,397,985
LOS ALTOS	1,371,134
LOS ALTOS HILLS	413,687
LOS GATOS	1,409,245
MILPITAS	3,273,628
MONTE SERENO	167,726
MORGAN HILL	1,884,834
MOUNTAIN VIEW	3,512,864
PALO ALTO	3,059,006
SAN JOSE	46,807,816
SANTA CLARA	5,546,436
SARATOGA	1,463,918
SUNNYVALE	6,728,021

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

	\$3 Billion
SANTA CRUZ COUNTY	12,171,777
CAPITOLA	466,576
SANTA CRUZ	2,902,490
SCOTTS VALLEY	546,916
WATSONVILLE	2,403,933
SHASTA COUNTY	14,250,456
ANDERSON	495,308
REDDING	4,189,074
SHASTA LAKE	472,387
SIERRA COUNTY	2,440,873
LOYALTON	40,628
SISKIYOU COUNTY	10,087,478
DORRIS	43,052
DUNSMUIR	87,981
ETNA	35,732
FORT JONES	38,477
MONTAGUE	69,680
MOUNT SHASTA	169,556
TULELAKE	46,850
WEED	138,628
YREKA	358,694
SOLANO COUNTY	16,794,142
BENICIA	1,284,983
DIXON	869,512
FAIRFIELD	5,033,514
RIO VISTA	380,837
SUISUN CITY	1,325,062
VACAVILLE	4,451,872
VALLEJO	5,555,861
SONOMA COUNTY	25,520,295
CLOVERDALE	396,439
COTATI	344,739
HEALDSBURG	545,864
PETALUMA	2,699,352
ROHNERT PARK	1,985,534
SANTA ROSA	7,788,591
SEBASTOPOL	363,406
SONOMA	494,164
WINDSOR	1,240,055
STANISLAUS COUNTY	24,739,679
CERES	2,125,763
HUGHSON	325,661
MODESTO	9,678,138
NEWMAN	495,217
OAKDALE	981,009
PATTERSON	972,270
RIVERBANK	1,063,407
TURLOCK	3,256,654
WATERFORD	405,360
SUTTER COUNTY	7,705,424
LIVE OAK	402,203
YUBA CITY	3,004,836

Proposed New Local Streets&Roads Funding (July 2, 2015)

Estimated 2 July 2015

		\$3 Billion
TEHAMA COUNTY		8,821,380
CORNING	352,288	
RED BLUFF	649,171	
TEHAMA	20,039	
TRINITY COUNTY		4,695,231
TULARE COUNTY		30,190,548
DINUBA	1,082,760	
EXETER	491,923	
FARMERSVILLE	501,942	
LINDSAY	578,759	
PORTERVILLE	2,548,234	
TULARE	2,830,065	
VISALIA	5,928,601	
WOODLAKE	362,674	
TUOLUMNE COUNTY		6,133,415
SONORA	224,778	
VENTURA COUNTY		29,775,079
CAMARILLO	3,054,019	
FILLMORE	722,283	
MOORPARK	1,719,167	
OJAI	376,354	
OXNARD	9,317,111	
PORT HUENEME	1,026,898	
SAN BUENAVENTURA	5,030,220	
SANTA PAULA	1,393,049	
SIMI VALLEY	5,805,986	
THOUSAND OAKS	5,957,287	
YOLO COUNTY		10,790,669
DAVIS	3,049,627	
WEST SACRAMENTO	2,325,835	
WINTERS	324,746	
WOODLAND	2,621,025	
YUBA COUNTY		6,133,370
MARYSVILLE	588,687	
WHEATLAND	162,785	
Total \$		\$ 1,500,000,000
		\$ 1,500,000,000



City of Hemet

445 E. FLORIDA AVE • HEMET, CALIFORNIA 92543 • (951)765-2303

From the Office
of the
MAYOR
Linda Krupa

August 12, 2015

Governor Jerry Brown
Senate President pro Tempore Kevin de León
Assembly Speaker Toni G. Atkins
Senate Minority Leader Bob Huff
Assembly Minority Leader Kristin Olsen

Re: *Coalition Framework to Increase Funding for Transportation in Special Session*

Dear Governor Brown and California Legislative Leaders:

Our organizations representing local government, business, labor and transportation advocates believe it is imperative that a legislative solution be reached during the special session that results in a robust and meaningful dent in California's transportation funding shortfall. It is a critical issue that cannot wait to be addressed. Our roads continue to deteriorate as inadequate funding to deal with deficiencies creates safety hazards, costs motorists money and leaves Californians stuck in gridlock.

Our broad coalition has come together in support of the following priorities and funding sources which we believe should be the basis for legislation addressing this critical issue for California. We urge you to support these priorities as you debate policies and funding sources for California's streets and roads.

1. Make a significant investment in transportation infrastructure.

If we are to make a meaningful dent that demonstrates tangible benefits to taxpayers and drivers, any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.

2. Focus on maintaining and rehabilitating the current system.

Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate, among other things, the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards.

Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.

While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

4. Raise revenues across a broad range of options.

Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options rather than just one source. Additionally, any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline-fueled vehicles, to hybrids, alternative fuel and or electric vehicles, to commercial vehicles. Our coalition supports:

- Reasonable increases in:
 - Gasoline and diesel excise taxes.
 - Vehicle registration and vehicle license fees.
- Dedicating a portion of the cap and trade revenue paid by motorists at the pump to transportation projects that reduce greenhouse emissions.
- Ensuring existing transportation revenues are invested in transportation-related purposes (i.e. truck weight fees and fuel taxes for off-road vehicles that are currently being diverted into the general fund).

- User charge for electric and other non-fossil fuel powered vehicles that currently do not contribute to road upkeep.

5. Equal split between state and local projects.

We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties. Funding to local governments should be provided directly (no intermediaries) to accelerate projects and ensure maximum accountability.

6. Strong accountability requirements to protect the taxpayers' investment.

Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Authorizing legislation should:

- Constitutionally protect transportation revenues for transportation infrastructure only. Time and again (Prop 42, 2002; Prop 1A, 2006; Prop 22, 2010), voters have
- overwhelmingly supported dedicating and constitutionally protecting transportation dollars for those purposes. We strongly support protections that prohibit using transportation dollars for other purposes.
- Repay existing transportation loans and end ongoing diversions of transportation revenues, including approximately \$850 million in loans to the general fund and the annual loss of approximately \$140 million in off-highway vehicle fuel taxes.
- Establish performance and accountability criteria to ensure efficient and effective use of all funding. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level. Counties and cities should adopt project lists at public hearings and report annually to the State Controller's Office regarding all transportation revenues and expenditures. Local governments should also commit to ensuring any new revenues supplement revenues currently invested in transportation projects. Both Caltrans and local governments can demonstrate and publicize the benefits associated with new transportation investments.
- Caltrans reform and oversight. To increase Caltrans effectiveness, provide stronger oversight by the state transportation commission of the programs funded by new revenues and establish an Inspector General office to provide accountability. Reduce Caltrans administrative budgets through efficiency reviews with all savings to be spent on road improvements.

- Expedite project delivery. More should be done to streamline project delivery, including but not limited to:
 - Establishing timelines for actions required by state agencies and eliminating other permit delays.
 - Increased implementation of alternative delivery systems that encourage more investment from the private sector.
 - Reforms to speed project completion.

7. Provide Consistent Annual Funding Levels.

Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

We believe these priorities represent a solution to begin to address our transportation funding shortfalls, resulting in real projects at both the state and local level. We look forward to working with you over the coming weeks as a transportation package is finalized.

Sincerely,

Linda Krupa
Mayor
City of Hemet

LK/ka

#4



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

**CITY OF HEMET
Hemet, California
ORDINANCE BILL NO. 15-032**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET CALIFORNIA AMENDING CERTAIN SECTIONS OF CHAPTER 90 (ZONING ORDINANCE) OF THE HEMET MUNICIPAL CODE TO CORRECT MINOR TYPOGRAPHICAL ERRORS RELATED TO THE CITY'S DEVELOPMENT APPLICATION PROCESSES.

WHEREAS, Ordinance No. 1900 (ZOA15-001) adopted by the City Council on April 14, 2015, updated the City's development review process to improve and increase efficiency and effectiveness; and

WHEREAS, subsequent to adoption of Ordinance No. 1900 a text error and references to sections deleted by Ordinance No. 1900 were identified; and

WHEREAS, the proposed amendment corrects the text error which had changed the intended purpose of the code provision; and

WHEREAS, the proposed amendment updates zoning code section references to ensure accuracy; and

WHEREAS, approval of these zoning ordinance amendments will not detrimentally affect the health, safety, or welfare of residents of the City of Hemet; and

WHEREAS, on July 7, 2015, the Planning Commission was presented with a draft of this Ordinance Bill No. 15-032 and, after conducting a duly noticed public hearing, voted to recommend that the City Council approve Ordinance Bill No. 15-032.

WHEREAS, on July 28, 2015, the City Council considered the Ordinance, the Planning Commission's findings, and the record of information regarding ZOA 15-008 at a duly noticed public hearing, at which time interested persons had an opportunity to

1 provide testimony on this matter.

2 **NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HEMET DOES HEREBY**
3 **ORDAIN AS FOLLOWS:**

4 **SECTION 1: SECTION 90-42.1(b)(4) (CONDITIONAL USE PERMITS)**

5 Chapter 90 (Zoning) of the Hemet Municipal Code is amended as shown in
6 Exhibit 1 hereto, to ensure that the original intent of the code provision is met.

7 **SECTION 2: AMENDMENT OF SECTIONS 90-76, 90-102, 90-183, 90-187, 90-316, 90-**
8 **620, 90-621, 90-622, 90-654, 90-812, 90-834, 90-897, 90-902, and 90-1246.**

9 Chapter 90 (Zoning) of the Hemet Municipal Code is amended as shown in
10 Exhibit 1 hereto, to ensure that references to development review processes for Site
11 Development Review, Conditional Use Permits, and Variances reflect the correct code
12 sections in Chapter 90 (Zoning).

13 **SECTION 3: CEQA FINDINGS.**

14 The City has analyzed this proposed project and has determined that it is exempt
15 from the California Environmental Quality Act ("CEQA") under section 15061(b)(3) of the
16 CEQA Guidelines, which provides that CEQA only applies to projects that have the
17 potential for causing a significant effect on the environment. The proposed text changes
18 do not relate to any physical project and will not result in any physical change to the
19 environment. Therefore, it can be seen with certainty that there is no possibility that this
20 Ordinance may have a significant adverse effect on the environment, and therefore the
21 adoption of this Ordinance is exempt from CEQA pursuant to Section 15061(b)(3) of the
22 CEQA Guidelines.

23 **SECTION 4: SEVERABILITY.**

24 If any section, subsection, subdivision, sentence, clause, phrase, or portion of this
25 Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any
26 court of competent jurisdiction, such decision shall not affect the validity of the remaining
27 portions of this Ordinance. The City Council hereby declares that it would have adopted
28

1 this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or
2 portion thereof, irrespective of the fact that any one or more sections, subsections,
3 subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or
4 unconstitutional.

5 **SECTION 5: EFFECTIVE DATE.**

6 This Ordinance shall take effect thirty (30) days from its passage by the City
7 Council of the City of Hemet.

8 **SECTION 6: PUBLICATION.**

9 The City Clerk is authorized and directed to cause this Ordinance to be published
10 within fifteen (15) days after its passage in a newspaper of general circulation and
11 circulated within the City in accordance with Government Code Section 36933(a) or, to
12 cause this Ordinance to be published in the manner required by law using the alternative
13 summary and pasting procedure authorized under Government Code Section 39633(c).
14

15 **INTRODUCED** at the regular meeting of Hemet City Council on the 28th day of July,
16 2015.

17 **APPROVED AND ADOPTED** this 11th day of August, 2015.

18
19
20 _____
Linda Krupa, Mayor

21
22
23 **ATTEST:**

APPROVED AS TO FORM:

24
25 _____
26 Sarah McComas, City Clerk

Eric S. Vail, City Attorney

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

State of California)
County of Riverside)
City of Hemet)

I, Sarah McComas, City Clerk of the City of Hemet, do hereby certify that the foregoing Ordinance was introduced and first read on the 28th day of July, 2015, and had its second reading at the regular meeting of the Hemet City Council on the 11th day of August, 2015, and was passed by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sarah McComas, City Clerk

#5



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

**CITY OF HEMET
Hemet, California
ORDINANCE BILL NO. 15-020**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HEMET CALIFORNIA AMENDING SECTION 90-77 (ANIMAL REGULATIONS AND KEEPING REQUIREMENTS) OF CHAPTER 90 (ZONING ORDINANCE) OF THE HEMET MUNICIPAL CODE TO UPDATE THE REGULATIONS ON CHICKEN KEEPING.

WHEREAS, the proposed zoning ordinance amendment (ZOA15-004) responds to the increased local interest in backyard chicken farming while ensuring that land use conflicts are mitigated and adjacent residential neighborhoods are protected; and

WHEREAS, the proposed amendment conforms with Goal LU-1 of the Hemet General Plan to achieve a balanced and sustainable pattern of land uses, community services, and amenities that provide for the needs of the City's residents and businesses and enhance the overall quality of life in the community; and

WHEREAS, approval of these zoning ordinance amendments will not detrimentally affect the health, safety, or welfare of residents of the City of Hemet; and

WHEREAS, on May 19, 2015 and June 2, 2015, the Planning Commission was presented with a draft of this Ordinance Bill No. 15-020 and, after conducting a duly noticed public hearing, voted to recommend that the City Council approve Ordinance Bill No. 15-020; and

WHEREAS, on July 28, 2015, the City Council considered the Ordinance, the Planning Commission's findings, and the record of information regarding ZOA 15-004 at a duly noticed public hearing, at which time interested persons had an opportunity to provide testimony on this matter.

1 **NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF HEMET DOES HEREBY**
2 **ORDAIN AS FOLLOWS:**

3 **SECTION 1: AMENDMENT OF SECTION 90-77 (ANIMAL KEEPING)**

4 Section 90-77 (Animal Regulations and Keeping Requirements) of Chapter 90
5 (Zoning) of the Hemet Municipal Code is amended as shown in Exhibit 1 hereto, to
6 expand the number of zones in which chicken keeping is allowed and to establish
7 regulations for the proper care, maintenance, and enforcement of backyard chicken
8 farming.

9 **SECTION 2: CEQA FINDINGS.**

10 The City has analyzed this proposed project and has determined that it is exempt
11 from the California Environmental Quality Act ("CEQA") under section 15061(b)(3) of the
12 CEQA Guidelines, which provides that CEQA only applies to projects that have the
13 potential for causing a significant effect on the environment. The proposed text changes
14 do not relate to any physical project and will not result in any physical change to the
15 environment. Therefore, it can be seen with certainty that there is no possibility that this
16 Ordinance may have a significant adverse effect on the environment, and therefore the
17 adoption of this Ordinance is exempt from CEQA pursuant to Section 15061(b)(3) of the
18 CEQA Guidelines.

19 **SECTION 3: SEVERABILITY.**

20 If any section, subsection, subdivision, sentence, clause, phrase, or portion of this
21 Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any
22 court of competent jurisdiction, such decision shall not affect the validity of the remaining
23 portions of this Ordinance. The City Council hereby declares that it would have adopted
24 this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or
25 portion thereof, irrespective of the fact that any one or more sections, subsections,
26 subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or
27 unconstitutional.
28

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

SECTION 4: EFFECTIVE DATE.

This Ordinance shall take effect thirty (30) days from its passage by the City Council of the City of Hemet.

SECTION 5: PUBLICATION.

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Section 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Section 39633(c).

INTRODUCED at the regular meeting of Hemet City Council on the 28th day of July, 2015.

APPROVED AND ADOPTED this 11th day of August, 2015.

Linda Krupa, Mayor

ATTEST:

APPROVED AS TO FORM:

Sarah McComas, City Clerk

Eric S. Vail, City Attorney

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

State of California)
County of Riverside)
City of Hemet)

I, Sarah McComas, City Clerk of the City of Hemet, do hereby certify that the foregoing Ordinance was introduced and first read on the 28th day of July, 2015, and had its second reading at the regular meeting of the Hemet City Council on the 11th day of August, 2015, and was passed by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Sarah McComas, City Clerk

Ordinance **Bill No. 15-020** proposes the following amendments, **as shown in red** to the zoning ordinance sections of Chapter 90 (Zoning) listed below. No other provisions in Sec. 90-77 are affected by the proposed ordinance amendment.

Sec. 90-77. - Animal regulations and keeping requirements.

- (a) The regulation and keeping of animals is additionally subject to the provisions of HMC Chapter 10 Animals.
- (b) Offspring of animals shall not be counted toward the maximum allowed number of animals until they have reached the age of four months for cats, dogs and other small animals, six months for large animals, and 12 months for horses.
- (c) Animals shall not be kept in any required front or side yard setback.
- (d) The conditions under which animals are kept must meet all applicable local, state, and federal laws and regulations.
- (e) Animals and/or conditions under which animals are kept shall not create a public nuisance and shall protect the public health and safety and the health and safety of the animals.
- (f) The raising, training, breeding, or keeping of allowed animals in residential zones for commercial purposes shall require a conditional use permit.
- (g) Animals permitted in each zone shall be as listed within the Animal Regulations and Keeping Requirements Matrix.

Animal Regulations and Keeping Requirements Matrix					
	Type of Animal Use	Allowable Zoning District	Minimum Lot Size	Maximum Number Allowed	Supplemental Regulations
11	Poultry and other domesticated birds kept for their eggs, meat, or feathers Chickens	A-1, A-2	Per zone 1 acre	12 hens and 1 rooster per acre to a maximum of 50 hens and 2 roosters.	No poultry or any pen, coop, stable or barn shall be kept within 50 feet of a residentially zoned property line
		RA, R1-40, R1-20, R1-10, R1-7.2	20,000 sq ft 7,200 sf	2 4 hens, no rooster	Pursuant to Sec. 90-77(h)
12	Turkeys, geese, ducks, peacocks, Other domesticated birds including turkeys, geese, ducks, peacocks,	RA, A-1, A-2	1 acre	6	No poultry or any pen, coop, stable or barn shall be kept within 50 feet of a residentially

	pigeons, emu, and other domesticated birds	pigeons, and emu					zoned property line
12	Sheep and/or goats-all types		RA, A-1, A-2	1 acre	4 per acre to a maximum of 15		No sheep, goats or any pen, coop, stable or barn shall be kept within 50 feet of a residentially zoned property line
13			All zones	None	No maximum		With a Temporary Use Permit per Sec. 90-73, goats and/or sheep may be used for cleaning vacant sites of plant materials for no more than four weeks per six-month period
13	Small animals	Including but not limited to chinchilla, hamsters, guinea pigs, rats, mice, rabbits and non-venomous reptiles	All residential	None	10		No small animal pen or coop shall be kept within 10 feet of a residentially zoned property line
14.			A-1, A-2	Per zone	20		

(h) Chicken keeping in the residential zones is subject to the following:

- (1) Chicken keeping is prohibited in any zone not listed in Sec. 90-77(g)(11), and within any mobile home park or RV park community.
- (2) Residential properties located within a specific planned area, planned unit development overlay district, or planned community development zone are subject to the development standards of the respective zone. If the development standards do not address chicken keeping, chicken keeping is prohibited unless determined otherwise by an established homeowners association or CC&Rs. If there is no homeowners association, the provisions of this section shall apply.
- (3) The regulations of this section do not supersede any Covenants, Conditions, or Restrictions (CC&Rs) established by a homeowners association.
- (4) Chickens permitted to be kept per this section shall not be permitted to run at large on the lot or off the lot. Chickens shall be kept at all times within a suitable pen, coop, or enclosure with features such as an indoor or outdoor runway, a nesting box for eggs, and an area that provides protection from the weather and from predators.

- (4) All pens, coops, and enclosures are subject to the size and setback requirements for accessory buildings of the zone in which the property is located.
- (5) All feed must be stored in a vermin proof container.
- (6) Eggs produced by chickens permitted pursuant to this section are for personal use only and may not be sold commercially.
- (7) The premises where the chickens are kept shall be maintained in a clean and sanitary condition and free from offensive odors. Chicken excreta must be disposed of in the manner prescribed by the property's waste collection company.
- (8) The chickens shall not be subject to suffering, neglect, cruelty or abuse. Clean potable water and food receptacles shall be accessible to the chickens, and shall be located so as to minimize contamination by excreta.
- (9) The slaughtering of chickens is prohibited on residential properties.
- (10) It is the responsibility of owners to maintain their animals so that they do not disturb the neighbors. Complaints regarding odor, cleanliness, treatment, or noise shall be investigated by city code enforcement or animal control officers and may result in citation if the provisions of this section are not being met.



Staff Report

TO: Honorable Mayor and Members of the City Council

FROM: David M. Brown, Chief of Police; Gary Thornhill, Interim City Manager

DATE: August 11, 2015

RE: CIP Project FY 2014/15 (Community Cameras) - Vendor Selection and Contract Authorization

RECOMMENDATION:

Authorize the city manager to approve the purchase and installation of Community Camera Project Phase I hardware, software, training and licensing from Leverage Information Systems in the amount of \$109,520.40.

BACKGROUND:

The Hemet Police facility is currently covered by 17 older analog cameras placed in strategic areas of the police compound. New construction and serious security concerns require additional cameras to adequately protect the police facility, employees and the community.

During the FY 2014/2015 City of Hemet Capital Improvement Plan workshops, the Hemet City Council discussed and ultimately approved the appropriation of \$120,000 for the purchase and installation of upgraded video surveillance systems at the police facility. Additionally, the city council authorized the use of these funds for the dual purpose of establishing a platform for a network of "community cameras" that will feed into a central incident command center within the police facility.

The Hemet Police Department 5-year Strategic Plan includes Objective 3.2.2 – the completion of a community camera system that will enable the police department to access and monitor a network of cameras throughout the community.

DISCUSSION/ANALYSIS:

The city-wide community camera project essentially involves three phases. Phase I, includes the police department, council chambers, evidence building, and SWAT facility. Phase II includes city hall, the Covell building, public works yard, major city parks, and some fire stations. Although funding for Phase II was approved in the FY 2015/16 Capital Improvement Plan, this project (phase I) provides some infrastructure for the future Phase II project. Phase III involves public/private partnerships and other public agencies like schools, Valley Wide Parks and Recreation facilities and commercial/retail developments. This connectivity has crime prevention benefits and serves as a crime solving tool.

The department was tasked with identifying a vendor who could provide a robust, field-tested solution that could integrate some or all existing city cameras via a combination of fiber and

wireless connectivity into one system that can be viewed from several areas within the police department.

Leverage Information Systems was identified as an industry leading IP communications networking provider that has successfully deployed their integrated system in numerous Southern California cities including Corona, Redlands, Santa Monica, and Escondido. Additionally, the Leverage product was specifically designed for use by public safety agencies. Their hardware and software is designed, tested and manufactured in Southern California. The product is designed to be expandable.

In Phase I, Leverage will convert 17 existing PD facility analog cameras to digital and add 22 new digital cameras to strategic locations. Viewing/control stations will be added at three locations within the police building including the Dispatch Center, Watch Commander office, and the Emergency Operations viewing room.

The City of Hemet will benefit from contract pricing extended to the City of Corona following an extensive RFP process in 2014. The City of Corona contract is still in progress with over 450 cameras working in their system. The RFP and Corona contract is included for review. Leverage has displayed excellent customer service during the design and proposal process and has worked in Hemet in the past. Also, their work and customer service was verified by the Corona Police Department's project management team.

FISCAL IMPACT:

The FY 2014/2015 CIP allocation to this project is \$120,000. This contract recommendation totals \$109,520.40. The CIP project balance of \$10,479.60 will be applied to the data storage solution at a later date.

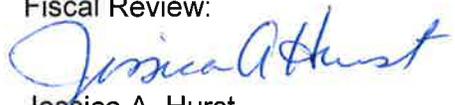
This proposal includes all hardware and software, installation, training, support and 5-year warranties on all hardware. Operational expenses related to the implementation of this technology are expected to be minimal based on the experience of other long term Leverage Information Systems clients. However, any operational costs will be addressed in the department operations and maintenance budget.

The components and cost estimates for the camera system are as follows:

<u>Phase 1:</u> 14 new cameras, hard/software, support, labor, taxes:	\$ 91,986.43
<u>Phase 1a:</u> 8 new cameras, hardware, support, labor, taxes:	\$ 17,533.97
	\$ 109,520.40

Respectfully submitted,

David M. Brown
Chief of Police

Fiscal Review:

Jessica A. Hurst
DCM/Admin Services Director



Leverage Information Systems

Phone: 425-482-9200
 Fax: 425-485-9400
 PO Box 630
 Woodinville, WA 98072

Quote
 No.: **1503711**
 Date: **08/03/2015**

Prepared for:
 Dean Evans (951) 765-2467
 City of Hemet

Prepared by: Colin McElroy
 Account No.: 2942
 Type: Open Market
 Job: PD Surveillance Network Phase 1

CLIN	Qty.	Item ID	Description	UOM	Ea. Price	Total
- Phase 1 -						
- Hardware & Software -						
001	1	SMT750R2-NMC	SMART-UPS 750VA LCD RM 120V W/ BUNDLED NETWORK MNGMT CARD NMC	EA	\$833.83	\$833.83
002	7	UFLED95-8BD	AEGIS INTELLIGENT-IR™ UFLED ILLUMINATOR, 95?, 850NM	EA	\$853.31	\$5,973.17
003	1	WS-C3560X-24P-E	Catalyst 3560X 24 Port PoE IP Services	EA	\$4,651.11	\$4,651.11
004	2	LSN1050	M-802.11a dual radio audio, 2 Ethernet Ports, PTZ camera support	EA	\$7,299.96	\$14,599.92
005	2.00	Customer Credit	Surveillance Solution Customer Credit	EA	(\$4,700.96)	(\$9,401.92)
006	2	LSN-1050-MTG-BRKT	LSN 1050 Pole Mounting Bracket	EA	\$59.09	\$118.18
007	1.00	LEV-QVP-ENT-LIC	QVP Enterprise (Required for Detect Appliance)(QVP-ENT-SUP Included for 1st yr)	EA	\$4,490.99	\$4,490.99
008	1.00	LEV-SANNVR-ENT-LIC	Leverage NVR 2.x SW for use in SAN environment, HW Required for use	EA	\$4,995.45	\$4,995.45
009	1.00	LEV-AA-ENT-LIC	Leverage Authentication 2.x SW for QuickView. For use in enterprise environment, HW Required for use, Windows Req'd	EA	\$2,095.00	\$2,095.00
010	2	SNV-6084	Network 15m IR Dome, 2M(1920x1080), 16:9 Full HD(1080p), Motorized Simple Focus 2.8x(3~8.5mm), H.264/MJPEG, Advanced WDR, True Day/Night, SSSDR, SSNR II	EA	\$590.06	\$1,180.12
011	7	SNB-6004	Network Box, 2M(1920x1080), 16:9 Full HD(1080p), H.264/MJPEG, P-Iris support, Simple Focus, Advanced WDR, True Day/Night, SSSDR, SSNR III, Smart Codec,	EA	\$477.66	\$3,343.62
012	5	SNV-6013	Compact Network Dome Camera 1080p 2MP Wide view angle	EA	\$251.86	\$1,259.30
013	7	SLA-550DA	SHB-4200 Samsung Lens, 1/3" DC, Varifocal 5~50mm, Auto Iris, F1.4, CS-Mount	EA	\$103.50	\$724.50
014	1	0542-004	P7216 VIDEO ENCODER 16PORT SFP	EA	\$2,103.72	\$2,103.72
*NOTE - The Axis 0416-004 ecoder sold at Corona has been discontinued. Axis 0542-004 encoder has been quoted as its replacement.						
015	3	M510	Logitech Wireless Mouse	EA	\$46.04	\$138.12
016	3	K400	Logitech Wireless Touch Keyboard	EA	\$46.04	\$138.12
017	2	DS-230STA	DUAL MONITOR FLEX STAND 30IN	EA	\$236.81	\$473.62
018	2	CDP4260-L	42IN LED 1920X1080 1300:1 12MS	EA	\$1,107.36	\$2,214.72

Quote

No.: 1503711

Date: 08/03/2015

CLIN	Qty.	Item ID	Description	UOM	Ea. Price	Total
019	2	VA2446M-LED	Viewsonic VA2446m-LED 24" LED LCD Monitor - 16:9 - 5 ms	EA	\$148.69	\$297.38
- Installation Materials -						
020	1.00	LOT - EQUIP	Installation Materials	EA	\$8,705.13	\$8,705.13
- Labor -						
061	1.00	OSINSTALL	Onsite Installation	EA	\$30,864.50	\$30,864.50
- Onsite & Warranty Support -						
067	1.00	LM-SMT750R2-NMC-O S-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$96.38	\$96.38
068	1.00	LM-SMT750R2-NMC- W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$35.45	\$35.45
069	7.00	LM-UFLED95-8BD-OS- 1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$159.05	\$1,113.33
070	7.00	LM-UFLED95-8BD-W- 1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$58.50	\$409.50
071	1.00	LM-WS-C3560X-24P-E -OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$1,237.04	\$1,237.04
072	1	CON-SNT-3560X2PE	Non-Deliverable SMARTNET 8X5XNBD Catalyst 3560X 24 Port PoE IP Services	EA	\$261.80	\$261.80
073	2.00	LM-1050-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$380.02	\$760.04
074	2.00	LM-1050-W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$157.03	\$314.06
075	2.00	LM-SNV-6084-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$142.60	\$285.20
076	2.00	LM-SNV-6084-W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$52.45	\$104.90
077	7.00	LM-SNB-6004-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$115.41	\$807.88
078	7.00	LM-SNB-6004-W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$42.45	\$297.15
079	5.00	LM-SNV-6013-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$54.24	\$271.20
080	1.00	LM-0542-004-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$217.36	\$217.36
081	1.00	LM-0542-004-W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$79.95	\$79.95
082	2.00	LM-CDP4260-L-OS-1Y R	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$190.18	\$380.35
083	2.00	LM-CDP4260-L-W-1Y R	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$69.95	\$139.90
084	2.00	LM-VA2446M-LED-OS -1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$31.40	\$62.80
- Freight -						
085	1.00	Freight - Fixed Price	Fixed Freight Charge	EA	\$1,295.23	\$1,295.23

Quote

No.: **1503711**

Date: 08/03/2015

	Your Price:	\$87,968.09
	Sales Tax	\$4,018.34
	SubTotal:	\$91,986.43
	Total:	\$91,986.43

Prices are firm until 9/2/2015

Terms: Net 30

Quoted by: Colin McElroy, colin.mcelroy@leverageis.com

Date: 8/3/2015

Signature: _____

PO#: _____

Date: _____

Print Name: _____

Title: _____

PH# : _____

Disclaimer

Unless otherwise quoted, Standard delivery charges are 30 days ARO. Expedited freight will be charged prepay and add. Please notify your sales rep should you want to use a freight account.

If applicable, sales tax will be charged when invoiced.

Leverage Information Systems 30 day return policy does not apply to changed, opened, or cancelled orders. In the event the customer chooses to change or cancel an order, restocking fees may apply.

- Leverage is a Small Business Enterprise
- Pricing is valid for (30) days
- Accepted Methods of Payment - Check or EFT, Please contact your sales rep for re-quote should you like to pay via Credit Card

Tax ID / EIN# 91-1607710
DUNS# 807596051
Cage Code: 0X6H7



Leverage Information Systems

Phone: 425-482-9200
 Fax: 425-485-9400
 PO Box 630
 Woodinville, WA 98072

Quote
 No.: **1503716**
 Date: 08/03/2015

Prepared for:
 Dean Evans (951) 765-2467
 City of Hemet

Prepared by: Colin McElroy
 Account No.: 2942
 Type: Open Market
 Job: PD Surveillance Network - Phase 1a

CLIN	Qty.	Item ID	Description	UOM	Ea. Price	Total
- Phase 1a -						
- Hardware -						
001	1	SNV-6084	Network 15m IR Dome, 2M(1920x1080), 16:9 Full HD(1080p), Motorized Simple Focus 2.8x(3~8.5mm), H.264/MJPEG, Advanced WDR, True Day/Night, SSSDR, SSNRII	EA	\$590.06	\$590.06
002	6	SNV-6013	Compact Network Dome Camera 1080p 2MP Wide view angle	EA	\$251.86	\$1,511.16
003	1	SND-7084	Network Dome Camera (3MP, Motorized Simple Focus)	EA	\$674.36	\$674.36
004	1	SPE-101	1CH ENCODER H.264.MPEG4/MJPEG MULTI CODEC/STREAMING 30FPS	EA	\$147.21	\$147.21
- Installation Materials -						
005	1.00	LOT - EQUIP	Installation Materials	EA	\$3,374.28	\$3,374.28
- Labor -						
016	1.00	OSINSTALL	Onsite Installation	EA	\$9,838.00	\$9,838.00
- Onsite & Warranty Support -						
021	1.00	LM-SNV-6084-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$142.60	\$142.60
022	1.00	LM-SNV-6084-W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$52.45	\$52.45
023	6.00	LM-SNV-6013-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$54.24	\$325.43
024	1.00	LM-SND-7084-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$142.60	\$142.60
025	1.00	LM-SND-7084-W-1YR	12 Month Extended Warranty, Depot Repair or Replacement	EA	\$52.45	\$52.45
026	1.00	LM-SPE-101-OS-1YR	12 Months On-Site NBD Support (8-5/ M-F)	EA	\$47.44	\$47.44
- Freight -						
027	1.00	Freight - Fixed Price	Fixed Freight Charge	EA	\$122.37	\$122.37

Quote

No.: **1503716**

Date: 08/03/2015

	Your Price:	\$17,020.41
	Sales Tax	\$513.56
	SubTotal:	\$17,533.97
	Total:	\$17,533.97

Prices are firm until 9/2/2015

Terms: Net 30

Quoted by: Colin McElroy, colin.mcelroy@leverageis.com

Date: 8/3/2015

Signature: _____

PO#: _____

Date: _____

Print Name: _____

Title: _____

PH# : _____

Disclaimer

Unless otherwise quoted, Standard delivery charges are 30 days ARO. Expedited freight will be charged prepay and add. Please notify your sales rep should you want to use a freight account.

If applicable, sales tax will be charged when invoiced.

Leverage Information Systems 30 day return policy does not apply to changed, opened, or cancelled orders. In the event the customer chooses to change or cancel an order, restocking fees may apply.

- Leverage is a Small Business Enterprise
- Pricing is valid for (30) days
- Accepted Methods of Payment - Check or EFT, Please contact your sales rep for re-quote should you like to pay via Credit Card

Tax ID / EIN# 91-1607710
DUNS# 807596051
Cage Code: 0X6H7



Staff Report

TO: Honorable Mayor and Members of the City Council

FROM: David M. Brown, Chief of Police; Gary Thornhill, Interim City Manager

DATE: August 11, 2015,

RE: CIP Project FY 2014/15 (Police Body Worn Video) - Vendor Selection and Contract Authorization

RECOMMENDATION:

Authorize the city manager to approve the purchase of 50 Body Worn Cameras and related hardware, software, training and licensing from VIEVU in the amount of \$54,571.24.

BACKGROUND:

The Hemet Police Department recognized the value of Body Worn Video in 2013 and began evaluating the technology. Over the past 24 months, the department has conducted exhaustive testing and evaluation of industry leading manufacturers' body worn camera systems, best practices, case studies and policy considerations.

During the FY 2014/2015 City of Hemet Capital Improvement Program workshops, the Hemet City Council discussed and ultimately approved the appropriation of \$85,000 for the purchase and deployment of Body Worn Video systems for all uniformed police department field personnel.

The Hemet Police Department 5-year Strategic Plan includes Objective 3.2.2 – the selection and deployment of Body Worn Video to all uniformed field personnel.

DISCUSSION/ANALYSIS:

The use of Body Worn Video in American Law Enforcement is rapidly becoming a professional "best practice." Recent high profile police use of force incidents have highlighted the value of body worn video and the expectation by the public that law enforcement deploy the technology. However, it is important to note that the Hemet Police Department was evaluating the technology long before it became the "norm" in the U.S. We believe that the use of Body Worn Video to document police contacts with the public will provide more transparency and accountability among police officers as well as the general public.

Contemporary literature on the topic indicates that agencies deploying Body Worn Video have documented reductions in citizen complaints and use of force incidents. Other benefits include the reduction of false/frivolous complaints, claims, and lawsuits. The time spent on internal and criminal investigations may also be drastically reduced with the introduction of video evidence. The use of a Body Worn Video provides an additional layer of protection to the city, the department, employee, and the community at large.

The department developed a Body Worn Video workgroup tasked with identifying a Body Worn Video system that meets the rigorous demands of front-line law enforcement and the specific hardware/software needs of the Hemet Police Department and City of Hemet. The workgroup included members of police management, supervisors, line police officers and city Information technology professionals. Industry-leading vendors were contacted and units were requested for a testing and evaluation period. VIEVU, Taser Axon, and Digital Ally responded to the department's requests and agreed to provide Body Worn Video units for field testing purposes by patrol officers.

The Taser Axon system was eliminated from consideration because they offered only one option for video storage/management through their cloud-based storage solution, "Evidence.com." The cost of this proprietary storage solution was \$300,000 - \$448,000 for a 5 year contract period. This storage option was deemed to be cost-prohibitive and therefore Taser Axon was eliminated.

Digital Ally had serious battery life issues, quality control problems, and customer service/support concerns that eliminated their camera system from consideration. After extensive, documented testing and evaluation by field personnel, the VIEVU LE3 stood out as the best all-around product. Members of the workgroup learned that the Riverside County Sheriff's Department had recently concluded that the same system was their top pick and had solicited contract pricing via a competitive bid process.

The VIEVU system not only field tested #1, they were also found to provide excellent customer service. Approximately 17 California agencies are using their product including the Riverside Sheriff's Department. Camera pricing was reduced by \$150 each and warranty increased due to piggy back of RSO purchase (Contract ID # SHARC-84067-001-07/15). Several agencies using VIEVU were contacted and all had positive ratings for VIEVU's product and customer service.

FISCAL IMPACT:

The FY 2014/2015 CIP allocation to this project is \$85,000. This contract recommendation totals \$54,571.24. The balance of \$30,328.76 will be applied to the data storage solution at a later date.

This proposal includes 5-year pricing, support and warranties. Operational expenses related to the implementation of this technology are expected to be minimal based on the experience of other long term VIEVU clients. However, any operational costs will be addressed in the department operations and maintenance budget.

The components and cost for the VIEVU camera system as listed in the Riverside County Sheriff Contract ID # SHARC-84067-001-07/15 are as follows:

<u>Cameras: 50 VIEVU LE3 cameras and individual dock stations:</u>	\$37,450.00
<u>Multi-Docking Station: 12 unit docking station:</u>	\$ 1,499.99
<u>Veripatrol Mobile Plus): Licenses and software. Five year cost:</u>	\$10,500.00
<u>Training and Set-up): On-site technician/trainer for implementation:</u>	\$ 2,000.00
<u>Tax/shipping:</u>	<u>\$ 3,221.25</u>
<u>Total Cost:</u>	\$54,571.24

Respectfully submitted,



David M. Brown
Chief of Police

Fiscal Review:



Jessica A. Hurst
DCM/Admin Services Director



DAVID M. BROWN
CHIEF OF POLICE

CITY OF HEMET
POLICE

EXCELLENCE IN SERVICE SINCE 1910

Body Worn Camera Project-50 Camera Purchase Summary

	<u>VIEVU</u>	<u>Digital Ally</u>	<u>Axon</u>
Cameras	\$40,384	\$42,930	\$36,733
Multi-Docks	\$1,652	\$3,235	\$1,087
Software/lic	\$10,500-5yr	\$1,000	Included in storage
Server 30TB	\$30,000	\$30,000	N/A
Training/set up	\$1,000-per day		\$2,000-per day
Cloud Storage	\$368k-5yr	\$146k-292k-5yr	\$298k-\$448k-5yr
Advantages	Field tested #1 Excellent support Local use, RSO MDB compatible \$200 replace costs All in one unit Simple to use Fast download	Pre-event feature Small camera Wide view	Pre-event feature Evidence.com options (6) Excellent warranty 30-36 Month refresh All in one unit
Disadvantages	No pre-event Narrow view	Poor battery life Field tested #2 Quality control Battery pack req Cord/storage Service/support	One storage option(cloud) Field tested #3 Expensive cloud storage Requires 3-5 yr contract
Warranty	1 year - \$200 max replacement cost per camera after 1 year	1 Year	1-5 year, depending on level of Evidence.com purchased



105 W John St
Seattle WA 98119
USA
1.888.285.4548
Fax: 206.299.3380

Bill To

Eddie Pust
LT Pust
Hemet Police Department (CA)
450 E. Latham Ave
Hemet CA 92543

Ship To

LT Pust
Hemet Police Department (CA)
450 E. Latham Ave
Hemet CA 92543

Estimate

Date 5/14/2015
Estimate # 6563
Expires 6/19/2015

Sales Rep James G Hillary
Shipping Method UPS Ground

Item	Quantity	Serial/Lot Numbers	Description	Units	Rate	Tax	Amount
LE3	50		LE3 Body Worn Video Camera		749.00	Yes	37,450.00
Multi-Dock (LE3)	1		Multi-Dock Download and Charge Station for LE3 cameras		1,499.99	Yes	1,499.99
On-site VERIPATROL Installation	2		2 days of IT Support onsite		1,000.00	Yes	2,000.00
On-site Product Training	1		1 day of train the trainer		0.00	Yes	0.00
Subtotal							40,949.99
Shipping Cost (UPS Ground)							150.00
Tax (Sales Tax 7.5%)							3,071.25
Total							\$44,171.24

Thank you for your belief in our products.

We have several options if you like to process this estimate.

1. Forward a purchase order via email to info@viewu.com, or
2. Fax a purchase order to 206-299-3380 or,
3. Contact VIEVU directly at 1-888-285-4548, or
4. Return this estimate signed and approved with a Lieutenant or above signature.

If you are tax exempt, please fax your certificate to 206.299.3380 or email to info@viewu.com.

If you need any additional information or assistance, please let us know.

Thank you.



**450 E. Latham Ave.
Hemet Ca. 92543
(951)765-2400**

**Bee Networkx, Inc.
668 Millway Avenue, Unit 12
Vaughan, ON L4K 3V2
Contact: Andrey Szpynda
647 478 4032
andrey.szpynda@beenetworkx.com**

**Attn: Lieutenant Eddie Pust
Patrol Division**

**Attn: James Hillary
Regional Sales Manager - Western US
VIEVU
206-399-9490
james@viewu.com**

**REF: HEMET_VMLP20140512_5
DATE: May 13, 2015
PERIOD: 60 days**

To quote prices for:

Description	Qty	Unit Price	Ext. Cost
-------------	-----	------------	-----------

Veripatrol Mobile Plus + with LinkPro Middleware Software:

Veripatrol Mobile+ Perpetual Licence and 15 Veripatrol Mobile Plus Perpetual Licences Includes: maintenance and support for 5 years, any combination of 15 MS Windows Mobile and MS Windows XP/7/Vista LinkPro Client Licenses Premium Maintenance for 5 years 24x7 technical support Major version upgrades Patch and Point releases at no additional charge	15	\$700.00	\$10,500.00
--	----	----------	-------------

Total Invoice Amount for 5 Years: USD \$10,500.00

NOTE: LinkPro Licences granted subject to Bee Networkx, Inc. "End User Licence Agreement"

---THANK YOU---

**Capital Improvement Plan
Project Details**

Project No.
Title: **On-person Video System**
Category:
Priority: **High**
Department: **Police**



Project Description

Purchase and deploy on-person video system for all police field personnel

The police department will purchase and deploy a market leading on-person video system for all front line uniformed police personnel.

This system will document police contacts for use in criminal investigations, crime reporting and documentation, as well as provide an added layer of protection to the Department and City.

On-person video systems are rapidly becoming a "best practice" in the law enforcement community. The technology has saved other department thousands of dollars in investigative hours and has the potential to limit or eliminate frivolous complaints, claims and lawsuits.

The project includes hardware, software and 5-years storage and maintenance.

	Budget	Fiscal Year					Total
		2014-15	2015-16	2016-17	2017-18	2018-19	
Funding Sources							
DIF							0
Measure A							0
Caltrans							0
Grant							0
Other - GF Res	85,000	85,000					85,000
Total Funding Sources	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$85,000
Project Items							
Design/Engrg.							0
Acquisitions							0
Permits							0
Administration							0
Inspection							0
Contingency							0
Other	85,000	85,000					85,000
Total Project Items	\$85,000	\$85,000	\$0	\$0	\$0	\$0	\$85,000

CONTRACT

County of Riverside

Sheriff Department
Accounting & Finance Bureau
PO Box 512
Riverside CA 92502
USA

Vendor ID 0000087230
Viewu Llc
105 W John St
Seattle WA 98119
USA

Dispatch via Print

Contract ID SHARC-84067-001-07/15		Page 1 of 2	
Contract Dates 06/25/2014 to 06/24/2015	Currency USD	Rate Type CRRNT	Rate Date PO Date
Description: BODY WORE CAMERA RFP SHARC 245		Contract Maximum 200,000.00	

Tax Exempt? N Tax Exempt ID:

Contract Lines:

Line #	Vendor Item ID	Item Desc	UOM	Minimum Order		Maximum / Open	
				Qty	Amt	Qty	Amt
1		Body Worn Video Camera, Viewu LE3	EA	1.00	0.00	0.00	0.00
Pricing Agreement:		Pricing Date:	PO Date				
		Pricing Quantity:	PO Date				
		Quantity Type:	Current Order Quantity				
Contract Base Pricing		749.00000	EA	0000000001			
2	SH84067-00002	Ext Warranty - Body Worn Camera, Viewu LE3, Full parts and labor warranty for each unit	EA	1.00	0.00	0.00	0.00
Pricing Agreement:		Pricing Date:	PO Date				
		Pricing Quantity:	PO Date				
		Quantity Type:	Current Order Quantity				
Contract Base Pricing		280.00000	EA	0000000001			

All terms and conditions of SHARC 245, are hereby included with full force and like effect as if set forth herein. Term of Agreement, 5 years renewable in one year increments, 07/03/2014 - 06/30/2018

Body Worn Camera LE3: \$749.00
Warranty: \$280.00

Vendor Contact:
Viewu
James G. Hillary
Regional Sales Manager
888-285-4548
james@viewu.com
www.viewu.com

PAYMENT TERMS - For calculating due dates for payment terms, the County will use either the date that the invoice is received by the County or the date the goods/services are received, whichever ever is later.

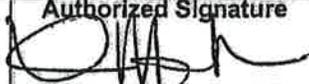
In the event of contradiction, between the County's and the Seller's conditions, the County's conditions shall prevail.

The County reserves the right to cancel the unexpended balance of this order at any time.


Ines Mark
Procurement Contract Specialist
Voice: (951) 955-4944
Fax: (951) 955-4946
E-mail: lmark@co.riverside.ca.us
Contract Categories:

Line #	Category Desc	Maximum Amount
--------	---------------	----------------

Final = The price is final after adjustments
Hard = Apply adjustments regardless of other adjustments
Skip = Skip adjustments if any other adjustments have been applied

Authorized Signature


CONTRACT

County of Riverside

Sheriff Department
Accounting & Finance Bureau
PO Box 512
Riverside CA 92502
USA

Vendor ID 0000087230
View Llc
105 W John St
Seattle WA 98119
USA

Dispatch via Print

Contract ID	SHARC-84067-001-07/15			Page	2 of 2		
Contract Dates	06/25/2014 to 06/24/2015	Currency	USD	Rate Type	CRRNT	Rate Date	PO Date
Description:	BODY WORE CAMERA RFP SHARC 245			Contract Maximum	200,000.00		

Tax Exempt? N Tax Exempt ID:

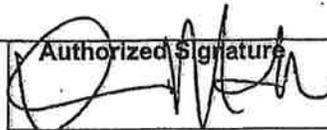
Contract Categories:

Line #	Category Desc	Maximum Amount
--------	---------------	----------------

1*	Tvequip	
----	---------	--

Final = The price is final after adjustments
Hard = Apply adjustments regardless of other adjustments
Skp = Skip adjustments if any other adjustments have been applied

Authorized Signature



#8



Staff Report

TO: Honorable Mayor and Members of the City Council

FROM: Scott Brown, Fire Chief
Gary Thornhill, Interim City Manager *SB*

DATE: August 11, 2015

RE: Award of Bid for the Purchase of Two (2) 2015 E-One, Cyclone Type 1 Pumpers from A2z Fire Apparatus

RECOMMENDATION:

It is respectfully recommended that City Council approve the following:

- 1.) Award bid to A2z Fire Apparatus in the amount of \$1,063,898.00 for the purchase of two (2) 2015 E-One, Cyclone Type 1 Pumpers to be funded from existing budgets in the Equipment Replacement Fund 380-3200-5400, Indian Gaming Grant Fund 260-3200-5400 and
- 2.) Authorize Pre-Payment in the amount of \$1,031,670.00 (pre-payment savings of 32,228.00) – A2z Fire Apparatus (authorized E-One West Coast representative) to provide 100 percent performance bond as part of this Authorization.
- 3.) Declare Unit No. 3247 (1996 Ferrara Type 1 Pumper) surplus and authorize its sale at auction.

BACKGROUND:

Hemet Fire/EMS Department is responsible for providing fire and emergency medical services to the citizens of the City of Hemet. Emergency response services are presently provided from five fire stations that are strategically located within the City of Hemet boundaries. Primary frontline response apparatus are presently four Type 1 Engine Companies at Fire Stations 1, 2, 3 and 4.

The fire engine serves as the primary response platform in providing a wide variety of rescue and firefighting services, typically transporting a crew of 3 (Fire Captain, Engineer, Firefighter) to both fires and emergency medical calls for service. In addition to carrying 500 gallons of water, each Engine Company is equipped with fire hose, ground ladders, a wide variety of rescue equipment, advanced life support medical equipment, and high technology communications equipment.

ANALYSIS:

General guidelines for fire apparatus replacement indicate a 10-year average lifespan for front line service. Because of the severe conditions these apparatus operate in, wear and

tear to chassis components, body, pump and associated metal fatigue secondary to rust and corrosion are common.

Staff is currently conducting a comprehensive Standards of Coverage, Service Delivery Analysis, which includes recommendations for the development of a vehicle replacement and rotation policy based on the aforementioned guidelines; a brief synopsis of HFD's current fire apparatus (Type 1 Engine) status is noted below;

- *Fire Station 1 – Unit 3264 (2005) KME Type 1 Pumper; 83,834 miles*
- *Fire Station 2 - Unit 3255 (2003) KME Type 1 Pumper; 111,515 miles*
- *Fire Station 3 – Unit 3263 (2005) KME Type 1 Pumper; 118,716 miles*
- *Fire Station 4 - Unit 3254 (2003) KME Type 1 Pumper; 96,404 miles*

Purchase of these two new Type 1 Pumpers will provide for reliable emergency response vehicles. Vehicles will replace two (2) current frontline fire apparatus; fire apparatus removed from frontline service will be placed in reserve and will enhance HFD's reserve apparatus fleet for both back-up when front line fire apparatus go out of service/ mechanical and to enhance operational surge capacity.

COORDINATION & REVIEW:

The bid is part of the HGAC competitive procurement program and is in full compliance with state statutes. This program affords local government the ability to participate in an efficient local competitive bidding process to achieve their procurement goals.

FISCAL IMPACT:

No impact to the General Fund. Funding has been appropriated in the amount of \$1,063,898.00 in the Equipment Replacement Fund No. 380-3200-5400 and Indian Gaming Grant Fund 260-3200-5400. A savings of 32,228.00 will be realized if the City exercises its pre-payment option, to include a 100 percent Performance Bond provided by A2z.

Respectfully submitted,



Scott Brown
Fire Chief

Fiscal Review,



Jessica Hurst
Deputy City Manager/Admin Services

July 21, 2015

Chief Scott Brown

City of Hemet

445 E Florida Ave

Hemet, California 92543

Chief Brown,

Enclosed is pricing for Two (2) E-One, Inc. Cyclone Type 1 pumpers per enclosed specifications.

Price for both units is \$1,063,898.00 delivered and including sales tax.

Delivery would be 180-210 calendar days after receipt of an order.

Units can be purchased through the HGAC program.

Pricing good till the next HGAC price increase.

If you would like to prepay the trucks. You would be provided a 100 percent performance bond from E-One, Inc.

The payment cost with the performance bond issued is \$1,031,670.00 including sales tax.

That would be payable within 10 days of the signed sales agreement.

If you have any questions you can contact us at any time.

Thanks,

Randall Powell

Sales Manager

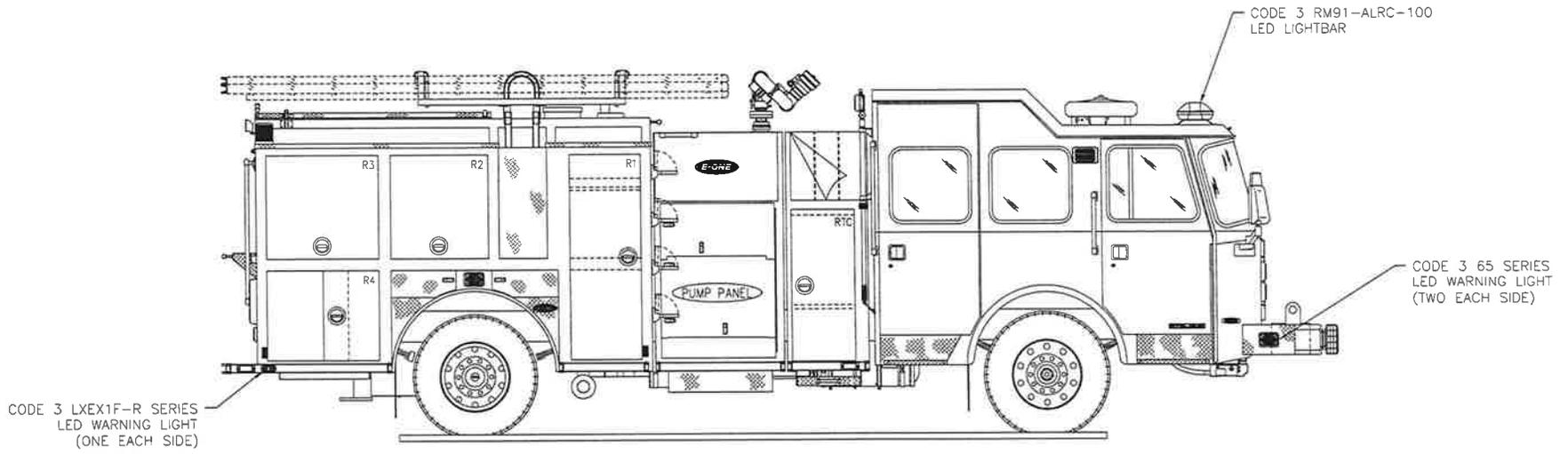
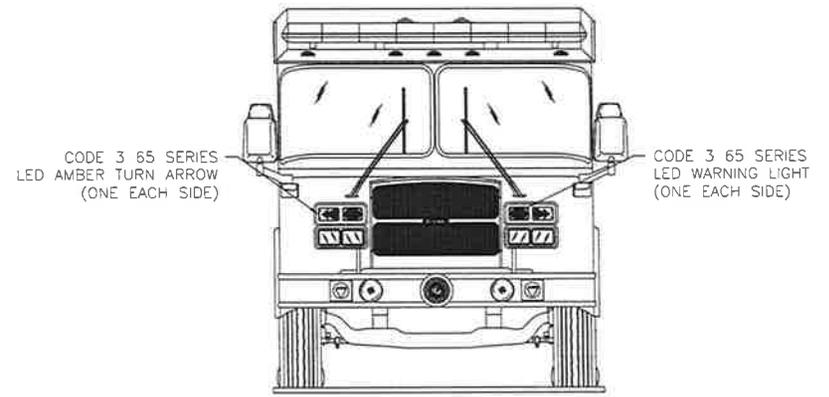
A2z Fire Apparatus.



CITY OF HEMET
HEMET, CA
QUOTE 72312
CUSTOM 24 PUMPER
E-ONE CYCLONE II X MEDIUM CAB 4X2 CHASSIS

THIS DRAWING IS FOR REFERENCE PURPOSES. ALL DIMENSIONS ARE SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESSES.

This print is the property of E-ONE, Inc. and is loaned to you subject to return on demand, unless otherwise agreed to in writing by E-ONE, Inc. Its contents are confidential and must not be copied or submitted to third parties for use or examination.



REV	DATE	BY	CHKD	APP'D
1	08/11/11	W. B. B.	W. B. B.	W. B. B.
2	08/11/11	W. B. B.	W. B. B.	W. B. B.
3	08/11/11	W. B. B.	W. B. B.	W. B. B.
4	08/11/11	W. B. B.	W. B. B.	W. B. B.
5	08/11/11	W. B. B.	W. B. B.	W. B. B.
6	08/11/11	W. B. B.	W. B. B.	W. B. B.
7	08/11/11	W. B. B.	W. B. B.	W. B. B.
8	08/11/11	W. B. B.	W. B. B.	W. B. B.
9	08/11/11	W. B. B.	W. B. B.	W. B. B.
10	08/11/11	W. B. B.	W. B. B.	W. B. B.

LE



**CITY OF HEMET
HEMET, CA**

QUOTE 72312

CUSTOM 24 PUMPER

E-ONE CYCLONE II X MEDIUM CAB 4X2 CHASSIS

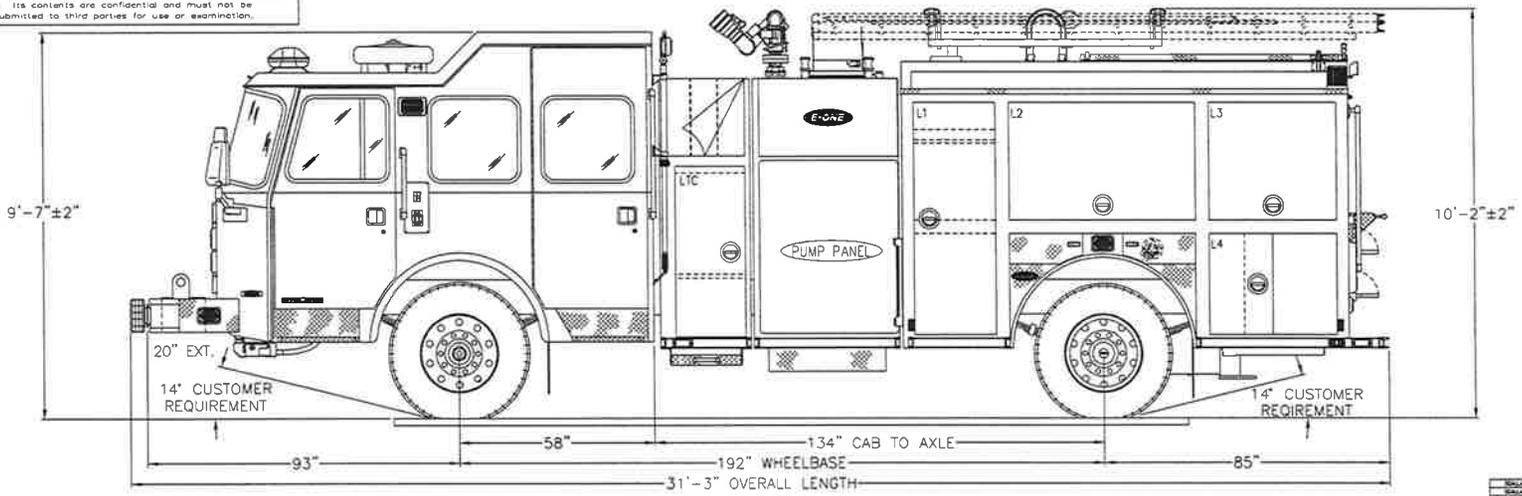
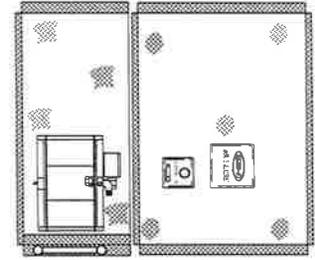
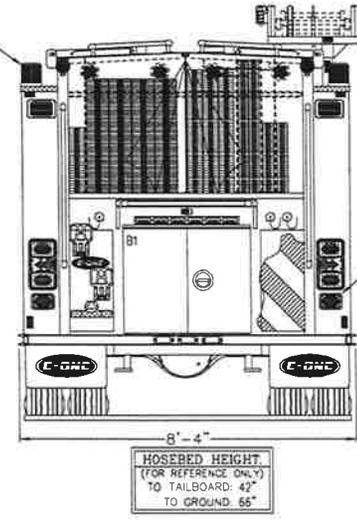
1500 GPM HALE QMAX PUMP		HOSE LOAD:	
500 GALLON WATER TANK		150' OF 2.50" DJ	
30 GALLON INTEGRAL "A" FOAM CELL		700' OF 4.00" LDH	
		900' OF 2.50" DJ	
		200' OF 1.50" DJ	
		200' OF 1.75" DJ	
		200' OF 1.75" DJ	
COMPT	OPENING	INTERIOR DIMENSION	
LTC/RTC	21W 50H	24W 33H 70D	UPPER
		24W 18H 14D	LOWER
L1	24W 68H	24W 12H 12D	UPPER
		24W 15H 26D	LOWER
L2	56W 34H	56W 34H	12D
L3	50W 34H	38W 34H	12D
L4	50W 30H	50W 30H	26D
R1	24W 68H	24W 12H 12D	UPPER
		24W 15H 26D	LOWER
R2	33W 34H	33W 34H	12D
R3	50W 34H	38W 34H	12D
R4	38W 30H	38W 30H	26D
B1	38W 30H	38W 30H	28D

THIS DRAWING IS FOR REFERENCE PURPOSES. ALL DIMENSIONS ARE SUBJECT TO MINOR VARIATIONS DUE TO MANUFACTURING PROCESSES.

This print is the property of E-ONE, Inc and is loaned to you subject to return on demand, unless otherwise agreed to in writing by E-ONE, Inc. Its contents are confidential and must not be copied or submitted to third parties for use or examination.

CODE 3 A36 ARCH
RED LED BEACON
(ONE EACH SIDE)

CODE 3 65 SERIES
LED WARNING LIGHT
(ONE EACH SIDE)



REV	DATE	BY	CHKD	APP'D
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

Customer: CITY OF HEMET

TESTING COMPLIANCE STANDARD

NFPA Compliance

The E-ONE supplied components of the apparatus shall be compliant with NFPA 1901, 2009 edition.

BUMPER

Front Bumper

The vehicle shall be equipped with a one-piece 10" high bumper made from 10 gauge (0.135" nominal) polished stainless steel for corrosion resistance, strength, and long lasting appearance. It shall be mounted directly to the front frame extensions for maximum strength. The bumper shall incorporate two (2) stiffening ribs.

Front Bumper Extension

The bumper shall be extended approximately 20" from the face of the cab as required.

Bumper Gravel Shield

The extended front bumper gravel shield shall be made of 3/16" (.375") aluminum treadplate material.

BUMPER TRAY

Lid, Bumper Hose Tray

The center bumper tray shall have a diamond plate lid. The lid shall be hinged and shall be secured in the closed position by a latch and held open with a pneumatic shock.

Bumper Tray - Center

A hose tray constructed of 1/8" aluminum shall be recessed into the front bumper extension. The tray shall be located in the center of the bumper and be approximately 10" deep (9" to the top of the slats). One inch thick aluminum slats shall be included in the bottom of the hose tray to aid in the dissipation of water from the tray.

Bumper Tray Notch

The front bumper tray shall be notched to accommodate a siren speaker and/or Q2B siren. Due to the notch, the compartment hose/equipment load shall be reduced depending on the option(s) selected.

FRAME ASSEMBLY

Frame Rail Construction

The frame shall consist of two (2) C-channel frame rails with heavy-duty cross-members. Each frame rail shall have the following minimum specifications in order to minimize frame deflection under load and thereby improve vehicle ride and extend the life of the frame:

Dimensions: 10-1/4" x 3-1/2" x 3/8"

Material: 110,000-psi minimum yield strength, high strength, low alloy steel

Section Modulus: 16.61 cu. in.

Resistance to Bending Moment (RBM): 1,827,045 in. lbs.

If larger rails are provided, the maximum height of each frame rail shall not exceed the 10-1/4" dimension by more than 1/2" in order to ensure the lowest possible body height for ease of access as well as the lowest possible vehicle center of gravity for maximum stability.

There shall be a minimum of six (6) cross-members joining the two (2) frame rails in order to make the frame rigid and hold the rails/liners in alignment. The cross-members shall be a combination of a formed steel C-channel design along with heavy duty steel fabricated designs as required for the exact chassis configuration. The cross-members shall be attached to the frame rails with not less than four (4) bolts at each end arranged in a bolt pattern to adequately distribute the cross-member load into the rail/liner and minimize stress concentrations.

All frame fasteners shall be high-strength Grade 8, flanged-head threaded bolts and nuts for frame strength, durability, and ease of repair. The nuts shall be Stover locknuts to help prevent loosening. The frame fasteners shall be tightened to the proper torque at the time of assembly.

The frame rails and frame liners shall be finished with black paint. The frame cross-members and frame mounted components (suspensions, axles, air tanks, battery boxes, fuel tank, etc.) shall be painted black.

The apparatus manufacturer shall supply a full lifetime frame warranty including cross-members against defects in materials or workmanship. Warranties that provide a lifetime warranty for only the frame rails, but not the cross-members, are not acceptable. **NO EXCEPTIONS.**

The custom chassis frame shall have a **WHEEL ALIGNMENT** in order to achieve maximum vehicle road performance and to promote long tire life. The alignment shall conform to the

manufacturer's internal specifications. All wheel lug nuts and axle U-bolt retainer nuts shall be tightened to the proper torque at the time of alignment. The wheel alignment documentation shall be made available at delivery upon request.

Rear Underbody Support Frame

The body shall be supported at the rear by a steel frame extension bolted to the chassis frame rails. The frame rails and frame extension shall be isolated from the aluminum body extrusions by 5/16" x 2" fiber reinforced rubber.

The frame extension shall be built with (2) 2.5" sq. x .25 wall thickness x full width cross rails welded to (2) 2.5" sq. x .25 wall thickness side rails. The frame extension assembly will be welded to steel weldments, which are secured to the chassis frame with grade 8 5/8" bolts.

The frame extension shall not interfere with N.F.P.A. minimum requirements for angle of departure.

AXLES

Front Axle

The vehicle shall utilize an ArvinMeritor FL-943, 5" drop beam front axle with a rated capacity of 18,700#. It shall have "easy steer" knuckle pin bushings and 68.83" kingpin centers. The axle shall be of I-beam construction and utilize Stemco front axle seals with sight glasses. The vehicle shall have a nominal cramp angle of 45 degrees, plus two degrees to minus three degrees including front suction applications.

The front axle hubs shall be made from ductile iron and shall be designed for use with 10-hole hub-piloted wheels in order to improve wheel centering and extend tire life.

Front springs shall be parabolic tapered, minimum 4" wide x 54" long (flat), minimum 3 leaf, progressive rate with bronze bushings and a capacity of 20,000 lbs at the ground. Tapered leaf springs provide a 20% ride improvement over standard straight spring systems.

The vehicle shall be equipped with a Sheppard model M-110 integral power steering gear, used in conjunction with a power assist cylinder. The steering assembly shall be rated to statically steer a maximum front axle load of 18,700#. Relief stops shall be provided to reduce system pressure upon full wheel cut. The system shall operate mechanically should the hydraulic system fail.

A 2-year/unlimited miles parts and 2-year labor axle warranty shall be provided as standard by ArvinMeritor Automotive.

In order to achieve maximum vehicle road performance and to promote long tire life, there shall be a wheel alignment. The alignment shall conform to the manufacturer's internal specifications.

All wheel lug nuts and axle U-bolt retainer nuts shall be tightened to the proper torque at the time of alignment. The wheel alignment documentation shall be made available at delivery.

Shock Absorbers Front

Koni model 90 shock absorbers shall be provided for the front axle. The shocks shall be three way adjustable.

The shocks shall be covered by the manufacturer's standard warranty.

Front Axle Oil Seals

The front axle shall have Stemco oil seals with sight glass to check the lubricant level of the axle spindles.

Rear Axle

The vehicle shall be equipped with an ArvinMeritor RS-24-160 single rear axle with single-reduction hypoid gearing and a manufacturer's rated capacity of 24,000 lbs. The axle shall be equipped with oil-lubricated wheel bearings with ArvinMeritor oil seals. The rear axle hubs shall be made from ductile iron and shall be designed for use with 10 hole hub-piloted wheels to improve wheel centering and extend tire life.

A 2-year/unlimited miles parts and 2-year labor rear axle warranty shall be provided as standard by ArvinMeritor Automotive.

SUSPENSIONS

Rear Suspension

The rear suspension shall be a pair of linear-rate leaf springs with auxiliary "helper" leaf springs and bronze bushings. The variable-rate springs with auxiliary springs ensure that the vehicle rides and handles smoothly under both loaded and unloaded conditions. The suspension shall be rated for the maximum axle capacity.

WHEELS

Front Wheel Trim Package

The front wheels shall have stainless steel lug nut covers (chrome plated steel lug nut covers not acceptable). The front axle shall be covered with American made Real Wheels brand mirror finish, 304L grade, non-corrosive stainless steel universal baby moons. All stainless steel baby moons shall carry a lifetime warranty plus a 2 year re-buffing policy. There shall be two (2) baby moons and twenty (20) lug nut covers.

Rear Wheel Trim Package, Single Axle

The rear wheels shall have stainless steel lug nut covers (chrome plated steel lug nut covers not acceptable), or American made chrome plated plastic lug nut covers. The rear axle shall be covered with American made Real Wheels brand mirror finish, 304L grade, non-corrosive stainless steel, spring clip band mount high hats, DOT user friendly. All stainless steel high hats shall carry a lifetime warranty plus a 2 year re-buffing policy. There shall be two (2) high hats and twenty (20) lug nut covers.

Front Wheels

The vehicle shall have two (2) Accuride polished (on outer wheel surfaces only) aluminum disc wheels. They shall be forged from one-piece corrosion-resistant aluminum alloy and sized appropriately for the tires.

Rear Wheels

The vehicle shall have four (4) Accuride polished (on outer wheel surfaces only) aluminum disc wheels. They shall be forged from one-piece corrosion-resistant aluminum alloy and sized appropriately for the tires.

TIRES

Front Tires

The front tires shall be two (2) Michelin 385/65R22.5 tubeless type 20 PR radial tires with XFE highway tread.

The tires with wheels shall have the following weight capacity and speed ratings:

Up to 19,840 lbs. @ 65 MPH (steel or aluminum wheels)

20,000 @ 75 MPH (steel or aluminum wheels with intermittent fire service rating)

The wheels and tires shall conform to the Tire and Rim Association requirements.

Rear Tires

The rear tires shall be four (4) Michelin 11R22.5 tubeless type 16 PR (Ply Rating) radial tires with XZE2 highway tread.

The tires with wheels shall have the following maximum weight and speed capacity:

24,020 lbs. (dual) @ 75 MPH.

The tires and wheels shall conform to the Tire and Rim Association requirements.

SPARE TIRES

Spare tires and rims shall be provided for the front and rear . (One each)

Tire Pressure Indicators

The apparatus shall be provided with Real Wheels AirGuard LED tire pressure indicating valve stem caps. When the tire is under inflated by 5-10 PSI, the LED indicator on the cap shall flash red. The indicator housings shall be shock resistant and constructed from polished stainless steel. The indicators shall be calibrated by attaching to valve stem of a tire at proper air pressure per load ratings and easily re-calibrated by simply removing and re-installing them during service.

Real Wheel Part number RWC1234 was superseded by RWC1235 as of June 2015

BRAKE SYSTEM

Front Brakes

The front axle shall be equipped with Meritor DiscPlus EX225H 17 inch disc brakes.

The brakes shall be covered by the manufacturer's standard warranty which is three years, unlimited mileage and parts only.

Rear Brakes

The rear axle shall be equipped with ArvinMeritor 16-1/2" x 7" S-cam brakes with cast brake drums. Q-Plus shoes shall be provided with up to 24,000 lb. axle ratings and P-Type shoes with over 24,000 lb. axle ratings.

The rear axle brakes shall be furnished with automatic slack adjusters. ArvinMeritor brand shall be supplied on RS-24-160 and RS-25-160 axles, and Haldex brand shall be supplied on RS-26-185 and RS-30-185 axles.

A 3 year/unlimited miles parts and 3 year labor rear brake warranty shall be provided as standard by ArvinMeritor Automotive. The warranty shall include bushings, seals, and cams.

Brake System

The vehicle shall be equipped with air-operated brakes and an anti-lock braking system (ABS). The brake system shall meet or exceed the design and performance requirements of the current Federal Motor Vehicle Safety Standard (FMVSS)-121, and the test requirements of the current NFPA 1901 Standard.

A dual-treadle brake valve shall correctly proportion the braking power between the front and rear systems. The air system shall be provided with a rapid pressure build-up feature, designed to meet current NFPA 1901 requirements, to allow the vehicle to begin its emergency response as quickly as possible.

A pressure-protection valve shall be installed to prevent use of the air horns or other air-operated devices should the air system pressure drop below 85 psi. This feature is designed to prevent inadvertent actuation of the emergency/parking brakes while the vehicle is in motion.

Two (2) air pressure needle gauges, one (1) each for front and rear air pressure, with a warning light and buzzer shall be installed at the driver's instrument panel.

The braking system shall be provided with a minimum of three (3) air tank reservoirs for a total air system capacity of 5,214 cu. in. One (1) reservoir shall serve as the wet tank and a minimum of one (1) tank shall be supplied for each of the front and rear axles. The total system shall carry a sufficient volume of air to comply with FMVSS-121.

Tank Capacities in Cubic Inches:

Wet	Front	Rear	Total
1,738	1,738	1,738	5,214

Spring-actuated emergency/parking brakes shall be installed on the rear axle.

A Bendix-Westinghouse SR-1 valve, in conjunction with a double check valve system, shall provide automatic emergency brake application when the air brake system pressure falls below 40 psi in order to safely bring the vehicle to a stop in case of an accidental loss of braking system air pressure.

A four-channel Wabco ABS shall be provided to improve vehicle stability and control by reducing wheel lock-up during braking. This braking system shall be fitted to both front and rear axles. All electrical connections shall be environmentally-sealed for protection against water, weather, and vibration.

The system shall constantly monitor wheel behavior during braking. Sensors on each wheel transmit wheel speed data to an electronic processor, which shall detect approaching wheel lock-up and instantly modulate (or pump) the brake pressure up to five (5) times per second to prevent wheel lock-up. Each wheel shall be individually controlled. To improve field performance, the

system shall be equipped with a dual-circuit design configured in a diagonal pattern. Should a malfunction occur in one circuit, that circuit shall revert to normal braking action. A warning light at the driver's instrument panel shall signal a malfunction.

The system shall also be configured to work in conjunction with all auxiliary engine, exhaust, or driveline brakes to prevent wheel lock-up.

To improve maintenance troubleshooting, provisions in the system for an optional diagnostic tester shall be provided. The system shall test itself each time the vehicle is started, and a dash-mounted light shall go out once the vehicle is moving above 4 MPH.

A 3 year/300,000 mile parts and labor Anti-Locking Braking System (ABS) warranty shall be provided as standard by Meritor Automotive.

Park Brake Release

One (1) Bendix-Westinghouse PP-5 parking brake control valve shall be supplied on the lower dash panel within easy reach of the driver.

Roll Stability Control

The chassis shall have Roll Stability Control System (RSC) focusing on the vehicle's center of gravity and the lateral acceleration limit or rollover threshold. When critical lateral acceleration thresholds are exceeded, RSC intervenes to regulate the vehicle's deceleration functions. Track and field testing demonstrated the system's ability to slow the vehicle, giving the driver better control and maneuverability.

Intervention by the system occurs in three forms - engine, retarder and brake control. An accelerometer mounted directly to the anti-lock braking system (ABS) electronic control unit (ECU) monitors the vehicle's lateral acceleration. RSC constantly monitors driving conditions and intervenes if critical lateral acceleration is detected. The system provides control of engine and retarder torque as well as automatically activates the drive axle.

To further improve vehicle drive characteristics, the unit shall be fitted with Automatic Traction Control (ATC). This system shall control drive wheel slip during acceleration from a resting point. An extra solenoid valve shall be added to the ABS system. The system shall control the engine and brakes to improve acceleration slip resistance. The system shall have a dash mounted light that shall come on when ATC is controlling drive wheel slip.

3 year/300,000 miles parts and labor RSC and ATC warranties shall be provided as standard by Meritor Automotive.

AIR SYSTEM

Air Dryer

The chassis air system shall be equipped with a Bendix-Westinghouse AD-9 air dryer to remove moisture from the air in order to help prevent the air lines from freezing in cold weather and prolong the life of the braking system components.

Air Inlet

A 1/4" brass quick-release air inlet with a male connection shall be provided. The inlet shall allow a shoreline air hose to be connected to the vehicle, discharging air directly into the wet tank of the air brake system. It shall be located driver door jamb.

Isolated Air Reservoir

The air system shall have an additional 1738 cu. in. isolated reservoir. The supply side of the reservoir shall be equipped with a check valve and an 85 psi pressure protection valve.

Specified options shall be plumbed to the isolated air tank.

Auxiliary Air Tank Plumbing

The auxiliary air tank shall be plumbed to the following optional accessories, if equipped: Chassis air horns, brake system air outlet, air reel, light tower and or customer/dealer supplied pneumatic add-on(s).

Air Lines

Air brake lines shall be constructed of color coded nylon tubing routed in a manner to protect them from damage. Brass fittings shall be provided.

Air Horns

Dual air horns shall be provided, connected to the chassis air system. The horns shall be mounted through the front bumper. The front bumper shall have two (2) holes punched to accommodate the air horns. A pressure protection valve shall be installed to prevent the air brake system from being depleted of air pressure.

ENGINE & TRANSMISSION

Transmission Selector

A push-button transmission shift module, Allison model 29538373, shall be located to the right side of the steering column within easy reach of the driver. The shift position indicator shall be indirectly lit for after dark operation. The shift module shall have a "Do Not Shift" light and a "Service" indicator light. The shift module shall have means to enter a diagnostic mode and display diagnostic data including oil life monitor, filter life monitor, transmission health monitor

and fluid level. A transmission temperature gauge with warning light and buzzer shall be installed on the cab instrument panel.

Transmission Fluid

The transmission fluid shall be TransSynd synthetic.

Vehicle Speed

The maximum speed shall be electronic limited to 68 MPH as required by NFPA 1901.

Note: Maximum speed may be set at 65 MPH due to tire rating.

Engine/Transmission Package

Engine

The vehicle shall utilize a Cummins ISX12 engine as described below:

- • 500 Horsepower
- Six (6) cylinder
- Variable Geometry Turbocharged
- Charge Air Cooled (CAC) 4-cycle diesel
- Cummins XPI high pressure fuel injection system
- Fuel cooler (when equipped with a fire pump)
- 729 cu.in. displacement
- 500 gross BHP at 1800 RPM and a peak torque of 1645 lb.ft. at 1200 RPM with a governed RPM of 2100
- Bore and stroke shall be 5.11 x 5.91
- Compression ratio shall be 17:1
- Engine lubrication system shall have a minimum capacity, to include filter, of 43 quarts
- Cooled Exhaust Gas Recirculation (EGR)
- Delco-Remy 39 MD-HD 12 volt starter
- Interacta System
- Coolant filter with shut-off and corrosion inhibiting additive
- 18.7 cubic foot per minute air compressor
- After treatment system consisting of a oxidation catalyst and diesel particulate filter and selective catalyst reduction system
- Ember separator compliant with 2009 NFPA 1901 standard
- The engine shall be compliant with 2013 EPA Emission standards
- Curve reference for ISCAAN FR20389EV

The engine air intake shall draw air through the front cab grill. The intake opening shall be located on the officer (right) side behind front cab face with a plenum that directs air to the air filter. The air cleaner shall be a 11" diameter dry type that is easily accessed for service. Air

cleaner intake piping shall be made from aluminized steel tubing with flexible rubber hoses. Air cleaner intake piping clamps shall be heavy-duty, constant-torque, T-bolt clamps to ensure proper sealing under all temperatures in order to keep dust and other contaminants out of the engine intake air stream and protect the engine.

The engine exhaust piping shall be a minimum of 4" diameter welded aluminized steel tubing. The muffler shall be mounted horizontally under the right-hand frame rail in back of the cab in order to minimize heat transmission to the cab and its occupants. The exhaust shall be directed away from the vehicle on the right side ahead of the rear wheels in order to keep exhaust fumes as far away as possible from the cab and pump operator position.

A 5-year/100,000 miles parts and labor warranty will be provided as standard by Cummins.

A copy of the Engine Installation Review stating the engine installation meets Cummins recommendations shall be provided as requested. The engine installation shall not require the operation of any type of "power-down" feature to meet engine installation tests.

Transmission

The vehicle shall utilize an Allison EVS4000P, electronic, 5-speed automatic transmission.

A transmission oil temperature gauge with warning light and buzzer shall be installed on the cab instrument panel to warn the driver of high oil temperatures that may damage the transmission.

The transmission shall have a gross input torque rating of 1675 lb. ft. and a gross input power rating of 580 HP.

The gear ratios shall be as follows:

1 - 3.51

2 - 1.91

3 - 1.43

4 - 1.00

5 - .74

R - 4.80

The transmission shall be equipped with a fluid level sensor (FLS) system, providing direct feedback of transmission oil level information to the operator.

The transmission shall have a lubricant capacity of 51 quarts.

A water-to-oil transmission oil cooler shall be provided to ensure proper cooling of the transmission when the vehicle is stationary (no air flow).

The transmission shall contain two engine driven PTO openings located at the 1 and 8 o'clock positions. The automatic transmission shall be equipped with a power lock-up device. The transmission lock-up shall prevent down shifting of transmission when engine speed is decreased during pump operations, thereby maintaining a constant gear ratio. Transmission lock-up shall be automatically activated when placing pump in gear. Transmission lock-up shall be automatically deactivated when disengaging pump for normal road operation.

A 5-year/unlimited miles parts and labor warranty shall be provided as standard by Allison Transmission.

SECONDARY BRAKING

Jacobs Engine Brake

One (1) Jacobs engine brake shall be installed to assist in slowing and controlling the vehicle as required by NFPA 1901 for vehicles with gross vehicle weight ratings (GVWR) of 36,000 lbs. or greater. An on-off control switch and a high-medium-low selector switch shall be mounted in the cab accessible to the driver.

When activated, the Jacobs engine brake shall cut off the flow of fuel to the cylinders and alter the timing of the exhaust valves. This shall transform the engine into a high-pressure air compressor, driven by the wheels, and the horsepower absorbed by the engine in this mode shall slow the vehicle. The selector switch allows the driver to select the amount of retarding power.

When the on-off switch is in the "on" position, the engine brake shall be automatically applied whenever the accelerator is in the idle position and the automatic transmission is in the lock-up mode. If the accelerator is depressed or if the on-off switch is placed in the "off" position, the engine brake shall immediately release and allow the engine to return to its normal function.

Transmission Programming

The transmission shall include the Allison 2nd gear Pre-Select feature. This option will direct the transmission to down shift to second gear when the throttle is released and the Jacobs engine brake (or Telma retarder wired to activate with release of throttle) is engaged. This feature is designed to increase brake life and aid vehicle braking.

EXHAUST MODIFICATION

Exhaust End Modification

The end of the exhaust tail pipe shall be modified to accommodate a Plymovent in-house exhaust extraction system. The tail pipe will be at 90 degrees and straight out below the side of body. A stop ring shall be provided on the tail pipe to properly position the Plymovent nozzle.

COOLING PACKAGE

Engine Cooling Package

Radiator

The cooling system shall include an aluminum tube-and-fin radiator with a minimum of 1,408 total square inches of frontal area to ensure adequate cooling under all operating conditions. There shall be a drain valve in the bottom tank to allow the radiator to be serviced. A sight glass shall be included for quick fluid level assessment. The radiator shall be installed at the prescribed angle in order to achieve the maximum operational effectiveness. This shall be accomplished according to established work instructions and properly calibrated angle measurement equipment.

Silicone Hoses

All radiator and heater hoses shall be silicone. Pressure compensating band clamps shall be used to eliminate hose pinching on all hoses 3/4" diameter and larger. All radiator hoses shall be routed, loomed, and secured so as to provide maximum protection from chafing, crushing, or contact with other moving parts.

Coolant

The cooling system shall be filled with a 50/50 mixture of water and antifreeze/coolant conditioner to provide freezing protection to minus 40 (- 40) degrees F for operation in severe winter temperatures.

Coolant Recovery

There shall be a coolant overflow recovery system provided.

Charge Air Cooler System

The system shall include a charge air cooler to ensure adequate cooling of the turbocharged air for proper engine operation and maximum performance.

Charge Air Cooler Hoses

Charge air cooler hoses shall be made from high-temperature, wire-reinforced silicone to withstand the extremely high temperatures and pressures of the turbocharged air. The hoses shall incorporate a flexible hump section to allow motion and misalignment of the engine relative to the charge air cooler. Charge air cooler hose clamps shall be heavy-duty, constant-torque, T-bolt

clamps to ensure proper sealing under all temperatures in order to keep dust and other contaminants out of the engine intake air stream and protect the engine.

Fan/Shroud

The fan shall be 30" in diameter with eleven (11) blades for maximum airflow and dynamic balance. It shall be made of nylon for strength and corrosion resistance. The fan shall be installed with grade 8 hardware which has been treated with thread locker for additional security. A fan shroud attached to the radiator shall be provided to prevent recirculation of engine compartment air around the fan in order to maximize the cooling airflow through the radiator. The fan shroud shall be constructed of fiber-reinforced high temperature plastic. The shroud shall be specifically formed with curved surfaces which improves air flow and cooling.

Transmission Cooler

The cooling system shall include a liquid-to-liquid transmission cooler capable of cooling the heat generated from the transmission. When a transmission retarder is selected, the cooler shall have an increased capacity to handle the additional heat load.

FUEL SYSTEM

Fuel System

One (1) 50 gallon fuel tank shall be provided. The tank shall be of an all-welded, aluminized-steel construction with anti-surge baffles and shall conform to all applicable Federal Highway Administration (FHWA) 393.65 and 393.67 standards. The tank shall be mounted below the frame rails at the rear of the chassis for maximum protection. The tank shall be secured with two (2) wrap-around T-bolt type stainless steel straps. Each strap shall be fitted with protective rubber insulation and shall be secured with grade 8 hardware. This design allows for tank removal from below the chassis.

The fuel tank shall be equipped with a 2" diameter filler neck. The filler neck shall extend to the rear of the vehicle behind the rear tires and away from the heat of the exhaust system as required by NFPA 1901 Standard for Automotive Fire Apparatus. The open end of the filler neck shall be equipped with a twist-off filler cap with a retaining chain.

The tank shall be plumbed with top-draw and top-return fuel lines in order to protect the lines from road debris. Bottom-draw and/or bottom-return fuel lines are not acceptable. A vent shall be provided at the top of the tank. The vent shall be connected to the filler neck to prevent splash-back during fueling operations. A .50" NPT drain plug shall be provided at the bottom of the tank.

The tank shall have a minimum useable capacity of 50 gallons of fuel with a sufficient additional volume to allow for thermal expansion of the fuel without overflowing the vent.

A mechanical fuel pump shall be provided and sized by the engine manufacturer as part of the engine.

Fuel Re-Prime

An auxiliary 12 volt fuel pump shall be included in the fuel system. The electric pump shall permit re-priming of the fuel lines and engine. The pump may be manually operated with a switch located accessible to driver. The electric pump shall also automatically operate in conjunction with the mechanical fuel pump as long as engine oil pressure is present. The system shall be plumbed to allow full flow to by-pass the pump.

Fuel Line

All fuel lines shall be rubber.

ALTERNATOR

320 Amp Alternators

There shall be dual 320 amp Leece Neville alternators installed. The alternators shall be Leece Neville pad mount brushless type with integral rectifiers and adjustable master/slave voltage regulators with a combined output of 560 amps per NFPA 1901 rating (640 amps per SAE J56).

BATTERIES

Battery System

The manufacturer shall supply four (4) heavy duty Group 31 12-volt maintenance-free batteries. Each battery shall be installed and positioned so as to allow easy replacement of any single battery. Each battery shall be equipped with carrying handles to facilitate ease of removal and replacement. There shall be two (2) steel frame mounted battery boxes, one (1) on the left frame rail and one (1) on the right frame rail. Each battery box shall be secured to the frame rail with Grade 8 hardware. Each battery box shall hold (2) batteries. The batteries shall have a minimum combined rating of 4,000 (4 x 1000) cold cranking amps (CCA) @ 0 degrees Fahrenheit and 820 (4 x 205) minutes of reserve capacity for extended operation. The batteries shall have 3/8-16 threaded stud terminals to ensure tight cable connections. The battery stud terminals shall each be treated with concentrated industrial soft-seal after cable installation to promote corrosion prevention. The positive and negative battery stud terminals and the respective cables shall be clearly marked to ensure quick and mistake-proof identification.

Batteries shall be placed on non-corrosive rubber matting and secured with hold-down brackets to prevent movement, vibration, and road shock. The hold-down bracket J-hooks shall be cut to fit and shall have all sharp edges removed. The batteries shall be placed in plastic trays to provide preliminary containment should there be leakage of hazardous battery fluids. There shall be two (2) plastic trays, each containing (2) batteries. Each battery tray shall be equipped with a

rubber vent hose to facilitate drainage. The rubber vent hose shall be routed to drain beneath the battery box. The batteries shall be positioned in well-ventilated areas.

One (1) positive and one (1) negative jumper stud shall be provided.

Batteries shall have a warranty of twelve (12) months that shall commence upon the date of delivery of the apparatus.

Engine Fan Clutch

The engine shall be equipped with a thermostatically controlled engine cooling fan. The fan shall be belt driven and utilize a clutch to engage when the engine reaches a specified temperature and / or the water pump is engaged (if equipped).

When disengaged, the fan clutch shall allow for improved performance from optional floor heaters, reduced cab interior noise, increased acceleration and improved fuel economy.

The fan shall be equipped with a fail-safe engagement so that if the clutch fails the fan shall engage to prevent engine overheating.

Drivelines

Drivelines shall have a heavy duty metal tube and shall be equipped with Spicer 1810 series universal joints to allow full-transmitted torque to the axle(s). Drive shafts shall be axially straight, concentric with axis and dynamically balanced.

Front Tow Eyes

Two (2) heavy duty stainless steel front tow eyes shall be securely bolted to the front chassis frame rail extensions to allow towing (not lifting) of the apparatus without damage. They shall be installed in the upward position.

Rear Tow Eyes

Two (2) heavy duty tow eyes made of 3/4" (0.75") thick steel having 2-1/2" diameter holes shall be mounted below the body at the rear of the vehicle to allow towing (not lifting) of the apparatus without damage. The tow eyes will be welded to the lower end of a 5" steel channel that is bolted at the end of the chassis frame rails. The tow eyes shall be painted chassis black.

DEF Tank

A diesel exhaust fluid (DEF) tank with a five (5) gallon capacity shall be provided.

The DEF tank shall include a heater fed by hot water directly from the engine block to prevent the DEF from becoming too cool to operate correctly per EPA requirements. The tank shall

include a temperature sensor to control the heater control valve that controls the feed of hot water from the engine to the DEF tank heater.

A sender shall be provided in the DEF tank connected to a level gauge on the cab dash.

The tank shall be located left side below rear of cab.

Power Steering Cooler

A heat exchanger (cooler) shall be installed to maintain desired power steering fluid temperature. The cooler shall be a model DH-073-1-1 with air / oil design rated at 6300 BTU/HR @10 GPM. The cooler shall be mounted in front of the radiator and plumbed with #10 lines.

CAB MODEL

Cab CII X Medium w/ Barrier Style Doors

The vehicle shall be distinguished by an all-welded aluminum and fully enclosed tilt cab. The cab shall be designed exclusively for fire/rescue service and shall be pre-engineered to ensure long life. It shall incorporate an integral welded substructure of high-strength aluminum alloy extrusions that creates an occupant compartment that is essentially a protective perimeter. The end result is a distinctive structure that is aesthetically appealing, functionally durable, and characterized by increased personnel safety.

The cab shall be constructed from 3/16" (0.188") 3003 H14 aluminum alloy plate roof, floor, and outer skins welded to a high-strength 6063-T6 aluminum alloy extruded subframe. Wall supports and roof bows are 6061 T6 aluminum alloy. This combination of a high-strength, welded aluminum inner structure surrounded on all sides by load-bearing, welded aluminum outer skins provides a cab that is strong, lightweight, corrosion-resistant, and durable.

The inner structure shall be designed to create an interlocking internal "roll-cage" effect by welding two (2) 3" x 3" x 0.188" wall-thickness 6063-T5 aluminum upright extrusions between the 3" x 3" x 0.375" wall-thickness 6061-T6 roof crossbeam and the 2.25" x 3" x 0.375" wall-thickness 6063-T6 subframe structure in the front. An additional two (2) aluminum upright extrusions within the back-of-cab structure shall be welded between the rear roof perimeter extrusion and the subframe structure in the rear to complete the interlocking framework. The four (4) upright extrusions -- two (2) in the front and two (2) in the rear -- shall be designed to effectively transmit roof loads downward into the subframe structure to help protect the occupant compartment from crushing in a serious accident. All joints shall be electrically seam welded internally using aluminum alloy welding wire.

The subframe structure shall be constructed from high-strength 6061-T6 aluminum extrusions welded together to provide a structural base for the cab. It shall include a side-to-side C-channel extrusion across the front, with 3/4" x 2-3/4" (.75" x 2.75") full-width crossmember tubes spaced at critical points between the front and rear of the cab.

The cab floor shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate welded to the subframe structure to give the cab additional strength and to help protect the occupants from penetration by road debris and under-ride collision impacts.

The cab roof shall be constructed from 3/16" (0.188") 3003 H14 aluminum treadplate supported by a grid of fore-aft and side-to-side aluminum extrusions to help protect the occupants from penetration by falling debris and downward-projecting objects. Molded fiberglass or other molded fiber-reinforced plastic roof materials are not acceptable.

The cab roof perimeter shall be constructed from 4" x 6-5/8" (4" x 6.625") 6063-T5 aluminum extrusions with integral drip rails. Cast aluminum corner joints shall be welded to the aluminum roof perimeter extrusions to ensure structural integrity. The roof perimeter shall be continuously welded to the cab roof plate to ensure a leak-free roof structure.

The cab rear skin shall be constructed from 3/16" (0.188") 3003 H14 aluminum plate. Structural extrusions shall be used to reinforce the rear wall.

The left-hand and right-hand cab side skins shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate. The skins shall be welded to structural aluminum extrusions at the top, bottom, and sides for additional reinforcement.

The cab front skins shall be constructed from 3/16" (0.188") 3003 H14 smooth aluminum plate. The upper portion shall form the windshield mask, and the lower portion shall form the cab front. Each front corner shall have a full 9" outer radius for strength and appearance. The left-hand and right-hand sides of the windshield mask shall be welded to the left-hand and right-hand front door frames, and the upper edge of the windshield mask shall be welded to the cab roof perimeter extrusion for reinforcement. The cab front shall be welded to the subframe C-channel extrusion below the line of the headlights to provide protection against frontal impact.

Cab Exterior

The exterior of the cab shall be 94" wide x 130" long to allow sufficient room in the occupant compartment for up to eight (8) fire fighters. The cab roof shall be approximately 101" above the ground with the flat roof option. The back-of-cab to front axle length shall be a minimum of 58".

Front axle fenderette trim shall be brushed aluminum for appearance and corrosion resistance. Bolt-in front wheel well liners shall be constructed of 3/16" (0.188") composite material to provide a maintenance-free, damage-resistant surface that helps protect the underside of the cab structure and components from stones and road debris.

A large stainless steel cooling air intake grille with an open area of no less than 81% shall be at the front of the cab.

The cab windshield shall be of a two-piece replaceable design for lowered cost of repair. The windshield shall be made from 1/4" (0.25") thick curved, laminated safety glass with a 75% light transmittance automotive tint. A combined minimum viewing area of 2,700-sq. in. shall be

provided. Forward visibility to the ground for the average (50th percentile) male sitting in the driver's seat shall be no more than 11 feet 7 inches from the front of the cab to ensure good visibility in congested areas.

Cab Mounts and Cab Tilt System

The cab shall be independently mounted from the body and chassis to isolate the cab structure from stresses caused by chassis twisting and body movements. Mounting points shall consist of two (2) forward-pivoting points, one (1) on each side; two (2) intermediate rubber load-bearing cushions located midway along the length of the cab, one on each side; and two (2) combination rubber shock mounts and cab latches located at the rear of the cab, one (1) on each side.

An electric-over-hydraulic cab tilt system shall be provided to provide easy access to the engine. It shall consist of two (2) large-diameter, telescoping, hydraulic lift cylinders, one (1) on each side of the cab, with a frame-mounted electric-over-hydraulic pump for cylinder actuation.

Safety flow fuses (velocity fuses) shall be provided in the hydraulic lift cylinders to prevent the raised cab from suddenly dropping in case of a burst hydraulic hose or other hydraulic failure. The safety flow fuses shall operate when the cab is in any position, not just the fully raised position.

The hydraulic pump shall have a manual override system as a backup in the event of an electrical failure. Lift controls shall be located in a compartment to the rear of the cab on the right side of the apparatus. A parking brake interlock shall be provided as a safety feature to prevent the cab from being tilted unless the parking break is set.

The entire cab shall be tilted through a 42-45 degree arc to allow for easy maintenance of the engine, transmission and engine components. A positive-engagement safety latch shall be provided to lock the cab in the full tilt position to provide additional safety for personnel working under the raised cab.

In the lowered position, the cab shall be locked down by two (2) automatic, spring-loaded cab latches at the rear of the cab. A "cab ajar" indicator light shall be provided on the instrument panel to warn the driver when the cab is not completely locked into the lowered position.

Cab Interior

The interior of the cab shall be of the open design with an ergonomically-designed driver area that provides ready access to all controls as well as a clear view of critical instrumentation.

The engine cover between the driver and the officer shall be a low-rise contoured design to provide sufficient seating and elbow room for the driver and the officer. The engine cover shall blend in smoothly with the interior dash and flooring of the cab. An all-aluminum subframe shall be provided for the engine cover for strength. The overall height of the engine enclosure shall not exceed 23" from the floor at each side and 27" in the center section. The engine cover shall not exceed 41" in width at its widest point.

The rear portion of the engine cover shall be provided with a lift-up section to provide easy access for checking transmission fluid, power steering fluid, and engine oil without raising the cab. The engine cover insulation shall consist of 3/4" dual density fiberglass composite panels with foil backing manufactured to specifically fit the engine cover without modification to eliminate "sagging" as found with foam insulation. The insulation shall meet or exceed DOT standard MVSS 302-1 and V-0 (UI subject 94 Test).

All cab floors shall be covered with a black rubber floor mat that provides an aggressive slip-resistant surface in accordance with current NFPA 1901.

A minimum of 57.25" of floor-to-ceiling height shall be provided in the front seating area of the cab and a minimum of 55.25" floor-to-ceiling height shall be provided in the rear seating area. A minimum of 36" of seated headroom at the "H" point shall be provided over each fenderwell.

The floor area in front of the front seat pedestals shall be no less than 20.5" side to side by 25.0" front to rear for the driver and no less than 20.5" side to side by 26.0" front to rear for the officer to provide adequate legroom.

Battery jumper studs shall be provided to allow jump-starting of the apparatus without having to tilt the cab.

All exposed interior metal surfaces shall be pretreated using a corrosion prevention system.

The interior of the cab shall be insulated to ensure the sound (dba) level for the cab interior is within the limits stated in the current edition of NFPA 1901. The insulation shall consist of 2 oz. wadding and 1/4" (0.25") foam padding. The padding board shall be backed with 1/4" (0.25") thick reflective insulation. The backing shall be spun-woven polyester. Interior cab padding shall consist of a rear cab headliner, a rear wall panel, and side panels between the front and rear cab doors.

The overhead console and heater cover shall be covered with thermoformed, non-metallic, non-fiber trim pieces to provide excellent scuff and abrasion resistance, as well as chemical stain resistance. The thermoformed material shall comply with Federal Motor Vehicle Safety Standard (FMVSS) 302 for flammability of interior materials.

The vehicle shall use a seven-position tilt and telescopic steering column to accommodate various size operators. An 18" padded steering wheel with a center horn button shall be provided.

A full-width overhead console shall be mounted to the cab ceiling for placement of siren and radio heads, and for warning light switches. The console shall be made from a thermoformed, non-metallic material and shall have easily removable mounting plates.

Storage areas, with hinged access doors, shall be provided below the driver and officer seats. The driver side compartment shall be approximately 19.25" x 17.75" x 5.75" high and the officer side

compartment shall be approximately 18.25" x 22.5" x 11" high (19.25" x 17.75" x 5.75" w/ air ride).

The front cab steps shall be a minimum of 8" deep x 24" wide. The first step shall be no more than 24.0" above the ground with standard tires in the unloaded condition per NFPA 1901 standards. The rear cab steps shall be a minimum 12" deep x 21" wide. The first step shall be no more than 24.0" above the ground with standard tires in the unloaded condition per NFPA 1901 standards. The rear steps shall incorporate intermediate steps for easy access to the cab. The step surfaces shall be aluminum diamond plate with a multi-directional, aggressive gripping surface incorporated into the aluminum diamond plate in accordance with current NFPA 1901.

A black rubber grip handle shall be provided on the interior of each front door below the door window to ensure proper hand holds while entering and exiting the cab. An additional black rubber grip handle shall be provided on the left and right side windshield post for additional handholds.

Cab Doors

There shall be reflective signs on each cab door in compliance with all NFPA requirements.

Four (4) side-opening cab doors shall be provided. Doors shall be constructed of a 3/16" (0.188") aluminum plate outer material with an aluminum extruded inner framework to provide a structure that is as strong as the side skins.

Front cab door openings shall be approximately 36" wide x 63" high, and the rear cab door openings shall be approximately 33.75" wide x 63" high. The front doors shall open approximately 75 degrees, and the rear doors shall open approximately 80 degrees.

The doors shall be securely fastened to the doorframes with full-length, stainless steel piano hinges, with 3/8" (0.375") diameter pins for proper door alignment, long life, and corrosion resistance. Mounting hardware shall be treated with corrosion-resistant material prior to installation. For effective sealing, an extruded rubber gasket shall be provided around the entire perimeter of all doors.

Stainless steel paddle-style door latches shall be provided on the interiors of the doors. The latches shall be designed and installed to protect against accidental or inadvertent opening as required by NFPA 1901.

The front door windows shall provide a minimum viewing area of 530 sq. in. each. The rear door windows shall provide a minimum viewing area of 500 sq. in. each. All windows shall have 75% light transmittance automotive safety tint. Full roll-down windows shall be provided for the front cab doors with worm gear drive cable operation for positive operation and long life. Scissors or gear-and-sector drives are not acceptable. Rear cab doors shall be provided with full roll down windows except when used with paddle style external door latches.

Cab Instruments and Controls

Two (2) pantograph-style windshield wipers with two (2) separate electric motors shall be provided for positive operation. Air-operated windshield wipers are not acceptable because of their tendency to accumulate moisture, which can lead to corrosion or to freezing in cold weather. The wipers shall be a wet-arm type with a one (1) gallon washer fluid reservoir, an intermittent-wipe function, and an integral wash circuit. Wiper arm length shall be approximately 28", and the blade length approximately 20". Each arm shall have a 70 degree sweep for full coverage of the windshield.

An overhead mounted heater and defroster with a minimum capacity of 60,000 Btu/hr and all necessary controls shall be mounted in the cab. The airflow system shall consist of two (2) levels, defrost and cab, and shall have fresh air and defogging capabilities.

Cab controls shall be located on the cab instrument panel in the dashboard on the driver's side where they are clearly visible and easily reachable. Emergency warning light switches shall be installed in removable panels for ease of service. The following gauges and/or controls shall be provided:

- Master battery switch/ignition switch (rocker with integral indicator)
- Starter switch/engine stop switch (rocker)
- Heater and defroster controls with illumination
- Marker light/headlight control switch with dimmer switch
- Self-canceling turn signal control with indicators
- Windshield wiper switch with intermittent control and washer control
- Master warning light switch
- Transmission oil temperature gauge
- Air filter restriction indicator
- Pump shift control with green "pump in gear" and "o.k. to pump" indicator lights • Parking brake controls with red indicator light on dash
- Automatic transmission shift console
- Electric horn button at center of steering wheel
- Cab ajar warning light on the message center enunciator

Controls and switches shall be identified as to their function by backlit wording adjacent to each switch, or indirect panel lighting adjacent to the controls.

Fast Idle System

A fast idle system shall be provided and controlled by the cab-mounted switch. The system shall increase engine idle speed to a preset RPM for increased alternator output.

Electrical System

The cab and chassis system shall have a centrally located electrical distribution area. All electrical components shall be located such that standard operations shall not interfere with or disrupt vehicle operation. An automatic thermal-reset master circuit breaker compatible with the alternator size shall be provided. Automatic-reset circuit breakers shall be used for directional

lights, cab heater, battery power, ignition, and other circuits. An access cover shall be provided for maintenance access to the electrical distribution area.

A 6 place, constantly hot, and 6 place ignition switched fuse panel and ground for customer-installed radios and chargers shall be provided at the electrical distribution area. Radio suppression shall be sufficient to allow radio equipment operation without interference.

All wiring shall be mounted in the chassis frame and protected from impact, abrasion, water, ice, and heat sources. The wiring shall be color-coded and functionally-labeled every 3" on the outer surface of the insulation for ease of identification and maintenance. The wiring harness shall conform to SAE 1127 with GXL temperature properties. Any wiring connections exposed to the outside environment shall be weather-resistant. All harnesses shall be covered in a loom that is rated at 280 degrees F to protect the wiring against heat and abrasion.

A Vehicle Data Computer (VDC) shall be supplied within the electrical system to process and distribute engine and transmission Electronic Control Module (ECM) information to chassis system gauges, the message center, and related pump panel gauges. Communication between the VDC and chassis system gauges shall be through a 4 wire multiplexed communication system to ensure accurate engine and transmission data is provided at the cab dash and pump. The VDC shall be protected against corrosion, excessive heat, vibration, and physical damage.

Two (2) dual rectangular sealed beam halogen headlights shall be installed on the front of the cab, one (1) on each side, mounted in a polished chrome-plated bezel. The low beam headlights shall activate with the release of the parking brake to provide daytime running lights (DRL) for additional vehicle conspicuity and safety. The headlight switch shall automatically override the DRL for normal low beam/high beam operation.

Cab Crashworthiness Requirement

The apparatus cab shall meet and/or exceed relevant NFPA 1901 load and impact tests required for compliance certification with the following:

Side Impact Dynamic Pre-Load per SAE J2422 (Section 5).

Testing shall meet and/or exceed defined test using 13,000 ft-lbs of force as a requirement. The cab shall be subject to a side impact representing the force seen in a roll-over. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space, doors shall remain closed and cab shall remain attached to frame.

Cab testing shall be completed using 13,776 ft-lbs of force **exceeding** testing requirements.

Quasi-static Roof Strength (proof loads) per SAE J2422 (Section 6) / ECE R29, Annex 3, paragraph 5.

Testing shall meet and/or exceed defined test using 22,046 lbs of mass as a requirement. Testing shall be completed using platen(s) distributed uniformly over all bearing members of the cab roof structure.

Cab testing shall be completed using 23,561 lbs of mass **exceeding** testing requirements. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space and doors shall remain closed.

Additional cab testing shall be conducted using 117,336 lbs of mass **exceeding** testing requirements by **over five (5) times**. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space and the doors shall remain closed.

Frontal Impact per SAE J2420.

Testing shall meet and/or exceed defined test using 32,549 ft-lbs of force as a requirement. The cab shall be subject to a frontal impact as defined by the standard. The cab shall exhibit minimal to no intrusion into the cab's occupant survival space, doors shall remain closed and cab shall remain attached to frame.

Cab testing shall be completed using 34,844 ft-lbs of force **exceeding** testing requirements.

Additional cab testing shall be conducted using 65,891 ft-lbs of force **exceeding** testing requirements by **over two (2) times**.

The cab shall meet all requirements to the above cab crash worthiness; **NO EXCEPTIONS**.

A copy of a certificate or letter verifying compliance to the above performance by an independent, licensed, professional engineer shall be provided upon request.

For any or all of the above tests, the cab manufacturer shall provide either photographs or video footage of the procedure upon request.

ISO Compliance

The manufacturer shall ensure that the construction of the apparatus cab shall be in conformance with the established ISO-compliant quality system. All written quality procedures and other procedures referenced within the pages of the manufacturer's Quality Manual, as well as all Work Instructions, Workmanship Standards, and Calibration Administration that directly or indirectly impacts this process shall be strictly adhered to. By virtue of its ISO compliance the manufacturer shall provide an apparatus cab that is built to exacting standards, meets the customer's expectations, and satisfies the customer's requirements.

CAB ROOF TYPE

Raised Roof

The rear portion of the cab roof shall be raised 12". This will provide at least 5' 7" standing room. The front of the vista hood shall be sloped at 45 degrees from the vertical. The slope shall begin slightly in front of the centerline of the front axle to leave room for warning lights and air conditioning in front of the vista. The main roof extrusion shall extend up into the vista to

strengthen the roof perimeter. Windows shall be provided on front, side, and rear unless otherwise specified.

The rear door shall have an 85" vertical dimension for improved ingress/egress characteristics. The door shall be equipped with a dual striker bolt system.

Raised Roof Front Windows

The front windows of the raised roof portion of the cab shall be deleted.

Raised Roof Side Windows

The side windows of the raised roof portion of the cab ahead of the rear doors shall be deleted.

Raised Roof Rear Windows

The rear windows of the raised roof portion of the cab shall be deleted.

CAB BADGE PACKAGE

Logo Package

The apparatus shall have manufacturer logos provided on the cab and body as applicable.

Rear Cab Door Position

The cab rear doors shall be moved to the rear of the wheel opening. This door placement facilitates easier entry and egress by reducing the rear facing seat protrusion into the door opening.

Rear door position to the 58" or (medium cab).

Cab Front Door Windows

Driver and officer door windows shall have the support pillar located toward the rear of the window to improve visibility of mirrors. There shall be no vent within the window itself.

Rear Cab Door Windows

The rear cab door windows shall be manually operated to raise and lower.

Cab Front Windows

The front windows of the cab shall have manual actuation.

Cab Door Locks

Each cab door shall have a manual operated door lock actuated from the interior of each respective door. Exterior of each cab door shall be provided with a barrel style keyed lock below the cab door handle.

Cab Door Locks

The cab shall have 1250 keyed door locks provided on exterior doors to secure the apparatus.

Cab Door Exterior Latches

All cab doors shall have PADDLE style exterior door latches.

Cab Door Panels

The inner door panels shall be made from 1/8" (.125") aluminum plate painted Zolatone gray for increased durability. The cab door panels shall incorporate an easily removable panel for access to the latching mechanism for maintenance or service.

Cab Door Area Lighting

There shall be four (4) clear LED lights provided to illuminate the cab step well area. Each light shall be located in the cab step well area. Each light shall be activated by the cab door ajar circuit.

Cab Door Reflective Material

Reflective Red/Lemon Yellow material striping shall be supplied on each of the cab doors. The stripes shall be be angled from the lower outer corner to the upper inside corner, forming an "A" shape when viewed from the rear. The reflective material shall be at least 96 square inches to meet NFPA 1901 requirements.

MIRRORS

Cab Mirrors

Two (2) Ramco model 6001FFR remote controlled aluminum mirrors shall be installed. The mirrors shall incorporate a full face main section with a convex mirror with housing model CAS750, mounted to the top. The adjustment of main sections shall be through dash mounted switches. Location: mounted on front corners of cab.

Cab Canopy Window

There shall be a fixed window provided between the front and rear doors on the driver's side of the cab.

Window dimensions shall be as follows:

- 58" C/A cab (medium): 26.69"W x 24.5"H

Cab Canopy Window

There shall be a fixed window provided between the front and rear doors on the officer's side of the cab.

Window dimensions shall be as follows:

- 58" C/A cab (medium): 26.69"W x 24.5"H

Front Mud Flaps

Black linear low density polyethylene (proprietary blend) mud flaps shall be installed on the rear of the cab front wheel wells. The design of the mud flaps shall have corrugated ridges to distribute water evenly.

Cab Roof Sign Plate

There shall be a sign plate fabricated of smooth aluminum plate mounted to the roof of the cab for unit identification graphics.

Color: FLNA4006 White.

Handrails

Cab door assist handrails shall consist of two (2) 1.25" diameter x 18" long 6063-T5 anodized aluminum tubes mounted directly behind the driver and officer door openings one each side of the cab. The handrails shall be machine extruded with integral ribbed surfaces to assure a good grip for personnel safety. Handrails shall be installed between chrome end stanchions and shall be positioned at least 2" from the mounting surface to allow a positive grip with a gloved hand.

Handrails

Cab door assist handrails shall consist of two (2) 1.25" diameter x 36" long 6063-T5 anodized aluminum tubes mounted directly behind the driver and officer rear door openings one each side of the cab. The handrails shall be machine extruded with integral ribbed surfaces to assure a good grip for personnel safety. Handrails shall be installed between chrome end stanchions and

shall be positioned at least 2" from the mounting surface to allow a positive grip with a gloved hand.

Rear Cab Wall Construction

The rear cab wall shall be constructed with the use of 3/16" aluminum diamond plate interlocking in aluminum extrusions.

Receptacle Mounting Plate

A mounting plate shall be provided for the battery charger receptacle, battery charger indicator and if applicable the air inlet. The plate shall be constructed of 14 gauge brushed finish stainless steel and be removable for service access to the receptacle(s) and indicator.

HVAC

Air Conditioning

An overhead air-conditioner / heater system with a single roof mounted condenser shall be supplied.

The unit shall be mounted to the cab interior headliner in a mid cab position, away from all seating positions. The unit shall provide ten (10) comfort discharge louvers, four (4) to the back area of the cab and six (6) to the front. These louvers will be used for AC and heat air delivery. Two (2) additional large front louvers shall be damper controlled to provide defogging and defrosting capabilities to the front windshield as necessary.

The unit shall consist of a high output evaporator coil and heater core with one (1) high output dual blower for front air delivery, and two (2) high performance single wheel blowers for rear air delivery.

A serviceable filter shall be installed on the A/C evaporator. The filter shall consist of a steel perimeter frame with a foam filter.

The control panel shall actuate the air-distribution system with air cylinders, which are to be separated from the brake system by an 85-90 psi pressure protection valve. A three-speed blower switch shall control air speed.

The condenser shall be roof mounted and have a minimum capacity of 65,000 BTU's and have dual fans with a built in receiver drier.

Performance Data: (Unit only, no ducting or louvers)

AC BTU: 55,000

Heat BTU: 65,000

CFM : 1300 @ 13.8V (All blowers)

The compressor shall be a ten-cylinder swash plate type Seltec model TM-31HD with a capacity of 19.1 cu.in. per revolution.

The system shall be capable of cooling the interior of the cab from 100 degrees ambient to 75 degrees or less with 50% relative humidity in 30 minutes or less.

Air Conditioning Condenser(s)

The air conditioning condenser(s) mounted on the roof of the cab shall be painted job color.

HVAC Control Location

Heating and air conditioning controls shall be located in the center dash area.

SEATS

Cab Seats

All cab seats shall be Bostrom brand.

Seat, Driver and Officer

The Driver's and Officer's seats will be a **H. O. Bostrom Sierra Air-50 HD HBLX** air suspension, high back bucket seat. The seat will have a tapered and padded seat cushion with lumbar support. The seat will have a seven inch fore and aft adjustment, a three inch height adjustment with heavy duty damper and an adjustable seat back. The seat air ride suspension will be pneumatically controlled from a control switch on the forward lower edge of the seat.

Seat will be provided with an ABTS seat belt system. Seat belt will be red in color.

The ABTS (All-Belts-To-Seat) design shall include a bright red 3-point integrated seat belt with an additional 8-12" of additional useable belt webbing for easy access and comfort—increasing seat belt usage amongst firefighters and rescue personnel.

Seat, Rear Facing

One (1) Bostrom Tanker 450 ABTS seat with high back SCBA storage shall be provided in the rear facing position over the driver side wheel well.

The ABTS (All-Belts-To-Seat) design shall include a bright red 3-point integrated seat belt with an additional 8-12" of additional useable belt webbing for easy access and comfort—increasing seat belt usage amongst firefighters and rescue personnel.

Seat features shall include:

- Removable "Store-All" side cushions
- Auto-pivot and return headrest to open for improved exit with SCBA
- 12.5" wide SCBA cavity to store leading SCBA brands
- Shoulder strap holder
- Replaceable seat, side and headrest cushions

Seat, Rear Facing

One (1) Bostrom Tanker 450 ABTS seat with high back SCBA storage shall be provided in the rear facing position over the officer side wheel well.

The ABTS (All-Belts-To-Seat) design shall include a bright red 3-point integrated seat belt with an additional 8-12" of additional useable belt webbing for easy access and comfort—increasing seat belt usage amongst firefighters and rescue personnel.

Seat features shall include:

- Removable "Store-All" side cushions
- Auto-pivot and return headrest to open for improved exit with SCBA
- 12.5" wide SCBA cavity to store leading SCBA brands
- Shoulder strap holder
- Replaceable seat, side and headrest cushions

Seat Cover Material

All seats shall have Durawear seat cover material.

Seat Fabric Color

All seats shall be gray in color.

Padded SCBA Opening Covers

Removable padded covers will be provided for the SCBA seat openings.

Seat Belt Alarms

Belt module, dash mounted display and an audible alarm.

Seat belt and seat cushion sensors will be provided on the six (6) specified seating positions.

Seating Capacity Tag

A tag that is in view of the driver stating seating capacity of six (6) personnel shall be provided.

Seat, Rear

Two (2) **H.O. Bostrom Sierra Flip-up (Non-SCBA)** jump seats shall be provided.

The seat shall be located on the rear wall officer's side outboard, drivers side inboard.

Features to include:

- Seat bottom cushion and seat back shall be constructed of high density foam with a heavy duty, wear resistant material. Grey Durawear.
- Seat bottom automatically folds up when not in use to provide increased room in the rear of the cab.

All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

Bostrom SecureAll Locking System

The H.O. Bostrom SecureAll™ SCBA Locking System shall be one bracket model and store all U.S. and international SCBA brands and sizes while in transit or for storage on fire trucks. The bracket shall be easily adjustable; all adjustment points shall utilize similar hardware and adjustments shall be made with one tool.

The bracket system shall be free of straps and clamps that may interfere with auxiliary equipment on SCBA units. The center guide fork shall keep the tank in-place for a safe and comfortable fit in seat cavity. Firefighters shall simply push the SCBA unit against the pivot arm to engage the patented auto-locking system. Once the lock is engaged, the top clamp shall surround the top of the SCBA tank for a secure fit in all directions.

The SecureAll™ bracket shall fit in all H.O. Bostrom Tanker SCBA seats including ABTS and non-ABTS seats and all flip-up ABTS and non-ABTS seats. Additional seat depth shall not be required for proper bracket fit; changes to the shroud back shall not be required for proper mounting of the bracket.

The standard release handle shall be integrated into the seat cushion for quick and easy release and shall eliminate the need for straps or pull cords to interfere with other SCBA equipment.

The H.O. Bostrom SecureAll™ system meets NFPA 1901 standards and requirements of EN 1846-2.

Location: officer's seat, rear facing driver's side, rear facing officer's side. The bracket(s) shall be located ,rear facing driver's side, rear facing officer's side. Driver rear wall and driver high side compartment (TBD)

All seat positions shall have a bright red retractable 3-point lap and shoulder harness, providing additional safety and security for personnel. Extensions shall be provided with the seat belts so the male end can be easily grasped and the female end easily located while sitting in a normal position.

One (1) Bostrom 400 Series Sierra FX/4 high back ABTS attendant seats shall be provided in the rear facing position over the driver and officer side wheel well. One EXTRA BRACKET Shall be installed between the drivers inboard seat and the door.

MAP BOX

Map Box

An aluminum map/storage box shall be installed in the cab. The map box shall be constructed of 1/8" (.125) smooth aluminum. Hinged drop down doors with push-button latches shall be installed on the front of the box for the access to two (2) storage areas. Each storage area shall have three (3) fixed shelves for storage of ring binders, map books, etc. Each latch shall have a 25 lb. rating. The module will include two (2) cup holders, a pen tray, a flat open storage area for notebooks, six (6) divided storage area's for 3-ring binders, and four (4) slide in storage area's two (2) accessible from each side of the cab.

The map box shall be mounted on the vertical uprights in the center of the cab between the driver and officer seating positions. The map box shall be secured and tested to meet with current NFPA requirements.

Approximate dimensions:

Divided storage area - 34" W x 12.50" H x 12" D.

Map Box Location

The map box suspended between the 3x3 vertical uprights shall be offset to the rear of the 3x3's. The map box shall be mounted down low as possible as space permits.

Map Box Finish

The map box shall have Zolatone gray 20-64 finish.

Cab Floor Modification - Box Type

The rear cab floor shall be modified to provide clearance for the power take-off and hydraulic pump. The top of the box shall be covered with rubber floor matting to match the rest of the cab.

Cab Interior Color

Cab instrument panel, overhead console, trim panels, headliner, and door panels shall be gray.

Sun Visors

Padded sun visors shall be provided for the driver and officer matching the interior trim of the cab and shall be flush mounted into the underside of the overhead console.

Mounting Plate on Engine Cover

An equipment mounting plate shall be provided between the driver and officer on the chassis engine cover. The plate shall be mounted to the engine access door spaced approximately 1/2" up to provide clearance for equipment mounting hardware. The plate shall be constructed of 3/16" aluminum plate and have a swirl finish.

Engine Cover

The engine cover shall blend in smoothly with the interior dash and flooring of the cab. The upper left and right sides shall have a sloped transition surface running front to rear providing increased space for the driver and officer.

The engine cover and engine service access door cover shall be molded 18 lb/cu. ft. (+/-0.5) flexible integral skinned polyurethane foam at a Durometer of 60 (+/- 5.0) per ASTM F1957-99 and with a minimum skin thickness of 0.0625 inches and shall be provided to reduce the transmission noise and heat from the engine. The cover shall be black and feature a pebble grain finish for slip resistance.

MDT Bracket

One (1) Havis model C-MD-107 slide-out mount with a model C-HDM-135 mounting base shall be provided on the officer side cab dash. A Havis model UT-101 universal laptop computer mount shall be provided on the slide-out.

Cab Dash - Severe Duty

The center and officer side dash shall be constructed from .125" smooth aluminum plate painted to match the cab interior. A hinged access panel shall be provided on top of the center dash to

provide easy access to components within. The officer side dash shall be notched to accommodate a MDT slide-out bracket.

The lower kick panels below the dash to be constructed from .125" aluminum diamond plate. The panels shall be removable to allow for servicing components that may be located behind the panels.

Cup Holders

Two (2) cup holders shall be provided on the cab engine cover. The cup holders shall be molded 18 lb/cu. ft. (+/-0.5) flexible integral skinned polyurethane foam at a Durometer of 60 (+/- 5.0) per ASTM F1957-99 and with a minimum skin thickness of 0.0625 inches. The outer surface of the cup holders shall be black with a pebble grain finish and shall include a removable plastic liner.

The cup holders shall be located Driver and officer side of engine cover slightly ahead of access door spaced approximately 20" apart (center to center).

Officer Side, Fold-Down Foot Rest

A fold down foot rest will be provided on the firewall electrical access panel, in front of the officer's seating position. The foot rest will be fabricated to fold up when not in use. The foot rest will be designed to have a 14"width x 4"depth foot plate and be mounted so as to hold the feet approx. 9" above the cab floor. Step to be fabricated with 3/16" aluminum and have no sharp edges.

Cab Dome Lights

A Weldon LED dome light assembly with one (1) white lens and one (1) red lens and plastic housing shall be installed. The white light activates with appropriate cab door and light assembly switch, the red light activates with light assembly mounted switch only.

There shall be two (2) mounted in the front of the cab, one (1) in the driver and one (1) in the officer ceiling.

There shall be two (2) mounted in the rear of the cab, one (1) in the driver side and one (1) in the officer side ceiling.

MAP / COURTESY LIGHT

A combination map / courtesy light, with two (2) individually switched adjustable map lights, will be provided in the cab head liner, between driver's and officers seating positions.

"DO NOT MOVE APPARATUS" WARNING LIGHT WITH AUDIBLE ALARM

A red flashing warning light with an integral audible alarm, will be functionally located in the cab to signal when an unsafe condition is present such as an open cab door or body compartment door, an extended ladder rack, a deployed stabilizer, an extended light tower or any other device which is opened, extended or deployed which may cause damage to the apparatus if it is moved.

This light will be activated through the parking brake switch to signal when the parking brake is released. This light will be labeled "DO NOT MOVE TRUCK".

Push-Button Switch

A heavy duty metal foot switch shall be installed on the officer's side floor to operate the Q2B siren.

Radio, Weather Band AM/FM/CD

The unit shall be equipped with a Kenwood, KDC-MP345U CD/MP3/WMA car stereo receiver with remote, front panel USB and Aux inputs. The speakers will be located as follows:

- (2) JVC CS-V425 4 inch mounted in the Front of the cab
- (2) JVC CS-V625 6 inch mounted in the Rear of the cab

The civil defense radio will be interfaced to the David Clark intercom system.

Unit shall be suppressed from engine noise to provide clear sound through respective speakers.

Location: officer's overhead.

Horn Button Switch

A two (2) position rocker switch shall be installed in the cab accessible to the driver and properly labeled to enable operator to activate the OEM traffic horn or air horn from the steering wheel horn button.

Battery Charger Receptacle

A 20 amp battery charger receptacle shall be installed in the specified location.

The receptacle shall be located outside driver's door next to handrail.

The cover color shall be Yellow.

DPF Regeneration Override

An override switch shall be provided for the Diesel Particulate Filter (DPF) regeneration. The switch will inhibit the regeneration process until the switch is reset or the engine is shut down and restarted. The switch shall be located within reach of the driver.

English Dominant Gauge Cluster

The cab operational instruments shall be located in the dashboard on the driver side of the cab and shall be clearly visible. The gauges in this panel shall be English dominant and shall be the following:

- Speedometer/Odometer
- Tachometer with integral hour meter
- Engine oil pressure gauge with warning light and buzzer
- Engine water temperature gauge with warning light and buzzer
- Two (2) air pressure gauges with a warning light and buzzer (front air and rear air)
- Fuel gauge
- Voltmeter
- Transmission oil temperature gauge

AMPMETER

An Ampmeter is to be supplied on dash as part of the instrument cluster.

This panel shall be backlit for increased visibility during day and night time operations.

Pyrometer

The vehicle shall be equipped with a pyrometer mounted in the cab to measure exhaust temperature.

Radio Speakers Additional Pair

An **additional** pair of radio speakers shall be supplied. See radio.

Rear speakers mounted in rear headliner.

Headlights

The front of the cab shall have four (4) headlights. The headlights shall be mounted on the front of the cab in the lower position. The headlights shall be day time operational.

Cab Turn Signals

One (1) pair of Code 3 model 65 LED turn signal light heads with amber lenses shall be provided. The lights shall include arrow inserts and be mounted upper headlight bezel.

Cab 12 Volt (or 24 Volt) Outlet

A plug-in type receptacle for hand held spotlights, cell phones, chargers, etc. shall be installed officer side dash, driver side rear cab wall in seat support structure. The receptacle shall be wired battery hot.

Customer Supplied Antenna

The customer supplied external antenna shall be mounted on the cab roof. The antenna shall be located driver side forward with coaxial cable terminating at the center of the dash board, driver side rearward with coaxial cable terminating at the center of the dash board.

Battery Charger Location

The battery charger shall be located behind driver's seat.

Battery Charger

An E-ONE LPC 20 battery charger with remote mounted LED display shall be installed.

A fully automatic charging system shall be installed on the apparatus. The system shall have a 120 volt, 60 hertz, 7 amp AC input with an output of 20 amps 12 volts DC. The battery charging system shall be connected directly to the shoreline to ensure the batteries remain fully charged while the vehicle is in the fire station or firehouse.

The system shall include a remote charging status indicator panel. The panel shall consist of two (2) LED lights to provide a visual signal if battery voltage is good or drops below 11.5 volts. The microprocessor shall be continuously powered from the battery to provide the charge status.

Cab USB Charging Port

A dual USB charging port for cell phones, chargers, etc. shall be installed officer side dash, officer side rear cab wall in seat support structure. The receptacles shall be wired battery hot.

Cab Headlights

The quad cab headlight bezels shall contain rectangular sealed beam LED Headlamps.

BODY COMPT LEFT SIDE

Rescue Style Compartment Height

The forward driver side body compartment shall have a raised lower full depth area. This shall provide increased compartmentation for storage of larger rescue style equipment and/or tools.

Driver Side Assembly

The driver side assembly shall be constructed entirely of aluminum extrusions and interlocking aluminum plates. This aluminum modular design shall provide a high strength-to-weight ratio for increased equipment carrying capacity.

The driver side body corners shall be 6063-T5 extruded aluminum corner sections with a 3/16" (0.188") wall thickness. The side body extrusions shall be 6063-T5 aluminum tubing with a 3/16" (0.188") wall thickness and 3/16" (0.188") outside corner radius. The corners and sides shall be welded both internally and externally at each joint using an aluminum alloy welding wire.

The driver side body shall be completely sanded and deburred to assure a smooth finish and painted job color.

Driver Side Compartments

The four (4) driver side compartments shall be constructed from 3003 H14 1/8" (.125") smooth aluminum plate. The compartments shall be modular in design and shall not be a part of the body support structure.

There shall be one (1) compartment located ahead of the rear wheels. This compartment shall be approximately 24" wide x 68" high x 26" deep in the lower 30" high section and 12" deep in the upper 38" high section. The compartment shall contain approximately 17.2 cu. ft. of combined storage space. The door opening shall be approximately 24" wide x 68" high.

There shall be one (1) compartment located over the rear wheel. The compartment shall be approximately 56" wide x 34" high x 12" deep and contain approximately 13.2 cu. ft. of storage space. The door opening shall be approximately 56" wide x 34" high.

There shall be one (1) lower compartment located behind the rear wheel. This compartment shall be approximately 38" wide x 30" high x 26" deep. The compartment shall contain approximately 17.2 cu. ft. of combined storage space. This compartment shall be transverse through to the rear compartment(s). The door opening shall be approximately 38" wide x 30" high.

There shall be one (1) upper compartment located over the rear lower compartment. This compartment shall be approximately 38" wide x 34" high x 12" deep and contain approximately 7.9 cu. ft. of storage space. This compartment opening shall be approximately 38" wide x 34" high.

Each compartment seam shall be sealed using a permanent pliable silicone caulk. The walls of each compartment shall be machine-louvered for adequate ventilation.

An externally-mounted compartment top shall be provided and constructed of a 1/8" (.125") aluminum treadplate.

BODY COMPT RIGHT SIDE

Rescue Style Compartment Height

The forward officer side body compartment shall have a raised lower full depth area. This shall provide increased compartmentation for storage of larger rescue style equipment and/or tools.

Ladder Rack Offset Forward

Overhead Ladder Rack shall be offset forward includes shifting of wheel well compartment rearward.

Officer Side Assembly

The officer side assembly shall be constructed entirely of aluminum extrusions and interlocking aluminum plates. This aluminum modular design shall provide a high strength-to-weight ratio for increased equipment carrying capacity.

The officer side body corners shall be 6063-T5 extruded aluminum corner sections with a 3/16" (0.188") wall thickness. The side body extrusions shall be 6063-T5 aluminum tubing with a 3/16" (0.188") wall thickness and 3/16" (0.188") outside corner radius. The corners and sides shall be welded both internally and externally at each joint using an aluminum alloy welding wire.

The officer side body shall be completely sanded and deburred to assure a smooth finish and painted job color.

Officer Side Compartments

The four (4) officer side compartments shall be constructed from 3003 H14 1/8" (.125") smooth aluminum plate. The compartments shall be modular in design and shall not be a part of the body support structure.

There shall be one (1) compartment located ahead of the rear wheels. This compartment shall be approximately 24" wide x 68" high x 26" deep in the lower 30" high section and 12" deep in the upper 38" high section. The compartment shall contain approximately 17.2 cu. ft. of combined storage space. The door opening shall be approximately 24" wide x 68" high.

There shall be one (1) compartment located over the rear wheel. The compartment shall be approximately 33" wide x 34" high x 12" deep and contain approximately 7.7 cu. ft. of storage space. The door opening shall be approximately 33" wide x 34" high.

There shall be one (1) lower compartment located behind the rear wheel. This compartment shall be approximately 38" wide x 30" high x 26" deep. The compartment shall not be transverse and be sealed. This compartment shall be through to the rear compartment(s). The door opening shall be approximately 38" wide x 30" high. The R4 compartment will have a 12 volt accessory circuit and power port installed for equipment charging. A lighter style port will be located 8" from the left wall of the compartment and 18" from the floor.

There shall be one (1) compartment located above the lower compartment behind the rear wheel. This compartment shall be approximately 38" wide x 30" high x 12" deep. The compartment shall contain approximately 7.9 cu. ft. of combined storage space. The door opening shall be approximately 38" wide x 30" high.

Each compartment seam shall be sealed using a permanent pliable silicone caulk. The walls of each compartment shall be machine-louvered for adequate ventilation.

An externally-mounted compartment top shall be provided and constructed of a 1/8" (.125") aluminum treadplate.

Ladder Rack

A Zico Quick-Lift HLAS overhead ladder rack shall be provided to place the ladders at a safe and convenient height for unloading and loading. The rack shall be located over the rear wheel well.

The rack shall be electrical/hydraulically operated by a durable high cycle 12 volt actuator and controlled by a 30 amp two-pole double-throw momentary switch located in the officer side pump module area. The control switch location shall allow the operator to monitor operations and ground personnel while lowering and raising the rack.

A visual signal shall be provided to indicate when the ladder rack is in motion by two (2) yellow flashing lights installed one (1) on each side of the rack. The rack shall also be wired through the door ajar indicator light located in the cab to alert the driver that the rack is not stowed if the park brake is released.

BODY COMPT REAR

Rear Body Compartment

The rear body shall be constructed entirely of aluminum extrusions and interlocking aluminum plates and includes a lower full height center rear compartment.

The rear body frame shall be 6063-T5 1.5" x 4" and 1.5" x 3" aluminum extrusions with a 3/16" (0.188") wall thickness and 3/16" (0.188") outside corner radius and 1/8" (0.125") aluminum plate. The rear extrusions shall be welded both internal and external at each joint using an aluminum alloy welding wire.

Rear Body Compartment

The rear compartment shall be constructed from 3003 H14 1/8" (.125") smooth aluminum plate. The compartment shall be modular in design and shall not be a part of the body support structure.

The compartment shall be approximately 38" wide x 30" high and as deep as applicable to required tank design per application. The door opening shall be approximately 38" wide x 30" high. This compartment shall be transverse through to the side rear compartments.

The compartment seams shall be sealed using a permanent pliable silicone caulk. Machined louvers shall be provided for adequate ventilation.

Tailboard

Tailboard Step

A tailboard step shall be provided at the rear of the body. The tailboard shall 10" in depth and in accordance with NFPA in both step height and stepping surface. The maximum rear step height to the tailboard shall not exceed 24".

The tailboard step shall be formed from 3/16" (0.188") aluminum treadplate and shall be reinforced with 6063-T5 1.5" x 3" aluminum extrusion. The tailboard shall be in accordance with current NFPA requirements and shall include a multi-directional aggressive gripping surface incorporated into the diamond plate. The surface shall extend in a vertical direction from the diamond plate sheet a minimum of 1/8" (0.125"). Gripping surfaces shall be circular in design, a minimum of 1" diameter and on centers not to exceed 4".

The tailboard step shall be bolted on to the body from the underside assuring a clear surface and shall be easily removable for replacement in the case of damage.

Rear Access Handrails

Handrails shall be provided at the rear of the body to assist ground personnel accessing the tailboard step and hosebed area. Each handrail shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, and shall be mounted between chrome stanchions.

The handrails shall be located- two (2) handrails, one (1) on each side, appropriately sized handrail mounted vertical on the trailing edge of the body and appropriately sized handrail(s) mounted horizontal below the rear hosebed opening.

LIFT UP DOORS Single Compartment Door

A single compartment door shall be constructed using a box pan configuration. The outer door pan shall beveled and shall be constructed from 3/16" (0.188") aluminum plate. The inner door pan shall be constructed from 1/8" (0.125") smooth aluminum plate and shall have nutsert fittings to attach hold-open hardware. The inner pan shall have a 95-degree bend to form an integral drip rail.

The compartment door shall have a 1" x 9/16" (1" x 0.43") closed-cell "P" EPDM sponge gasket meeting ASTM D-1066 2A4 standards installed around the perimeter of the door to provide a seal that is resistant to oil, sunlight, and ozone.

A drain hole shall be installed in the lower corner of the inside door pan to assist with drainage.

A polished stainless steel Hansen D-ring style twist-lock door handle with #459 latch shall be provided on the door. The 4-1/2" (4.5") D-ring handle shall be mounted directly to the door latching mechanism with screws that do not penetrate the door material for improved corrosion resistance.

The compartment door shall be securely attached to the apparatus body with a full-length stainless steel 1/4" (0.25") rod piano-type hinge isolated from the body and compartment door with a dielectric barrier. The door shall be attached with machine screws threaded into the doorframe. The door shall have gas shock-style hold-open devices.

An anodized aluminum drip rail shall be mounted over the compartment opening to assist in directing water runoff away from the compartment.

The door(s) shall be installed in the following location(s): L2, R2, R3,L3

Single Compartment Door

A single compartment door shall be constructed using a box pan configuration. The outer door pan shall beveled and shall be constructed from 3/16" (0.188") aluminum plate. The inner door pan shall be constructed from 1/8" (0.125") smooth aluminum plate and shall have nutsert fittings to attach hold-open hardware. The inner pan shall have a 95-degree bend to form an integral drip rail.

The compartment door shall have a 1" x 9/16" (1" x 0.43") closed-cell "P" EPDM sponge gasket meeting ASTM D-1066 2A4 standards installed around the perimeter of the door to provide a seal that is resistant to oil, sunlight, and ozone.

A drain hole shall be installed in the lower corner of the inside door pan to assist with drainage.

A polished stainless steel Hansen D-ring style twist-lock door handle with #459 latch shall be provided on the door. The 4-1/2" (4.5") D-ring handle shall be mounted directly to the door latching mechanism with screws that do not penetrate the door material for improved corrosion resistance.

The compartment door shall be securely attached to the apparatus body with a full-length stainless steel 1/4" (0.25") rod piano-type hinge isolated from the body and compartment door with a dielectric barrier. The door shall be attached with machine screws threaded into the doorframe. The door shall have a gas shock-style hold-open device.

An anodized aluminum drip rail shall be mounted over the compartment opening to assist in directing water runoff away from the compartment.

The door(s) shall be installed in the following location(s): L1, R1, officer side transverse module, driver side transverse module

Double Compartment Door

Double compartment doors shall be constructed using a box pan configuration. The outer door pans shall be beveled and shall be constructed from 3/16" (0.188") aluminum diamond plate. The inner door pans shall be constructed from 1/8" (0.125") smooth aluminum plate and shall have nutsert fittings to attach hold-open hardware. The inner pans shall have a 95-degree bend to form an integral drip rail.

The compartment doors shall have a 1" x 9/16" (1" x 0.43") closed-cell "P" EPDM sponge gasket meeting ASTM D-1066 2A4 standards installed around the perimeter of the doors to provide a seal that is resistant to oil, sunlight, and ozone.

A drain hole shall be installed in the lower corner of the inside door pan to assist with drainage.

A polished stainless steel Hansen D-ring style twist-lock door handle with a #459 latch shall be provided on the primary door. The 4-1/2" (4.5") D-ring handle shall be mounted directly to the door latching mechanism with screws that do not penetrate the door material for improved corrosion resistance. The secondary door shall have a positive latching mechanism to hold the door in the closed position.

The compartment doors shall be securely attached to the apparatus body with a full-length stainless steel 1/4" (0.25") rod piano-type hinge isolated from the body and compartment doors with a dielectric barrier. The doors shall be attached with machine screws threaded into the door frame. The doors shall have a gas shock style hold-open device.

An anodized aluminum drip rail shall be mounted over the compartment opening to assist in directing water run-off away from the compartment.

The door(s) shall be installed in the following location(s): B1.,R4, L4

Single Compartment Door

A single compartment door shall be constructed using a box pan configuration. The outer door pan shall beveled and shall be constructed from 3/16" (0.188") aluminum plate. The inner door pan shall be constructed from 1/8" (0.125") smooth aluminum plate and shall have nutsert fittings to attach hold-open hardware. The inner pan shall have a 95-degree bend to form an integral drip rail.

The compartment door shall have a 1" x 9/16" (1" x 0.43") closed-cell "P" EPDM sponge gasket meeting ASTM D-1066 2A4 standards installed around the perimeter of the door to provide a seal that is resistant to oil, sunlight, and ozone.

A drain hole shall be installed in the lower corner of the inside door pan to assist with drainage.

A polished stainless steel Hansen D-ring style twist-lock door handle with #459 latch shall be provided on the door. The 4-1/2" (4.5") D-ring handle shall be mounted directly to the door latching mechanism with screws that do not penetrate the door material for improved corrosion resistance.

The compartment door shall be securely attached to the apparatus body with a full-length stainless steel 1/4" (0.25") rod piano-type hinge isolated from the body and compartment door with a dielectric barrier. The door shall be attached with machine screws threaded into the doorframe. The door shall have gas shock-style hold-open devices.

An anodized aluminum drip rail shall be mounted over the compartment opening to assist in directing water runoff away from the compartment.

The door(s) shall be installed in the following location(s): L1, R1, RTC

A double pan door shall be installed on the rear of the body. The door(s) shall be installed in the following location(s):

Double Compartment Door

Double compartment doors shall be constructed using a box pan configuration. The outer door pans shall beveled and shall be constructed from 3/16" (0.188") aluminum plate. The inner door pans shall be constructed from 1/8" (0.125") smooth aluminum plate and shall have nutsert fittings to attach hold-open hardware. The inner pans shall have a 95-degree bend to form an integral drip rail.

The compartment doors shall have a 1" x 9/16" (1" x 0.43") closed-cell "P" EPDM sponge gasket meeting ASTM D-1066 2A4 standards installed around the perimeter of the doors to provide a seal that is resistant to oil, sunlight, and ozone.

A drain hole shall be installed in the lower corner of the inside door pan to assist with drainage.

A polished stainless steel Hansen D-ring style twist-lock door handle with #459 latch shall be provided on the primary door. The 4-1/2" (4.5") D-ring handle shall be mounted directly to the door latching mechanism with screws that do not penetrate the door material for improved corrosion resistance.

The secondary door shall have two (2) dual stage rotary latches, each with a 750 lb rating to hold the door in the closed position. The latches shall be mounted at the top and bottom of the door. A stainless steel paddle style handle shall be mounted on the interior pan of the door to actuate the rotary latches. The paddle handle shall be connected to the rotary latches by 5/32" (.156") diameter rods. Cable actuation shall not be deemed un-acceptable due to the potential for cable stretch and slippage. The striker pins shall be 3/8" (.38") diameter with slotted mounting holes for adjustment.

The compartment doors shall be securely attached to the apparatus body with a full-length stainless steel 1/4" (0.25") rod piano-type hinge isolated from the body and compartment doors with a dielectric barrier. The doors shall be attached with machine screws threaded into the doorframe.

The doors shall have a gas shock-style hold-open device. The gas shocks shall have a 30 lb rating and be mounted near the top of the door (when possible).

An anodized aluminum drip rail shall be mounted over the compartment opening to assist in directing water runoff away from the compartment.

The door(s) shall be installed in the following location(s): L4, R4,B1

Reverse Hinge

Vertically hinged single compartment door L1, R1 shall be reversed hinged to the back side of the compartment opening.

A vertically mounted drip rail shall be installed along the forward compartment opening to divert the elements from entering the compartment along the forward compartment opening while the apparatus is responding.

SHELVES

Adjustable Shelf

There shall be an aluminum adjustable shelf provided for compartment L1, upper and lower R1, R4.

The shelf shall be constructed of 3/16" (.187") smooth aluminum plate. The shelf shall have a minimum 2" front and rear lips to accommodate optional plastic interlocking compartment tile

systems. For additional strength and reinforcement of the shelf a return break shall be provided on the outward lip. The adjustable shelf shall be capable of holding 250 lbs.

The shelf shall be sized, width and depth, to match the size and location in the compartment.

Adjustable Shelf

There shall be an aluminum adjustable shelf provided in the upper area of compartment L2, L3, the shelf shall be notched into extended side compartment area.

The shelf shall be constructed of 3/16" (.187") smooth aluminum plate. The shelf shall have a minimum 2" front and rear lips to accommodate optional plastic interlocking compartment tile systems. The adjustable shelf shall be capable of holding 100 lbs.

The shelf shall be sized, width and depth, to match the size and location in the compartment.

Adjustable Tracks

Tracks shall be provided in L1, R1, R4 for use with adjustable shelves and/or trays in deep non-transverse compartments. The tracks shall be vertically mounted and attached to the side and/or rear walls of the compartments.

Adjustable Tracks

Tracks shall be provided in L2, L3 for use with shallow depth adjustable shelves. The tracks shall be vertically mounted and attached to the side and/or rear walls of the compartments.

COMPARTMENT DIVIDERS

Partition Vertical Bolt-In

Bolt-in partition wall. Locate 26" back from outside R4 door opening. Partition will run from the front of truck to rear of truck dividing officer side from drivers side of transverse area. Partition will be 1/4" smooth plate aluminum and aluminum angle. Partition to have a permanent pliable silicone calk.

TRAYS / TOOLBOARDS

Roll-Out Tray

There shall be an adjustable mounted bi-directional SlideMaster with roll-out tray provided in compartment floor of transverse compartment.

Model SM2-D-SP.

The roll-out tray shall be constructed of 3/16" (.187) smooth aluminum with welded corners for strength and rigidity. The tray shall be sized in width and depth as applicable.

An Innovative Industries bi-directional SlideMaster shall be provided for the tray for the ease of operation and long service life. A positive twist lock shall be provided at each end to lock the tray in the stored position. The tray shall roll out each direction approximately 70% from its stored position.

The capacity rating shall be 1000 pounds distributed load and 500 pounds end load at full extension.

Toolboard

A fixed wall mounted toolboard shall be provided for compartment R3.

The toolboard shall be constructed of 3/16" (.187") smooth aluminum plate with a sanded finish and shall be sized in height and width as applicable.

The toolboard shall be mounted to the back wall and spaced off the wall to allow easier mounting of tools and/or equipment.

Roll-Out Tray

There shall be a floor mounted roll-out tray provided in compartment L1, B1.

The roll-out tray shall be constructed of 3/16" (.187") smooth aluminum plate with a sanded finish and welded corners for increased strength and rigidity. The tray shall be sized in width and depth as applicable.

For greater tray accessibility, the drawer slides shall feature one hundred percent extension. The tray shall utilize a gas spring to secure the tray in the open or closed position.

The tray shall have a total capacity of 500 lbs

SLIDE OUT ADJUSTABLE TRAY

A SLIDE OUT ADJUSTABLE TRAY SHALL BE IN COMPARTMENT L-1.

COVERS

Hose Bed Cover

A cover constructed of Black 18 oz. PVC vinyl coated polyester shall be installed over the apparatus hose bed. The base fabric shall be 1000 x 1300 Denier Polyester with a fabric count of 20 x 20 square inch.

The front edge of the cover shall be mechanically attached to the body. The sides of the cover shall be held in place with heavy duty Velcro strips running the length of the hose bed. The rear of the cover shall have an integral flap that extends down to cover the rear of the hose bed. This flap shall be secured in place with heavy duty nylon straps to comply with the latest edition of NFPA 1901.

Hose Bed Cover

The hose bed area shall have a two (2) piece lightweight aluminum hose bed cover. The hose bed cover shall be provided in compliance with NFPA.

Each hose bed cover shall be constructed of an aluminum extrusion frame with a 1/8" (.125") embossed aluminum treadplate top. Each cover door shall be securely attached to the hose bed side with a full-length stainless steel piano type hinge. The hinge shall have 1/4" pins and shall be "staked" on every other knuckle to prevent pin slippage.

Each cover shall include two (2) hold opens per cover. The forward area of the cover shall have one (1) pneumatic shock. The rear of the cover shall have one (1) positive hold open/hold closed that shall include one (1) manually engaged securing pin.

Each cover shall include two (2) assist handles, one (1) grab handle (forward) and one (1) hand rail (rearward). The rearward hand rails shall be installed in compliance with current NFPA. The hand rails shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, mounted between chrome stanchions.

The water tank fill tower(s) shall be accessible with the covers in the closed position through a diamond plate door (or as applicable). The fill tower access door shall be constructed of 1/8" (.125") embossed aluminum treadplate. The door shall be hinged and shall include one (1) hold down.

The covers shall be supported in the closed position by a center mounted hose bed divider. The divider shall be constructed of 1/4" (.250") smooth aluminum plate with a scotch-brite finish. The divider shall run the full length of the hose bed and shall include an upper "C" channel extrusion base. The rear of the divider shall be recessed rearward to allow for looping of hose from one side of the divider to the other (as applicable).

Each cover door shall be wired to the door ajar indicator light in the cab and shall be interlocked with the parking brake per NFPA.

Requires intermediate rear step except for extended enhanced compartments.

Vinyl Crosslay Cover

A cover constructed of Black 18 oz. PVC vinyl coated polyester shall be installed on the crosslay. The base fabric shall be 1000 x 1300 Denier Polyester with a fabric count of 20 x 20 per square inch.

The cover shall be held in place across the top of the body by chrome snaps. The sides of the cover shall have integral flaps that extend down to cover the sides of the crosslay. The side flaps shall be secured in place to comply with the latest edition of NFPA 1901.

PUMP MODULE

Pump Module Width

Pump module shall be 76" wide.

Transverse Module

Transverse Module (Narrow)

An aluminum extruded transverse module shall be provided and located forward of the pump module. The transverse module shall be constructed entirely of aluminum extrusions and interlocking aluminum plates. The transverse module design and mounting shall be separate from the pump module and body to allow each to move independently of each other in order to reduce stress from frame twisting and vibration. The exterior surface of the transverse module shall have a sanded finish.

The module shall have one (1) compartment each side. Each compartment shall be approximately 24" wide x 38" high. It shall be 14" deep in the lower 22" high section and 76" deep in the upper transverse 16" high section. The compartment shall contain approximately 25 cu. ft. of combined storage space. The door opening shall be approximately 24" wide x 38" high.

The compartment seams shall be sealed using a permanent pliable silicone caulk. The walls of the compartment shall be machine-louvered for adequate ventilation.

An externally-mounted compartment top shall be provided and constructed of a 1/8" (.125") aluminum treadplate. The compartment top shall be removable.

Transverse Crosslay Triple Preconnect Storage

The module design shall include an area for a triple crosslay. The double stacked crosslay area shall have a capacity of 400 ft. of 1.75" double jacket hose. The crosslay floor shall be constructed of 3/16" (.188) smooth aluminum plate and shall be slotted to prevent the accumulation of water and allow for ventilation of wet hose. Two (2) 1/4" (.25") smooth aluminum plate non-adjustable dividers with a sanded finish shall be provided to separate the three (3) hose storage areas.

Transverse Module Running Boards

The transverse module shall include a running board on each side of the module. The running boards shall be in accordance with NFPA in both step height and stepping surface. The maximum step height to each running board shall not exceed 24". The running boards shall be formed from 1/8" (.125") aluminum treadplate. Each running board shall include a multi-directional, aggressive gripping surface incorporated into the treadplate. The surface shall extend vertically from the diamond plate sheet a minimum of 1/8" (.125"). Gripping surfaces shall be circular in design, a minimum of 1" diameter and on centers not to exceed 4". Each running board shall be bolted on to the module and be easily removable for replacement in the case of damage.

Pump Module

Pump Module Frame

An extruded aluminum pump module shall be provided and located forward of the apparatus body. The pump module shall be constructed entirely of welded aluminum alloy extrusions and interlocking aluminum plates. The pump module framework shall consist of 1.5" x 3" x .188" wall, 1.5" x 3" x .375" wall with center web and 3" x 3" x .188" wall extrusions.

The pump module design and mounting shall be separate from the body to allow the pump module and body to move independently of each other in order to reduce stress from frame twisting and vibration.

The exterior surface of the pump module framework shall have a sanded finish.

Pump Module Mounting

The pump module shall be attached to the chassis using four (4) center bonded isolation mounts and a steel mounting frame. The isolation mounts shall be 2.75" diameter and mount to the chassis with two (2) 4" x 4" x .312" A36 steel angles.

Pump Access

A pump service access door shall be provided at the front of the pump module. The door shall be secured with two (2) thumb latches. (Access door not provided on fixed cab applications)

Pump Module Running Boards

The pump module shall include a running board on each side. The running boards shall be in accordance with NFPA in both step height and stepping surface. The running boards shall be formed from .125" aluminum treadplate.

Stepping Surface

Each running board shall include a multi-directional, aggressive gripping surface incorporated into the treadplate. The surface shall extend vertically from the diamond plate sheet a minimum of .125". Gripping

surfaces shall be circular in design, a minimum of 1" diameter and on centers not to exceed 4". Each running board shall be bolted on to the pump module and be easily removable for replacement in the case of damage.

Pump Panel Opening

The panel opening on the pump module shall be 39" wide.

Pump Module Height

The pump module height shall be 80".

PUMP PANELS

Side Mount Pump Panels

The driver and officer side pump panels shall be constructed of 14 gauge stainless steel. Each panel shall have the ability to be removed from the module for easier access and for maintenance in the pump area.

Hinged Gauge Panel

The driver side upper gauge panel(s) shall be hinged to provide access to panel mounted electrical connections.

The gauge panel(s) shall be hinged to open upward with a full-length stainless steel piano type hinge with 1/4" pins. The hinge shall be "staked" on every other knuckle to prevent the pin from sliding.

The gauge panel(s) shall include latches to secure the panel in the closed position and two (2) mechanical/pneumatic (as applicable with the panel size) hold-opens for the open position.

Pump Access Door

The officer side pump module shall have a three (3) piece panel, one (1) above the discharge outlets, one (1) encompassing the discharges and intakes and one (1) low for bleeder valves.

The upper two (2) pump panel sections shall have a vertical stainless steel piano type hinge with 1/4" pins along the forward edge of the pump module. The hinges shall be "staked" on every

other knuckle to prevent the pin from sliding. The panels shall have push button style latches to secure the panels in the closed position. The upper panel shall have one (1) pneumatic shock to hold the panel in the open position.

Pump Panel Tags

Color coded pump panel labels shall be supplied to be in accordance with NFPA 1901 compliance.

Hose Reel Blow-Out Valve

A 1/4" Innovative Controls valve shall be installed between the chassis air system and the hose reel. This valve shall be mounted at the pump operator area. Each 1/4 turn handle grip shall feature built-in color-coding labels and a verbiage tag. There shall be a check valve in the air line to prevent water from entering the chassis air system.

Rollers and Switch

A booster reel roller assembly shall be provided.

The roller assembly shall include chrome guides with nylon bushings and shall be mounted on the side next to the booster reel.

Module Logos

Logos with the OEM brand name shall be provided and shall be mounted one (1) each side on pump module/pre-connect panels. Logos shall be sized as applicable to available space on panel(s).

Air Horn Switch

A heavy duty weatherproof push-button switch shall be installed at the pump operator's panel to operate the air horns.

The switch shall be labeled "Evacuation Alert".

Location: driver side pump panel.

Storage Pan

A storage pan shall be provided in the upper pump module area. The pan shall be constructed of 3/16" (.188") aluminum treadplate and be removable to service items in the pump module below. Holes shall be provided in the corners of the pan to facilitate drainage of water.

WATER TANK

500 Gallon Tank

A 500 gallon (U.S.) "L" shaped booster tank shall be supplied.

The booster tank shall be constructed of polypropylene material. The booster tank shall be completely removable without disturbing or dismounting the apparatus body structure. The top of the booster tank is fitted with removable lifting assembly designed to facilitate tank removal.

The booster tank top, sides, and bottom shall be constructed of a minimum 1/2" (0.50") thick black UV-stabilized copolymer polypropylene. Joints and seams shall be fused using nitrogen gas as required and tested for maximum strength and integrity. The tank construction shall include technology wherein a sealant shall be installed between the plastic components prior to being fusion welded. This sealing method will provide a liquid barrier offering leak protection in the event of a weld compromise. The tank cover shall be constructed of 1/2" thick polypropylene and UV stabilized, to incorporate a multi-piece locking design, which allows for individual removal and inspection if necessary. The tank cover(s) shall be flush or recessed 3/8" from the top of the tank and shall be fused to the tank walls and longitudinal partitions for maximum integrity. Each one of the covers shall have hold downs consisting of 2" minimum polypropylene dowels spaced a maximum of 40" apart. These dowels shall extend through the covers and will assist in keeping the covers rigid under fast filling conditions.

The tank shall have a combination vent and manual fill tower with a hinged lid. The fill tower shall be constructed of 1/2" polypropylene and shall be a typical dimension of 8" x 8" outer perimeter (subject to change for specific design applications). The fill tower shall be blue in color indicating that it is a water-only fill tower. The tower shall have a 1/4" thick removable polypropylene screen and a polypropylene hinged cover. The capacity of the tank shall be engraved on the top of the fill tower lid.

The booster tank shall have two (2) tank plumbing openings. One (1) for a tank-to-pump suction line with an anti-swirl plate, and one (1) for a tank fill line. All tank fill couplings shall be backed with flow deflectors to break up the stream of water entering the tank, and be capable of withstanding sustained fill rates per the tank fill inlet size.

The sump shall be constructed of a minimum of 1/2" polypropylene. The sump shall have a minimum 3" N.P.T. threaded outlet for a drain plug per NFPA. This shall be used as a combination clean-out and drain. All tanks shall have an anti-swirl plate located approximately 3" above the inside floor.

The transverse and longitudinal swash partitions shall be manufactured of a minimum of 3/8" polypropylene. All partitions shall be equipped with vent and air holes to permit movement of air and water between compartments. The partitions shall be designed to provide maximum water flow. All swash partitions interlock with one another and are completely fused to each other as well as to the walls of the tank. All partitions and spacing shall comply with NFPA 1901. The walls shall be welded to the floor of the tank providing maximum strength.

Inside the fill tower there shall be a combination vent/overflow pipe. The vent overflow shall be a minimum of schedule 40 polypropylene pipe with an I.D. of 3" or larger that is designed to run through the tank. This outlet shall direct the draining of overflow water past the rear axle, thus reducing the possibility of freeze-up of these components in cold environments. This drain configuration shall also assure that rear axle tire traction shall not be affected when moving forward.

The booster tank shall undergo extensive testing prior to installation in the truck. All water tanks shall be tested and certified as to capacity on a calibrated and certified tilting scale.

Each tank shall be weighed empty and full to provide precise fluid capacity. Each tank shall be delivered with a Certificate of Capacity delineating the weight empty and full and the resultant capacity based on weight. Engineering estimates for capacity calculations shall not be permitted for capacity certification. The tank must be designed and fabricated by a tank manufacturer that is ISO 9001:2008 certified in each of its locations. The ISO certification must be to the current standard in effect at the time of the design and fabrication of the tank.

A tag shall be installed on the apparatus in a convenient location and contain pertinent information including a QR code readable by commercially available smart phones. The information contained on the tag shall include the capacity of the water and foam (s), the maximum fill and pressure rates, the serial number of the tank, the date of manufacture, the tank manufacturer, and contact information. The QR code will allow the user to connect with the tank manufacturer for additional information and assistance.

The tank shall have a limited Lifetime warranty that provides warranty service for the life of the fire apparatus in which the tank is installed. Warranties are transferable if the apparatus ownership changes by requesting the transfer from the tank manufacturer.

Tank capacity is 530 US gallon / 441 Imperial gallons / 2006 Liters.

Fill Tower Location

Fill tower(s) shall be located offset to DRIVER SIDE OF WATER TANK

TANK PLUMBING

Tank Fill, 2.5 Akron Valve

One (1) 2.5" pump-to-tank fill line having a manually operated 2.5" Akron valve. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times. The valve shall be controlled with a chrome handle.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Tank To Pump

One (1) manually operated 3" Akron valve shall be installed between the pump suction and the booster tank. Includes flex hose with stainless steel hose clamps for connection to the 4" tank sump outlet. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

A check valve shall be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

Tank To Pump 3 Electric Over Air Valve

The booster tank shall be connected to the intake side with a 3" valve plumbing from the tank. One control will be located in the cab console with an electric over air-actuated valve. A rubber coupling shall be included in this line to prevent damage from vibration or chassis flexing.

A check valve shall be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank. The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

The valve shall be with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron Swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance, and decreased friction loss.

Reverse Handle Tank To Pump

The manually operated push/pull 3" Akron tank to pump valve shall be installed so the "in" position will be open and the "out" position will be closed to allow the pump to be operated wet. The valve control handle shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

FOAM TANK

30 Gallon Foam Tank

A 30 gallon (U.S.) foam cell for Class A foam shall be supplied. The foam cell shall be integral to the water tank.

The integral tank top, sides, and bottom shall be constructed of black polypropylene material. Joints and seams shall be fused using nitrogen gas as required and tested for maximum strength and integrity. The tank construction shall include technology wherein a sealant shall be installed between the plastic components prior to being fusion welded. This sealing method will provide a liquid barrier offering leak protection in the event of a weld compromise. The copolymer polypropylene material shall be used for its high strength and corrosion resistance for a prolonged tank life.

The foam tank shall have a manual fill tower. The fill tower shall be constructed of 1/2" polypropylene and shall be a typical dimension of 8" x 8" outer perimeter (subject to change for specific design applications). Foam fill tower shall be constructed of a Green colored material indicating type of foam utilized. The capacity of the tank shall be engraved on the top of the fill tower lid. The fill tower shall be located in the forward area of the tank. The tower shall have a 1/4" thick removable polypropylene screen. Inside the fill tower, approximately 1.5" down from the top, there shall be an anti-foam fill tube that extends down to the bottom of the tank. A pressure vacuum vent shall be provided in the lid of the fill tower. The foam fill tower shall be removable to facilitate the cleaning of the foam tank.

The foam tank shall undergo extensive testing prior to installation in the truck. All foam tanks shall be tested and certified as to capacity. The tank must be designed and fabricated by a tank manufacturer that is ISO 9001:2008 certified in each of its locations. The ISO certification must be to the current standard in effect at the time of the design and fabrication of the tank.

The tank shall have a limited Lifetime warranty that provides warranty service for the life of the fire apparatus in which the tank is installed. Warranties are transferable if the apparatus ownership changes by requesting the transfer from the tank manufacturer.

LADDER STORAGE / RACKS

Overhead Storage Rack Door

The center support arm of the overhead rack shall be provided with a hinged 1/8" (.125") aluminum tread plate door. The door shall move with the rack as it is raised and lowered.

Ladder Storage

Attic Ladder Storage Brackets

Two (2) brackets shall be provided that shall be capable for the storage of one (1) attic ladder. The brackets shall be constructed of high tensile strength aluminum alloy and shall be located inboard side of ladder rack.

Ladder Brand

The ladder brand capable of being carried on the unit shall be Duo-Safety.

Ladders

The length of ladders capable of being stored shall be the following: 24' 2-section and 14' roof ladder.

HANDRAILS / STEPS

Intermediate Rear Step

An step over B1 compartment shall be provided.

The step shall be constructed of 3/16" (.187") aluminum treadplate. The step shall include a multi-directional, aggressive gripping surface incorporated into the treadplate. The step shall be bolted above b1 compartment and be easily removable for replacement in the case of damage.

One (1) handrail shall be installed in compliance with current NFPA. The handrails shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, mounted between chrome stanchions.

Hose Bed Folding Steps

Dual lighted LED folding steps shall be positioned to the driver side rear of the body. The steps shall be NFPA compliant for access to the hose bed storage area and in step height and surface

area. The steps shall be staggered stepped as applicable with tailboard depth, not applicable with recessed step mounting.

Dual lighted LED folding step with LED lights integral to the step on the top to provide NFPA requirements of 2 FC on the stepping surface. Each step shall also have a LED light integral to the bottom of the step to meet NFPA requirements of a stepping surface up to 18" below the step.

The folding step shall sustain a minimum static load of 500 lbs. The folding step shall also meet NFPA slip resistance qualifications.

One (1) hand rail shall be installed (as applicable) in compliance with current NFPA. The hand rail shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, mounted between chrome stanchions.

Slide-Out Platform

The slide-out platform shall be approximately 21" deep and shall be constructed of 1/8" aluminum treadplate. The platform shall be mounted under the apparatus body. The platform shall utilize a maintenance-free slide system incorporating stainless steel shoulder bolts that slide in slotted heavy wall aluminum angles. Notches shall be provided at each end of the slots to hold the platform in both the extended and retracted positions.

A chrome grab handle shall be provided on the front face of the platform for ease of operation.

Non-slip aluminum hand rail(s) with chrome plated stanchions shall be provided as best suited for use with the platform operation.

If applicable, NFPA pump throttle height requirement shall be measured from the top of the slide-out platform on all aerials and from the ground on side mounted pump operator panels on non-aerial apparatus.

Location: officer side transverse module, driver side transverse module.

Folding Steps [Qty: 4]

Dual lighted LED folding step(s) shall be located officer side front compartment face. The folding step(s) shall meet current NFPA in step height and surface area.

Dual lighted LED folding step with LED lights integral to the step on the top to provide NFPA requirements of 2 FC on the stepping surface. Folding step shall also have a LED light integral to the bottom of the step to meet NFPA requirements of a stepping surface up to 18" below the step. The folding step shall sustain a minimum static load of 500 lbs. The folding step shall also meet NFPA slip resistance qualifications.

One (1) hand rail shall be installed in compliance with current NFPA. The hand rail shall be constructed of 6063T5 1.25" OD anodized aluminum tube, with an integral ribbed surface to assure a good grip for personnel safety, mounted between chrome stanchions.

Rear Mud Flaps

The rear tires shall have a set of black mud flaps mounted behind the rear chassis wheels with E-ONE logo.

Body Mainframe

The body mainframe shall be entirely constructed of aluminum. The complete framework shall be constructed of 6061T6 and 6063T5 aluminum alloy extrusions welded together using 5356 aluminum alloy welding wire.

The body mainframe shall include 3" x 3" 6061-T6 aluminum 3/8" (0.375") wall crossmember extrusion or 3" x 3" I-beam section aluminum extrusion depending on the application at the front of the body . A solid 3" x 3" "I-beam" section aluminum extrusion shall be provided the full width of the body forward and rearward of the rear wheel well. The crossmembers shall be designed to support the compartment framing and shall be welded to 1-3/16" x 3" (1.188" x 3") solid 6063-T5 aluminum frame sill extrusions. The frame sill extrusions shall be shaped to contour with the chassis frame rails and shall be protected from contact with the chassis frame rails by 5/16" x 2" (0.31" x 2") fiber-reinforced rubber strips to prevent wear and galvanic corrosion caused when dissimilar metals come in contact.

Body Mounting System

The main body shall be attached to the chassis frame rails with six (6) of 5/8" (0.625") diameter steel U-bolts. This body mounting system shall be used to allow easy removal of the body for major repair or disassembly.

Water Tank Mounting System

The body design shall allow the booster tank to be completely removable without disturbing or dismantling the apparatus body structure. The water tank shall rest on top of a 3" x 3" frame assembly covered with rubber shock pads and corner braces formed from 3/16" angled plate to support the tank. The booster tank mounting system shall utilize a floating design to reduce stress from road travel and vibration. To maintain low vehicle center of gravity the water tank bottom shall be mounted within 5" of the frame rail top.

Hosebed Side Assembly

The hosebed side assemblies shall be made of 3" x 3" slotted aluminum extrusion and 3/16" (.188") smooth plate. The hosebed side assemblies shall provide a 85" high body.

The exterior hosebed side surface shall be completely sanded and deburred to assure a smooth finish and painted job color. The interior hosebed side surface shall be completely sanded and deburred to assure a smooth sanded finish.

Hose Bed Capacity

The hose bed shall have the capacity to store the following hose from the driver side to the officer side.

150', 2.5"DJ HOSE. 700' DJ4" Idh HOSE. 900' 2.5" DJ HOSE. , DOUBLE STACKED 1.5 " SJ HOSE PACKS , 200' 1.75 DJ HOSE., 200 FT 1.75"DJ HOSE.

Hosebed

The area above the booster tank shall have a hose storage area provided. The hosebed shall be constructed entirely from maintenance-free, 3/4" deep x 7.5" wide, extruded aluminum slats that shall be pop-riveted into a one-piece grid system. Each slat shall have all sharp edges removed and have an anodized ribbed top surface that shall prevent the accumulation of water and allow for ventilation of wet hose.

The hosebed shall include an open area for the fill tower(s). The hosebed design shall incorporate adjustable tracks in the forward area rearward of the fill tower(s) and the rearward area of the hosebed for the installation of an adjustable divider(s). The adjustable tracks shall hold an adjustable divider(s) mounting nut straight, so only a philips head screwdriver is required to adjust a divider(s) from side to side (as is practical with other hosebed mounted equipment).

The hosebed shall be easily removable to allow access to the booster tank below.

Hose Bed Divider [Qty: 4]

There shall be a hose bed divider provided the full fore-aft length of the hose bed.

The hose bed divider shall be constructed of 1/4" (0.25") smooth aluminum plate with an extruded aluminum base welded to the bottom. The rear end of the divider shall have a 3" radius corner to protect personnel. The divider shall be natural finish aluminum for long-lasting appearance and shall be sanded and de-burred to prevent damage to the hose.

The divider shall be adjustable from side to side in the hose bed to accommodate varying hose loads.

Storage Pan

A storage pan shall be provided in the forward area of the hosebed.

The storage pan shall be constructed of 3/16" (.188") aluminum treadplate.

Hose Bed Divider Hand Hold

There shall be a hand hole cut-out(s) on the trailing edge of each hose bed divider. The cut-out(s) is specifically sized for use in adjusting of the hose bed divider.

Divider Support

Divider Support shall run full width of hosebed (side to side) at the front of the hosebed and towards the rear of the hosebed at top of the divider(s). Attach to each hosebed divider to provide additional support.

Fuel Fill

A recessed fuel fill shall be provided at the driver side rear wheel well area.

Fill Tower Location

The fill tower(s) shall be located inside the hose bed storage pan as applicable.

Pipe Cover

An aluminum smooth plate cover shall be provided in the compartment to cover the piping running through the compartment area. The cover shall be removable for ease of access to the piping.

Location: L1, R1.

Body Wheel Well

The body wheel well frame shall be constructed from 6063-T5 aluminum extrusion with a slot the full length to permit an internal fit of 1/8" (0.125") aluminum treadplate. The wheel well trim fenderett shall be constructed from 6063-T5 formed aluminum extrusion. The wheel well liners shall be constructed of a 3/16" (.187") composite material. The liners shall be bolt-on and shall provide a maintenance-free and damage-resistant surface.

Rub Rail

The pump area module(s) and body shall have rub rails mounted along the sides and at the rear. **

The rub rail shall be C-channel in design and constructed of 3/16" thick 6463T6 anodized aluminum extrusion. The rub rail shall be 2.75" high x 1.25" deep and shall extend beyond the body width to protect compartment doors and the body side. The rub rail depth shall allow marker and/or warning lights to be recessed inside for protection.

The top surface of the rub rail shall have minimum of five (5) raised serrations. Each serration being a minimum of .1" in height and with cross grooves to provide a slip-resistant edge for the tailboard step and pump module running board areas. The rub rail shall be mounted a minimum of 3/16" off the pump module and body with nylon spacers. The ends of each section shall be provided with a finished rounded corner piece.

** 4x4 applications with 30 degree departure angle and flip down tailboard shall omit the rear body rub rails as noted above and shall have the trailing piece of the side rub rails behind rear axle attached in 2 pieces with the rearward piece mounted on an upward angle to match departure angle body. Rearward side marker light as located in rear rub rail shall be mounted angled in the rearward rail as added.

Backboard Storage, Single, Hose Bed Cover

The hose bed cover on the right side shall have hat sections fabricated on the inside of the cover to house an industry standard backboard. The approximate size of the hat section shall be 3" high x 20" wide x 72" long. Hat section shall have drain holes on the lower side and two (2) nylon Velcro straps and loops to secure the backboard within the hat section.

SCBA BOTTLE STORAGE

Wheel Well SCBA Storage

The body wheel well area shall store up to seven (7) SCBA bottles- four (4) on the officer side and three (3) on the driver side. The bottles shall be secured in each storage area by a vertical hinged door which shall be secured in the closed position by a push button latch. The doors shall match the wheel well area material and finish.

SCBA Strap [Qty: 7]

Straps shall be provided in each exterior storage compartment to provide secondary means to hold each SCBA bottle in the compartment. The straps shall be constructed from 1" nylon webbing formed in a loop. The strap(s) shall be mounted to the storage compartment ceiling directly inside the door opening at each bottle location.

PUMP

Fire Pump System

The pump shall be a midship-mounted Hale QMAX single stage centrifugal pump. The pump shall be mounted on the chassis frame rails of commercial or custom truck chassis and have the capacity of 1,250 to 2,250 gallons per minute (U.S. GPM) NFPA 1901 rated performance, and shall be split-shaft driven from the truck transmission.

The entire pump body and related parts shall be of fine grain alloy cast iron, with a minimum tensile strength of 30,000 psi (207 MPa). All metal moving parts in contact with water shall be of high quality bronze or stainless steel. Pump body shall be horizontally split in two sections, for easy removal of impeller assembly including wear rings and bearings from beneath the pump without disturbing pump mounting or piping.

The pump impeller shall be hard, fine grain bronze of the mixed flow design and shall be individually ground and hand balanced. Impeller clearance rings shall be bronze, easily renewable without replacing impeller or pump volute body, and of wrap-around double labyrinth design for maximum efficiency.

The pump shaft shall be heat-treated, corrosion-resistant stainless steel and shall be rigidly supported by three (3) bearings for minimum deflection. The sleeve bearing is to be lubricated by a force fed, automatic oil lubricated design, pressure-balanced to exclude foreign material. The remaining bearings shall be heavy-duty, deep groove ball bearings in the gearbox and shall be splash-lubricated. Pump shaft must be sealed with double-lip oil seal to keep road dirt and water out of the gearbox.

Two (2) 6" diameter suction ports with 6" NST male threads and removable screens shall be provided, one each side. The ports shall be mounted one (1) on each side of the midship pump and shall extend through the side pump panels. Inlets shall come equipped with long handle chrome caps.

Discharge Manifold

The pump system shall utilize a stainless steel discharge manifold system that allows a direct flow of water to discharge valves. The manifold and fabricated piping systems shall be constructed of a minimum of Schedule 10 stainless steel to reduce corrosion.

The apparatus manufacturer shall provide a full 10 year stainless steel plumbing components warranty. This warranty shall cover defects in materials or workmanship of apparatus manufacturer designed foam/water plumbing system stainless steel components for 10 years. A copy of the warranty document shall be provided with the proposal.

Priming System

The electrically-driven priming pump shall be a positive displacement vane type. One (1) priming control, located at the pump operator's position, shall open the priming valve and start the priming motor. The primer shall be oil-less type. The priming valve shall be electronically

interlocked to the "Park Brake" circuit to allow priming of the pump before the pump is placed in gear.

Pump Shift

The pump shift shall be pneumatically-controlled using a power shifting cylinder.

The power shift control valve shall be mounted in the cab and be labeled "PUMP SHIFT". The apparatus transmission shift control shall be furnished with a positive lever, preventing accidental shifting of the chassis transmission.

A green indicator light shall be located in the cab and be labeled "PUMP ENGAGED". The light shall not activate until the pump shift has completed its full travel into pump engagement position.

A second green indicator light shall be located in the cab and be labeled "OK TO PUMP". This light shall be energized when both the pump shift has been completed and the chassis automatic transmission has obtained converter lock-up (4th gear lock-up).

Systems

Two (2) test plugs shall be pump panel mounted for third party testing of vacuum and pressures of the pump.

A master drain valve shall be installed and operated from the pump operator's panel. The master pump drain assembly shall consist of a Class 1 bronze master drain with a rubber disc seal and turning handle.

The manual master drain valve shall have six (6) individually-sealed ports that allow quick and simultaneous draining of multiple intake and discharge lines. It shall be constructed of corrosion-resistant material and be capable of operating at a pressure of up to 600 psi.

The master drain shall provide independent ports for low point drainage of the fire pump and auxiliary devices.

Gearbox Cooler

A gearbox cooler shall be provided to maintain safe operating temperatures during prolonged pumping operations for pump rating 1500 GPM and over.

Auxiliary Engine Cooler

An engine cooler used to lower engine water temperature during prolonged pumping operations and controlled at the pump operator's panel shall be provided.

The engine cooler shall be installed in the engine coolant system in such a manner as to allow cool pump water to circulate around engine water, thus forming a true heat exchanger action. Cooler inlet and outlet shall be continuous, preventing intermixing of engine coolant and pump water.

Pump Rating

The fire pump shall be rated at 1500 GPM.

Auxiliary Pump

The pump shall be a power take-off driven Hale CBP single stage centrifugal booster pump. The pump body shall be of heavy duty, fine grain alloy cast iron. The impeller shall be made of hard, fine grain bronze. The impeller shall be of mixed flow design and shall be mounted on a heat-treated stainless steel shaft supported by full size deep groove ball bearings. The PTO shall be an electric/hydraulic control ``hot shift`` or cable shifted from the cab.

The CBP 250GPM PTO pump discharge outlet will be plumb to the main pump foam manifold with check valves and suction side to water tank. For use as pump and roll application with controls located in the cab.

Require pre-set discharge pressure relief valve at 125psi and (2) check valves to prevent pressurizing pumps when not engaged, tank gauge, and pressure gauge.

Maximum capacity and pressure which can be developed shall be determined by gear case and PTO rating.

The pump shall be securely attached to the chassis frame.

The pump primer shall be a positive displacement vane type, electrically-driven and shall conform to standards outlined in NFPA Pamphlet 1901. One (1) pump panel mounted priming control shall open the priming valve and start the priming motor.

All fabricated piping shall be constructed of a minimum of Schedule 10 stainless steel pipe to reduce corrosion of the lines.

The pump shall be subjected to a minimum 50 minute pump test in compliance with NFPA 1901, and shall deliver the percentage of rated capacities at pressures indicated below:

100% of rated capacity at 150 PSI net pump pressure;

70% of rated capacity at 200 PSI net pump pressure;

50% of rated capacity at 250 PSI net pump pressure.

PUMP CERTIFICATION

Pump Certification

The pump, when dry, shall be capable of taking suction and discharging water in accordance with current NFPA 1901. The pump shall be tested at the manufacturer's facility by an independent, third-party testing service. The conditions of the pump test shall be as outlined in current NFPA 1901.

The tests shall include, at a minimum, the pump test, the pumping engine overload test, the pressure control system test, the priming device tests, the vacuum test, and the water tank to pump flow test as outlined in current NFPA 1901.

A piping hydrostatic test shall be performed as outlined in current NFPA 1901.

The pump shall deliver the percentage of rated capacities at pressures indicated below:

100% of rated capacity at 150 psi net pump pressure
100% of rated capacity at 165 psi net pump pressure
70% of rated capacity at 200 psi net pump pressure
50% of rated capacity at 250 psi net pump pressure

A test plate, installed at the pump panel, shall provide the rated discharges and pressures together with the speed of the engine as determined by the certification test, and the no-load governed speed of the engine.

A Certificate of Inspection certifying performance of the pump and all related components shall be provided at time of delivery. Additional certification documents shall include, but not limited to, Certificate of Hydrostatic Test, Electrical System Performance Test, Manufacturer's Record of Pumper Construction, and Certificate of Pump Performance from the pump manufacturer.

Steamers Flush

The pump 6" Steamer/Intake(s) shall be "Flush" mounted with cap installed close as possible/practicable to pump panel. Actual dimension will vary due to pump module width and options selected. The Flush option could result in panel scratching.

Example 72" or 76".

Location: driver's side, officer's side.

Hale Pressure Relief Valve

A Hale pressure relief valve shall be provided and mounted on the pump operator's panel. The pump shall be equipped with an automatic pressure control device. A single bronze variable

pressure setting relief valve shall be provided and be of ample capacity to prevent an undue pressure rise as outlined in NFPA 1901. The relief valve shall be normally closed and shall open against pump pressure. A relief valve control wheel with a control light to signal when open shall be mounted on the pump operator's panel.

Engine Throttle

Fire Research ThrottleXcel engine throttle and monitoring display shall be installed at the pump operator's panel. The case shall be waterproof and have dimensions not to exceed 6-3/4" high by 4-5/8" wide by 1-3/4" deep. The engine throttle control knob shall be 2" in diameter with a serrated grip, with a red idle push button in the center, and no mechanical stops. Inputs for engine information shall be from a J1939 databus, other inputs shall be 12 volts DC or from independent sensors.

The engine RPM shall be set to idle when the pump engaged interlock signal is recognized regardless of the throttle control knob position. Optical technology shall be used to detect the direction and speed that the control knob rotated for RPM control.

The following continuous displays shall be provided:

- Engine RPM; shown with four daylight bright LED digits more than 1/2" high, updated in 10 RPM increments
- Engine oil pressure; shown on an LED bar graph display in 10 psi increments
- Engine coolant temperature; shown on an LED bar graph display in 10 degree increments
- Battery voltage; shown on an LED bar graph display in 0.5 volt increments
- Time and date; shown on a dot matrix message display
- Interlock; OK TO PUMP LED is green to indicate throttle ready

A dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. Operator selections and inputs shall be via push buttons on the front panel.

The program shall store the accumulated operating hours for the pump and engine, previous incident hours, and current incident hours in a non-volatile memory. Stored elapsed hours shall be displayed at the push of a button. The program shall have calibration and self-diagnostic capabilities. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

- Low Oil Pressure
- High Engine Coolant Temperature
- High Transmission Temperature
- Low Battery Voltage (Engine Off)
- Low Battery Voltage (Engine Running)
- High Battery Voltage
- High Engine RPM

The engine throttle and monitoring display shall be programmed at installation for a specific engine.

Throttle Selection Switch

A throttle selection switch shall be provided and mounted on the pump operator's panel. The switch shall be provided to allow the operator to toggle between the pump/throttle relief system and the pressure governor.

The throttle selection switch and pump discharge relief valve controller shall be provided as a back-up to the pressure governor.

Pump Seal Packing

The pump shaft shall have only one (1) packing gland located on the inlet side of the pump. It shall be of split design for ease of repacking. The packing gland shall be of a design to exert uniform pressure on packing and to prevent cocking and uneven packing load when tightened. The packing rings shall be permanently lubricated, graphite composition and have sacrificial zinc foil separators to protect the pump shaft from galvanic corrosion.

The packing shall be easily adjusted by hand with rod or screw driver with no special tools or wrenches required.

Master Drain Valve

A manual master drain valve shall be installed on the pump panel. The master pump drain assembly shall consist of a Class 1 bronze master drain with a rubber disc seal. The master drain shall have a rubber seal to prevent water from running out on the running board.

The manual master drain valve shall have twelve (12) individual-sealed ports that allow quick and simultaneous draining of multiple intake and discharge lines. It shall be constructed of corrosion-resistant material and be capable of operating at a pressure of up to 600 PSI.

The master drain shall provide independent ports for low point drainage of the fire pump and auxiliary devices.

INTAKE

Left Intake 2.5 Akron Valve

One (1) 2-1/2" suction inlet with a manually operated 2-1/2" Akron valve shall be provided on the left side pump panel.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball

feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position and water is flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The outlet of the valve shall be connected to the suction side of the pump with the valve body located behind the pump panel. The valve shall come equipped with a brass inlet strainer, 2-1/2" NST female chrome inlet swivel, and shall be equipped with a chrome plated rockerlug plug with a retainer device.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance, and decreased friction loss.

A 3/4" bleeder valve assembly will be installed on the left side pump panel.

Intake Pressure Relief

A18 Series - PRESSURE RELIEF VALVE - TFT's pressure relief valve is adjustable from 50 to 250 psi (3 to 14 bar) with easy to see 25 psi (2 bar) increments. The aluminum casting is plastic impregnated, hardcoat anodized, and TFT powder coat finished inside and out for maximum corrosion protection. Works with Darley, Waterous, or Hale bolt hole patterns for direct use on pump flanges.

DISCHARGES AND PRECONNECTS

Front Jump Line 1.5 Akron Valve

One (1) 1-1/2" preconnect outlet with a manually operated Akron valve shall be supplied to the extended front bumper. The preconnect shall consist of a 2" heavy duty hose coming from the pump discharge manifold to a 2" FNPT x 1-1/2" MNST mechanical swivel hose connection to permit the use of the hose from either side of the apparatus.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

An air blow-out valve shall be installed between the chassis air reservoir and the front jump line. The control shall be installed on the pump operator's panel.

The discharge shall be supplied with a Class 1 automatic 3/4" drain valve assembly. The automatic drain shall have an all-brass body with stainless steel check assembly. The drain shall normally be open and automatically close when the pressure is greater than 6 psi.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Deck Gun 3" Discharge Akron Valve

One (1) 3" deck gun discharge outlet with a manually operated Akron valve and 3" stainless steel pipe shall be provided above the pump compartment.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve shall be equipped with a device that limits the opening and closing speeds to comply with the current edition of NFPA 1901.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Front Bumper Discharge Swivel, Brass In Tray

There shall be a brass swivel provided for the front bumper discharge located in hose tray center front bumper on lower back wall.

1.5 Single Crosslay Akron Valve [Qty: 2]

One (1) single crosslay discharge shall be provided at the front area of the body. The crosslay shall include one (1) 2" brass swivel with a 1-1/2" hose connection to permit the use of hose from either side of the apparatus.

The crosslay hose bed shall consist of a 2" heavy-duty hose coming from the pump discharge manifold to the 2" swivel. The hose shall be connected to a manually operated 2" Akron valve. The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats

for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator's panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: crosslay 1 & 2.

Left Rear 2.5 Discharge Akron Valve

One (1) 2.5" discharge outlet with a 2-1/2" manually operated Akron valve shall supplied to the left rear of the apparatus by a 2" stainless steel pipe. The discharge shall terminate with a chrome 1.5" male NST adapter.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

A 2-1/2" NST 45 degree chrome plated elbow shall be supplied for the outlet with a chrome-plated rocker lug cap with chain.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: left rear discharge.

Right Rear 1.5 Discharge Akron Valve

One (1) 1.5" discharge outlet with a manually-operated Akron valve shall supplied to the right rear of the apparatus by a 2" stainless steel pipe. The discharge shall terminate with a chrome 1.5" male NST adapter.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: right rear discharge, right rear discharge 2

Left Panel 2.5 Discharge Akron Valve

One (1) 2-1/2" discharge outlet with a manually operated Akron valve shall be provided at the left hand side pump panel.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: left side discharge 1, left side discharge 2.

Right Panel 2.5 Discharge Akron Valve

One (1) 2-1/2" discharge outlet with a manually operated Akron valve shall be provided at the right side pump panel.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: right side discharge 2.

Right Panel 4 Discharge with 3 Akron Valve

One (1) 4" discharge outlet with a 3" manually operated Akron valve shall be provided at the right side pump panel. The discharge shall consist of a 3" valve connected to a 3" FNST x 4" MNST chrome adapter. The end of the discharge adapter shall be equipped with a chrome plated rockerlug cap with a retainer.

The valve shall be an Akron 8800HD series with a 316 stainless steel ball and dual polymer seats for ease of operation and increased abrasion resistance. The valve shall have a self-locking ball feature using an automatic friction lock design to balance the stainless steel ball when in a throttle position with water flowing through it.

The valve shall be of the unique Akron swing-out design to allow the valve body to be removed for servicing without disassembling the plumbing.

The valve control shall be located at the pump operator panel and shall visually indicate the position of the valve at all times.

All fabricated piping shall be a minimum of Schedule 10 stainless steel for superior corrosion resistance and decreased friction loss.

Location: right side discharge 1.

Deck Gun Location

Deck gun piping shall be positioned centered in deck gun channel. This location shall allow for optimal operation of a deck gun monitor once installed.

Extend-A-Gun

A Task Force Tips 18" Extend-A-Gun piping shall be supplied for the deck gun discharge to allow for raising and lowering the deck gun monitor.

The Extend-A-Gun shall include a raised monitor sensor connected to the door ajar light.

IC Push/Pull Control

The apparatus pump panel shall be equipped with Innovative Controls Side Mount Valve Controls. The ergonomically designed ¼ turn push-pull T-handle shall be chrome-plated zinc with recessed labels for color-coding and verbiage. An anodized aluminum control rod and housing shall, together with a stainless spring steel locking mechanism, eliminate valve drift. Teflon impregnated bronze bushings in both ends of the rod housing shall minimize rod deflection, never need lubrication, and ensure consistent long-term operation. The control assembly shall include a decorative chrome-plated zinc panel-mounting bezel with areas for color-coding and/or FOAM and CAFS identification labels.

Bleeder Drain Valve [Qty: 9]

The bleeder/drain valves shall be Innovative Controls ¾" ball brass drain valves with a chrome-plated 1/4 turn handle. Each 1/4 turn handle grip shall feature built-in color-coding labels and a verbiage tag identifying each valve.

Discharge/Intake Bezel

Innovative Controls intake and/or discharge swing handle bezels shall be installed to the apparatus with mounting bolts. These bezel assemblies will be used to identify intake and/or discharge ports with color and verbiage. These bezel are designed and manufactured to withstand the specified apparatus service environment and shall be backed by a warranty equal to that of the exterior paint and finish. The specified assemblies feature a chrome-plated panel-mount bezel with durable UV resistant polycarbonate inserts. These UV resistant polycarbonate graphic inserts shall be sub-surface screen printed to eliminate the possibility of wear and protect the inks from fading. All insert labels shall be backed with 3M permanent adhesive (200MP), which meets UL969 and NFPA standards.

BOOSTER REEL

Booster Hose Reel

A Hannay booster reel shall be provided and located driver side of hose bed storage pan.

The booster reel shall be constructed utilizing an all aluminum welded base. Reel bushings shall be manufactured from Nylatron to ensure maintenance free operation. A 12 volt electrical motor shall be provided and will rewind the reel with a chain and sprocket drive mechanism. All electrical switch connections shall be coated to protect against moisture. The booster reel shall have a capacity for up to 200' of 1" booster hose.

Plumbing to the reel shall be a 1-1/2" flexible line with the discharge control located at the operator's control panel.

All fabricated piping shall be constructed of a minimum of Schedule 10 stainless steel pipe to reduce corrosion of the lines.

PRESSURE GOVERNOR

FRC PumpBoss Pressure Governor

Fire Research PumpBoss model PBA400 pressure governor and monitoring display kit shall be installed. The standard kit shall include a control module, pump discharge pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 6-3/4" high by 4-5/8" wide by 1-3/4" deep. Inputs for engine information shall be from a J1939 databus or from independent sensors and pump discharge pressure input shall be from a pressure sensor.

The following continuous displays shall be provided:

- * CHECK ENGINE and STOP ENGINE warning LEDs.
- * Engine RPM; shown with four daylight bright LED digits more than 1/2" high.
- * Engine OIL PRESSURE; shown on an LED bar graph display in 10 psi increments.
- * Engine TEMPERATURE; shown on an LED bar graph display in 10 degree increments.
- * BATTERY VOLTAGE; shown on an LED bar graph display in 0.5 volt increments.
- * PSI / RPM setting; shown on a dot matrix message display.
- * PSI and RPM mode LEDs.
- * THROTTLE READY LED.

A dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator.

The program shall store the accumulated operating hours for the pump and engine, previous incident hours, and current incident hours in a non-volatile memory. Stored elapsed hours shall be displayed at the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

- * Low Oil Pressure
- * High Engine Coolant Temperature
- * High Transmission Temperature
- * Low Battery Voltage (Engine Off)
- * Low Battery Voltage (Engine Running)
- * High Battery Voltage
- * High Engine RPM

The governor shall operate in two control modes; pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A control knob that uses optical technology shall adjust pressure or RPM settings. It shall be 2" in diameter with no mechanical stops, a serrated grip, and have a red idle push button in the center.

A throttle ready LED shall light when the pump engaged interlock signal is recognized. The governor shall be in pressure mode and set the engine RPM to idle. In pressure mode the 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 governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 PSI. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

The pressure governor and monitoring display shall be programmed to interface with a specific engine.

The display module shall be mounted at the pump operator's panel.

GAUGES

Water Tank Level Sight Tube

A clear tube sight gauge shall be provided on the left side front of the body to allow visual monitoring of the level of the water tank.

Ammeter

One (1) ammeter shall be pump panel mounted and connected to the vehicle electrical system.

GAUGE IC 10 LED WATER TANK LEVEL

One (1) Innovative Controls brand water tank level gauge shall be located at the pump operator's panel to provide a high-visibility display of the water tank level. Ten (10) high-intensity light emitting diodes (LED's) on the display module shall have a 3-dimensional lens allowing the full, 3/4, 1/2, 1/4, and refill levels to be easily distinguished at a glance within full 180 degree visibility.

The display module shall be protected from vibration and contamination with the components being encased in an encapsulated plastic housing. The long life and extreme durability of LED indicators eliminates light bulb replacement and maintenance. Color coded cover plates shall complete the assembly of the display module to the pump panel. Each display level can be set independently for maximum reliability.

The display shall provide a steady indication of fluid level despite sloshing inside of the tank when the vehicle is in motion due to an "anti-slosh" feature.

GAUGE IC 10 LED FOAM TANK LEVEL

One (1) Innovative Controls brand foam tank level gauge shall be located at the pump operator's panel to provide a high-visibility display of the foam tank level. Ten (10) high-intensity light emitting diodes (LEDs) on the display module shall have a 3-dimensional lens allowing the full, 3/4, 1/2, 1/4, and refill levels to be easily distinguished at a glance within full 180 degree visibility.

The display module shall be protected from vibration and contamination with the components being encased in an encapsulated plastic housing. The long life and extreme durability of LED indicators eliminates light bulb replacement and maintenance. Color coded cover plates shall complete the assembly of the display module to the pump panel. Each display level can be set independently for maximum reliability.

The display shall provide a steady indication of fluid level despite sloshing inside of the tank when the vehicle is in motion due to an "anti-slosh" feature.

2.5 [Qty: 9]

The valve discharge gauges shall be 2 1/2"(63mm) diameter Innovative Controls pressure gauges. Each gauge shall have a rugged corrosion free stainless steel case and clear scratch resistant molded crystals with captive O-ring seals to ensure distortion free viewing and seal the gauge. The gauges shall be filled with a synthetic mixture to dampen shock and vibration, lubricate the internal mechanisms, prevent lens condensation and ensure proper operation from -40F to +160F. Each gauge shall exceed ANSI B40.1 Grade A requirements with an accuracy of +/- 1.5% full scale and include a size appropriate phosphorous bronze bourdon tube with a reinforced lap joint and large tube base to increase the tube life and gauge accuracy.

A polished chrome-plated stainless steel bezel shall be provided to prevent corrosion and protect the lens and gauge case. The gauges shall be installed into decorative chrome-plated mounting bezels that incorporate valve-identifying verbiage and/or color labels. The gauges shall display a range from 0 to 400 psi with black graphics on a white background.

4" Master Pressure Gauges w/Bezel

The master intake and master discharge gauges shall be 4"(101mm) diameter IC pressure gauges. Each gauge shall have a rugged corrosion free stainless steel case and clear scratch resistant molded crystals with captive O-ring seals to ensure distortion free viewing and seal the gauge. The gauges shall be filled with a synthetic mixture to dampen shock and vibration, lubricate the internal mechanisms, prevent lens condensation and ensure proper operation from -40F to +160F. Each gauge shall meet ANSI B40.1 Grade 1A requirements with an accuracy of +/- 1% full scale and include a size appropriate phosphorous bronze bourdon tube with a reinforced lap joint and large tube base to increase the tube life and gauge accuracy.

The two master gauges shall be installed into decorative chrome-plated zinc mounting bezel that also incorporates a test port manifold and a graphic overlay that identifies the master intake and discharge gauges, the vacuum test port, and the pressure test port. The test port manifold is solid cast brass with chrome plated plugs. The master gauges shall be installed on the pump panel no

more than 6 inches apart. The gauge on the left shall be the master pump intake gauge and display a range from 30" vac to 400 psi with black graphics on a white background. The gauge on the right shall be the master pump discharge gauge and display a range from 0 to 400 psi with black graphics on a white background.

FOAM SYSTEM

Foam System

There shall be a FoamPro 2002 fully automatic electronic direct injection foam proportioning system furnished and installed on the apparatus for the specified discharge(s). The system shall be capable of Class A foam concentrates and most Class B foam concentrates. The proportioning operation shall be based on an accurate direct measurement of water flow with no restriction. The proportioning system shall meet NFPA standards for foam proportioning systems and the design shall have passed testing against SAE automotive reliability standards appropriate for the application. The foam system shall be installed in accordance with the manufacturer's recommendations.

The system shall be equipped with a digital electronic control display. It shall be installed on the pump operator's panel and enable the pump operator to perform the following control and operation functions:

- Activate the foam system.
- Change foam concentrate proportioning rates from .1% to 3% in .1% increments.
- From discharges plumbed after the paddlewheel type flow meter: show current flow in gpm, show total volume of water pump, show total amounts of foam concentrate used.
- Provide simulated flow for manual operation.
- Perform set-up and diagnostic functions.
- Flash a "low concentrate" warning for two (2) minutes when the foam concentrate tank(s) run low of concentrate.
- Flash "no concentrate" warning if foam concentrate tank was not changed or foam concentrate was not added to the low tank and shut down foam concentrate pump.

The display shall have the capabilities when using a Hypro/FoamPro manual or electronic dual tank switching system of the following additional function:

- Display which foam concentrate tank is selected (tank A: PA or tank B: PB).
- Separate default setting for foam concentrate injection rate.
- Total amount of foam concentrate used from selected tank.
- Dual foam concentrate foam pump calibration.

The foam system shall have a 12 volt, 3/4 hp "TENV" electric motor designed for wet and high humidity environments, direct coupled to a positive displacement piston type foam concentrate pump with a rated capacity of .02 to 5.0 GPM with operating pressures up to 400 PSI.

Foam System Certification

The foam system performance shall be tested and certified in compliance with 2009 NFPA 1901.

Foam System Plumbing

The specified foam system shall be plumbed to left rear discharge, right rear discharge, center bumper front jump line, booster reel dunnage pan driver's side.

Hale EZ-Fill Foam Tank Refill System

A Hale EZ-Fill foam pump shall be provided. The system shall include a 12 volt, self-priming pump that shall fill at up to 5 GPM for a single cell. The system shall be controlled by a control panel that shall feature smart-switch technology for easy "Fill/Flush/Fill" functions.

A cam-lock quick-connect port shall be provided on the pump panel as applicable and shall connect with a clear wand suction hose for use with 5-gallon pail drafting operations. The suction hose shall be stored as required on the unit by the department and shall be equipped with integral strainer to prevent intake of unwanted debris.

The control and quick-connect shall be located driver's side pump panel.

ELECTRICAL SYSTEM

Multiplex Electrical System

Electrical System

The apparatus shall incorporate a Weldon V-MUX multiplex 12 volt electrical system. The system shall have the capability of delivering multiple signals via a CAN bus. The electrical system installed by the apparatus manufacturer shall conform to current SAE standards, the latest FMVSS standards, and the requirements of the applicable NFPA 1901 standards.

The electrical system shall be pre-wired for optional computer modem accessibility to allow service personnel to easily plug in a modem to allow remote diagnostics.

The electrical circuits shall be provided with low voltage over-current protective devices. Such devices shall be accessible and located in required terminal connection locations or weather-resistant enclosures. The over-current protection shall be suitable for electrical equipment and shall be automatic reset type 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. The system shall have electro-magnetic interference suppression provided as required in applicable SAE standards.

Any electrical junction or terminal boxes shall be weather-resistant and located away from water spray conditions.

Multiplex System

For superior system integrity, the networked multiplex system shall meet the following minimum component requirements:

- The network system must be Peer to Peer technology based on RS485 protocol. No one module shall hold the programming for other modules. One or two modules on a network referred to as Peer to Peer, while the rest of the network consists of a one master and several slaves is not considered Peer to Peer for this application.
- Modules shall be IP67 rated to handle the extreme operating environment found in the fire service industry.
- All modules shall be solid state circuitry utilizing MOS-FET technology and utilize Deutsch series input/output connectors.
- Each module that controls a device shall hold its own configuration program.
- Each module should be able to function as a standalone module. No "add-on" module will be acceptable to achieve this form of operation.
- Load shedding power management (8 levels).
- Switch input capability for chassis functions.
- Responsible for lighting device activation.
- Self-contained diagnostic indicators.
- Wire harness needed to interface electrical devices with multiplex modules.
- The grounds from each device should return to main ground trunk in each sub harness by the use of ultrasonic splices.

Wiring

All harnessing, wiring and connectors shall be manufactured to the following standards/guidelines. No exceptions.

- NFPA 1901-Standard for Automotive Fire Apparatus
- SAE J1127 and J1127
- IPC/WHMA-A-620 – Requirements and Acceptance for Cable and Wire Harness Assemblies. (Class 3 – High Performance Electronic Products)

All wiring shall be copper or copper alloys of a gauge rated to carry 125 of the maximum current for which the circuit is protected. Insulated wire and cable 8 gauge and smaller shall be SXL, GXL, or TXL per SAE J1128. Conductors 6 gauge and larger shall be SXL or SGT per SAE J1127.

All wiring shall be colored coded and imprinted with the circuits function. Minimum height of imprinted characters shall not be less than .082" plus or minus .01". The imprinted characters shall repeat at a distance not greater than 3".

A coil of wire shall be provided behind electrical appliances to allow them to be pulled away from mounting area for inspection and service work.

Wiring Protection

The overall covering of the conductors shall be loom or braid.

Braid style wiring covers shall be constructed using a woven PVC-coated nylon multifilament braiding yarn. The yarn shall have a diameter of no less than .04" and a tensile strength of 22 lbs. The yarn shall have a service temperature rating of -65 F to 194 F. The braid shall consist of 24 strands of yarn with 21 black and 3 yellow. The yellow shall be oriented the same and be next to each other.

Wiring loom shall be flame retardant black nylon. The loom shall have a service temperature of -40 F to 300 F and be secured to the wire bundle with adhesive-backed vinyl tape.

Wiring Connectors

All connectors shall be Deutsch series unless a different series of connector is needed to mate to a supplier's component. The connectors and terminals shall be assembled per the connector/terminal manufacturer's specification. Crimble/Solderless terminals shall be acceptable. Heat shrink style shall be utilized unless used within the confines of the cab.

NFPA Required Testing of Electrical System

The apparatus shall be electrical tested upon completion of the vehicle and prior to delivery. The electrical testing, certifications, and test results shall be submitted with delivery documentation per requirements of NFPA 1901. The following minimum testing shall be completed by the apparatus manufacturer:

1. Reserve capacity test:

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

2. Alternator performance test at idle:

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

3. Alternator performance test at full load:

The total continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed. The test duration shall be a minimum of two (2) hours. Activation of the load management system shall be permitted during this test. However, an alarm sounded by excessive battery discharge, as detected by the system required in NFPA 1901 Standard, or a system voltage of less than 11.7 volts DC for a 12 volt nominal system, for more than 120 seconds, shall be considered a test failure.

4. Low voltage alarm test:

Following the completion of the above tests, the engine shall be shut off. The total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates. The battery voltage shall be measured at the battery terminals. With the load still applied, a reading of less than 11.7 volts DC for a 12 volt nominal system shall be considered a test failure. The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

NFPA Required Documentation

The following documentation shall be provided on delivery of the apparatus:

- A. Documentation of the electrical system performance tests required above.
- B. A written load analysis, including:
 - a. The nameplate rating of the alternator.
 - b. The alternator rating under the conditions.
 - c. Each specified component load.
 - d. Individual intermittent loads.

Vehicle Data Recorder

A vehicle data recorder system shall be provided to comply with NFPA 1901, 2009 edition. The following data shall be monitored:

- Vehicle speed MPH
- Acceleration (from speedometer) MPH/Sec.
- Deceleration (from speedometer) MPH/Sec.
- Engine speed RPM
- Engine throttle position % of full throttle
- ABS Event On/Off
- Seat occupied status Occupied Yes/No by position
- Seat belt status Buckled Yes/No by position
- Master Optical Warning Device Switch On/Off
- Time: 24 hour time
- Date: Year/Month/Day

Occupant Detection System

There shall be a visual and audible warning system installed in the cab that indicates the occupant buckle status of all cab seating positions that are designed to be occupied during vehicle movement.

The audible warning shall activate when the vehicle's park brake is released and a seat position is not in a valid state. A valid state is defined as a seat that is unoccupied and the seat belt is unbuckled, or one that has the seat belt buckled after the seat has been occupied.

The visual warning shall consist of a graphical representation of each cab seat in the multiplex display screen that will continuously indicate the validity of each seat position.

The system shall include a seat sensor and safety belt latch switch for each cab seating position, audible alarm and braided wiring harness.

Multiplex Display

The V-MUX multiplex electrical system shall include a Vista IV touch screen color display.

The display shall have the following features:

- Aspect ratio of 16:9 (Wide Screen)
- Diagonal measurement of no less than 7"
- Touch screen design with "virtual" switch capability
- Master warning switch
- Engine high idle switch
- Five (5) tactile switches to access secondary menus
- Eight (8) multi-function programmable tactile switches
- Specific door ajar indication
- Real time clock
- Provides access to the multiplex system diagnostics
- Video capability for optional back-up camera(s) and GPS display

The display shall be located driver's side engine cover.

Control for Pump and Roll in Display

The multiplex color display shall feature a screen dedicated to pump and roll functions. The screen shall include the following items:

- Single switch for engaging both auxiliary water pump and its tank to pump valve.
- Three status indicators : Pump Engaged, Tank to Pump Engaged and Okay to Pump and Roll.
- Digital water pressure gauge for auxiliary water pump
- Water tank level gauge

If equipped with foam system, the screen shall also include:

- Foam tank level gauge
- Foam system on / off switch

If equipped with ground sweep nozzles, the screen shall also include:

- Driver ground sweep on / off switch
- Officer ground sweep on / off switch

LIGHT BAR

Light Bar

A Code 3 model RMX 91 –ALRC-100 , 91” LED all lens light bar with all red lenses shall be installed.

UPPER LEVEL

NINE (9) R-12 LED MODULES

A LEFT AND RIGHT ALLEY LIGHT MODULE

SIX (UPPER RED LENSES)

LOWER LEVEL

TWO FORWARD FACING RED STEADY BURN-R-12 LED ‘S

FOUR FORWARD FACING RED R-12 LEDS

FOUR LED TAKE DOWN LIGHTS

795 EMMITTER

SIX (6) SIDE FACING RED R-12 LIGHTS FORWARD FACING LIGHTS SHALL BE DISABLED AUTOMATICALLY FOR THE BLOCKING RIGHT AWAY MODE.

The light bar shall be installed in the following location: Centered on the front cab roof.

WARNING LIGHT PACKAGES

Lower Level Warning Light Package

Six (6) Code 3 model 65BZR, two (2) 65FR and two (2) LXEX1F-R LED perimeter lights, all with red lenses, shall be provided. Lighting shall be mounted as close to the corner points of the apparatus (as practical) as follows:

- Two (2) model 65 on the front of the apparatus facing forward
- Two (2) model 65BZR on the rear of the apparatus facing rearward
- One (1) model 65BZR each side of the apparatus at the forward most point (as practical) side facing
- One (1) model 65BZR each side of the apparatus centrally located to provide midship warning

lighting

- One (1) LXEX1F-R each side at the rearward most point (as practical) side facing

The side facing lights shall be located at forward most position, centered in rear wheel well, and side facing at rear of body in rubrail if equipped.

All warning devices shall be mounted in compliance with NFPA standards.

WARNING LIGHTS

WARNING LIGHT SYSTEM CERTIFICATION

The warning light system(s) specified above will not exceed a combined total amperage draw of 45 AMPS with all lights activated in either the "Clearing Right of Way" or the "Blocking Right of Way" mode.

The warning light system(s) will be certified by the light system manufacturer(s), to meet all of the requirements in the current revision of the NFPA 1901 Fire Apparatus Standard as noted in the General Requirements section of these specifications. The NFPA required "Certificate of Compliance" will be provided with the completed apparatus.

ALTERNATING FLASHING HEADLIGHT SYSTEM

An alternating flashing wig-wag system, wired to the apparatus headlights, will be installed. The wig-wag system will be individually switched at the master light console and wired through the load management system to be shut down when load management is required. The alternating flashing system will be automatically disabled during the "Blocking Right of Way" mode.

Hazard (Door Ajar) Light

There shall be a 2" red LED hazard light installed as specified.

The light shall be located center overhead.

Upper Rear Warning Lights

Two (2) Code 3 MODEL A36 -R beacons with red lens shall be supplied on the driver's side of the vehicle.

Two (2) Code 3 Model A36-A beacons with Amber lens shall be supplied on the officers side of the vehicle.

DIRECTIONAL LIGHT BAR

Directional Light Bar Control Location

The directional light bar control head shall be located in the center overhead console offset to officer side.

Directional Traffic Warning Light

One (1) **CODE 3 #NASL847** rear directional light will be installed on the vertical rear surface of the body. The light will be controlled from the cab with a **CODE 3 #CH2** control head. The rear directional light will be wired through the load management system of the unit.

The control head for the warning light will be recess mounted in the center overhead switch console nearest to the driver.

SIRENS

Electronic Siren

The unit shall be capable of driving 2, 100 watt high power speakers to achieve a "Dual-Tone" sound output level that meets Class "A" requirements.

One (1) **Federal, Unitrol Model #UTM4-1** electronic siren will be provided with two, 100 watt siren speakers recessed in the front bumper. The siren will be equipped with Option #10 and an 80K amplifier for dual tone. Option #10 will tune on the second amplifier for dual tone.

One (1) **additional Federal model UDMK amplifier** will be provided as part of the siren installation.

The switch module will not be wired as part of the initial siren installation.

Two (2) **CODE 3 PB 100C** siren speakers will be provided, recessed in the front bumper and wired to the electronic siren. Speakers will be in a chrome, metal finish.

The siren shall be recessed mounted in the cab.

Electronic Siren Control Location

The electronic siren control shall be located in the center overhead.

Mechanical Siren

A chrome plated flush mounted Federal Q2B-NN coaster siren shall be installed in the front bumper. An electric siren brake switch shall be located in the cab accessible to driver.

The siren shall be located center front bumper.

SPEAKER

Siren Speakers

Two (2) Code 3 model PB100C, 100 watt speakers shall be recessed in the front bumper.

Speaker dimensions shall be: 6.25 in. high x 6.75 in. wide x 5.25 in. deep.

The speaker shall produce a minimum sound output of 120 dB at 10 feet to meet current NFPA 1901 requirements.

The speaker shall be located driver side front bumper, officer side front bumper.

DOT LIGHTING

LED Headlight Cluster

Two (2) dual, rectangular, LED headlight modules in bright finish bezels will be furnished on the front of the cab. Each head light module will incorporate an individual low beam and a high beam headlight. High beam actuation will be controlled on the turn signal lever. Four (4) LED headlights will be used. **Trucklite model #27450C**, 5"x 7" Rectangular LED Headlamp with Complex Reflector Optics Design, Military Grade polycarbonate lens. Headlamps to be equipped with Trucklite, 3 year warranty.

SECONDARY DUAL LIGHT MODULE

Two (2) **Code 3 65STA** arrow shaped, amber LED turn signals will be provided, one (1) in each side of the dual light module above the headlights. The NFPA required, Zone "A" lower warning lights will be incorporated into each side dual light module noted above.

License Plate Light

One (1) Truck-Lite model 15905 white LED license plate light mounted in a Truck-Lite model 15732 chrome plated plastic license plate housing shall be mounted at the rear of the body.

LED Marker Lights

LED clearance/marker lights shall be installed as specified.

Upper Cab:

- Five (5) amber LED clearance lights on the cab roof. (Weldon part #5060-7000-20)

Lower Cab:

- One (1) amber LED side turn/marker each side of cab ahead of the front door hinge.

Upper Body:

- One (1) red Trucklite LED clearance light each side, rear of body to the side.

Lower Body:

Five (5) red Trucklite 33 Series LED clearance lights (part #33751R) centered at rear, recessed in the rubrail.

One (1) red Trucklite LED clearance light each side at the trailing edge of the apparatus body, recessed in the rubrail.

One (1) amber Trucklite LED clearance/auxiliary turn light each side front of body/module, recessed in the rubrail.

Trucklite red reflectors will be provided on the apparatus rear, one (1) each side at the outermost practical position.

Tail Lights

Code 3 model 65 LED tail lights shall be installed in a vertical quad-stack housing each side at the rear of the apparatus.

Light functions shall be as follows:

- LED red stop/tail light in upper position
- LED amber turn signal with arrow insert in middle position
- LED clear back-up light in the lower middle position
- The lower space will be used by the 6" x 4" lower zone NFPA warning light

A one-piece polished aluminum trim casting shall be mounted around the four (4) individual lights in a vertical position.

LIGHTS - COMPARTMENT, STEP & GROUND

Compartment Light Package

Two (2) Amdor Luma-Bar LED compartment light strips shall be mounted in each body compartment greater than 4 cu. ft. Transverse compartments shall have four (4) lights, located two (2) each side.

Compartment lights shall be wired to a master on/off rocker switch on the cab switch panel.

The wiring connection for the compartment lights shall be made with a weather-resistant plug in style connector. A single water and corrosion-resistant switch with a polycarbonate actuator and sealed contacts shall control each compartment light. The switch shall allow the light to illuminate if the compartment door is open.

Cab Step Lights

LED chassis step lights will be provided in the area under each cab door. **Amdor Luma Bar H2O LED 12"** with clear lenses, will be located to properly illuminate all chassis access steps.

Ground Lights

The apparatus shall be equipped with a sufficient quantity of lights to properly illuminate the ground areas around the apparatus in accordance with current NFPA requirements. The lights shall be **Amdor Luma Bar H2O LED** with clear lenses. The wiring connections shall be made with a weather resistant plug in style connector.

One (1) **Amdor Luma Bar H2O LED 40"** ground light shall be supplied under Front side of the front bumper. The ground lights will be activated by a master ground light switch in the cab and will be wired through the load management system.

One (1) **Amdor Luma Bar H2O LED 20"** light shall be supplied to illuminate the ground below each cab door. Lights in areas under the driver and crew area exits shall be activated automatically when the exit doors are opened.

Three (3) **Amdor Luma Bar H2O LED 40"** ground lights shall be supplied under the rear of the apparatus. The ground lights will be installed under each rear body corner, and under the rear tailboard. The ground lights will be activated by a master ground light switch in the cab and will be wired through the load management system.

Ground area lights shall be switched from the cab dash with the work light switch.

LIGHTS - DECK AND SCENE

Deck Lights

Two (2) Truck-Lite round 12 volt LED model 81380 floodlights shall be installed at the rear of the apparatus. The rear deck lights shall be switched with the work light switch in the cab.

Location: rear body/beavertail area on the trailing edge up high.

Hosebed Lights

Hosebed light Trucklite LED. Locate (1) in each outer hosebed upper front wall (if equipped) and (2) upper front wall of center hosebed . Switched with work light switch in cab. In the absence of side auxiliary hosebeds the mounted lighting will be along upper forward hosebed wall recessed in main hose bed.

Side Scene Lights

Two (2), **CODE 3 - 79 SCBZ** LED scene lights will be provided, one on each side of the cab, directly behind the front cab entrance door and will be equipped with a clear lens and chrome plated flange. The left side and/or the right side scene lights will be controlled by independent rocker switches that also controls the corresponding side "Alley" light within the "Code 3 # rmx91-ALRC-100", 91" LED cab roof warning light bar." The switches will not be tied to the master switch for code 3 response. Lights will be controlled by switches in the master switch console labeled "Left Scene" and "Right Scene".

Lights shall be located (1) each side rear compartment face up high, (1) each side of cab, rearward of forward doors, up high and switched in cab (side facing lights switched separately).

Rear Scene Lights

Two (2), **CODE 3 - 79 SCBZ** LED scene lights will be provided and installed; one (1) each side of the upper rear body panel. Each light will be equipped with a clear lens and chrome plated mounting flange. The switch will not be tied to the master switch for code 3 response. Lights will be controlled by a switch in the master switch console labeled "Rear Scene." In addition to the cab mounted switch, the rear scene lights will be wired to illuminate when the apparatus transmission is placed in reverse gear.

LIGHTS - NON-WARNING

Engine Compartment Light

There shall be lighting provided in compliance with NFPA to illuminate the engine compartment area.

Pump Compartment LED Light

An LED light shall be provided in the pump compartment area for NFPA compliance. The light shall be wired to operate with the work light switch in the cab.

Dunnage Area Lighting

Two (2) **Amdor Luma Bar H2O LED 20"** will be mounted in the Dunnage area to provide adequate illumination of this area.

LED Pump Panel Light Package

The pump operator's panel will be equipped with a light and shield/step that will be full width of the control panel, and will be positioned to cover the lights and prevent glare. The light shield will be fabricated from aluminum tread plate, which will also serve as a step. The step will be a minimum of 8" deep X the width of the pump panel.

The light shield will be equipped with the **Amdor Luma Bar H2O 40”**

OFFICER SIDE PANEL LIGHTING

The officer's side pump panel and running board will be illuminated by a light and shield/step to mirror the Pump Panel side.

The light shield will be equipped with the **Amdor Luma Bar H2O 40”**

Map Light

A **Sunnex model # 700 LED**, goose neck map light will be furnished and located at the right side of the cab, near the officer's A post. The light will be mounted from the roof down, pendulum style. An on-off switch shall be supplied on the base of the light. The map light shall have a clear lens and matte black finish.

CONTROLS / SWITCHES

Foot Switch

A heavy duty metal floor mounted foot switch shall be installed to operate the air horns. It shall be located officer's side. **Linemaster #632.**

Foot Switch

A heavy duty metal floor mounted foot switch shall be installed to operate the Q2B siren. It shall be located driver's side, officer's side. **Linemaster #632.**

Hose Reel Button

A heavy duty rubber covered electric reel rewind button shall be installed to assist with rewinding the deployed hose.

Location: driver side pump panel.

CAMERAS / INTERCOM

Camera Back-Up

There shall be a Voyager camera model number VCCS150B provided mounted on the rear of the apparatus. The camera shall feature a wide angle lens, IR LED assisted illumination for enhanced low-light performance, non-corrosive mounting bracket, and stainless steel hardware. The camera shall be interlocked with the chassis transmission. When the apparatus is placed in reverse the camera shall automatically be activated and when the transmission is placed in any other gear the screen shall return to the previously displayed screen.

The camera shall having the following specifications:

- NTSC/PAL Video output signal format
- 150° Viewing angle
- Housing: Aluminum
- Waterproof: IPX7
- Built-in microphone
- Dimensions: 2.7" W x 1.7" H x 2.5" D

The camera shall be located at the rear of the truck, up as high as possible. Optimize mounting position using space not allocated by other equipment/options unless otherwise specified.

Intercom System

A David Clark model 3800 intercom system shall be provided with six (6) headsets/jacks in the cab and one (1) jack on the pump panel.

The system shall include:

- One (1) U3800 master station.
- One (1) U3805 Radio cord junction module.
- One (1) U3806 Dual headset intercom station
- One (1) U3811 Radio interface module/headset station.
- One (1) U3815 Radio interface/headset station.
- Three (3) C3821 Radio interface cord. 21ft. (ea)
- Three (3) 18352G-17 MS connector - 6 socket for radio cords
- Three (3) C38-12 Jumper cord. 12ft. (ea)
- One (1) C38-25 Jumper cord. 25ft.
- One (1) U3815A Radio Interface/headset station
- One (1) C3820 Power cord. 20ft.
- One (1) 18352G-05 MS connector - 6 pin for radio cords
- One (1) 09271P-13 Cable - 6 conductor for radio cords. 20ft.
- One (1) H3432 Over the head style headband, single receiver, slotted dome. (Driver position)
- Five (5) H3432 Over the head style headband. (1 Officer, 2 Rear facing, 2 Rear wall bench)
- One (1) C3019 utility radio adapter will be furnished to allow driver or officer to plug into the pump panel.
- One (1) weather cap to protect the pump panel connection from the elements.

MISC ELECTRICAL

Alternating Headlights

The chassis high beam headlights shall alternately flash and shall be controlled by a rocker switch mounted inside the cab.

Back-Up Alarm

An electronic back-up alarm shall be supplied. The 97 dB alarm shall be wired into the chassis back-up lights to signal when the vehicle is in reverse gear.

LIGHTS – LED FLOOD

12V LED Flood Lights

Two (2) Fire Research Spectra model **SPA530E-Q20-SW-H** side mount, push-up, telescopic lights shall be installed behind the chassis cab. The light poles shall be anodized aluminum and have a knurled twist lock mechanism to secure the extension pole in position. The extension pole shall rotate 360 degrees. The outer pole shall be a grooved aluminum extrusion and qualify as an NFPA compliant, 20" hand rail. The pole mounting brackets shall have a 3-1/2" offset. Wiring shall extend from the pole bottom with a 4 ft. retractile cord.

The lamp head shall have eighty four (84) ultra-bright white LEDs, 72 for flood lighting and 12 to provide a spot light beam pattern. It shall operate at 12 volts DC, draw 18 amps, and generate 20,000 lumens of light. The lamp head shall have a unique lens that directs flood lighting onto the work area and focuses the spot light beam into the distance. The lamp head shall be no more than 5-7/8" high by 14" wide by 3-1/2" deep and have a heat resistant handle. The lamp head and mounting arm shall be powder coated. The LED scene light shall be for fire service use.

Fire Research Spectra-SW option raised pole hazard light switch for a 530 pole shall be installed. The magnetic switch shall be in a cylindrical housing clamped on the outer pole. A magnet shall be mounted in the extension pole. The switch contacts shall close when the pole is raised.

Location: officer/driver side back of cab.

RECEPTACLES

Receptacle

A 20 amp, 110 volt 3-prong straight blade NEMA 5-20 duplex household receptacle with stainless steel cover plate shall be installed in a non-weather exposed area as specified by the department. The receptacle shall be wired to the inlet receptacle where it will have overcurrent protection from an external source.

Location: In cab driver side on 3 x 3 post rear facing just above engine cover, In cab officer side on 3 x 3 post rear facing just above engine cover.

REDUCERS

Reducer Chrome [Qty: 3]

A chrome 2-1/2" x 1-1/2" reducer shall be supplied.

SCBA BOTTLE BRACKETS

Air Pack Bracket

A Ziamatic UN-6-30-3-FPHS air pack bracket shall be provided. The bracket shall be shipped loose for installation by the dealer or end user.

HAND TOOLS

Pike Pole

The vehicle shall be equipped with a 6 foot Pike Pole. Pike pole shall be Firehooks Unlimited New York hook APS-6 pole.

HOSE / NOZZLES

Nozzle: Akron 5160 Akromatic.

There shall be supplied one (1) Akromatic 5160 manual master stream nozzle. 2.5" NH inlet. 250-1250 GPM.

Monitor Akron

Akron part #34160002 includes Akron Apollo 3416 monitor, direct mount flange, the 4" single inlet ground-base, the lift off, discharge pipe with internal stream-shaper and stacked tips. This shall be provided and shipped loose with the unit.

EXTINGUISHERS

ABC Extinguisher with Bracket

A 12 pound heavy steel wall extinguisher shall be supplied, complete with a pressure gauge and corrosion resistant aluminum handles. The unit shall be pressurized with Triplex dry chemical. The vehicle bracket included shall have rubber bumpers for extinguisher protection and shall be treated with a high corrosion and impact resistant finish. Amerex model B456.

Pressurized Water Extinguisher

A 2-1/2 gallon pressurized water extinguisher, constructed of stainless steel with a forged brass valve body, and an operating pressure of 100 psi shall be supplied. The vehicle mounting bracket

which is included shall have rubber bumpers for extinguisher protection and shall be treated with a high corrosion and impact resistant finish.

Amerex Model A240 H/ 24.5" x width across at hose folded 9.0", cylinder dia 7.0"

Two (2) Elkhart 9786 intake relief valves- 6" female x 4" female

GROUND LADDERS

Duo-Safety Folding Ladder

A Duo-Safety 585-A, 10' folding attic ladder shall be provided.

Duo-Safety Roof Ladder

A Duo-Safety 775-A, 14' roof ladder shall be provided. Folding steel roof hooks shall be attached to one end of the ladder with steel spikes on the other.

Duo-Safety 2-Section Extension Ladder

A Duo-Safety 900-A, 24' 2-section extension ladder shall be provided.

MISC LOOSE EQUIPMENT

Spare Tire Mich/Alum/Front

One (1) spare tire assembly consisting of a Michelin tire, an aluminum rim for the front axle shall be supplied. The tire shall match the tires specified on the front axle.

Spare Tire Mich/Alum/Rear

One (1) spare tire assembly consisting of a Michelin tire, an aluminum rim for the rear axle shall be supplied. The tire shall match the tires specified on the rear axle.

Wheel Chocks

Two (2) Zico model SAC-44 folding wheel chocks for up to 44" diameter tires shall be supplied and located per the customer. The SQCH-44-H horizontal holders and pair of chocks require a minimum storage area of 6" high, 10-1/2" wide and 22-3/8" deep.

DOT Required Drive Away Kit

Three (3) triangular warning reflectors with carrying case shall be supplied to satisfy the DOT requirement.

EXTERIOR PAINT

Paint Break

The cab shall have a two-tone paint break. The break line shall be located as follows based on cab model.

CII X cabs: 31.5" below the drip rail..

Un-Painted Pump/Pre-Connect Module(s)

All applicable pump application modules shall have a sanded finish (not painted job color). Includes upper and lower pump modules, crosswalk module and/or speedlay/pre-connect module (as applicable). Rear mounted body/pump module shall be painted job color.

Paint Custom Cab

The apparatus cab shall be painted Sikkens FLNA3225E-1 Red. The paint process shall meet or exceed current state regulations concerning paint operations. Pollution control shall include measures to protect the atmosphere, water, and soil. Contractor shall, upon demand, provide evidence that the manufacturing facility is in compliance with State EPA rules and regulations.

The aluminum cab exterior shall have no mounted components prior to painting to assure full coverage of metal treatments and paint to the exterior surfaces. Cab doors and any hinged smooth-plate compartment doors shall be painted separately to assure proper paint coverage on cab, door jambs and door edges.

Paint process shall feature Sikkens high solid LV products and be performed in the following steps:

- Corrosion Prevention - all aluminum surfaces shall be pre-treated with the Alodine 5700 conversion coating to provide superior corrosion resistance and excellent adhesion of the base coat.
- Sikkens Sealer/Primer LV - acrylic urethane sealer/primer shall be applied to guarantee excellent gloss hold-out, chip resistance and a uniform base color.
- Sikkens High Solid LVBT650 (Base coat) - a lead-free, chromate-free high solid acrylic urethane base coat shall be applied, providing excellent coverage and durability. A minimum of two (2) coats shall be applied.
- Sikkens High Solid LVBT650 (Clear coat) - high solid LV clear coat shall be applied as the final step in order to ensure full gloss and color retention and durability. A minimum of two (2) coats shall be applied.

Any location where aluminum is penetrated after painting, for the purpose of mounting steps, hand rails, doors, lights, or other specified components shall be treated at the point of penetration with a corrosion inhibiting pre-treatment (ECK Corrosion Control). The pre-treatment shall be

applied to the aluminum sheet metal or aluminum extrusions in all locations where the aluminum has been penetrated. All hardware used in mounting steps, hand rails, doors, lights, or other specified components shall be individually treated with the corrosion inhibiting pre-treatment.

After the paint process is complete, the gloss rating of the unit shall be tested with a 20 degree gloss meter. Coating thickness shall be measured with a digital MIL gauge and the orange peel with a digital wave scan device.

Paint Cab Two-Tone Color

The upper section of the cab shall be painted FLNA4006 White.

The paint process of the secondary cab color shall be the same as the primary color.

Paint Body Small

The apparatus body shall be painted Sikkens FLNA3225E-1 Red. The paint process shall meet or exceed current state regulations concerning paint operations. Pollution control shall include measures to protect the atmosphere, water, and soil. Contractor shall, upon demand, provide evidence that the manufacturing facility is in compliance with State EPA rules and regulations.

The aluminum body exterior shall have no mounted components prior to painting to assure full coverage of metal treatments and paint to the exterior surfaces of the body. Any vertically or horizontally hinged smooth-plate compartment doors shall be painted separately to assure proper paint coverage on body, door jambs and door edges.

Paint process shall feature Sikkens high solid LV products and be performed in the following steps:

- Corrosion Prevention - all aluminum surfaces shall be pre-treated with the Alodine 5700 conversion coating to provide superior corrosion resistance and excellent adhesion of the base coat.
- Sikkens Sealer/Primer LV - acrylic urethane sealer/primer shall be applied to guarantee excellent gloss hold-out, chip resistance and a uniform base color.
- Sikkens High Solid LVBT650 (Base coat) - a lead-free, chromate-free high solid acrylic urethane base coat shall be applied, providing excellent coverage and durability. A minimum of two (2) coats shall be applied.
- Sikkens High Solid LVBT650 (Clear coat) - high solid LV clear coat shall be applied as the final step in order to ensure full gloss and color retention and durability. A minimum of two (2) coats shall be applied.

Any location where aluminum is penetrated after painting, for the purpose of mounting steps, hand rails, doors, lights, or other specified components shall be treated at the point of penetration with a corrosion inhibiting pre-treatment (ECK Corrosion Control). The pre-treatment shall be applied to the aluminum sheet metal or aluminum extrusions in all locations where the aluminum

has been penetrated. All hardware used in mounting steps, hand rails, doors, lights, or other specified components shall be individually treated with the corrosion inhibiting pre-treatment.

After the paint process is complete, the gloss rating of the unit shall be tested with a 20 degree gloss meter. Coating thickness shall be measured with a digital MIL gauge and the orange peel with a digital wave scan device.

INTERIOR PAINT

Cab Interior Paint

The interior of the cab shall be painted Zolatone gray #20-64. Prior to painting, all exposed interior metal surfaces shall be pretreated using a corrosion prevention system.

LETTERING

Sign Gold Letter [Qty: 60]

3" high Sign Gold letter(s) shall be applied as specified.

Lettering Shade and Outline [Qty: 60]

Existing letter shall be shaded and outlined in black to contrast the letters.

STRIPING

Trim Stripe

A 1" Scotchlite stripe shall be applied above the existing stripe. The stripe shall be spaced 1" away from the main stripe.

The stripe shall be White.

Chassis and Body Stripe

A straight chassis and body Scotchlite stripe, 6" minimum in width shall be supplied. The stripe shall be NFPA compliant with the color and location to be specified by the purchaser.

Location: top of stripe flush with top of bumper and straight back.

Color: White.

Scotchlite Chassis Stripe

Scotchlite chassis stripe shall be 3/4" Black Scotchlite. Stripe shall be centrally located and shall contour with the chassis, following the paint break.

Rear Body Scotchlite Striping

Printed chevron style Scotchlite striping shall be provided on the rear of the apparatus. The stripes shall consist of 6" Yellow/Red alternating stripes in an "A" pattern. The striping shall be located on the rear facing extrusions, panels, doors and inboard/outboard of the beavertails if applicable.

WARRANTY / STANDARD & EXTENDED

Standard 1 Year Warranty

The apparatus manufacturer shall provide a full 1-year standard warranty. All components manufactured by the apparatus manufacturer shall be covered against defects in materials or workmanship for a 1-year period. All components covered by separate suppliers such as engines, transmissions, tires, and batteries shall maintain the warranty as provided by the component supplier. A copy of the warranty document shall be provided with the proposal.

Lifetime Frame Warranty

The apparatus manufacturer shall provide a full lifetime frame warranty. This warranty shall cover all apparatus manufacturer designed frame, frame members, and cross-members against defects in materials or workmanship for the lifetime of the covered apparatus. A copy of the warranty document shall be provided with the proposal. Frame warranties that do not cover cross-members for the life of the vehicle shall not be acceptable.

10 Year 100,000 Mile Structural Warranty

The apparatus manufacturer shall provide a comprehensive 10 year/100,000 mile structural warranty. This warranty shall cover all structural components of the cab and/or body manufactured by the apparatus manufacturer against defects in materials or workmanship for 10 years or 100,000 miles, whichever occurs first. Excluded from this warranty are all hardware, mechanical items, electrical items, or paint finishes. A copy of the warranty document shall be provided with the proposal.

10 Year Stainless Steel Plumbing Warranty

The apparatus manufacturer shall provide a full 10-year stainless steel plumbing components warranty. This warranty shall cover defects in materials or workmanship of apparatus manufacturer designed foam/water plumbing system stainless steel components for 10 years. A copy of the warranty document shall be provided with the proposal.

10 Year Paint and Corrosion Warranty

The apparatus manufacturer shall provide a 10-year limited paint and corrosion perforation warranty. This warranty shall cover paint peeling, cracking, blistering, and corrosion provided the vehicle is used in a normal and reasonable manner.

The paint shall be prorated for 10 years as follows:

Topcoat & Appearance: Gloss, Color Retention, Cracking		Coating System, Adhesion & Corrosion: Includes Dissimilar metal corrosion, Flaking, Blistering, Bubbling	
0 to 72 months	100%	0 to 36 months	100%
73 to 120 months	50%	37 to 84 months	50%
		85 to 120 months	25%

Corrosion perforation shall be covered 100% for 10 years. Corrosion perforation is defined as complete penetration through the exterior metal of the apparatus.

The warranty period shall begin upon delivery of the apparatus to the original user-purchaser. A copy of the warranty document shall be provided with the proposal.

UV paint fade shall be covered in a separate warranty supplied by Akzo Nobel (Sikkens) and shall be for a minimum of 10 years.

SUPPORT, DELIVERY, INSPECTIONS AND MANUALS

Approval Drawings

A general arrangement drawing depicting the vehicles appearance shall be provided. The drawing shall consist of left side, right side, front, and rear elevation views.

Vehicles requiring pump controls shall include a general arrangement view of the pump operator's position, scaled the same as the elevation views.

Electronic Manuals

Two (2) copies of all operator, service, and parts manuals MUST be supplied at the time of delivery in electronic format (CD-ROMs) -NO EXCEPTIONS! The electronic manuals shall include the following information:

- Operating Instructions, descriptions, specifications, and ratings of the cab, chassis, body, aerial (if applicable), installed components, and auxiliary systems.
- Warnings and cautions pertaining to the operation and maintenance of the fire apparatus and fire fighting systems.
- Charts, tables, checklists, and illustrations relating to lubrication, cleaning, troubleshooting, diagnostics, and inspections.
- Instructions regarding the frequency and procedure for recommended maintenance.

- Maintenance instructions for the repair and replacement of installed components.
- Parts listing with descriptions and illustrations for identification.
- Warranty descriptions and coverage.

The CD-ROM shall incorporate a navigation page with electronic links to the operator's manual, service manual, parts manual, and warranty information, as well as instructions on how to use the manual. Each copy shall include a table of contents with links to the specified documents or illustrations.

The CD must be formatted in such a manner as to allow not only the printing of the entire manual, but to also the cutting, pasting, or copying of individual documents to other electronic media, such as electronic mail, memos, and the like.

A find feature shall be included to allow for searches by text or by part number.

These electronic manuals shall be accessible from any computer operating system capable of supporting portable document format (PDF). Permanent copies of all pertinent data shall be kept file at both the local dealership and at the manufacturer's location.

NOTE: Engine overhaul, engine parts, transmission overhaul, and transmission parts manuals are not included.

Fire Apparatus Safety Guide

Fire Apparatus Safety Guide published by FAMA, latest edition. This safety manual is intended to point out some of the basic safety situations that may be encountered during the normal operation and maintenance of a fire apparatus and to suggest possible ways of dealing with these situations. This manual is NOT a substitute for the E-ONE's fire apparatus operator and maintenance manuals or commercial chassis manufacturer's operator and maintenance manuals.



Staff Report

TO: Honorable Mayor and Members of the Hemet City Council

FROM: Steven Latino, Engineering Director/City Engineer
Gary Thornhill, Interim City Manager *GT*

DATE: August 11, 2015

RE: Establish Budget and Approve a Professional Services Agreement for Fire Station #5 Hydrology Study

RECOMMENDED ACTION:

It is respectfully requested that the City Council:

- a. Approve a professional services agreement with Engineering Resources of Southern California, Inc. of Hemet, California to provide a hydrology study for Fire Station #5 in the amount of \$23,610.
- b. Authorize the Interim City Manager to execute said agreement.
- c. Authorize the Deputy City Manager to enter a supplemental appropriation of \$23,610 from the Fire DIF fund for the project.

BACKGROUND:

In the summer of 2006 the City of Hemet constructed Fire Station #5 at the northeast corner of Florida Avenue and Hemet Street. Prior to construction, additional site exploration was completed including a geotechnical report. The geotechnical report indicated that the vacant area generally to the southwest of the Fire Station, is mostly sandy material.

Currently, the existing drainage course for the area flows on and around the site in a southeast to northwest pattern. Historically this general area, which does not have a storm drain system, has been subject to periodic events of significant surface runoff that may result in street flooding. In order to mitigate the on-site and regional drainage in the vicinity, the City wishes to analyze the existing flows and propose a potential drainage basin at this location. Due to the nature of the soil content at this location, the City will also explore the potential for groundwater recharge as well.

PROJECT DESCRIPTION:

The project would allow the City to study the existing area hydrology and consider utilization of the vacant land to the southwest of the Fire Station as a detention/ground water recharge basin. The basin would be designed to handle on-site, as well as some regional flows. An exhibit showing the proposed location is included in Exhibit "A".

FISCAL IMPACT:

No General Fund Impact.

The work described will be funded using Fire Facilities (DIF – Fund 332) for the total cost of \$23,610.

Respectfully submitted,



Steven Latino
Engineering Director/City Engineer

Fire Department Review,



Scott Brown
Fire Chief

Fiscal Review,



Jessica Hurst
Deputy City Manager/Admin. Svcs. Director

Attachment(s): Exhibit "A" Project Vicinity Map



NOT TO SCALE

CITY OF HEMET ENGINEERING DEPARTMENT

EXHIBIT "A"

FIRE STATION #5 HYDROLOGY STUDY

AGREEMENT FOR SERVICES

By and Between

**THE CITY OF HEMET,
a municipal corporation**

and

**Engineering Resources of
Southern California, Inc.**

SECTION 2. SCOPE OF SERVICES & SCHEDULE OF PERFORMANCE.

(a) Scope of Services. Service Provider agrees to perform the services set forth in Exhibit "A" "Scope of Services" (hereinafter, the "Services") and made a part of this Agreement by this reference.

(b) Schedule of Performance. The Services shall be completed in an expeditious manner, but take no longer than twelve (12) marmonths. Should the Services not be completed pursuant to that schedule, the Service Provider shall be deemed to be in Default of this Agreement. The City, in its sole discretion, may choose not to enforce the Default provisions of this Agreement and may instead allow Service Provider to continue performing the Services.

SECTION 3. ADDITIONAL SERVICES.

Service Provider shall not be compensated for any work rendered in connection with its performance of this Agreement that are in addition to or outside of the Services unless such additional services are authorized in advance and in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement. If and when such additional work is authorized, such additional work shall be deemed to be part of the Services.

SECTION 4. COMPENSATION AND METHOD OF PAYMENT.

(a) Subject to any limitations set forth in this Agreement, City agrees to pay Service Provider the amounts specified in Exhibit "A" "FEE ESTIMATE" and made a part of this Agreement by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed Twenty-Three Thousand Six-Hundred Ten dollars (\$23,610), unless additional compensation is approved in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement.

(b) Each month Service Provider shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month. The invoice shall detail charges by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and sub-Service Provider contracts. Sub-Service Provider charges shall be detailed by the following categories: labor, travel, materials, equipment and supplies. If the compensation set forth in subsection (a) and Exhibit "A" include payment of labor on an hourly basis (as opposed to labor and materials being paid as a lump sum), the labor category in each invoice shall include detailed descriptions of task performed and the amount of time incurred for or allocated to that task. City shall independently review each invoice submitted by the Service Provider to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. In the event that no charges or expenses are disputed, the invoice shall be approved and paid according to the terms set forth in subsection

(c). In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Service Provider for correction and resubmission.

(c) Except as to any charges for work performed or expenses incurred by Service Provider which are disputed by City, City will use its best efforts to cause Service Provider to be paid within forty-five (45) days of receipt of Service Provider's correct and undisputed invoice.

(d) Payment to Service Provider for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Service Provider.

SECTION 5. INSPECTION AND FINAL ACCEPTANCE.

City may inspect and accept or reject any of Service Provider's work under this Agreement, either during performance or when completed. City shall reject or finally accept Service Provider's work within sixty (60) days after submitted to City. City shall reject work by a timely written explanation, otherwise Service Provider's work shall be deemed to have been accepted. City's acceptance shall be conclusive as to such work except with respect to latent defects, fraud and such gross mistakes as amount to fraud. Acceptance of any of Service Provider's work by City shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, Section 16 "Indemnification" and Section 17 "Insurance."

SECTION 6. OWNERSHIP OF DOCUMENTS.

All original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents prepared, developed or discovered by Service Provider in the course of providing the Services pursuant to this Agreement shall become the sole property of City and may be used, reused or otherwise disposed of by City without the permission of the Service Provider. Upon completion, expiration or termination of this Agreement, Service Provider shall turn over to City all such original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents.

If and to the extent that City utilizes for any purpose not related to this Agreement any maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents prepared, developed or discovered by Service Provider in the course of providing the Services pursuant to this Agreement, Service Provider's guarantees and warranties in Section 9 "Standard of Performance" of this Agreement shall not extend to such use of the maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents.

SECTION 7. SERVICE PROVIDER'S BOOKS AND RECORDS.

(a) Service Provider shall maintain any and all documents and records demonstrating or relating to Service Provider's performance of the Services. Service Provider shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, or other documents or records evidencing or relating to work, services, expenditures and disbursements charged to City pursuant to this Agreement. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by Service Provider pursuant to this Agreement. Any and all such documents or records shall be maintained for three (3) years from the date of execution of this Agreement and to the extent required by laws relating to audits of public agencies and their expenditures.

(b) Any and all records or documents required to be maintained pursuant to this section shall be made available for inspection, audit and copying, at any time during regular business hours, upon request by City or its designated representative. Copies of such documents or records shall be provided directly to the City for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed upon, such documents and records shall be made available at Service Provider's address indicated for receipt of notices in this Agreement.

(c) Where City has reason to believe that any of the documents or records required to be maintained pursuant to this section may be lost or discarded due to dissolution or termination of Service Provider's business, City may, by written request, require that custody of such documents or records be given to the City. Access to such documents and records shall be granted to City, as well as to its successors-in-interest and authorized representatives.

SECTION 8. INDEPENDENT CONTRACTOR.

(a) Service Provider is and shall at all times remain a wholly independent contractor and not an officer, employee or agent of City. Service Provider shall have no authority to bind City in any manner, nor to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City.

(b) The personnel performing the Services under this Agreement on behalf of Service Provider shall at all times be under Service Provider's exclusive direction and control. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall have control over the conduct of Service Provider or any of Service Provider's officers, employees, or agents except as set forth in this Agreement. Service Provider shall not at any time or in any manner represent that Service Provider

or any of Service Provider's officers, employees, or agents are in any manner officials, officers, employees or agents of City.

(c) Neither Service Provider , nor any of Service Provider's officers, employees or agents, shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Service Provider expressly waives any claim Service Provider may have to any such rights.

SECTION 9. STANDARD OF PERFORMANCE.

Service Provider represents and warrants that it has the qualifications, experience and facilities necessary to properly perform the Services required under this Agreement in a thorough, competent and professional manner. Service Provider shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all Services. In meeting its obligations under this Agreement, Service Provider shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to the Services required of Service Provider under this Agreement. In addition to the general standards of performance set forth this section, additional specific standards of performance and performance criteria may be set forth in Exhibit "A" "Scope of Work" that shall also be applicable to Service Provider's work under this Agreement. Where there is a conflict between a general and a specific standard of performance or performance criteria, the specific standard or criteria shall prevail over the general.

SECTION 10. COMPLIANCE WITH APPLICABLE LAWS; PERMITS AND LICENSES.

Service Provider shall keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement. Service Provider shall obtain any and all licenses, permits and authorizations necessary to perform the Services set forth in this Agreement. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall be liable, at law or in equity, as a result of any failure of Service Provider to comply with this section.

SECTION 11. PREVAILING WAGE LAWS

It is the understanding of City and Service Provider that California prevailing wage laws do not apply to this Agreement because the Agreement does not involve any of the following services subject to prevailing wage rates pursuant to the California Labor Code or regulations promulgated thereunder: Construction, alteration, demolition, installation, or repair work performed on public buildings, facilities, streets or sewers done under contract and paid for in whole or in part out of public funds. In this context, "construction" includes work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work.

SECTION 12. NONDISCRIMINATION.

Service Provider shall not discriminate, in any way, against any person on the basis of race, color, religious creed, national origin, ancestry, sex, age, physical handicap, medical condition or marital status in connection with or related to the performance of this Agreement.

SECTION 13. UNAUTHORIZED ALIENS.

Service Provider hereby promises and agrees to comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C.A. §§ 1101, et seq., as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should Service Provider so employ such unauthorized aliens for the performance of the Services, and should the any liability or sanctions be imposed against City for such use of unauthorized aliens, Service Provider hereby agrees to and shall reimburse City for the cost of all such liabilities or sanctions imposed, together with any and all costs, including attorneys' fees, incurred by City.

SECTION 14. CONFLICTS OF INTEREST.

(a) Service Provider covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of City or which would in any way hinder Service Provider's performance of the Services. Service Provider further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Service Provider agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of City in the performance of this Agreement.

(b) City understands and acknowledges that Service Provider is, as of the date of execution of this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Service Provider is unaware of any stated position of City relative to such projects. Any future position of City on such projects shall not be considered a conflict of interest for purposes of this section.

(c) City understands and acknowledges that Service Provider will perform non-related services for other governmental agencies and private Parties following the completion of the Services under this Agreement. Any such future service shall not be considered a conflict of interest for purposes of this section.

SECTION 15. CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION.

(a) All information gained or work product produced by Service Provider in performance of this Agreement shall be considered confidential, unless such

information is in the public domain or already known to Service Provider. Service Provider shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the City Manager, except as may be required by law.

(b) Service Provider, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the City Manager or unless requested by the City Attorney of City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Service Provider gives City notice of such court order or subpoena.

(c) If Service Provider, or any officer, employee, agent or subcontractor of Service Provider, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Service Provider for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Service Provider's conduct.

(d) Service Provider shall promptly notify City should Service Provider, its officers, employees, agents or subcontractors, be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed thereunder. City retains the right, but has no obligation, to represent Service Provider or be present at any deposition, hearing or similar proceeding. Service Provider agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Service Provider. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

SECTION 16. INDEMNIFICATION.

(a) Indemnification for Professional Liability. Where the law establishes a professional standard of care for Service Provider's services, to the fullest extent permitted by law, Service Provider shall indemnify, protect, defend and hold harmless City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including attorney's fees and costs, court costs, interest, defense costs, and expert witness fees) arise out of, are a consequence of, or are in any way attributable to, in whole or in part, any negligent or wrongful act, error or omission of Service Provider, or by any individual or entity for which Service Provider is legally liable, including but not limited to officers, agents, employees or sub-contractors of Service Provider, in the performance of professional services under this Agreement.

(b) Indemnification for Other than Professional Liability. Other than in the performance of professional services and to the full extent permitted by law, Service Provider shall indemnify, protect, defend and hold harmless City, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including attorney's fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Service Provider, or by any individual or entity for which Service Provider is legally liable, including but not limited to officers, agents, employees or sub-contractors of Service Provider.

(c) Indemnification from Sub-Service Providers. Service Provider agrees to obtain executed indemnity agreements with provisions identical to those set forth in this section from each and every sub-Service Provider or any other person or entity involved by, for, with or on behalf of Service Provider in the performance of this Agreement naming the Indemnified Parties as additional indemnitees. In the event Service Provider fails to obtain such indemnity obligations from others as required herein, Service Provider agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder. This obligation to indemnify and defend City as set forth herein is binding on the successors, assigns or heirs of Service Provider and shall survive the termination of this Agreement or this section.

(d) Limitation of Indemnification. Notwithstanding any provision of this section to the contrary, design professionals are required to defend and indemnify the City only to the extent permitted by Civil Code Section 2782.8, which limits the liability of a design professional to claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. The term "design professional," as defined in Section 2782.8, is limited to licensed architects, licensed landscape architects, registered professional engineers, professional land surveyors, and the business entities that offer such services in accordance with the applicable provisions of the California Business and Professions Code.

(e) City's Negligence. The provisions of this section do not apply to claims occurring as a result of City's sole negligence. The provisions of this section shall not release City from liability arising from gross negligence or willful acts or omissions of City or any and all of its officials, employees and agents.

SECTION 17. INSURANCE.

Service Provider agrees to obtain and maintain in full force and effect during the term of this Agreement the insurance policies set forth in Exhibit "B" "Insurance" and made a part of this Agreement. All insurance policies shall be subject to approval by City as to form and content. These requirements are subject to amendment or waiver if so approved in writing by the City Manager. Service Provider agrees to provide City with copies of required policies upon request.

SECTION 18. ASSIGNMENT.

The expertise and experience of Service Provider are material considerations for this Agreement. City has an interest in the qualifications and capability of the persons and entities who will fulfill the duties and obligations imposed upon Service Provider under this Agreement. In recognition of that interest, Service Provider shall not assign or transfer this Agreement or any portion of this Agreement or the performance of any of Service Provider's duties or obligations under this Agreement without the prior written consent of the City. Any attempted assignment shall be ineffective, null and void, and shall constitute a material breach of this Agreement entitling City to any and all remedies at law or in equity, including termination of this Agreement pursuant to Section 20 "Termination of Agreement." City acknowledges, however, that Service Provider, in the performance of its duties pursuant to this Agreement, may utilize sub-contractors.

SECTION 19. CONTINUITY OF PERSONNEL.

Service Provider shall make every reasonable effort to maintain the stability and continuity of Service Provider's staff and sub-contractors, if any, assigned to perform the Services. Service Provider shall notify City of any changes in Service Provider's staff and sub-contractors, if any, assigned to perform the Services prior to and during any such performance.

SECTION 20. TERMINATION OF AGREEMENT.

(a) City may terminate this Agreement, with or without cause, at any time by giving thirty (30) days written notice of termination to Service Provider. In the event such notice is given, Service Provider shall cease immediately all work in progress.

(b) Service Provider may terminate this Agreement for cause at any time upon thirty (30) days written notice of termination to City.

(c) If either Service Provider or City fail to perform any material obligation under this Agreement, then, in addition to any other remedies, either Service Provider, or City may terminate this Agreement immediately upon written notice.

(d) Upon termination of this Agreement by either Service Provider or City, all property belonging exclusively to City which is in Service Provider's possession shall be returned to City. Service Provider shall furnish to City a final invoice for work performed

and expenses incurred by Service Provider, prepared as set forth in Section 4 "Compensation and Method of Payment" of this Agreement. This final invoice shall be reviewed and paid in the same manner as set forth in Section 4 "Compensation and Method of Payment" of this Agreement.

SECTION 21. DEFAULT.

In the event that Service Provider is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Service Provider for any work performed after the date of default. Instead, the City may give notice to Service Provider of the default and the reasons for the default. The notice shall include the timeframe in which Service Provider may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant. During the period of time that Service Provider is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. In the alternative, the City may, in its sole discretion, elect to pay some or all of the outstanding invoices during the period of default. If Service Provider does not cure the default, the City may take necessary steps to terminate this Agreement under Section 20 "Termination of Agreement." Any failure on the part of the City to give notice of the Service Provider's default shall not be deemed to result in a waiver of the City's legal rights or any rights arising out of any provision of this Agreement.

SECTION 22. EXCUSABLE DELAYS.

Service Provider shall not be liable for damages, including liquidated damages, if any, caused by delay in performance or failure to perform due to causes beyond the control of Service Provider. Such causes include, but are not limited to, acts of God, acts of the public enemy, acts of federal, state or local governments, acts of City, court orders, fires, floods, epidemics, strikes, embargoes, and unusually severe weather. The term and price of this Agreement shall be equitably adjusted for any delays due to such causes.

SECTION 23. COOPERATION BY CITY.

All public information, data, reports, records, and maps as are existing and available to City as public records, and which are necessary for carrying out the Services shall be furnished to Service Provider in every reasonable way to facilitate, without undue delay, the Services to be performed under this Agreement.

SECTION 24. NOTICES.

All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, or sent by telecopier or certified mail, postage prepaid and return receipt requested, addressed as follows:

To City: City of Hemet
Attn: City Engineer
445 E. Florida Avenue
Hemet, CA 92543

To Service Provider: Engineering Resources of Southern California, Inc
Attn: Matt Brudin
3550 E. Florida Avenue, Suite B
Hemet, CA 92544

Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three (3) days after deposit of the same in the custody of the United States Postal Service.

SECTION 25. AUTHORITY TO EXECUTE.

The person or persons executing this Agreement on behalf of Service Provider represents and warrants that he/she/they has/have the authority to so execute this Agreement and to bind Service Provider to the performance of its obligations hereunder.

SECTION 26. ADMINISTRATION AND IMPLEMENTATION.

This Agreement shall be administered and executed by the City Manager or his or her designated representative. The City Manager shall have the authority to issue interpretations and to make amendments to this Agreement, including amendments that commit additional funds, consistent with Section 28 "Amendment" and the City Manager's contracting authority under the Hemet Municipal Code.

SECTION 27. BINDING EFFECT.

This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

SECTION 28. AMENDMENT.

No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Service Provider and by the City. The City Manager shall have the authority to approve any amendment to this Agreement if the total compensation under this Agreement, as amended, would not exceed the City Manager's contracting authority under the Hemet Municipal Code. All other amendments shall be approved by the City Council. The Parties agree that the requirement for written modifications cannot be waived and that any attempted waiver shall be void.

SECTION 29. WAIVER.

Waiver by any Party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work or services by Service Provider shall not constitute a waiver of any of the provisions of this Agreement.

SECTION 30. LAW TO GOVERN; VENUE.

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Riverside, California. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in Riverside.

SECTION 31. ATTORNEYS FEES, COSTS AND EXPENSES.

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing Party in such litigation or other proceeding shall be entitled to an award of reasonable attorney's fees, costs and expenses, in addition to any other relief to which it may be entitled.

SECTION 32. ENTIRE AGREEMENT.

This Agreement, including the attached Exhibits "A" through "B", is the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed therein and supersedes all other agreements or understandings, whether oral or written, or entered into between Service Provider and City prior to the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any Party which are not embodied herein shall be valid and binding.

SECTION 33. SEVERABILITY.

If any term, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

SECTION 34. CONFLICTING TERMS.

Except as otherwise stated herein, if the terms of this Agreement conflict with the terms of any Exhibit hereto, or with the terms of any document incorporated by reference into this Agreement, the terms of this Agreement shall control.

SECTION 35. CUSTOMER SATISFACTION SURVEYS.

Where the Service Provider works directly for the City's public customer, the Service Provider shall actively request and solicit Customer Satisfaction Surveys regarding his/her own performance as a requirement of this contract. These surveys shall be completed and directed to the web link: <http://cityofhemet.info>

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

CITY OF HEMET

Gary Thornhill
Interim City Manager

ATTEST:

Sarah McComas
City Clerk

APPROVED AS TO FORM

Eric S. Vail
City Attorney

By: _____

By: _____

Its: _____

Its: _____

NOTE: SERVICE PROVIDER'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO SERVICE PROVIDER'S BUSINESS ENTITY.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE)

On _____, 2015, before me, _____,
Date Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____,
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

OPTIONAL

Though this section is optional, completing this information can deter alternation of the document or fraudulent reattachment of this form to an unintended document.

CAPACIT(IES) CLAIMED BY SIGNER(S)

DESCRIPTION OF ATTACHED DOCUMENT

Signer's Name: _____

- Individual
Corporate Officer

Title(s)

- Partner(s) Limited
General

- Attorney-In-Fact
Trustee(s)
Guardian/Conservator
Other: _____

Title or Type of Document

Number Of Pages

Date Of Document

Signer is representing:
Name Of Person(s) Or Entity(ies)

Signer(s) Other Than Named Above

EXHIBIT "A"
SCOPE OF SERVICES

I. Service Provider will perform the following Services:

- A. **Field Reconnaissance:** Conduct a field review of the project site to determine major changes in topography and culture. Identify natural drainage features, identify and catalog any existing utilities, drainage structures and determine the direction of the flows within the project area.
- B. **Research:** Obtain utility information from the utility agencies, available topography and the site map for Fire Station No. 5 from the City of Hemet. Obtain all pertinent hydrology study reports for the Little Lake Area Master Drainage Master Plan (MDP) Lines E, D-1 and C-1 from the Riverside County Flood Control and Water Conservation District (RCFC&WCD).
- C. **Mapping:** Utilizing the topography and site map obtained from the City of Hemet, prepare a base map delineating property lines, utilities, drainage boundaries and appropriate drainage facilities identified in the field. The base map will be used for development of the drainage mitigation alternatives of the project site. RCFC&WCD topo maps and the current MDP maps will be utilized for development of a hydrology map for offsite hydrology analysis.
- D. **Offsite/Onsite Hydrology:** Hydrology analysis will be performed for the 10- and 100-year storm events to determine the tributary flows impacting the project site. The hydrology analysis will be prepared in accordance with RCFC&WCD Hydrology Manual, dated August 1978, procedures and guidelines. A unit hydrograph will also be developed to determine the flood volume associated with development of the site during 10- and 100-year, 1-, 3-, 6- and 24-hour storm events.
- E. **Design Alternatives Development:** Two Design Alternatives will be developed considering a detention basin within the project site conveying flows away from the site in a historic pattern not to exceed the pre-developed condition. A preliminary plan will be prepared for each alternative delineating the values and the direction of the flows, proposed drainage facilities and grading required for the construction of a detention basin to safely convey flows to Hemet Street minimizing the flood condition during a storm event. The design alternatives may include additional improvements to the site like on-site screening the lessen the impacts of the vehicles entering and exiting the station, screening of the basin, and landscaping.
- F. **Engineer's Estimate:** An Engineer's Estimate will be prepared for both alternatives. Estimates of the probable cost of construction will be based on

current planning, costs available from RCFC&WCD and current bids of similar construction projects. The estimates will include the estimated cost to construct the proposed facilities, and soft cost associated with engineering, materials testing and construction administration.

- G. **Engineer's Report:** The report will provide written dialog on the intent of the study, including methods, criteria, descriptions of existing and proposed facilities, hydrology analysis including a map delineating the watershed tributary boundaries and preliminary plan delineating the proposed facilities for both alternatives.

II. As part of the Services, Service Provider will prepare and deliver the following tangible work products to the City:

- A. **Field Reconnaissance:** Provide two (2) hard copies of field notes on 8.5" X 11" or 11" X 17" paper in a neat, legible manner. Notes may include sketches done in the field.
- B. **Research:** Provide two (2) hard copies of all hydrology studies and hydrology maps provided by RCFC&WCD.
- C. **Mapping:** Provide electronic files (.dwg and .pdf formats) of the base map including topography, existing utilizes and appurtenances, drainage boundaries and drainage facilities.
- D. **Offsite/Onsite Hydrology:** Provide two (2) hard copies and electronic files of the Hydrology Analysis.
- E. **Design Alternatives Development:** Provide two (2) hard copies and electronic files at 75%, 90% and project completion of the development plan.
- F. **Engineer's Estimate:** Provide two (2) hard copies and electronic files at 75%, 90% and project completion.
- G. **Engineer's Report:** Provide two (2) hard copies and electronic files at 75%, 90% and completion.

III. The tangible work products and status reports will be delivered to the City pursuant to the following schedule:

The work shall be completed in a diligent manner not to exceed twelve (12) months from the date of authorization.

IV. Service Provider will utilize the following personnel to accomplish the Services:

- A. Matt Brudin
- B. Moe Alhamdi

V. Service Provider will utilize the following subcontractors to accomplish the Services:

N/A

VI. The following assumptions are hereby incorporated into the scope of work:

- A. The Service Provider will attend up to two meetings with the City to discuss issues and comments related to this project.
- B. The following items are excluded from the contract:
 - a. Design Survey and Topography
 - b. Geotechnical Investigation
 - c. Environmental Documents
 - d. Right-of-way Acquisition
 - e. Preparation of Studies and Design Calculations beyond the Preliminary Engineer's Report, Site Plan, Drainage Improvement Plans
 - f. Preparation of a Storm Water Pollution Prevention Plan
 - g. Title Reports
 - h. Permit Fees

EXHIBIT "B"
COMPENSATION

I. Service Provider shall use the following rates of pay in the performance of the Services:

A.	<u>Field Reconnaissance</u>	<u>\$620</u>
B.	<u>Research</u>	<u>\$1,820</u>
C.	<u>Mapping</u>	<u>\$2,060</u>
D.	<u>Onsite/Offsite Hydrology</u>	<u>\$3,640</u>
E.	<u>Design Alternatives Development</u>	<u>\$7,820</u>
F.	<u>Engineer's Estimate</u>	<u>\$1,750</u>
G.	<u>Engineer's Report</u>	<u>\$3,800</u>
H.	<u>Processing and Coordination</u>	<u>\$1,600</u>
I.	<u>Reimbursable Expenses</u>	<u>\$500</u>

II. The total compensation for the Services shall not exceed \$23,610, as provided in Section 4 "Compensation and Method of Payment" of this Agreement.

EXHIBIT "C" INSURANCE

A. Insurance Requirements. Service Provider shall provide and maintain insurance, acceptable to the City, in full force and effect throughout the term of this Agreement, against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Services by Service Provider, its agents, representatives or employees. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

Service Provider shall provide the following scope and limits of insurance:

1. Minimum Scope of Insurance. Coverage shall be at least as broad as:

(1) Commercial General Liability. Insurance Services Office form Commercial General Liability coverage (Occurrence Form CG 0001).

(2) Automobile. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, including code 1 "any auto" and endorsement CA 0025, or equivalent forms subject to the written approval of the City.

(3) Workers' Compensation. Workers' Compensation insurance as required by the Labor Code of State of California covering all persons providing Services on behalf of the Service Provider and all risks to such persons under this Agreement.

(4) Professional Liability. Professional liability insurance appropriate to the Service Provider's profession. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to Services performed under this Agreement. The insurance must be maintained for at least three (3) consecutive years following the completion of Service Provider's services or the termination of this Agreement. During this additional three (3) year period, Service Provider shall annually and upon request of the City submit written evidence of this continuous coverage.

2. Minimum Limits of Insurance. Service Provider shall maintain limits of insurance no less than:

(1) Commercial General Liability. \$1,000,000 general aggregate for bodily injury, personal injury and property damage.

(2) Automobile. \$1,000,000 per accident for bodily injury and property damage. A combined single limit policy with aggregate limits in an amount of not less than \$2,000,000 shall be considered equivalent to the said required minimum limits set forth above.

(3) Workers' Compensation. Workers' Compensation as required by the Labor Code of the State of California of not less than \$1,000,000 per occurrence.

(4) Professional Liability. \$1,000,000 per occurrence.

B. Other Provisions. Insurance policies required by this Agreement shall contain the following provisions:

1. All Policies. Each insurance policy required by this Agreement shall be endorsed and state the coverage shall not be suspended, voided, cancelled by the insurer or either Party to this Agreement, reduced in coverage or in limits except after 30 days' prior written notice by certified mail, return receipt requested, has been given to City.

2. Commercial General Liability and Automobile Liability Coverages.

(1) City, and its respective elected and appointed officers, officials, and employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities Service Provider performs; products and completed operations of Service Provider; premises owned, occupied or used by Service Provider; or automobiles owned, leased, hired or borrowed by Service Provider. The coverage shall contain no special limitations on the scope of protection afforded to City, and their respective elected and appointed officers, officials, or employees.

(2) Service Provider's insurance coverage shall be primary insurance with respect to City, and its respective elected and appointed, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by City, and its respective elected and appointed officers, officials, employees or volunteers, shall apply in excess of, and not contribute with, Service Provider's insurance.

(3) Service Provider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(4) Any failure to comply with the reporting or other provisions of the insurance policies, including breaches of warranties, shall not affect coverage

provided to City, and its respective elected and appointed officers, officials, employees or volunteers.

3. Workers' Compensation Coverage. Unless the City Manager otherwise agrees in writing, the insurer shall agree to waive all rights of subrogation against City, and its respective elected and appointed officers, officials, employees and agents for losses arising from work performed by Service Provider.

C. Other Requirements. Service Provider agrees to deposit with City, at or before the effective date of this Agreement, certificates of insurance necessary to satisfy City that the insurance provisions of this contract have been complied with. The City may require that Service Provider furnish City with copies of original endorsements effecting coverage required by this Exhibit "B". The certificates and endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. City reserves the right to inspect complete, certified copies of all required insurance policies, at any time.

1. Service Provider shall furnish certificates and endorsements from each sub-contractor identical to those Service Provider provides.

2. Any deductibles or self-insured retentions must be declared to and approved by City. At the option of City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City or its respective elected or appointed officers, officials, employees and volunteers, or the Service Provider shall procure a bond guaranteeing payment of losses and related investigations, claim administration, defense expenses and claims.

3. The procuring of such required policy or policies of insurance shall not be construed to limit Service Provider's liability hereunder nor to fulfill the indemnification provisions and requirements of this Agreement.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

ALL-PURPOSE ACKNOWLEDGMENT NOTARY FOR CALIFORNIA

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE)

On _____, 2015, before me, _____,
Date Name And Title Of Officer (e.g. "Jane Doe, Notary Public")

personally appeared _____,
Name of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature of Notary Public

OPTIONAL

Though this section is optional, completing this information can deter alternation of the document or fraudulent reattachment of this form to an unintended document.

CAPACIT(IES) CLAIMED BY SIGNER(S)

DESCRIPTION OF ATTACHED DOCUMENT

Signer's Name: _____

- Individual
Corporate Officer

Title(s)

Title or Type of Document

- Partner(s) Limited
General

- Attorney-In-Fact
Trustee(s)
Guardian/Conservator
Other:

Number Of Pages

Date Of Document

Signer is representing:
Name Of Person(s) Or Entity(ies)

Signer(s) Other Than Named Above



Staff Report

TO: Honorable Mayor and Members of the Hemet City Council

FROM: Gary Thornhill, Interim City Manager *GT*
Kris Jensen, Public Works Director

DATE: August 11, 2015

RE: Authorize Staff to Remove Commercial Truck Parking Signage on Elk Street and Install No Parking Signage.

RECOMMENDED ACTION:

It is respectfully recommended that the City Council authorize staff to remove existing commercial parking signage along Elk Street and install "No Parking Anytime" signs 30 days following their removal.

BACKGROUND:

Commercial vehicles and tractor truck parking are prohibited throughout the City of Hemet, except in areas specifically posted as allowed (HMC 78-107). Currently, the only location in the City that is posted allowing commercial truck/tractor parking is on Elk Street, south of Stetson Avenue. The adjacent vacant lots next to this location were previously approved for residential development.

Over the years, citizens have continually registered complaints about the impacts of allowing commercial truck/tractors at this location. Illegal dumping on the adjacent properties has been a long standing health and safety issue. Allowing commercial vehicle parking has also resulted in an increase of calls for service due to criminal activity and property crimes related to the vehicles.

Allowing commercial vehicles to be parked on Elk Street was intended to be a short-term parking option for local commercial drivers. Given the continued problems and limited staff resources to respond, staff recommendation is to remove the existing commercial parking designation, provide a 30 day transition period, and ultimately post the area with permanent "No Parking Anytime". Staff is recommending that all parking be prohibited along Elk Street from Stetson Avenue to Chamber Avenue

FISCAL IMPACT:

No general fund impact. Cost of signage will be absorbed in FY15/16 Street Division Operating Funds.

Respectfully submitted,

KJensen
Kris Jensen
Public Works Director.