

BAYSHORE FIRE PROTECTION & RESCUE SERVICE DISTRICT
MINUTES OF THE BOARD OF COMMISSIONERS MEETING
August 9, 2011

Meeting called to order at 7:03 p.m. by Chairman Ducrou

Pledge of Allegiance

Invocation – Commissioner Hansen

Roll Call: Commissioner Ducrou – Present
Commissioner Hansen – Present
Commissioner Cook – Absent
Commissioner Griffin – Present
Commissioner Klos – Present
Chief Larry Nisbet - Present
Office Manager - Theresa Sharp - Present
Attorney Ian Mann –Present

Others Present: Some public

Minutes – Review and Acceptance of the minutes of the July 12, 2011 Board of Commissioners Meeting. Motion made by Commissioner Klos to accept the minutes. Motion seconded by Commissioner Hansen. Chairman Ducrou calls for questions or comments. With no questions or discussion and none opposed, motion carries.

Financial Report: Review & Acceptance of the July 2011 Financials. Commissioner Klos motioned acceptance of the July financials. Commissioner Hansen seconded the Motion. With no questions or discussion, and none opposed, motion carries.

Admin/Ops/Fire Marshal's-Report (attached) – Chief Nisbet reads Fire Marshal report and Administration reports into the record. Chairman Ducrou calls for questions or discussion; hearing none he calls for petitions before the board.

Petitions before the Board – None

Union Petitions/Discussions – None

Old Business –

- **Chief Nisbet Announces the Resetting of the Preliminary Budget Hearing for Sept. 6, 2011 at 7pm** – regular Board meeting to immediately follow; Final Budget Hearing for September 20, 2011 at 7pm. Commissioner Klos motions acceptance of the dates. Commissioner Griffin seconds the motion. Chairman Ducrou calls for questions or discussion and hearing none calls for opposed. Hearing no opposed, motion carries.
- **Review Options for E-133** – Chief Nisbet introduces Mike Burke and Barry Burke, the mechanics we are currently using that have retired from the City of Fort Myers, with EVT Technician designations. He explains that they are performing excellent work for us at rates better than the Fleet Maintenance pricing we were receiving. He continues that after the Board's direction to secure pricing on repairs to E-133 he had requested they perform an evaluation of E-133 for an estimate of repairs. Chief Nisbet states that

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their estimate for everything they noted was \$98,000.00; approximately 1/3 of the estimate is parts and approximately 2/3 is labor. Chief states he has invited the Burkes here tonight to answer any questions the Board may have. Chairman Ducrou opens the floor for questions or discussion. Commissioner Hansen states that the engine is old, but asks what the main problem is. Mike Burke of Burkes Fire Equipment identifies himself and answers that the problem is fatigue. He states they gave the apparatus a quick once over and states the primary safety problems are in the front end; some of the steering components need to be replaced if it is going to continue to be used. He adds that they did not disassemble the brakes, so they can't speak on that, but they would want to evaluate those. It was just a best guess estimate. They did notice a lot of dash cracks and electrical issues and state that we must keep in mind if we decided to proceed to rebuild this truck we would not have warranties which we would have with a new vehicle. He adds that none of the drive train, the engine, transmission, transfer case, pump, or axles themselves would have a warranty. Commissioner Hansen asks then that the \$98,000 is just a ballpark, that it could be more. Both Mike and Barry confirm, and Barry adds that you would still have an older vehicle, not up to date. He adds that there would be added safety features such as ABS brakes and air bags if it were a new vehicle. Mike adds that they are uncertain if all the parts at this point would be available, such as the dash and door panel. He adds that he knows the upgrade of the lights they can get through various manufacturers, but Detroit no longer makes that engine, however, he's sure they carry parts for it, but it is something they haven't really looked into. Commissioner Ducrou asks what primarily the \$98,000 would be doing. Mike states he has provided a list, but basically it's a lot of electrical issues, of which he's certain new wiring harnesses would be involved, a complete new air conditioning system, steering components, front end components, interior cab refurb... Barry continues with the list: ball valves, gauges, etc... Commissioner Griffin asks if there is a list. Chief Nisbet reads the list which states such additional items as king pins, tie rods, drag lines, bearings, keystone ball valves, gauges, pump packing & cooling system, rust repair, repair seats, engine belts & hoses, batteries, transmission service, door gaskets, insulate cab, replace brakes and air system, annual pump test, and estimate is based on availability of parts. Commissioner Griffin supposes we wish to get by for one to two years, some of that we could get by without doing, he asks their opinion of what we need to consider. Mike states that the pump has passed the annual test; it has quite a few ball valves leaking, keystone was leaking, the front end components are in his opinion a must, as well as any other safety related item. Commissioner Griffin agrees. He asks if it is worth putting the money into. Mike states he is sure you could put money into it and get by another year, if that's the route you want to go. Commissioner Hansen asks if \$50,000 would be considered an expensive year. Commissioner Ducrou states he wouldn't want to put \$50,000 in to get a year out of it but doesn't feel you would need to put \$50,000 into it to get another year out of it. He asks what the front end would cost. Mike responds he's not certain, but \$2000 is probably a good guess. Commissioner Ducrou states that air conditioning wouldn't be critical at this point. Chief states that the front end, the electrical and the pump are the main concerns, and probably have the transmission looked at. Mike adds, the brakes, that he would definitely want to look at the brakes. Commissioner Ducrou states that the maintenance Fleet did, would definitely have evaluated the brakes. He states that Fleet would have noted any issues. Chief states he believes that vehicle had been PM'd only once, maybe twice, through Fleet. Commissioner Ducrou asks what we put on that truck a year now, as far as miles. Chief states it is currently only as needed. It is under limited

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service at this time. Commissioner Ducrou states that even if it were up all the way it would only get limited use. Chief states that its primary use is for fire responses-structure fire response and mutual aid, move ups and stand bys, second out engine. Commissioner Griffin asks what the findings were with the electrical fire it had. Chief Nisbet responds that there was something up under the dash, there was something on the transmission, something like some lighting melting something. He continues that there's something with the truck that when the electrical is activated the truck moans and groans...he defers to some of the staff present who might be better able to explain. The day to day issues like you can get it into pump, then you can't get it out of pump; you've got to shut it off and shake the box, we've got emergency lighting issues, some electrical issues with starting it, and some electrical issues with the priming pump. Electrical is probably one of the bigger issues we've had with the truck; he goes on to say that underneath the dash, predecessors long before these guys, added wiring and rigged this and rigged that, it's a mess. To redo the electrical system, that truck would have to be gutted, and start from scratch. He adds that the last time the truck served mutual aid, there was smoke coming from under the dash, they tried to figure it out, shut the truck down, they were able to get it home, and then they couldn't figure out where it was coming from again. Commissioner Ducrou asks Chief if he has the list. He acknowledges he has. He furthers that he has been in touch with Crimson Fire and he got the truck down from \$198,000 to \$189,000 and the finance options were 10, 12 and 15 years. They suggested that if we went this route, the best rate deal would be the 12 years. Commissioner Hansen asks Burkes if what they had done was just a real quick once over. Mike responded that yes, they spent about an hour to an hour and a half without any engine testing or anything like that. He adds that the pump had recently been derated at last testing. Chief states it had gone from 1500gpm down to 1250gpm. Commissioner Ducrou asks if we can figure out what truly has to be done, because he doesn't feel that we will run it that much. Chief states yes; he feels that the front end is a definite issue, the pump is a definite issue, we need to get a look at the transmission, and the electrical has to be done. He goes on to say that we did get a quote for just the parts from E-One to redo the electrical, strictly engine electrical, the parts were \$4500.00. That's not counting what we need to do with the emergency systems. Commissioner Ducrou inquires what is referred to by "emergency systems". Chief Nisbet replies the red lights and sirens...he specifically notes the light bars have problems, only 2/3 working. Chief Nisbet states that his concern is the unknown problems and the related costs. He asks what happens if we get into these problems and find others, for instance stress cracks in the frame or body. He recalls that in 2002 that truck went to E-One to have a refurb and that was about \$70,000 and there were numerous stress cracks in the frame that had to be repaired. Chief continues that the engine is good, his concern however, is the 21 years on the other components. Commissioner Ducrou asks "it was refurbished in 2002"? Captain Underwood verifies that it was partially refurbished in 2001 or 2002 and it was gone for 3 or 4 months, but they did a lot of framework, a little bit of pump work, a little body work, there were a lot of stress cracks from going up and down the dirt roads, and shortly after that is when we started having the motor trouble where it was 5 motors later before we found out the problem. Captain Underwood states that some of the original components in that truck are the transmission and the front end, though the front end was worked on in 2005-2006, shortly after we got the motor resolved, and they told us at that time that there was more work that needed to be looked into, so he anticipates we are probably going to have some significant issues with the front end. Chief Nisbet advises the

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commissioners that with the Crimson truck, we got the price down from \$198,000 to \$189,790 with all those extras thrown in, if we did the 12 year option, with the first payment due in December 2011, our payment would be \$21,628.24 per year, one payment per year. Chief Nisbet suggests that we don't make this an operating expense expenditure, that rather we make it a reserve expenditure. An asset that we would identify in the reserves to make the payment. He continues that the reason he suggests this is that typically, we have items in the budget that we don't spend. For instance, Emergency Disaster Fund, and historically we get a little bit more in the ad valorem revenue than the 95% we budget. He continues that if we set this up as a delegated allocation in the reserve line item, instead of just putting money down as a down payment for a truck, we could pull that from the "savings account" without affecting the operating budget of what we are collecting for ad valorem so it wouldn't affect other operations of the department. Chief states that his biggest fear is that we dump 10, 15, 20,000 dollars into the truck and then something else happens or something goes on and we start having other issues with the truck, and then we're back to where we were having to decide whether to put more money into the truck or replace it. The Crimson truck is a good deal, if it wasn't a stock unit, and not having been a demo, it would have listed out for \$250 or \$300,000, it's down to \$189,000 and we could do the 12 year loan, and if we do this we won't have any large vehicle capital improvement for apparatus for 10 years, at least; and like Mike and Barry were saying, we would have a truck with a warranty on it, like we have with the Tender and E-131. Commissioner Ducrou states that we would only have a warranty for a year. Mike and Barry let him know that the drive train warranty is 5 years for all fire apparatus; that's the engine, transmission and differential. Commissioner Ducrou asks if that's just this truck. They state that all NFPA fire apparatus have to meet the 5 year drivetrain warranty. Commissioner Hansen asks what happens to the old E-133. Chief responds that he did try to get a trade-in on it, but nobody wanted to touch it due to the odometer reading being at 132,000 miles; he lists 3 companies who have offered to broker it for us, but advises that he is told the best we could do selling it is between 10 and 15 thousand dollars, due to years and mileage. He offers that we could put it on govdeals and see what we can pull from there, but he does not feel we would want to auction it here like we did with the other truck, he'd rather put it on govdeals. Commissioner Ducrou agrees, there aren't enough people looking at the other. He adds that one of the things that disturbs him after reviewing the minutes from last month, is that we're going to have to refurb this truck in 10 years. Chief agrees, it is a possibility, he says that is the standard for a refurb timeframe; he notes the E-One went from 1992 to 2002 and needed a refurb. Commissioner Hansen notes that you have a 12 year loan and you need a refurb in 10 years; Chief Nisbet states his concept on that is that setting it up from the reserve line, if we find we are in a position, we can always pay it off early. He defers the decision to the Board, he just wants to make sure they have all the options. Commissioner Griffin asks if it would be a front line vehicle. Chief Nisbet states that is correct, that if we chose to purchase this vehicle it would run dual purpose, as our second out engine and as our rescue truck, to replace not only E-133 but also the rescue truck we have already sold. Chief Nisbet adds that it also has other capabilities in that it is shorter in wheelbase and is 4 wheel drive. It has no rear compartments, they are on the sides, so a majority of our equipment could be carried and we would still meet our weight and balances that we need to keep the truck under weight. DVP Lemieux addresses the board asking for the customary bid process for the repairs, in an effort to get a more accurate price estimate as to the necessary repairs to E-133, he requests 2 more bids. Commissioner Hansen

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asks Burkes if they charge to come out and do the estimate. They respond that they did not. Chairman Ducrou states that it is the board members discretion what decision is made. Commissioner Hansen asks how long the company will have that truck, if we take another month to get 2 more estimates. Chief responds that it is a stock unit, that is priced well, they have bites on it, it could be there or it could be gone. He states that he has recently applied for enough grants to know that the price is good on the new truck, as far as the repair costs and what is found to be necessary, we could have Elite Fire Apparatus and Hallmark take a look at it. We could have Fleet Maintenance take a look at it, we still have an account with Fleet Maintenance, but the last time it was there they advised us that there were issues coming up with it that would need to be addressed. He continues that Mike and Barry have been doing fire apparatus for 20-30 years, they have been very cost effective for us, and he believes their assessment and evaluation; and he points to what Captain Underwood had said that in 2002 we just had some basic pump work and some basic frame work done and it was around \$70,000. Commissioner Ducrou states that if we use that example, he does not want to run that new engine for medical calls since in 10 years he'll have to replace the frame from cracks, we'll just keep the rescue body. Chief Nisbet states that the apparatus we are looking at is also designed for a little rougher terrain since it's a 4WD engine. He states he is fine if we get this truck, or not, he is also ok if they want the engine repaired, he just does not want to hold Crimson up any longer since it has already been 60 days. He would rather roll the dice and see what goes on with it. Commissioner Klos asks if we can get 2 more estimates. Commissioner Ducrou states he doesn't even necessarily feel we need 2 more, he inquires as to what notations fleet has made on the vehicle. Chief Nisbet states that typically in the p.m. they cover fluids, we had a level C pm which is typically the major components such as oil and transmission fluids checked... its not very in depth, it doesn't get into draining fluids and things along that line, and taking things apart; no they didn't do that. Commissioner Ducrou states that they should be able to see the slack in the front end without taking things apart. Commissioner Klos asks if we can get another estimate to just quote what it will cost to get it up and running, without door panels and things like that. Chief agrees that there are some items on this quote that we can do without. Commissioner Hansen suggests we go to Fleet Maintenance and also let Barry and Mike redo their bid, not to refurb the cab, but to get it safety ready, what they think it would take to do that, and then compare apples to apples. Commissioner Ducrou states that he thinks the way Board feels right now is, if the truck doesn't meet spec because the steering is too far out based on the degrees in the wheels, fix it now. He says we should never run it like that. Chief Nisbet states that what we've been told is that there is some slack in the steering, it is not running all over the road, it is just needing some attention. Commissioner Ducrou states that if there are critical systems that need to be fixed, we need to fix them whenever it comes up; and then based on its repair history, we are either going to keep going that way or we'll toss it. He just doesn't want to get to where we're running something that's unsafe. Chief Nisbet agrees with him, and adds that if it goes down and we're going to be doing some repairs that cause it to be down for some time, if that's the direction we want to go, he will check with North Fort Myers and see if they can loan us an engine, which of course, they would pull back if they needed it, but we have to have 2 engines in the district and they have to be two engines we can rely on in the district. Chief adds that right now, he does not feel comfortable about the reliability of the engine, not so much for the steering and condition of the pump, but for the electrical issues and other stuff that has been going on with it, he does not feel

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comfortable that engine 133 is a reliable piece of equipment right now. Chief says he hopes it will get to the call, and he hopes it will get home. Commissioner Klos states it sounds to him that it should be out of service right now instead of limited service. Chief states that if he had a reserve engine, he would take it out of service, but he doesn't have that capability right now. Commissioner Ducrou states that that was our best engine, that we figured we could put into reserve and it would last for a long time. He adds that it didn't last for a long time. Chief Nisbet states that that engine has done its job; 132,000 miles on the chasis, and beside the motor being rebuilt, it has held together well, it was our primary piece of equipment for a long time. He adds that we have worked so hard to get to certain things accomplished that he would hate to see us lose our capabilities because we're trying to baby this thing along. Chairman Ducrou asks the board if they are in agreement that the direction is to proceed to obtain another opinion and estimate of what is considered to be critical issues that need to be addressed; the board is in agreement. Chairman Ducrou thanks the Burkes for their input. Commissioner Hansen asks if it would be a big burden on them to do another bid for us. They reply it is not. Commissioner Ducrou compliments them that he has heard a lot of great things about their service and he thanks them. Chairman Ducrou calls for any further discussion or comment and hearing none, calls for any more old business. Hearing none, he calls for new business.

New Business – None

Chief Nisbet offers that we can call for Public Input prior to the Executive Session since there is public present.

Public Input – Chairman Ducrou calls for public input. Hearing none, Commissioner Hansen thanks the Burkes for their input as they depart.

Chairman Ducrou Recesses the meeting at 7:37 p.m. for Special Session.

Meeting Reconveines: 8:10 p.m.

Chairman Ducrou – calls for any other new business hearing none he calls for a Motion to Adjourn – Commissioner Hansen motions adjournment. Seconded by Commissioner Klos. Vote called & passed unanimously. Meeting adjourned at 8:11 p.m.