RUNNING SPRINGS WATER DISTRICT
A MULTI-SERVICE INDEPENDENT SPECIAL DISTRICT
31242 Hilltop Boulevard • P.O. Box 2206
Running Springs, CA 92382

TO: BOARD OF DIRECTORS DATE POSTED: MAY 12, 2023

RE: REGULAR BOARD MEETING FROM: BOARD SECRETARY

The Regular Meeting of the Board of Directors of the Running Springs Water District will be held on Wednesday, May 17, 2023, at the hour of 9:00 am at the District Office located at 31242 Hilltop Boulevard, Running Springs, California. This agenda was posted prior to 5:00 pm on May 12, 2023, at the Running Springs Water District Office and Website.

The Board may take action on any item on the agenda, whether listed as an action item or as an information item. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Amie Crowder, Board Secretary at (909) 867-2766 at least 48 hours before the meeting, if possible. Copies of documents provided to members of the Board for discussion in open session may be obtained from the District at the address indicated above.

AGENDA

1. Call Meeting to Order and Pledge of Allegiance

2. Recognize and Hear from Visitors / Public Comment - This portion of the agenda is reserved for the public to make comments on matters within the jurisdiction of the Running Springs Water District that are **not on the agenda**. The Board, except to refer the matter to staff and/or place it on a future agenda, may take no action. It is in the best interest of the person speaking to the Board to be concise and to the point. A time limit of five minutes per individual will be allowed. Any person wishing to comment on an item that is on the agenda is requested to complete a request to speak form prior to the item being called for consideration or to raise their hand and be recognized by the Board President.

3. Approval of Consent Items – The following consent items are expected to be routine and non-controversial and will be acted on at one time without discussion unless an item is withdrawn by a Board Member for questions or discussion. Any person wishing to speak on the consent agenda may do so by raising his/her hand and being recognized by the Board President.

   A. Approve Meeting Minutes **Page 3**

   B. Ratify Expenditures **Page 10**

   C. Consider Approving Contract for Fiscal Year Ending 2024 Financial Consulting Services **Page 18**

D. Consider Approving Contract for Fiscal Year Ending 2023 Financial Audit Services **Page 22**

E. Consider Adopting Resolution No. 06-23, Amending and Adopting Local Guidelines for Implementing the California Environmental Quality Act **Page 29**

4. Action Items – The following action items will be considered individually and each **require a motion** by the Board of Directors for action.

A. Consider Providing any Additional Direction to Staff on Draft Budget
(Presenter: Ryan Gross, General Manager) **Page 47**

B. Consider Authorizing Wastewater Expenditures
(Presenter: Trevor Miller, Operations Manager) **Page 104**

C. Consider Authorizing Staff to Make Calendar Year 2023 Annual Collection Amount Payments for the Public Provider Ground Emergency Medical Transportation Intergovernmental Transfer (PP-GEMT IGT) Program
(Presenter: Ryan Gross, General Manager) **Page 110**

D. Consider Authorizing Staff to Execute Purchase Agreement with South Coast Fire Equipment for New Fire Engine
(Presenter: Andy Grzywa, Fire Chief) **Page 118**

5. General Manager's Report
6. Report from Legal Counsel
7. Board Member Comments/Meetings

8. Closed Session

A. Public Employee Performance Evaluation, Title: General Manager. Pursuant to Government Code Section 54957

9. Open Session

A. The Board and/or Legal Counsel will report any action taken in closed session.

B. Discuss the General Manager's Employment Agreement following annual performance evaluation and consider any changes to such.

10. Meeting Adjournment

Upcoming Meetings: Regular Board Meeting, June 21, 2023, at 9:00 am

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Ryan Gross, General Manager**

SUBJECT: **CONSIDER APPROVING MEETING MINUTES**

RECOMMENDATION

It is recommended that the Board of Directors review and approve the attached meeting minutes.

REASON FOR RECOMMENDATION

Approval of meeting minutes.

BACKGROUND INFORMATION

The attached draft meeting minutes are from the Regular Board Meeting held on April 19, 2023 and the Finance Committee Meeting held on April 25, 2023.

ATTACHMENTS

Attachment 1 – Draft Meeting Minutes

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS RUNNING SPRINGS WATER DISTRICT COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA April 19, 2023

A Regular Meeting of the Board of Directors of the Running Springs Water District was held on Wednesday, April 19, 2023, at the hour of 9:00 A.M. at the District office located at 31242 Hilltop Boulevard, Running Springs, California, and through teleconference.

The following Directors were present at the District:
Tony Grabow, President
Bill Conrad, Vice-President
Mike Terry, Director (left at 9:51 A.M.)
Laura Dyberg, Director
Mark Acciani, Director

Also present at the District were the following:
Ryan Gross, General Manager
Andrew Grzywa, Fire Chief
Trevor Miller, Operations Manager
Rick Ellsberry, Acting Battalion Chief
Ward Simmons, Legal Counsel, Best Best & Krieger, LLP
Amie R. Crowder, Secretary to the Board/Administration Supervisor

The following visitors were present:
Jenny Huerter, General Manager, Rim of the World Recreation and Park District (left at 9:14 A.M.)

MEETING MINUTES

AGENDA ITEMS

1. Call Meeting to Order and Pledge of Allegiance

The Running Springs Water District Board Meeting was called to order at 9:00 A.M. by President Grabow. Fire Chief Andy Grzywa led the assembly in the Pledge of Allegiance.

2. Recognize and Hear from Visitors/Public Comment

No visitors were present.

3. Approval of Consent Items

A. Approve Meeting Minutes

B. Ratify Expenditures

Vice-President Conrad requested additional information regarding snow removal expenses on page 14 of the board packet. General Manager Ryan Gross and Operations Manager Trevor Miller provided detailed explanation on the expense.

C. Consider Adopting Resolution No. 03-23, Fixing and Levying Fire Suppression Availability Charges for Fiscal Year Ending 2024

D. Consider Adopting Resolution No. 04-23, Fixing Sewer Standby or Availability Charges for Fiscal Year Ending 2024

E. Consider Adopting Resolution No. 05-23, Fixing Water Standby or Availability Charges for Fiscal Year Ending 2024

Upon **motion** by Director Terry, **second** by Vice-President Conrad and **carried by a 5 to 0 vote,** the Consent Items were approved.

4. Action Items

The following action items will be considered individually, and each **require a motion** by the Board of Directors for action.

A. Consider Proposal for Dog Park on Downtown Property

Jenny Huerter, General Manager of Rim of the World Recreation and Park District, reviewed the communities desire to have a dog park and to continue moving forward with this project. Additional items discussed include total square footage, CEQA involvement, grant funding opportunities, insurance coverage and responsibility, and the drafting of an agreement.

No action taken.

B. Consider Approval of Mutual Aid Agreement with Arrowbear Lake Fire Department

Fire Chief Grzywa reviewed the updates to the Mutual Aid Agreement with Arrowbear Lake Fire Department, which included revisions pertaining to equivalent training capacities within each department, fire officers vs. chiefs, and adding additional language to protect each department respectively. Chief Grzywa also outlined the emergency events that occurred during the recent winter storm and the gathering of resources between Running Springs Fire Department and Arrowbear Lake Fire Department.

Director Dyberg encouraged Chief Grzywa to share with the community the positive work the Fire Department is doing within our community. Suggestions discussed were local newspaper articles and newsletters.

Upon **motion** by Vice-President Conrad, **second** by Director Terry and **carried by a 5 to 0 vote,** Mutual Aid Agreement with Arrowbear Lake Fire Department, was approved.

C. Consider Authorizing Expenditure for Ten Sets of Turnouts on the CalFire Volunteer Fire Capacity Grant

Chief Grzywa presented the cost and funding sources of the additional turnouts the Fire Department would like to purchase. Chief Grzywa also shared the quality of these turnouts and their 10-year life span. Minimal discussion ensued.

Upon **motion** by Director Acciani, **second** by Vice-Present Conrad and **carried by a 5 to 0 vote,** Authorization to Purchase Ten Sets of Turnouts on the CalFire Volunteer Fire Capacity Grant in the amount of $33,070.31, was approved.

D. Consider Authorizing Expenditure for Payroll and Accounts Payable Consulting Services

Manager Gross shared the staffing shortage the current Administration Department is having and that the vacant position is being advertised. In the interim, Manager Gross presented the EideBailly, LLP quote for providing workload assistance to the District. Various discussions ensued.

Upon **motion** by Vice-President Conrad, **second** by Director Dyberg and **carried by a 5 to 0 vote,** Authorizing Expenditure for Payroll and Accounts Payable Consulting Services at approximately $6,000 per month, was approved.

5. Information Items – The following information items do not require any action by the Board of Directors and are for informational purposes only.

A. Budget Planning & COLA

Manager Gross reviewed the budget and Cost of Living Adjustment (COLA). In reviewing the Consumer Price Index for All Urban Consumers (CPI-U) for Riverside/San Bernardino/Ontario, the Board of Directors would like to include the proposed 4% COLA for the Fiscal Year Ending 2024.

Also reviewed were the combining of the Ambulance and Fire Department budgets, an potential increase in revenue from the Public Provider Ground Emergency Medical Transport Intergovernmental Transfer Program (PP-GEMT IGT) program, the remaining loans the District has, the Capital Improvement Projects for each department, and the additional CalPERS lump sum Unfunded Accrued Liability (UAL) payment for Miscellaneous Employees.

President Grabow sought clarification regarding the Fire Department's Total Revenue Summary and would like the Finance Committee to schedule a meeting.

Vice-President Conrad inquired about the benefits of the Running Springs residents establishing a ballot measure for the Fire Department, and how this would affect the budget for Fire and Ambulance. Various discussion continued regarding this.

B. Quarterly Investment Report

LAIF & MBS financial reports were provided. No additional information to report.

C. Quarterly Budget/Financial Update

Vice-President Conrad inquired about the Employee Benefits-Retirement percentage variance for each department. Manager Gross and Secretary Crowder provided clarification and will further look into the details.

D. Quarterly Operations Reports

President Grabow expressed his appreciation for receiving these quarterly reports. Chief Grzywa shared that the call volume during the quarter in review remained high and several responses were assigned to strike teams and task forces that were in the area to assist during the storm. Chief Grzywa also shared how the Fire Department coordinated with the local school for establishing an evacuation center and food deliveries.

Discussion regarding the Ayers Acres well, the culvert washout on Old City Creek and the water production for the quarter were reviewed. Operations Manager Miller informed the Board of Directors that the Treatment Plant experienced all time record high flows during March, but everything is being treated and the ponds have plenty of capacity. He also informed the Board that the MBR is working well and assisted desirably through the storm.

6. General Manager's Report

Nothing to report.

7. Report from Legal Counsel

Ward Simmons, Legal Counsel, Best Best & Krieger, LLP provided A Guide to "Gift" Rules for Public Officials and Employees pamphlets. He also shared and reviewed the current statewide reservoir conditions.

8. Board Member Comments/Meetings

Director Dyberg provided an update that CalFire rewarded the Fire Safe Council $950,000 for clean-up. These funds are being shared with Wrightwood, Big Bear, Angeles Oaks, and so forth. She would like to have the Running Springs community included in receiving assistance.

Director Dyberg also shared information regarding www.freechipping.org and how this program works and can benefit the residents of Running Springs.

Director Acciani inquired about the Running Springs Hazard Abatement program. Chief Grzywa provided information on the timeframe of this program and the inspection process.

9. Meeting Adjourned

Upon motion by Director Acciani, second by Director Dyberg and unanimously approved, the meeting was adjourned at 10:52 A.M.

Respectfully Submitted,

_____	_____
President, Board of Directors Running Springs Water District	Secretary of the Board of Directors Running Springs Water District

MINUTES OF THE FINANCE COMMITTEE MEETING
RUNNING SPRINGS WATER DISTRICT
COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
APRIL 25, 2023

A Finance Committee Meeting of the Running Springs Water District was held on Tuesday, April 25, 2023 at the hour of 2:00 P.M. at the District office located at 31242 Hilltop Boulevard, Running Springs, California.

Committee Members present:
Bill Conrad, Vice-President
Mark Acciani, Director

District Staff Present:
Ryan Gross, General Manager
Andy Grzywa, Fire Chief
Rick Ellsberry, Acting Battalion Chief
Trevor Miller, Operations Manager

There were no members of the public present:

1. The meeting was called to order at 2:00 P.M.

2. Public Comment – There was no public comment.

3. Review Draft Fiscal Years Ending 2024/2025 Budgets – Committee members provided various input on the draft budgets which will be incorporated into the final draft.

4. Finance Committee Comments – No additional comments.

5. Meeting Adjournment – The meeting was adjourned at 3:06 P.M.

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Ryan Gross, General Manager**

SUBJECT: **RATIFY EXPENDITURES**

RECOMMENDED BOARD ACTION

It is recommended that the Board of Directors review the attached accounts payable check register and ratify the District's April 2023 expenditures.

A copy of the District's Cash Reserve Fund Summary as of April 30, 2023, the Pooled Cash Balance History and Fire Department Operating Reserve Fund History is also included for review and information.

REASON FOR RECOMMENDATION

Each month staff presents the monthly check register and recommends that the Board of Directors ratify the District's expenditures.

ATTACHMENTS

Attachment 1 – Accounts Payable Check Register
Attachment 2 – Cash Summary
Attachment 3 – Pooled Cash Balance History
Attachment 4 – Fire Department Operating Reserve Fund History

Running Springs Water District
Accounts Payable Checks
April 2023

Vendor Name	Description	Date	Invoice Amount	Check Number	Check Amount
2 Hot Uniforms inc	Fire Uniforms	04/24/23	633.82	108639	1,042.70
	Fire Uniforms	04/24/23	408.88	108639	
Action Auto Repair Inc	1992 Chevy K2500 - Repair	04/12/23	173.26	108604	3,072.32
	2007 Chevy Express 3500 - Repair	04/12/23	1,259.23	108604	
	2005 Chevy Silverado - Mirror Replacement	04/12/23	1,099.47	108604	
	2019 Ford F450 - Brake Repair	04/12/23	540.36	108604	
American Family Life Assurance Company of Colun	205902	04/01/23	143.26	DFT0001978	143.26
	April Bill	04/27/23	143.26	DFT0002067	143.26
Aramark	Treatment Supplies	04/12/23	114.90	108605	114.90
	Supplies	04/24/23	114.90	108640	114.90
ARC Document Solutions, LLC	Manhole Index Map Revised	04/24/23	18.71	108641	18.71
AT&T Mobility	April Charges	04/24/23	43.24	108642	43.24
Bacon/Wagner Excavating, Inc.	Four Scoops of Rock, $50 per Ton	04/12/23	300.00	108606	9,957.25
	Snow Removal 3/22, 3/30 2536 Huinsaker	04/12/23	100.00	108606	
	Snow removal - 3/21, 3/22, 3/30 - SLS #2	04/12/23	300.00	108606	
	March-April Hauling	04/12/23	9,257.25	108606	
	Hauling of Bio to One Stop	04/24/23	2,635.00	108643	2,635.00
Best, Best & Krieger LLP	Legal - March	04/12/23	559.90	108607	559.90
Bulldog Battery	Stryker 24 volt	04/24/23	500.00	108644	500.00
California Association of Professional Firefighters	May 2023 Billing	04/24/23	147.50	108645	147.50
California Computer Options Inc	Monthly IT - March	04/12/23	402.30	108608	402.30
	Monthly Charges 4/19/23-5/18/23	04/24/23	1,276.75	108646	1,276.75
California Water Environment Association	Teter - Renewal	04/12/23	202.00	108609	202.00
CalPERS	16460 APRIL CALPERS	04/03/23	20,175.35	DFT0001979	20,175.35
	PPE 4.3.23	04/07/23	22,635.41	DFT0002004	22,635.41
	Replacement Benefit Contribution	04/07/23	751.99	DFT0002005	751.99
	PPE 4.17.23 PERS	04/20/23	22,406.53	DFT0002020	22,406.53
Canon	Usage 3/1/23-3/31/23	04/24/23	384.44	108647	589.46
	April Scanner Charges	04/24/23	205.02	108647	
Charter Communitcations	31242 Hilltop - April	04/24/23	393.99	108648	511.96
	April Service - 2536 Hunsaker	04/24/23	117.97	108648	
	8245100800237188	04/27/23	393.99	DFT0002055	393.99
	8245100800240497	04/27/23	117.97	DFT0002056	117.97
Citibank, N.A.	3/28/23 Stmt	04/12/23	497.33	108610	489.71
	6200349 - Return	04/12/23	-7.62	108610	
	4/11/23 Statement	04/24/23	406.98	108649	406.98
ConFire JPA	April-June 2023 Period	04/24/23	17,021.77	108650	17,021.77
County of San Bernardino	Monthly Assessor parcel map - April	04/12/23	2.00	108611	2.00
	4/12/23 Line Release	04/24/23	20.00	108651	20.00
Cypress Ancillary Benefits	May Dental	04/24/23	903.02	108652	903.02
DATA FACTS	Background Check	04/12/23	61.94	108612	61.94
Dixi Willemse	April medical expense reimbursement	04/24/23	255.57	108653	255.57
Don's Auto Inc	Truck Front Brakes	04/24/23	234.04	108654	234.04
Drain-Aid Plumbing	Sink snaking - fire	04/24/23	295.00	108655	295.00
Endress & Hauser Inc	Cerabar PMC21	04/24/23	806.38	108656	806.38

Vendor Name	Description	Date	Invoice Amount	Check Number	Check Amount
Evans-Hydro, Inc	Invoice #162164	04/24/23	8,634.36	108657	8,634.36
Fairview Ford Sales, INC	978518 - Treatment	04/12/23	208.73	108613	208.73
Federal Express Corporation	Shipping	04/28/23	34.13	DFT0002066	34.13
Firefighter's Safety Center	Firefighter III A - Size 9.5 for Angel	04/12/23	303.33	108614	303.33
Frontier Communications	April phone charges	04/24/23	133.69	108658	1,647.44
	April phone charges	04/24/23	1,513.75	108658	
Gerold Construction Inc.	Station 51 Bathroom Upgrade done by CALFIRE	04/24/23	500.00	108659	500.00
GM Excavating, INC.	Snow Removal Crab Flats 3/31/23 - MARCH SNOW	04/12/23	4,050.00	108615	4,050.00
Grant Burkitt	4.6.23 GVL Re-Keying	04/12/23	1,567.07	108616	1,567.07
Hi-Desert Publishing-Mountain News	Help Wanted Ad - Firefighter	04/12/23	152.00	108617	456.00
	Help Wanted Ad - Firefighter	04/12/23	304.00	108617	
INFOSEND	Monthly Data Processing - March	04/12/23	1,693.17	108618	1,693.17
Inland Bobcat, Inc.	Treatment - Windshield Wiper/Arms	04/12/23	322.15	108619	322.15
Inland Desert Security & Communications	May Service Period	04/24/23	409.00	108660	409.00
Inland Water Works Supply Company	E26101 - 1" JJ IPSPJ	04/24/23	468.71	108661	720.97
	4"x7.5X ROMAC CLFC Clamp, ROMAC SADDLE	04/24/23	252.26	108661	
Leslie's Poolmart, Inc	CHLOR 53 GAL Drum (12.5-15%)	04/12/23	1,241.56	108620	1,241.56
	36 CHLOR 4x1GAL NSF 60 (10-12.5%)	04/24/23	1,943.16	108662	1,943.16
Life-Assist, Inc	Medical Supplies	04/24/23	740.07	108663	740.07
Lou's Gloves, Inc	Nitrite exam gloves	04/24/23	117.00	108664	117.00
McMaster-Carr Supply Company	Treatment parts/supplies	04/24/23	91.82	108665	435.65
	Treatment parts/supplies	04/24/23	264.61	108665	
	Strut-Mount Metal routing clamp	04/24/23	33.68	108665	
	carbon steel clevis pin	04/24/23	45.54	108665	
MMBR	MBR 1 upper modules	04/24/23	6,901.40	108666	6,901.40
Nationwide	PPE 4.3.23	04/06/23	1,770.00	DFT0002002	1,770.00
	PPE 4.17.23	04/21/23	1,770.00	DFT0002022	1,770.00
Nick Nikas	3.27.23 Claim	04/12/23	150.00	108621	226.86
	Feb-March Claim	04/12/23	76.86	108621	
	4/19/23- Reimbursement	04/24/23	141.00	108667	141.00
Nuckles Oil Company, Inc	Fuel Delivery - Treatment	04/12/23	3,659.63	108622	3,659.63
One Stop Landscape Supply	1 Load Sludge	04/12/23	1,578.50	108623	1,578.50
Parkson	Bearing-Flanged & Chain	04/24/23	2,752.00	108668	2,752.00
Patrick R. Morin	Station 50 Door Repair	04/12/23	480.00	108624	480.00
Polydyne Inc.	Clarfloc - 3 - 450 lb Drums	04/12/23	2,709.97	108625	2,709.97
Provident Agency, Inc	2 of 3 annual installments - accident & health	04/24/23	5,613.00	108669	5,613.00
Ram Software Systems, Inc	AIM online software - April	04/04/23	257.50	DFT0002001	257.50
Redlands Community Hospital	4/20/23 Refund	04/24/23	714.83	108670	714.83
Reliance Standard Life Insuarance Company	Life Insurance May 23	04/24/23	1,295.45	108671	1,295.45
Rick Ellsberry	Reimbursement for PC832 Class	04/24/23	106.00	108672	106.00
Rim Forest Lumber and Hardware	Fire - Honda Snow Blower Part	04/12/23	3.01	108626	3.01
	CDX PLY SHTG	04/24/23	340.54	108673	340.54
Robert Aberg	4/14/23-Reimbursement	04/24/23	40.00	108674	40.00
Rocio Silva	March cleaning services	04/12/23	485.00	108627	485.00
Rogers Anderson Malody & Scott LLP	March Services	04/24/23	903.00	108675	903.00
Ryan Gross	4/13/23 Reimbursement	04/24/23	357.75	108676	357.75
San Bernardino County Fire Chiefs Association	Ellsberry membership renewal - 2.6.23	04/12/23	36.00	108628	126.00
	Grzywa membership renewal - 2.6.23	04/12/23	90.00	108628	
SCADA Integrations	Troubleshooting Win911 configuration file loading	04/24/23	202.50	108677	202.50
Sedgwick Claims Management Services	Workers Comp	04/24/23	112.00	108678	112.00

Vendor Name	Description	Date	Invoice Amount	Check Number	Check Amount
Southern California Edison Company	Power - March GVL	04/12/23	4,490.17	108629	22,156.55
	Power - March Lot 43	04/12/23	15.78	108629	
	Power - Seymour March	04/12/23	153.63	108629	
	Power - Treatment March	04/12/23	17,496.97	108629	
	31172 Allview - March	04/20/23	52.90	DFT0002021	52.90
	700054336818	04/26/23	65.24	DFT0002032	65.24
	700545085682	04/27/23	12.83	DFT0002030	12.83
	700508186983	04/27/23	13.93	DFT0002031	13.93
	700076533145	04/27/23	114.60	DFT0002033	114.60
	700499659067	04/27/23	151.19	DFT0002034	151.19
	700228681887	04/27/23	122.87	DFT0002035	122.87
	700526295469	04/27/23	339.49	DFT0002039	339.49
	700378970152	04/27/23	355.93	DFT0002040	355.93
	700499583790	04/27/23	490.17	DFT0002042	490.17
	700384502081	04/27/23	525.42	DFT0002043	525.42
	700094718322	04/27/23	536.28	DFT0002044	536.28
	700297971617	04/27/23	571.74	DFT0002045	571.74
	700545402045	04/27/23	617.19	DFT0002046	617.19
	700358637235	04/27/23	766.66	DFT0002047	766.66
	700335135650	04/27/23	809.81	DFT0002048	809.81
	700277068016	04/27/23	1,325.17	DFT0002052	1,325.17
	700530078166	04/27/23	1,521.26	DFT0002053	1,521.26
	700528831516	04/27/23	2,302.16	DFT0002054	2,302.16
	700208841852	04/28/23	178.14	DFT0002036	178.14
	700531772030	04/28/23	180.11	DFT0002037	180.11
	700054264773	04/28/23	265.02	DFT0002038	265.02
	700539028640	04/28/23	378.70	DFT0002041	378.70
	700147126210	04/28/23	891.61	DFT0002049	891.61
	700542772032	04/28/23	1,069.28	DFT0002050	1,069.28
	700096199489	04/28/23	1,093.60	DFT0002051	1,093.60
Southern California Gas Company	1950 Poplar - March	04/12/23	37.37	108630	2,793.64
	2536 Hunsaker - March	04/12/23	538.55	108630	
	31246 Hilltop - March	04/12/23	559.85	108630	
	31250 Hilltop - March	04/12/23	816.11	108630	
	32150 Hunsaker - March	04/12/23	841.76	108630	
State of California - State Water Resource Control	WW Treatment operator renewal - SHoopman	04/24/23	110.00	108679	110.00
	Annual Permit Fee	04/24/23	1,738.00	108680	1,738.00
Sulzer EMS-Colton	AC Motor Rebuild	04/12/23	6,331.67	108631	6,331.67
Superior Automotive Warehouse	March Statement	04/12/23	805.61	108632	805.61
	April 2023 Statement	04/24/23	558.95	108681	558.95
SYNAGRO Technologies	Biosolids to Liberty Compost - April	04/24/23	496.20	108682	496.20
The Alpine Mountaineer	Job annoucement (AP) March	04/12/23	291.00	108633	291.00
TKE Engineering Inc.	Jan Services - ROWCO Water system improvement	04/24/23	6,805.00	108683	6,805.00
Tom Dodson & Associates	March Services - Valley View Pipeline Replacement	04/24/23	11,350.00	108684	11,350.00
Toni Nicassio	Payroll Processing Consulting Services 3-6-2023	04/02/23	133.00	108602	266.00
	3/7/23 Payroll Consulting	04/02/23	133.00	108602	
	Payroll process consulting 3.7.23	04/12/23	133.00	108634	133.00
Trevor Miller	April Claim	04/12/23	2,035.06	108635	2,805.16
	April Claim 2	04/12/23	68.10	108635	
	April Claim 3	04/12/23	702.00	108635	

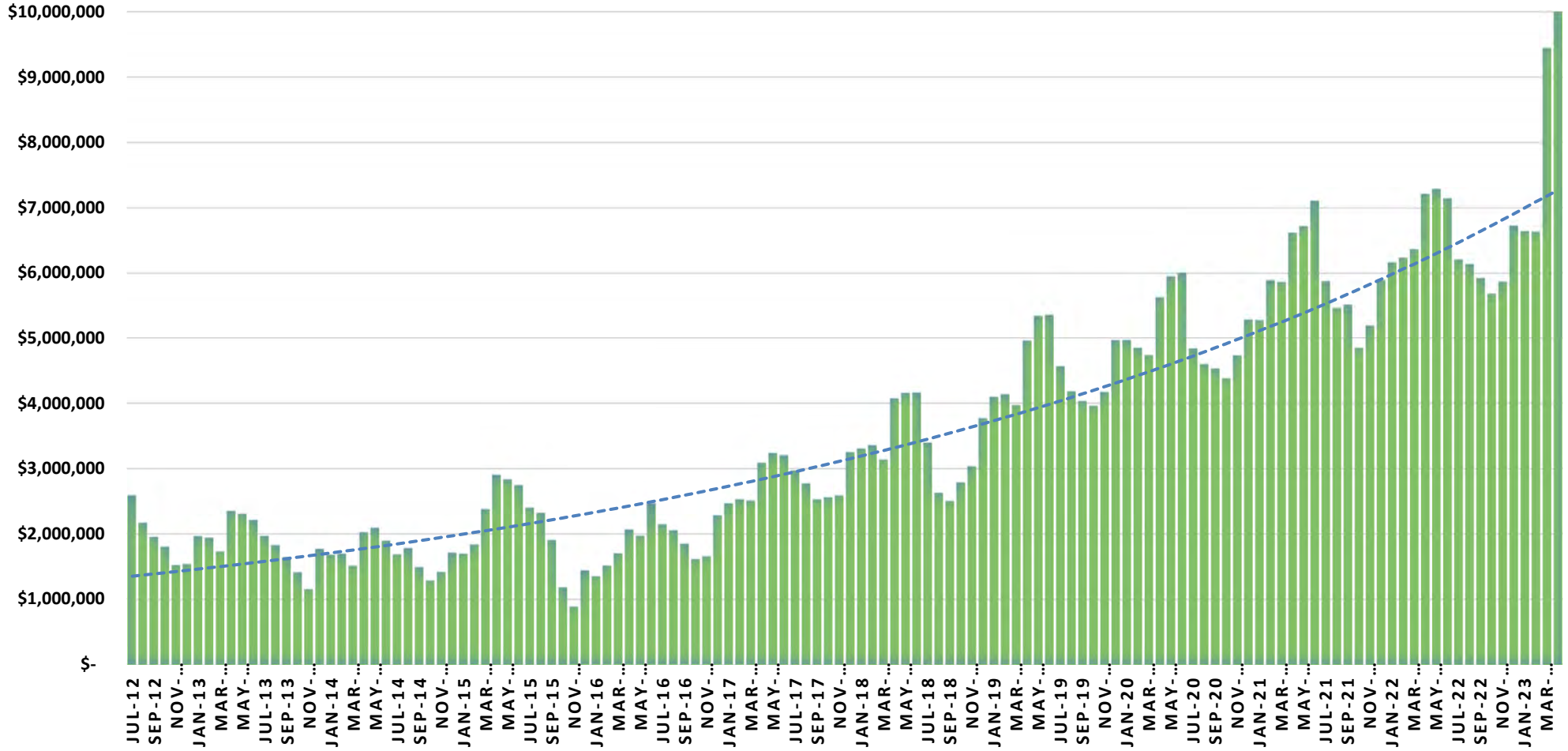
Vendor Name	Description	Date	Invoice Amount	Check Number	Check Amount
Trevor Miller	4/18/23 - Reimbursement	04/24/23	1,711.25	108685	1,711.25
Tyler Technologies, Inc	Insite Transaction Fees - 1/1/23-3/31-23	04/12/23	5,065.00	108636	5,158.90
	UB Notifications 1.1.23-3.31.23	04/12/23	93.90	108636	
	UB Merge Conversion - proof final converted data	04/24/23	290.00	108686	299.40
	Maintenance 6/1/23-6/30/23	04/24/23	9.40	108686	
Underground Service Alert of Southern California	Digalert Tickets - March	04/12/23	41.50	108637	41.50
Valic	PPE 4.3.23	04/04/23	1,847.44	DFT0002003	1,847.44
	PPE 4.17.23	04/19/23	1,813.90	DFT0002023	1,813.90
Verizon Wireless Services LLC	Verizon Bill March	04/12/23	1,565.81	108638	1,565.81
Visa	4/2/23 Statement charges - Miller	04/17/23	6,305.12	DFT0002025	6,305.12
	4/2/23 Statement charges - Crowder	04/17/23	540.75	DFT0002026	540.75
	4/2/23 Statement charges - Gross	04/17/23	3,388.73	DFT0002027	3,388.73
	4/2/23 Statement charges - Grzywa	04/17/23	1,616.25	DFT0002028	1,616.25
	4/2/23 Statement Charges 4/2/23	04/17/23	787.78	DFT0002029	787.78
Vyanet Operating Group	May-July security services	04/24/23	210.84	108687	210.84
W.W. Grainger, Inc	Pulse Arc (5) credit	04/24/23	-62.61	108688	110.17
	Pulse Arc Credit	04/24/23	-12.53	108688	
	Line Powered Megohmmeter	04/24/23	185.31	108688	

Totals

Payment Type	Payable Count	Payment Count	Payment
Regular Checks	118	86	161,162.05
Manual Checks	0	0	0.00
Voided Checks	0	2	-903.54
Bank Drafts	45	45	101,650.66
EFT's	0	0	0.00
Totals	**163**	**133**	**261,909.17**

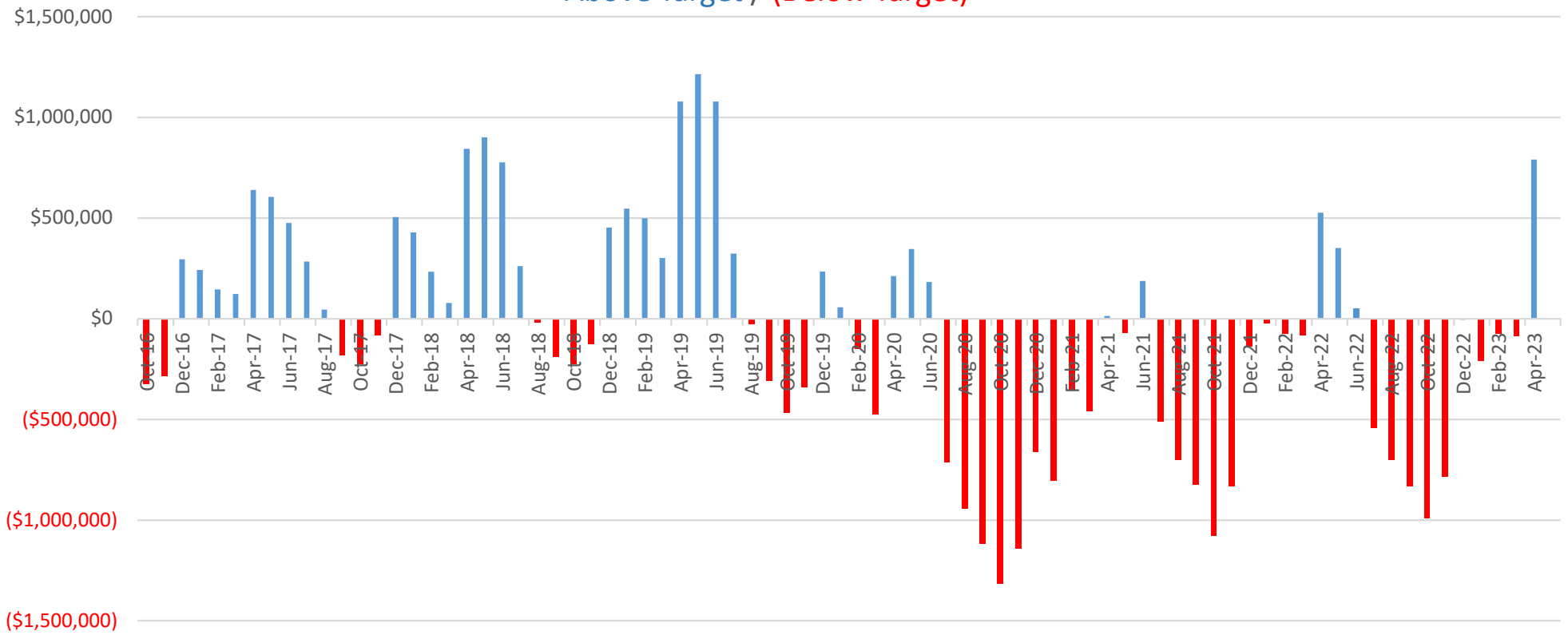
Fund Balances as of April 30, 2023	
Fire & Ambulance Department	
Fire & Ambulance Department Operating Fund	2,373,898
Recommended Operating Fund Target (6 Months Operating Expenses)	**1,583,636**
Fire & Ambulance Department Operating Fund, Fully Funded or (Below Target)	**790,262**
Wastewater Division	
Wastewater Capital Improvement Project Reserve	2,005,844
Wastewater System Connection & Capacity Charges	11,630
CWSRF Loan Agreement 14-813 Debt Reserve (Restricted for SLS 1-3 Debt Service)	171,537
Wastewater Operating Reserve Fund	619,190
Recommended Operating Reserve Fund Target (4 Months Operating Expenses)	**619,190**
Wastewater Operating Reserve, Fully Funded or (Below Target)	**Fully Funded**
Green Valley Lake (GVL) Wastewater Division	
Wastewater Capital Improvement Project Reserve	2,022,464
Wastewater System Connection & Capacity Charges	-
Wastewater Operating Reserve Fund	350,000
Recommended Operating Reserve Fund Target (4 Months Operating Expenses)	**350,000**
GVL Wastewater Operating Reserve, Fully Funded or (Below Target)	**Fully Funded**
Water Division	
Water Capital Improvement Project Reserve	2,044,174
Water System Connection & Capacity Charges	155,580
Water Infrastructure R&R Reserve (MFC & AMR SRF Debt Reserve)	89,334
Water Operating Reserve	561,875
Recommended Operating Reserve Fund Target (4 Months Operating Expenses)	**561,875**
Water Operating Reserve, Fully Funded or (Below Target)	**Fully Funded**
Assessment Districts Restricted Funds	
Water Assessment District No. 10 Construction Funds	26,421
Water Assessment District No. 10 O&M	36,368
Subtotal Assessment Districts	**62,790**
Total District Designated & Operating Reserve Funds	**10,405,526**
Assessment District Funds	**62,790**
Combined Pooled Cash	**10,468,316**
Checking Account (General)	**266,626**
LAIF - Investment	**8,994,387**
MBS Investments (Laddered CDs)	**1,201,309**
York Insurance Deposit / Sedgwick	**4,994**
Petty Cash	**1,000**
Combined Pooled Cash	**10,468,316**

COMBINED POOLED CASH BALANCE



Fire Department Operating Reserve Policy Target is 6 Months of Budgeted Operating Expenses or $1,583,636

Above Target / (Below Target)



RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Ryan Gross, General Manager**

SUBJECT: **CONSIDER APPROVING FISCAL YEAR ENDING 2024 PROFESSIONAL SERVICES CONTRACT WITH ROGERS, ANDERSON, MALODY AND SCOTT (RAMS)**

RECOMMENDED BOARD ACTION

It is recommended that the Board of Directors consider approving a Professional Services Contract with Rogers, Anderson, Malody and Scott, LLP (RAMS) for Fiscal Year Ending 2024 Financial Consulting Services in an amount not to exceed $65,000 for general accounting services and authorize the General Manager to execute the contract. Attachment 1 includes the RAMS Engagement Letter.

REASON FOR RECOMMENDATION

The District has the continued need for Financial Consulting Services to assist staff in following consistent and accurate accounting practices and with preparing for the District's annual financial audit and other financial and accounting matters.

FISCAL INFORMATION

Staff is recommending a not to exceed amount of $65,000 be approved for Fiscal Year Ending 2024 for outside accounting services.

ATTACHMENTS

Attachment 1 - RAMS Engagement Letter

ROGERS, ANDERSON, MALODY & SCOTT, LLP
CERTIFIED PUBLIC ACCOUNTANTS, SINCE 1948

May 9, 2023

735 E. Carnegie Dr. Suite 100
San Bernardino, CA 92408
909 889 0871 T
909 889 5361 F
ramscpa.net

Board of Directors
Running Springs Water District
31242 Hilltop Boulevard
Running Springs, California 92382

This letter is to confirm our understanding of the professional services we are to provide the Running Springs Water District for the fiscal year ended June 30, 2024.

Scope of Services - Professional Support

Monthly services:

- Capitalization of assets/Construction in process
- Review of bank reconciliation
- Prepare and record monthly journal entries as needed
- Review upstream user quarterly billing and assist with reconciliation of costs billed to G/L
- Assist with adjustments for monthly financial reports that include budget to actual revenue and expenditures
- Review ambulance billings and payroll postings
- Assist with allocations on cash summary sheet
- Assist with implementation of new Governmental Accounting Standards Board Statements
- Review of cash receipts posting to identify items that may need to be reclassified, adjusted or monitored (grant or reimbursement receipts, proceeds from disposal of assets, other miscellaneous receipts)
- Available to answer questions as needed

Annual basis:

- Identify and post annual adjustments for the trial balance to be provided to the auditors
- Record interest receivables and payables
- Record internal work-orders to the G/L and other inventory adjustments as necessary
- Adjust allowance for uncollectible ambulance billings
- Accrue A/P and payroll related items such as wages, vacation, sick and comp time
- Prepare pension information for audit
- Adjust prepaid expenses
- Accrue AIR as needed including other amounts such as upstream user billings, other misc. billings
- Prepare necessary work papers for the outside auditors and assist in the audit process as needed.
- Review audited financial statements

Additional assistance, as requested:

- Long range financial planning
- Staff training in various accounting functions
- As needed services

Our fee for these services will be based on actual time spent at our standard rates of $150 - $400 per hour, depending on staff level. We estimate our fee for the above services to be $40,500 - $49,500 per year and is based on our estimated time and historical trends. As usual, we will only bill for work completed by our firm. The fee estimate is based on an hourly estimate of between 185 and 220 hours per year at approximately $225 per hour.

In addition, we have the following other estimated fees:

- $6,000 for May and June 2023 services (regular support and GVL accounting services)
- $15,000 (approximately 60 hours) for special projects (GVL fund accounting)

Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. If either party elects to terminate our services, our engagement will be deemed to be completed upon written notification of termination. You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

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

Respectfully,

Rogers, Anderson, Malody & Scott, LLP.

RESPONSE:

This letter correctly sets forth the understanding of the Running Springs Water District.

By: _____

Title: _____

Date: _____

Accounting support

Progress billing No. 10 - April 1 through April 30, 2023:

Contract total	$	45,900.00
Contract amendment		-
Current amount due on contract		(3,543.00)
Previous billings		(42,845.03)
Amount remaining on contract	$	(488.03)

Current amount due:

Employee	Hourly rate	Hours	Fee
Partner	$ 400	0.30	$ 120.00
Manager	225	-	-
Supervisor	210	16.30	3,423.00
Senior	170	-	-
Staff	150	-	-
		Miles	3,543.00
Travel	0.655	-	-
		Subtotal	3,543.00
	Adjustment (prior balance)		**-**
	Total due accounting support work		$ 3,543.00

Out of scope work

Employee	Hourly rate	Hours	Fee
Partner	$ 400	-	$ -
Manager	225	-	-
Senior	210	-	-
Senior	170	-	-
Staff	150	-	-
		Miles	-
Travel	0.655	-	-
	Total due - out of scope		-

Software conversion assistance/Special projects

Progress billing No. 10 - April 1 through April 30, 2023:

Contract total (carryover from FYE2017)	$	629.06
Contract amendment		-
Current amount due on contract		-
Previous billings		-
Amount remaining on contract	$	629.06

Current amount due:

Employee	Hourly rate	Hours	Fee
Partner	$ 400	-	$ -
Manager	225	-	-
Senior	210	-	-
Senior	170	-	-
Staff	150	-	-
			-
Travel	0.655	-	-
		Subtotal	-
		Adjustment	**-**
	Total due software conversion assistance/Special projects		$ -

Total due progress billing No. 10 **$ 3,543.00**

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Ryan Gross, General Manager**

SUBJECT: **CONSIDER ACCEPTING PROPOSAL FOR FISCAL YEAR ENDING 2023 FINANCIAL AUDIT SERVICES**

RECOMMENDATION

It is recommended that the Board of Directors consider approving the attached proposal for the Fiscal Year Ending 2023 financial audit services.

REASON FOR RECOMMENDATION

To conduct the District's Fiscal Year Ending 2023 Financial Audit.

BACKGROUND INFORMATION

Van Lant & Fankhanel (VLF) has conducted the District's last fiscal year audit. The principals of VLF have also worked on the District's last eight fiscal year audits. A copy of VLF's proposal is attached.

FISCAL INFORMATION

VLF has proposed a fee of $24,800 which is the same as last year.

ATTACHMENTS

Attachment 1 – VLF Proposal

Van Lant & Fankhanel, LLP
Certified Public Accountants

May 4, 2023

Board of Directors and Management
Running Springs Water District
31242 Hilltop Blvd.
Running Springs, California 92382

We are pleased to confirm our understanding of the services we are to provide Running Springs Water District (District) for the year ending June 30, 2023.

Audit Scope and Objectives

We will audit the financial statements of each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements of the District as of and for the year ending June 30, 2023. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to supplement District's basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. As part of our engagement, we will apply certain limited procedures to the District's RSI in accordance with auditing standards generally accepted in the United States of America. These limited procedures will consist of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures, but will not be audited:

1) Management's Discussion and Analysis.

2) Pension and OPEB Related Schedules

3) Budgetary Schedules

We have also been engaged to report on supplementary information other than RSI that accompanies the District's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America, and we will provide an opinion on it in relation to the financial statements as a whole.

1) Combining Statements

In connection with our audit of the basic financial statements, we will read the following other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

1) Transmittal Letter and Other Introductory Section Information

The objectives of our audit are to obtain reasonable assurance as to whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; issue an auditor's report that includes our opinion about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP; and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements.

The objectives also include reporting on internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

We will also provide a report on agreed upon procedures performed on the District's calculation of its annual appropriations limit as required by Article XIII B of the California State Constitution. We will perform the procedures in the Article XIII B Appropriations Limit Uniform Guidelines as published by the League of California Cities. This report will include a statement that the report is intended solely for the information and use of management, District Board and specific legislative or regulatory bodies and is not intended to be and should not be used by anyone other than these specified parties.

Auditor's Responsibilities for the Audit of the Financial Statements

We will conduct our audit in accordance with GAAS and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and will include tests of your accounting records of the District and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

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

We will also conclude, based on the audit evidence obtained, whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the government's ability to continue as a going concern for a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities

by correspondence with selected customers, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

We may, from time to time and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

Our audit of financial statements does not relieve you of your responsibilities.

Audit Procedures—Internal Control

We will obtain an understanding of the government and its environment, including internal control relevant to the audit, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentation, or the override of internal control. An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards and *Government Auditing Standards*.

Audit Procedures—Compliance

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

Other Services

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

You agree to assume all management responsibilities relating to the financial statements and related notes and any other nonaudit services we provide. You will be required to acknowledge in the management representation letter our assistance with preparation of the financial statements and related notes and that you have reviewed and approved the financial statements and related notes prior to their issuance and have accepted responsibility for them. Further, you agree to oversee the nonaudit services by designating an individual, preferably from senior management, with suitable skill, knowledge, or experience; evaluate the adequacy and results of those services; and accept responsibility for them.

Responsibilities of Management for the Financial Statements

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; following laws and regulations; and ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles, for the preparation and fair presentation of the financial statements and all accompanying information in conformity with accounting principles generally accepted in the United States of America, and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is responsible for making drafts of financial statements, all financial records, and related information available to us and for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers). You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) additional information that we may request for the purpose of the audit; and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about your responsibilities for the financial statements; compliance with laws, regulations, contracts, and grant agreements; and other responsibilities required by GAAS and *Government Auditing Standards*.

Your responsibilities include adjusting the financial statements to correct material misstatements and for confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants and for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, or contracts or grant agreements that we report.

You are responsible for the preparation of the supplementary information, which we have been engaged to report on, in conformity with accounting principles generally accepted in the United States of America (GAAP). You agree to include our report on the supplementary information in any document that contains, and indicates that we have reported on, the supplementary information. You also agree to [include the audited financial statements with any presentation of the supplementary information that includes our report thereon OR make the audited financial statements readily available to users of the supplementary information no later than the date the supplementary information is issued with our report thereon]. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the supplementary information in accordance with GAAP; (2) you believe the supplementary information, including its form and content, is fairly presented in accordance with GAAP; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or other studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

Engagement Administration, Fees, and Other

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

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

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

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

We expect to begin our audit in July/August of 2023 and to issue our reports no later than November 2023. Brett Van Lant is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them.

Our fee for these services will be $24,800. These fees are based on the current audit scope, and the assumption the single audit will include no more than one major program. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs. Our invoices for these fees will be rendered each month as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 30 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report. You will be obligated to compensate us for all time expended through the date of termination.

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

Very truly yours,

VAN LANT & FANKHANEL LLP

Brett Van Lant
Certified Public Accountant

RESPONSE:

This letter correctly sets forth the understanding of Running Springs Water District.

Management signature:

Title:

Date:

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Ryan Gross, General Manager**

SUBJECT: **CONSIDER ADOPTING RESOLUTION NO. 06-23, APPROVING THE 2023 UPDATE TO THE LOCAL CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES**

RECOMMENDATION

It is recommended that the Board of Directors adopt Resolution No. 06-23, approving the 2023 Update to the Local California Environmental Quality Act (CEQA) Guidelines. A draft of the resolution is included as Attachment 1.

REASON FOR RECOMMENDATION

The State CEQA Guidelines requires local agencies to adopt “objectives, criteria and procedures” to implement the requirements of the CEQA statute and the State CEQA Guidelines. (State CEQA Guidelines Section 15022). The Running Springs Water District's Local CEQA Guidelines have been revised and amended to reflect the State CEQA Guidelines, the Public Resources Code, relevant court opinions and local practices.

BACKGROUND INFORMATION

The CEQA, as contained in Public Resources Code sections 21000 et seq., is California's most comprehensive environmental law. It requires all public agency actions. CEQA also aims to prevent significant environmental effects from occurring as a result of agency actions by requiring agencies to avoid or reduce, when feasible, the significant environmental impacts of their decisions.

To this end, CEQA requires all public agencies to adopt specific objectives, criteria and procedures for evaluating public and private projects that are undertaken or approved by such agencies.

The Running Springs Water District has prepared a proposed updated set of Local CEQA Guidelines for 2023 in compliance with CEQA's requirements. These Guidelines reflect recent changes in the Public Resources Code, the State CEQA Guidelines and relevant court opinions. These Local CEQA Guidelines also provide instructions and forms for preparing all environmental documents required under CEQA.

A summary of the 2023 changes to the Local CEQA Guidelines is included in Attachment 2 and the full 2023 CEQA Guidelines document will be provided at Board meeting.

FISCAL INFORMATION

No fiscal impact is anticipated from amending the Local CEQA Guidelines.

ATTACHMENTS

Attachment 1 – Resolution No. 06-23

Attachment 2 – Summary of Changes to Local CEQA Guidelines

Attachment 3 – 2023 Local Guidelines for Implementing CEQA (Available for public inspection at the District office)

RESOLUTION NO. 06-23

A RESOLUTION OF THE RUNNING SPRINGS WATER DISTRICT AMENDING AND ADOPTING LOCAL GUIDELINES FOR IMPLEMENTING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (PUBLIC RESOURCES CODE §§ 21000 ET SEQ.)

WHEREAS, the California Legislature has amended the California Environmental Quality Act ("CEQA") (Pub. Resources Code §§ 21000 et seq.), the Natural Resources Agency has amended portions of the State CEQA Guidelines (Cal. Code Regs, tit. 14, §§ 15000 et seq.), and the California courts have interpreted specific provisions of CEQA; and

WHEREAS, Public Resources Code section 21082 requires all public agencies to adopt objectives, criteria and procedures for (1) the evaluation of public and private projects undertaken or approved by such public agencies, and (2) the preparation, if required, of environmental impact reports and negative declarations in connection with that evaluation; and

WHEREAS, the Running Springs Water District must revise its local guidelines for implementing CEQA to make them consistent with the current provisions and interpretations of CEQA and the State CEQA Guidelines.

NOW, THEREFORE, the Running Springs Water District ("District") hereby resolves as follows:

SECTION 1. The District hereby adopts the "2023 Local Guidelines for Implementing the California Environmental Quality Act," a copy of which is on file at the offices of the District and is available for inspection by the public.

SECTION 2. All prior actions of the District enacting earlier guidelines are hereby repealed.

PASSED AND ADOPTED by the Board of Directors of the Running Springs Water District this 17th day of May, 2023, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
President of the Board of Directors of the Running Springs Water District

ATTEST:

(SEAL)

_____
Amie Crowder, Secretary of the Running Springs Water District and to the Board of Directors

Memorandum

TO: Project 5 District Client

FROM: Best Best & Krieger LLP

DATE: April 17, 2023

RE: Summary of Changes to Local CEQA Guidelines

In 2022, the California Legislature took action to exempt certain transportation, water system, and housing projects from the California Environmental Quality Act ("CEQA"). We have revised the District's Local Guidelines for Implementing CEQA ("Local Guidelines") to account for these CEQA developments. This memorandum summarizes the substantive amendments to the District's Local Guidelines.

The Local Guidelines and this memorandum are designed to help the District comply with CEQA when considering a project subject to CEQA. We still recommend, however, that you consult with an attorney when you have specific questions on major, controversial, or unusual projects or activities.

The Local Guidelines, the related CEQA forms, and other important legal alerts may be accessed via the Best Best & Krieger CEQA client portal at http://clients.bbklaw.net/pfcc/. For technical support, please contact Tammy Ingram at tammy.ingram@bbklaw.com.

REVISIONS TO LOCAL GUIDELINES

1. SECTION 3.20 TRANSIT PRIORITIZATION PROJECTS

With its adoption of Senate Bill ("SB") 922, the California Legislature amended Public Resources Code section 21080.25 to exempt certain transit, bicycle, and pedestrian projects that meet specified criteria and do not induce single-occupancy vehicle trips.

Examples of projects exempt under SB 922 include, but are not limited to: (1) pedestrian and bicycle facilities; (2) transit prioritization projects, such as the installation of traffic signs or new signals; (3) a project for the institution or increase of bus rapid transit, bus, or light rail service; (4) a public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries; and (5) a decision to reduce or eliminate minimum parking requirements or institute parking maximums.

We revised Section 3.20 of the Local Guidelines to account for this exemption and to set forth conditions that must be met for the exemption to apply.

2. SECTION 3.21 TRANSPORTATION PLANS, PEDESTRIAN PLANS, AND BICYCLE TRANSPORTATION PLANS

The California Legislature amended Public Resources Code section 21080.20 to exempt "active transportation plans" and "pedestrian plans" from CEQA. An "active transportation plan"

refers to a plan developed by a local jurisdiction that promotes and encourages people to choose walking, bicycling, or rolling through the creation of safe, comfortable, connected, and accessible walking, bicycling, or rolling networks, and encourages alternatives to single-occupancy vehicle trips. A "pedestrian plan" refers to a plan developed by a local jurisdiction that establishes a comprehensive, coordinated approach to improving pedestrian infrastructure and safety.

While a lead agency's adoption of an active transportation plan or pedestrian plan is exempt from CEQA, specific projects identified within those plans remain subject to CEQA unless such projects are exempt under a separate provision of CEQA.

We revised Section 3.21 of the Local Guidelines to account for this exemption and to set forth procedural requirements that must be met when finding a project exempt under this provision.

3. SECTION 3.22 WATER SYSTEM WELLS AND DOMESTIC WELL PROJECTS

With the adoption of AB 1642 and its codification at Public Resources Code section 21080.31, the Legislature has enacted a new statutory exemption that applies to the construction, maintenance, repair, or replacement of wells where certain conditions are met. To qualify for the exemption, (1) the domestic well or water system to which the well project is connected must be designated by the State Water Resources Control Board ("State Board") as high risk or medium risk in the State Board's drinking water needs assessment; (2) the well project must be designed to mitigate or prevent a circumstance where residents that rely on the well or the water system to which the well is connected would be left without an adequate supply of safe drinking water; (3) the well project may not be designed primarily to serve irrigation or future growth; and (4) a series of other conditions must be met.

We added Section 3.22 to the Local CEQA Guidelines to provide for this statutory exemption and to set forth in greater detail the circumstances in which it may apply.

4. SECTION 9.08 AFFORDABLE HOUSING DEVELOPMENTS IN COMMERCIAL ZONES

The Legislature has created a new CEQA-exempt, ministerial approval process for multifamily housing developments meeting specified criteria, codified at Public Resources Code section 65912.110, et seq. For a proposed multifamily housing development project to qualify for this exemption, the project must (1) ensure that 100 percent of the project's units, excluding managers' units, be dedicated to lower income households at an affordable cost or affordable rent; (2) meet applicable objective zoning standards, objective subdivision standards, and objective design review standards, as defined; (3) be located in a zone where office, retail, or parking are a principally permitted use; (4) meet certain labor standards; and (5) meet a list of other conditions, specified in the Local Guidelines.

We have added Section 9.08 to the Local Guidelines to include this exemption and to set forth the various conditions a project must meet to qualify for the exemption.

5. SECTION 9.09 MIXED-INCOME HOUSING DEVELOPMENTS ALONG COMMERCIAL CORRIDORS

The Legislature has additionally created another CEQA-exempt, ministerial approval process for proposed multifamily housing development projects that meet certain affordability criteria, set forth at Public Resources Code section 65912.120, et seq. In addition to meeting the specified affordability criteria, the proposed project must (1) abut a commercial corridor and have frontage along the commercial corridor of at least fifty feet; (2) not be located on a project site greater than 20 acres; (3) be located in a zone where office, retail, or parking is a principally permitted use; (4) meet certain labor standards; and (5) meet a list of over twenty other conditions, specified in the Local Guidelines.

We have added Section 9.09 to the Local Guidelines to include this exemption and to set forth the various conditions a project must meet to qualify for the exemption.

6. VARIOUS SECTIONS UPDATED REFERENCES TO CALIFORNIA PUBLIC RECORDS ACT

The Legislature has recodified and reorganized the entirety of the California Public Records Act ("PRA") consistent with Assembly Bill ("AB") 463. Whereas the PRA was previously codified at Government Code section 6250, et seq., the PRA is now codified at Government Code section 7920.000, et seq. We have updated all references to the PRA in the Local Guidelines consistent with AB 463. The reorganization makes no substantive changes to the PRA.

Other Changes

Effective January 1, 2023, the Department of Fish and Wildlife has increased its fees. For a Negative Declaration or a Mitigated Negative Declaration, the new filing fee is $2,764.00. For an EIR, the new filing fee is $3,839.25. For an environmental document prepared pursuant to a Certified Regulatory Program, the filing fee has been increased to $1,305.25.

Conclusion

As always, CEQA remains complicated and, at times, challenging to apply. The only constant in this area of law is how quickly the rules change. Should you have questions about any of the provisions discussed above, please contact a BB&K attorney for assistance.

BEST BEST & KRIEGER LLP

CEQA Guidelines

2023

Prepared For:

Running Springs Water District

Local Guidelines for Implementing the California Environmental Quality Act

www.BBKlaw.com

2023

LOCAL GUIDELINES

FOR IMPLEMENTING THE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

FOR

RUNNING SPRINGS WATER DISTRICT

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RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Ryan Gross, General Manager**

SUBJECT: **DRAFT FISCAL YEARS ENDING 2024 AND 2025 DISTRICT BUDGET**

RECOMMENDED BOARD ACTION

Consider providing staff with any further direction on the draft Fiscal Years Ending (FYE) 2024 and 2025 Budgets.

REASON FOR RECOMMENDATION

The Draft FYE 2024 and 2025 budget has been prepared and staff is seeking any final direction before finalizing the budget.

BACKGROUND INFORMATION

The draft budget document was reviewed and discussed with the Finance Committee on Tuesday, April 25, 2023.

The draft budget document was provided to the Directors on Friday, May 12, 2023 and is also available for public review at the District office.

FISCAL INFORMATION

Refer to draft Fiscal Years Ending 2024 and 2025 District Budget.

ATTACHMENTS

Attachment 1 – Draft Fiscal Years Ending 2024 and 2025 District Budget Document

Running Springs Water District
Running Springs Fire Department

Draft Budget
Fiscal Years Ending 2024 and 2025
May 17, 2023

31242 Hilltop Blvd. / PO Box 2206 / Running Springs, CA 92382 / 909-867-2766

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Elected District Officials and Staff

Board of Directors
Tony Grabow, President
Bill Conrad, Vice President
Mark Acciani, Director
Laura Dyberg, Director
Mike Terry, Director

General Manager
Ryan Gross

Secretary to the Board of Directors, Treasurer
Amie R. Crowder

Management Team
Andy Grzywa, Fire Chief
Amie R. Crowder, Administration Division Supervisor
Trevor Miller, Operations Manager
Rick Ellsberry, Acting Fire Battalion Chief

Running Springs Water District
Fiscal Years Ending (FYE) 2024 and 2025 Budget

Executive Summary

Mission and Vision

The mission of the Running Springs Water District (RSWD or District) is to provide water, fire, emergency medical service, sewer, and other beneficial services to the community: The goal of the District shall be to do so with the highest level of integrity and ethical principles and in the most efficient and cost-effective manner possible.

The vision of the District is to acquire and sustain the resources necessary to provide for the current and projected service needs of the Running Springs community in the following areas:

- Water Service: The Water Division will provide excellent water quality that consistently meets or exceeds regulatory and customer requirements and water quantity that recognizes the limited availability of supply in our area yet satisfies the essential needs of our customers.

- Fire and Emergency Medical Service: The Running Springs Fire Department will be an exemplary organization dedicated to community service and acclaimed for our hometown attentiveness as we provide fire protection and life safety services whenever called to duty.

- Wastewater Collection and Treatment Service: The Wastewater Division will provide extraordinary wastewater collection service for the Running Springs area and wastewater transmission and treatment service for the Running Springs, Arrowbear, and Green Valley Lake areas that protects the environment, complies with regulatory requirements, satisfies the needs of our customers, and provides beneficial uses for our reclaimed water.

- Administration Service: The Administration Division will provide exceptional customer service to the community and support services to all District divisions in a manner that demonstrates professionalism, utilizing advanced levels of technology.

All services will be provided in a manner that makes use of community outreach, sound management principles, responsible financial practices, and appropriate levels of technology. The Board will provide sound governance and strive to attract and retain a highly qualified, productive workforce and maintain a workplace environment where excellence is valued and where creativity, teamwork, and open communication between divisions is actively encouraged.

The District has prepared this two-year budget with the District's mission and vision in mind and the staff and Board of Directors at the District are committed to ensuring the ongoing reliability of the extensive infrastructure that provides a foundation for the community of Running Springs. This budget continues the District's focus on operational efficiency, public health and safety, environmental stewardship and fiscal responsibility.

Budget Process & Schedule

In 2019, the District Board of Directors began adopting a two-year budget. The Finance Committee and Board of Directors have reviewed the draft Budget as follows:

February 1 – April 19	**Prepare Draft Budgets**
April 19, 2023	**Budget Planning & Assumptions**
April 25, 2023	**Finance Committee Draft Budget Review**
May 17, 2023	**Board of Directors Draft Budget Review**
June 21, 2023	**Adoption of Two-Year Budget**

District Profile

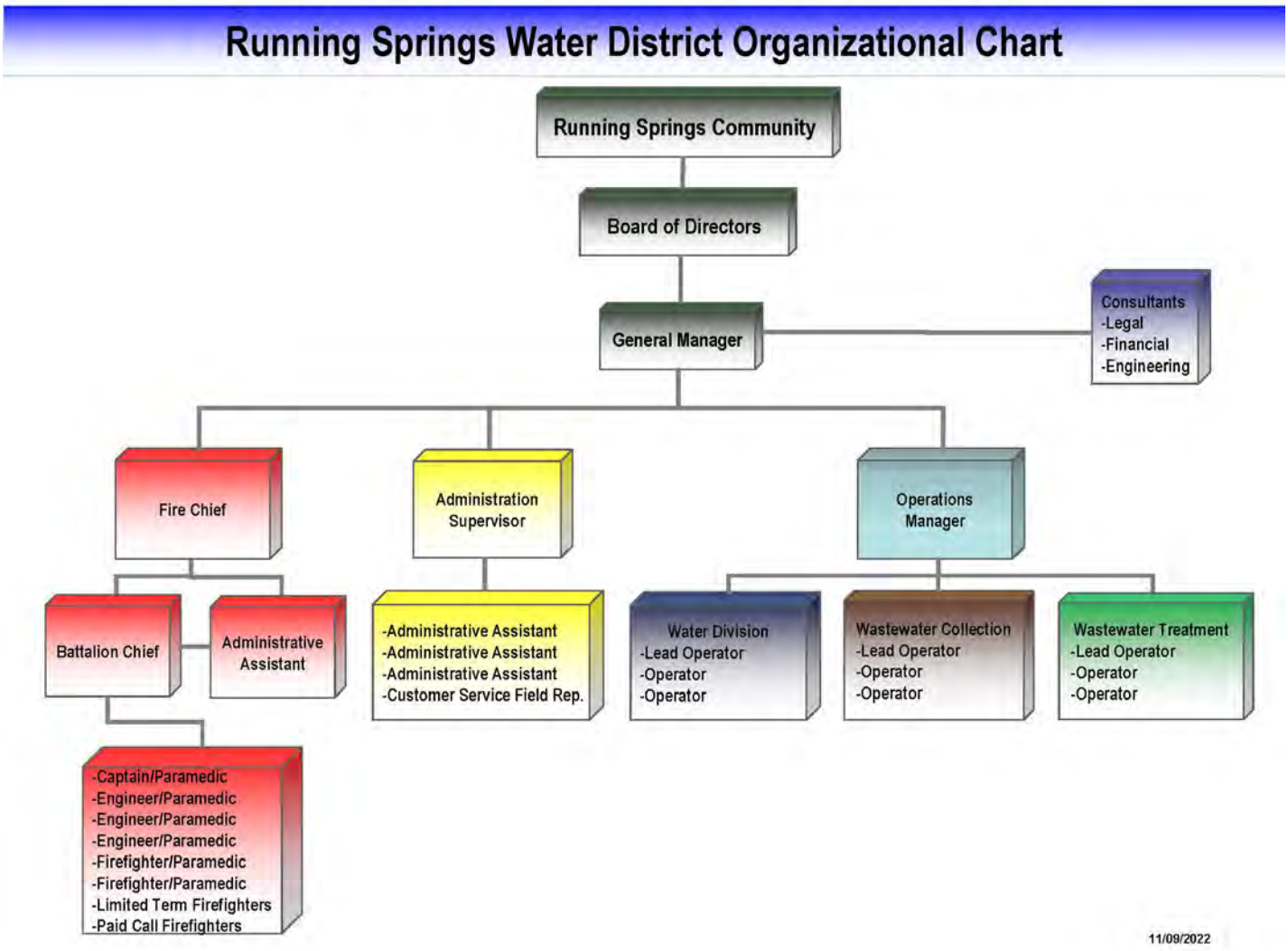
The Running Springs Water District is an independent special district that was formed in 1958 and established under Division 12 of the California Water Code. In 1962, the District established a Fire Department to provide fire protection services for its service area. In 1976, a sewage disposal system was completed to provide sewer service for the District. In 1983, ambulance service was established.

Business-Type Activities

The District's Business-Type Activities include water, sewer, fire protection and ambulance services where the fees for these services typically cover all or most of the cost of operation including depreciation.

Staffing & Organizational Chart

The following figure shows the current organization of the District.



Financial Policies

In 2019 the District conducted a comprehensive rate study and prepared a Water and Wastewater Financial Plan, Rates and Capacity Fees and a Fire and Ambulance Financial Plan.

The District continues its focus on maintaining the necessary cash fund balances for the financial stability of the District and has adopted a Cash Reserve Policy as a guideline to achieve minimum cash balances in each of its reserve funds. The District's Cash Reserve Policy is a guideline for the priorities of operational revenue sources with the Operating Funds receiving the highest priority. After operational costs and debt service are covered, any free cash flow from operations moves into the Capital Improvement Funds up to an amount equal to annual depreciation plus 10%. Any remainder goes to the Rate Stabilization Funds for a balance not to exceed 20% of annual budgeted revenue.

Revenue

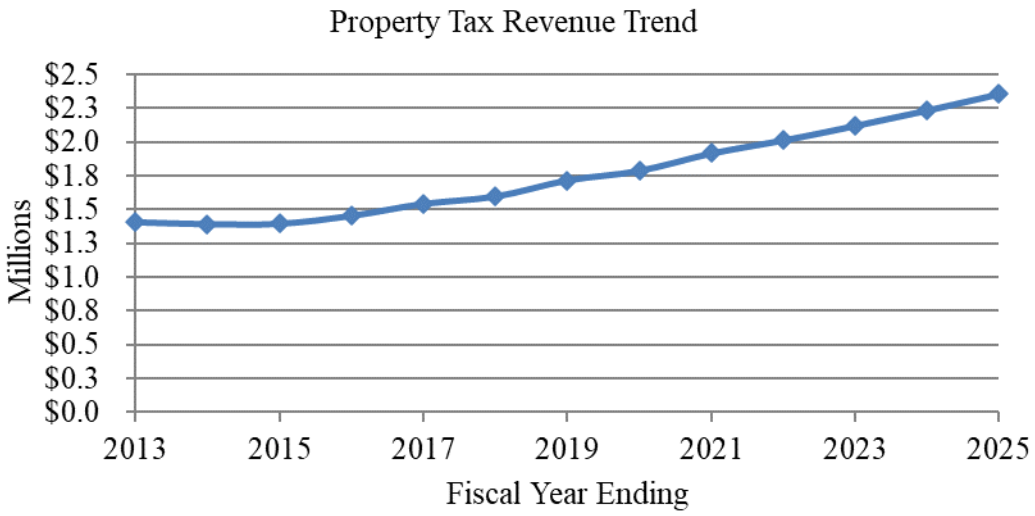
The FYE 2024 budget includes total revenue of $9.5 million, which is an increase of 10% as compared to the FYE 2023 budget. The FYE 2025 budget includes total revenue of $9.8 million, which is an increase of 3.5% as compared to the FYE 2024 budget.

Total Revenue Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Water	$ 2,406,320	$ 2,509,538	4.3%	$ 2,567,598	2.3%
Collections	$ 1,143,679	$ 1,475,084	29.0%	$ 1,538,083	4.3%
Treatment	$ 1,792,563	$ 1,911,114	6.6%	$ 1,987,559	4.0%
Fire & Ambulance	$ 3,257,620	$ 3,554,007	9.1%	$ 3,686,300	3.7%
District Total	**$ 8,600,182**	**$ 9,449,744**	**9.9%**	**$ 9,779,539**	**3.5%**

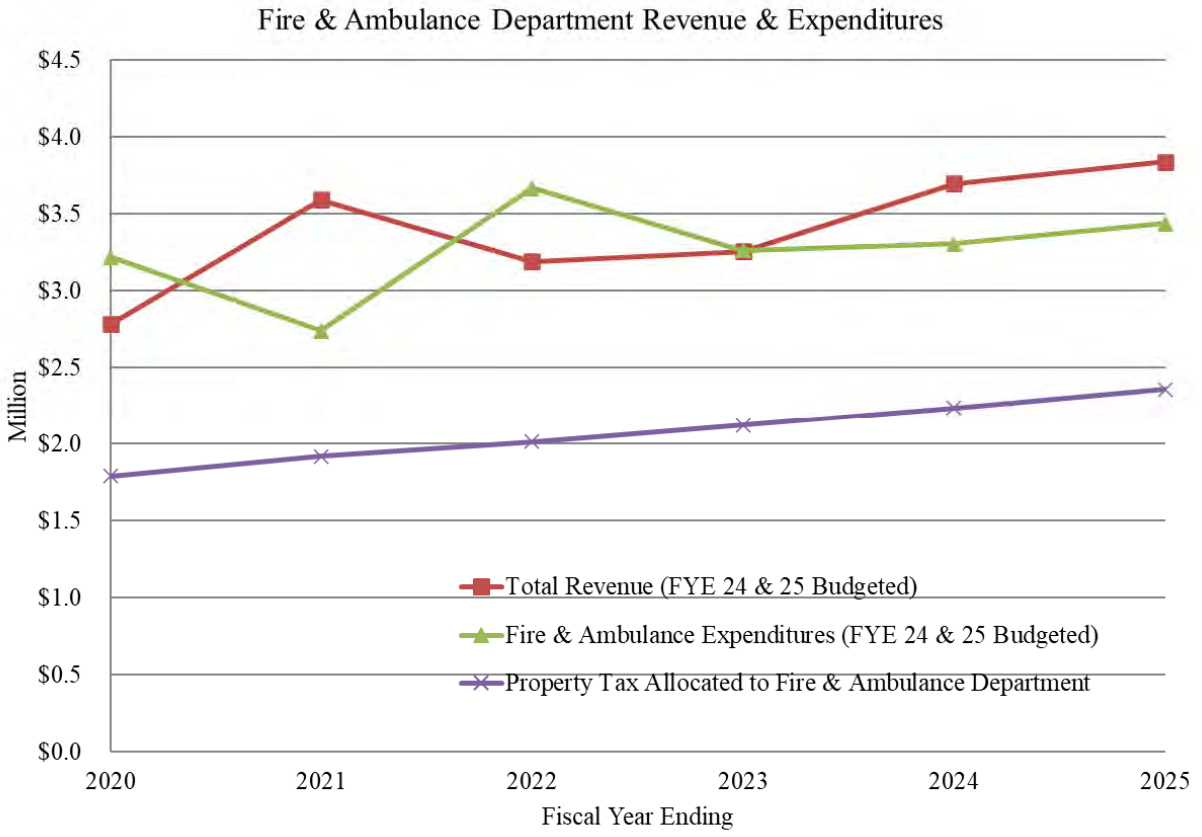
The District's Fire Department including Ambulance services are funded by a combination of property taxes and a special tax (Fire Availability Fee) that was established in 1980 and ambulance fees and charges. For FYE 2024 and 2025, all of the anticipated property tax revenue has been allocated to fund the Fire Department and Ambulance Services.

Property tax revenues are showing a slight improvement. The District anticipates property tax revenue for FYE 2024 to increase 5.4% from the budgeted amount for FYE 2023. The following chart shows the historical actual property tax revenue for the District going back to 2013, the budgeted amount for FYE 2023 and the estimated property tax revenue for FYE 2024 and 2025.

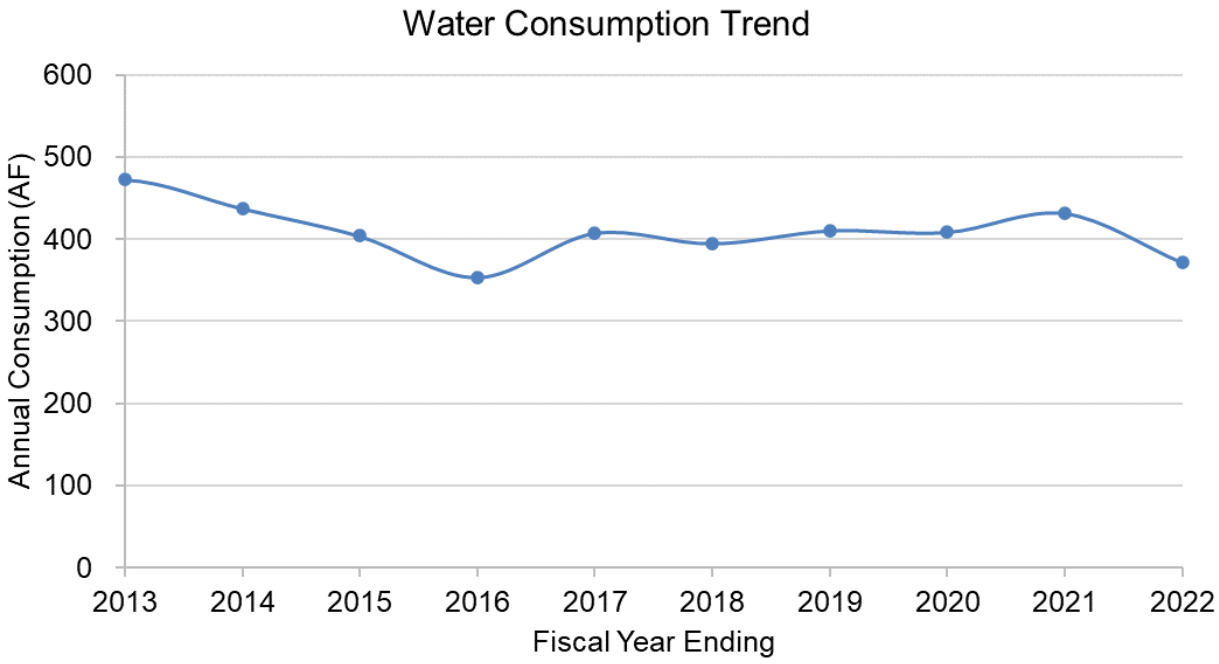


Fiscal Year Ending	Amount	% Change
2013	$1,406,699	1%
2014	$1,392,109	-1%
2015	$1,395,269	0.2%
2016	$1,454,179	4.2%
2017	$1,543,080	6.1%
2018	$1,597,469	3.5%
2019	$1,717,154	7.5%
2020	$1,788,035	4.1%
2021	$1,917,159	7.2%
2022	$2,013,323	5.0%
2023	$2,121,805	5.4%
2024	$2,236,134	5.4%
2025	$2,356,622	5.4%

The District's Business-Type Activities or Water, Sewer and Ambulance services are funded by rates and fees with the Ambulance services being partially funded from a portion of the property tax revenue. Historically, a portion of the property tax revenue was also allocated to the water and sewer divisions, but in recent years all of property tax revenue has been allocated to the Fire and Ambulance Department. The Fire and Ambulance Department historical revenue and expenditures are shown graphically in the following figure.



The following chart shows the historical water consumption for 2013-2022.



Rate & Fee Adjustments

Water rates have been adjusted to increase revenue which is needed in order to fund several deferred Capital Improvement Projects (CIP), to replace aging infrastructure and to fund cash reserves to the levels set forth in the District's Cash Reserve Policy.

The Residential and Commercial Sewer Monthly Base Charge have also been adjusted to increase revenue which is needed in order to fund several deferred Capital Improvement Projects (CIP), to replace aging infrastructure and to fund cash reserves to the levels set forth in the District's Cash Reserve Policy.

A Proposition 218 Notice of Public Hearing that was mailed to all District property owners and customers notifying them of the proposed rate and fee adjustments for the FYE 2020 through 2024. The notice contains a table that lists the specific rate and fee adjustments for the Water and Wastewater Divisions.

Expenditures

The District's goal is to maintain the highest level of service at the lowest possible cost. Operating expenses are the on-going day to day costs of providing water, wastewater, fire, emergency medical service and other beneficial services to the community and are funded by rates, fees and property taxes. Detailed lists of operating expenses for each division are included in the subsequent sections of this budget document.

The FYE 2024 budget includes total expenses of $8.4 million which reflects a 4.6% increase from the FYE 2023 budget. The FYE 2025 budget includes total expenses of $8.7 million which reflects a 4.1% increase from the FYE 2024 budget.

Expenditure Summary by Department (Including Depreciation Expense)

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Water	$ 2,031,137	$ 2,059,959	1.4%	$ 2,160,191	4.9%
Collections	$ 992,314	$ 1,123,792	13.2%	$ 1,176,515	4.7%
Treatment	$ 1,419,585	$ 1,624,486	14.4%	$ 1,681,819	3.5%
Fire & Ambulance	$ 3,546,523	$ 3,548,858	0.1%	$ 3,682,732	3.8%
District Total	**$ 7,989,558**	**$ 8,357,095**	**4.6%**	**$ 8,701,256**	**4.1%**

Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 5,094,752	$ 5,199,324	2.1%	$ 5,407,297	4.0%
Operations & Maintenance	$ 1,457,247	$ 1,658,122	13.8%	$ 1,724,447	4.0%
Administrative Services	$ 332,335	$ 344,119	3.5%	$ 357,884	4.0%
Uncollectible Accounts Expense	$ 150,000	$ 150,000	0.0%	$ 150,000	0.0%
Depreciation Expense	$ 955,225	$ 1,005,529	5.3%	$ 1,061,628	5.6%
District Total	**$ 7,989,558**	**$ 8,357,095**	**4.6%**	**$ 8,701,257**	**4.1%**

Administrative Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 815,053	$ 763,484	-6.3%	$ 794,023	4.0%
Services and Supplies	$ 332,335	$ 344,119	3.5%	$ 357,884	4.0%
Depreciation Expense	$ 4,212	$ 17,623	318.4%	$ 17,851	1.3%
District Total	**$ 1,151,600**	**$ 1,125,226**	**-2.3%**	**$ 1,169,758**	**4.0%**

Water Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 633,797	$ 663,279	4.7%	$ 689,811	4.0%
Operations & Maintenance	$ 534,603	$ 572,369	7.1%	$ 595,264	4.0%
Administrative Services	$ 552,769	$ 502,938	-9.0%	$ 522,577	3.9%
Depreciation Expense	$ 309,968	$ 321,373	3.7%	$ 352,539	9.7%
District Total	**$ 2,031,137**	**$ 2,059,959**	**1.4%**	**$ 2,160,191**	**4.9%**

Wastewater Collections Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 448,468	$ 474,631	5.8%	$ 493,616	4.0%
Operations & Maintenance	$ 156,772	$ 197,333	25.9%	$ 205,226	4.0%
Administrative Services	$ 184,256	$ 226,287	22.8%	$ 235,338	4.0%
Depreciation Expense	$ 202,818	$ 225,541	11.2%	$ 242,334	7.4%
District Total	**$ 992,314**	**$ 1,123,792**	**13.2%**	**$ 1,176,515**	**4.7%**

Wastewater Treatment Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 554,072	$ 593,534	7.1%	$ 617,275	4.0%
Operations & Maintenance	$ 373,105	$ 486,707	30.4%	$ 506,175	4.0%
Administrative Services	$ 184,256	$ 226,287	22.8%	$ 235,338	4.0%
Depreciation Expense	$ 308,152	$ 317,958	3.2%	$ 323,030	1.6%
District Total	**$ 1,419,585**	**$ 1,624,486**	**14.4%**	**$ 1,681,819**	**3.5%**

Fire & Ambulance Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 2,643,362	$ 2,704,397	2.3%	$ 2,812,572	4.0%
Operations & Maintenance	$ 392,767	$ 401,713	2.3%	$ 417,782	4.0%
Administrative Services	$ 230,319	$ 169,715	-26.3%	$ 176,504	4.0%
Uncollectible Accounts Expense	$ 150,000	$ 150,000	0.0%	$ 150,000	0.0%
Depreciation Expense	$ 130,075	$ 123,033	-5.4%	$ 125,874	2.3%
District Total	**$ 3,546,523**	**$ 3,548,858**	**0.1%**	**$ 3,682,732**	**3.8%**

***Beginning in the FYE 2024 the District is combining the Ambulance and Fire Department budgets.**

Direct costs are budgeted for each division based on actual costs and staff time tracked for the prior two-to-three-year period and indirect costs are allocated based on an administrative services time study.

Personnel Expense

The FYE 2024 and 2025 budget includes 24 full-time equivalent (FTE) positions. The FYE 2024 budget includes a total personnel expense of $5.2 million which reflects a 2.1% increase from the FYE 2023 budget. The FYE 2025 budget includes total personnel expense of $5.4 million which reflects a 4% increase from the FYE 2024 budget. Increases in personnel expense are primarily due to increases in salaries, pension expense and health insurance.

The FYE 2024 budget includes a 4% Cost of Living Adjustment (COLA) for salaries. The COLA index to be used going forward will be the Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) for Riverside-San Bernardino-Ontario from January to January with a future floor of 0% and maximum of 4%.

Future adjustments to the District's contribution for employee's health insurance and/or medical reimbursement plans will be made in January of each year.

CalPERS Pension

The District is a member of the California Public Employee Retirement System (CalPERS) which is the nation's largest public pension fund with investments of over $355 billion in both domestic and international markets and one of the largest private equity investors in the world.

Since 1969, the District has participated in the CalPERS defined benefit plan. The District has four distinct plans within the Miscellaneous and Safety Risk Pools as follows:

- 2.7% @ 55 (9 Full Time Miscellaneous)
- 2.0% @ 62 (8 Full Time Miscellaneous PEPRA) – all new employees who are not members of CalPERS before January 2013
- 3.0% @ 50 (6 Full Time and 4 Part Time Safety)
- 2.7% @ 57 (2 Full Time and 7 Part Time Safety PEPRA) – all new employees who are not members of CalPERS before January 2013

FYE 2024 CalPERS Pension Contribution Rates				
Plan	Employer	Employee	Total	Number of Employees
Miscellaneous - Classic	15.95%	7.96%	23.91%	9
Miscellaneous - PEPRA	7.68%	7.75%	15.43%	8
Safety – Classic	36.10%	8.99%	36.10%	6 FT + 4 PT
Safety - PEPRA	13.54%	13.75%	27.29%	2 FT + 7 PT

*Misc. Classic UAL is $4.6M over next 13 years. Safety Classic UAL is $3.5M over next 15 years.

CalPERS has implemented many pension plan changes over the past few years to ensure its sustainability including the following:

- Public Employee's Pension Reform Act (PEPRA) (effective 2012-13)
- Assumption Changes in mortality rate (effective 2016-17)
- Investment/Discount Rate Changes (effective 2017-18)
- Risk Mitigation Policy (effective 2017-18, suspended until 2020-21)
- Amortization Policy (effective 2018-19)

Of the plan changes above, assumption changes, investment/discount rate changes, and the amortization policy all directly impact the District's annual pension expense.

For FYE 2024 and 2025 the District is budgeting an additional lump sum prepayment to the CalPERS Unfunded Accrued Liability (UAL) in order to pay down the UAL and save on interest cost. The additional lump sum UAL prepayment amounts are as follows:

Administration Division = $22,222
Water Division = $25,926
Wastewater Division = $40,741
Fire Department (Miscellaneous) = $11,111

Total = $100,000 additional lump sum UAL prepayment for Miscellaneous plan only.

Capital Improvement Plan (CIP)

The District has a running five-year capital improvement plan that is included in each division's budget. Refer to the tables at the end of each division's budget for a specific list of the planned five-year capital improvement projects. Several capital improvement projects that were recommended in the 2010 Water and Sewer Master Plans have been deferred due to lack of available funding. There are also several key water system improvement projects that continue to be deferred such as replacing aging back yard steel water mains and rehabilitating or replacing water storage tanks.

The FYE 2024 and 2025 budgets include total capital expenditures of $2.18 million and $1.14 million respectively. The projects are funded by the Capital Improvement Plan Reserve Funds.

Capital Improvement Plan Summary

	FYE 2024 Budget	FYE 2025 Budget
Administration	$ 29,700	$ 34,700
Water	$ 2,421,000	$ 1,466,500
Collections	$ 230,000	$ 120,000
Treatment	$ 565,000	$ 590,000
Fire & Ambulance	$ 179,800	$ 40,000
District Total	**$ 3,425,500**	**$ 2,251,200**

Debt

The District has three debt issuances from 2015, 2016 and 2018 have been included in this budget. One is an installment sale agreement with the State Water Resources Control Board (SWRCB) Clean Water State Revolving Fund (CWSRF) Program for the Sewer Lift Station Nos. 1-3 Improvements in the amount of $2,800,000 on a 20-year term at a 1.9% interest rate. The second is an installment sale agreement with the Municipal Finance Corporation for a $550,000 loan to help fund the construction of the Ayers Acres Groundwater Well Backbone Infrastructure Project with a 10-year term at a 3.4% interest rate. The third is a CWSRF Green Project Reserve Financing with 50% principal forgiveness for the District's Automatic Meter Reading (AMR) Technology Upgrade Project. This is an $800,000 loan with a 20-year term at an interest rate of 1.8% and $400,000 of the principal has been forgiven.

These three debt service issuances will help to spread the costs of this major capital outlay over the life of the projects and not burden the existing rate payers all at once. This is done mainly because these facilities provide services over many years, their large dollar costs can be difficult to pay for all at once and different generations of rate payers benefit from the facilities.

Conclusion

The FYE 2024 and 2025 budget as developed by District staff is balanced and funds the District's costs to maintain services and its capital improvement plan. The budget is consistent with the Board's policy direction and continues to support the District's mission to provide water, wastewater, fire, emergency medical service and other beneficial services to the community with the highest level of integrity and ethical principles and in the most efficient and cost-effective manner possible.

Financial Summary

The following financial summary section includes a Combined Statement of Revenues, Expenses and Changes in Net Position for FYE 2024 and 2025 for each fund.

A Comparative Statement of Revenues, Expenses and Change in Net Position is also included for each fund that shows the FYE 2021 and 2022 actuals compared to the FYE 2023, 2024 and 2025 Budgets.

FYE 2024 Budget

Combined Statements of Revenues, Expenses and Changes in Net Position

	Water	Wastewater Collection	Wastewater Treatment	Fire & Ambulance	Total
OPERATING REVENUES					
Service Charges	1,467,421	1,195,471	890,866	$650,000	4,203,758
Usage Charges	915,619	-	157,999	-	1,073,618
Property Tax	-	-	-	2,236,134	2,236,134
Arrowbear & GVL Charges	-	269,475	570,461	-	839,936
PP-GEMT IGT & Other Reimbursements	-	-	-	370,000	370,000
Other Revenues	50,000	17,190	12,810	29,000	109,000
Total Operating Revenues	2,433,040	1,482,136	1,632,136	3,285,134	8,832,445
OPERATING EXPENSES					
Personnel Expense*	663,279	474,631	593,534	2,704,397	4,435,841
Operations & Maintenance	572,369	197,333	486,707	401,713	1,658,122
Administrative Services**	502,938	226,287	226,287	169,715	1,125,227
Uncollectible Accounts Expense	-	-	-	150,000	150,000
Depreciation Expense	321,373	225,541	317,958	123,033	987,906
Total Operating Expenses	2,059,959	1,123,792	1,624,486	3,548,858	8,357,095
NET OPERATING INCOME	373,080	358,344	7,650	(263,724)	475,351
NON-OPERATING REVENUES					
Availability Charges	40,000	8,022	5,978	205,000	259,000
Investment Income	35,000	15,000	18,000	16,000	84,000
Miscellaneous Income	5,000	860	641	-	6,500
Arrowbear & GVL CIP	-	-	248,487	-	248,487
Leasing Revenue	5,873	5,873	5,873	47,873	65,493
Interest on Long-term Debt	($9,375)	($36,807)	-	-	(46,181)
Total Non-operating Revenue	76,499	(7,052)	278,979	268,873	617,298
NET INCOME (LOSS)	449,579	351,292	286,629	5,149	1,092,649
TOTAL REVENUES	2,509,538	1,475,084	1,911,114	3,554,007	9,449,744
TOTAL EXPENSES	2,059,959	1,123,792	1,624,486	3,548,858	8,357,095
CHANGE IN NET POSITION	449,579	351,292	286,629	5,149	1,092,649
CASH CONSIDERATIONS					
Depreciation Non-Cash Expense	321,373	225,541	317,958	123,033	987,906
Uncollectible Accounts Non-Cash Expense	-	-	-	150,000	150,000
Principal Loan Payments	($79,959)	($132,773)	-	-	(212,732)
Capital Projects & Fixed Assets	(2,421,000)	(230,000)	(565,000)	(179,800)	(3,395,800)
CHANGE IN CASH BALANCE	(1,730,007)	214,061	39,587	98,382	(1,377,977)

* Does not include Personnel Expense for Administration Department.

**Administrative Expense includes Personnel Expense for Administration Department.

FYE 2025 Budget

Combined Statements of Revenues, Expenses and Changes in Net Position

	Water	Wastewater Collection	Wastewater Treatment	Fire & Ambulance	Total
OPERATING REVENUES					
Service Charges	1,484,179	1,243,290	926,500	$674,000	4,327,969
Usage Charges	952,243	-	164,319	-	1,116,562
Property Tax	-	-	-	2,356,622	2,356,622
Arrowbear & GVL Charges	-	280,254	593,279	-	873,534
PP-GEMT IGT & Other Reimbursements	-	-	-	353,000	353,000
Other Revenues	52,000	17,878	13,322	29,200	112,400
Total Operating Revenues	2,488,422	1,541,422	1,697,421	3,412,822	9,140,087
OPERATING EXPENSES					
Personnel Expense*	689,811	493,616	617,275	2,812,572	4,613,274
Operations & Maintenance	595,264	205,226	506,175	417,782	1,724,447
Administrative Services**	522,577	235,338	235,338	176,504	1,169,758
Uncollectible Accounts Expense	-	-	-	150,000	150,000
Depreciation Expense	352,539	242,334	323,030	125,874	1,043,777
Total Operating Expenses	2,160,191	1,176,515	1,681,819	3,682,732	8,701,256
NET OPERATING INCOME	328,231	364,907	15,603	(269,910)	438,830
NON-OPERATING REVENUES					
Availability Charges	40,000	8,343	6,217	207,050	261,610
Investment Income	35,000	15,600	18,720	16,640	85,960
Miscellaneous Income	5,000	894	666	-	6,560
Arrowbear & GVL CIP	-	-	258,426	-	258,426
Leasing Revenue	6,108	6,108	6,108	49,788	68,112
Interest on Long-term Debt	($6,932)	($34,284)	-	-	($41,216)
Total Non-operating Revenue	79,176	(3,339)	290,138	273,478	639,453
NET INCOME (LOSS)	407,407	361,567	305,740	3,568	1,078,283
TOTAL REVENUES	2,567,598	1,538,083	1,987,559	3,686,300	9,779,539
TOTAL EXPENSES	2,160,191	1,176,515	1,681,819	3,682,732	8,701,256
CHANGE IN NET POSITION	407,407	361,567	305,740	3,568	1,078,283
CASH CONSIDERATIONS					
Depreciation Non-Cash Expense	352,539	242,334	323,030	125,874	1,043,777
Uncollectible Accounts Non-Cash Expense	-	-	-	150,000	150,000
Principal Loan Payments	($82,402)	($135,295)	-	-	(217,697)
Capital Projects & Fixed Assets	(1,466,500)	(120,000)	(590,000)	(40,000)	(2,216,500)
CHANGE IN CASH BALANCE	(788,956)	348,607	38,770	239,442	(162,137)

* Does not include Personnel Expense for Administration Department.

**Administrative Expense includes Personnel Expense for Administration Department.

FYE 2024 and 2025 Budget

Comparative Statements of Revenues, Expenses and Changes in Net Position

Combined Total District

DISTRICT TOTAL	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
OPERATING REVENUES									
Service Charges	3,795,224	3,976,338	3,966,721	4,473,233	4,327,969	506,512	13%	(145,264)	-3%
Usage Charges	1,069,394	994,320	1,032,866	1,073,618	1,116,562	40,752	4%	42,945	4%
Property Tax	1,916,714	2,036,001	2,076,943	2,236,134	2,356,622	159,191	8%	120,488	5%
Arrowbear & GVL Charges	405,519	502,184	466,639	570,461	873,534	103,822	22%	303,073	53%
GEMT, IGT & Other Reimbursements	194,653	80,833	385,000	370,000	353,000	(15,000)	-4%	(17,000)	-5%
Other Revenues	715,422	260,970	90,910	109,000	112,400	18,090	20%	3,400	3%
Total Operating Revenues	8,096,926	7,850,646	8,019,079	8,832,445	9,140,087	813,366	10%	307,641	3%
OPERATING EXPENSES									
Personnel Expense*	4,771,252	4,688,957	5,094,752	5,199,324	5,407,297	104,573	2%	207,973	4%
Operations & Maintenance	1,467,388	1,552,940	1,457,247	1,658,122	1,724,447	200,875	14%	66,325	4%
Administrative Services**	276,759	313,944	336,547	361,743	375,735	25,196	7%	13,993	4%
Uncollectible Accounts Expense	52,172	178,642	150,000	150,000	150,000	-	0%	-	0%
Depreciation Expense	912,494	922,602	951,013	987,906	1,043,777	36,893	4%	55,872	6%
Total Operating Expenses	7,480,064	7,657,085	7,989,558	8,357,095	8,701,257	367,536	5%	344,162	4%
NET OPERATING INCOME	616,862	193,561	29,521	475,351	438,830	445,830	1510%	(36,521)	-8%
NON-OPERATING REVENUES									
Availability Charges	259,147	258,017	261,020	259,000	261,610	(2,020)	-1%	2,610	1%
Investment Income	26,383	23,532	69,484	84,000	85,960	14,517	21%	1,960	2%
Miscellaneous Income	37,501	43,733	12,179	6,500	6,560	(5,679)	-47%	60	1%
Arrowbear & GVL CIP	197,097	248,652	282,750	248,487	258,426	(34,263)	-12%	9,939	4%
Leasing Revenue	21,186	21,836	17,025	65,493	68,112	48,468	285%	2,620	4%
Gain/(Loss) on Disposal of Assets	(57,722)	10,437	-	-	-	-		-	
Interest on Long-term Debt	(61,286)	(56,636)	(61,354)	(46,181)	(41,216)	15,173	-25%	4,965	-11%
Total Non-operating Revenue	422,306	549,571	581,103	617,298	639,453	36,195	6%	22,154	4%
NET INCOME (LOSS)	1,039,169	743,132	610,624	1,092,649	1,078,283	482,025	79%	(14,366)	-1%
TOTAL REVENUES	8,519,233	8,400,217	8,600,182	9,449,744	9,779,539	849,562	10%	329,796	3%
TOTAL EXPENSES	7,480,064	7,657,085	7,989,558	8,357,095	8,701,257	367,536	5%	344,162	4%
CHANGE IN NET POSITION	1,039,169	743,132	610,624	1,092,649	1,078,283	482,025	79%	(14,366)	-1%
CASH CONSIDERATIONS									
Depreciation Non-Cash Expense	912,494	922,602	951,013	987,906	1,043,777	36,893	4%	55,872	6%
Uncollectible Accounts Non-Cash Expense	52,172	178,642	150,000	150,000	150,000		0%		0%
Principal Loan Payments	(197,642)	(202,231)	(206,936)	(212,732)	(217,697)	(5,796)	3%	(4,965)	2%
Capital Projects & Fixed Assets	(900,629)	(847,838)	(1,515,000)	(3,395,800)	(2,216,500)	(1,880,800)	124%	1,179,300	-35%
CHANGE IN CASH BALANCE	905,563	794,307	(10,299)	(1,377,977)	(162,137)	(1,367,678)	13279%	1,215,840	-88%

* Includes Administration Department Personnel Expense.

** Does not include Personnel Expense for Administration Department.

FYE 2024 and 2025 Budget

Comparative Statements of Revenues, Expenses and Changes in Net Position

Water Proprietary Fund

WATER PROPRIETARY FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
OPERATING REVENUES									
Service Charges	1,307,263	1,360,801	1,410,982	1,467,421	1,484,179	56,439		16,758	
Usage Charges	917,649	851,401	880,298	915,619	952,243	35,321		36,625	
Other Revenues	40,324	45,500	48,925	50,000	52,000	1,075		2,000	
Total Operating Revenues	2,265,236	2,257,702	2,340,205	2,433,040	2,488,422	92,835	4%	55,382	2%
OPERATING EXPENSES									
Salaries and Benefits*	608,625	609,363	633,797	663,279	689,811	29,482		26,531	
Operations & Maintenance	538,650	538,423	534,603	572,369	595,264	37,766		22,895	
Administrative Services**	442,147	528,652	552,769	502,938	522,577	(49,831)		19,640	
Depreciation Expense	290,720	299,815	309,968	321,373	352,539	11,405		31,166	
Total Operating Expenses	1,880,142	1,976,253	2,031,137	2,059,959	2,160,191	28,823	1%	100,232	5%
NET OPERATING INCOME	385,094	281,449	309,068	373,080	328,231	64,012		(44,849)	
NON-OPERATING REVENUES									
Availability Charges	41,188	39,863	42,000	40,000	40,000	(2,000)		-	
Investment Income	11,668	10,131	25,500	35,000	35,000	9,500		-	
Miscellaneous Income	2,000	2,622	5,000	5,000	5,000	-		-	
Gain/(Loss) on Disposal of Capital Assets	4,441	-	-	-	-	-		-	
Leasing Revenue	21,186	21,836	5,675	5,873	6,108	-		-	
Interest on Long-term Debt	(15,945)	(13,650)	(12,060)	(9,375)	(6,932)	2,685		2,443	
Total Non-operating Revenue	64,538	60,802	66,115	76,499	79,176	10,384	16%	2,443	3%
NET INCOME (LOSS)	449,632	342,251	375,183	449,579	407,407	74,395		(42,407)	
TOTAL REVENUES	2,329,774	2,318,504	2,406,320	2,509,538	2,567,598	103,218	4%	57,825	2%
TOTAL EXPENSES	1,880,142	1,976,253	2,031,137	2,059,959	2,160,191	28,823	1%	100,232	5%
CHANGE IN NET POSITION	449,632	342,251	375,183	449,579	407,407	74,395		(42,407)	
CASH CONSIDERATIONS									
Depreciation Non-Cash Expense	290,720	299,815	309,968	321,373	352,539	11,405		31,166	
Principal Loan Payments	(73,077)	(75,299)	(77,593)	(79,959)	(82,402)	(2,367)		(2,443)	
Capital Projects & Fixed Assets	(110,694)	(19,434)	(630,000)	(2,421,000)	(1,466,500)	(1,791,000)		954,500	
CHANGE IN CASH BALANCE	556,581	547,333	(22,441)	(1,730,007)	(788,956)	(1,707,566)		940,816	

* Does not include Personnel Expense for Administration Department.

**Administrative Expense includes Personnel Expense for Administration Department.

FYE 2024 and 2025 Budget

Comparative Statements of Revenues, Expenses and Changes in Net Position

Wastewater Collections Proprietary Fund

WASTEWATER COLLECTIONS PROPRIETARY FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
OPERATING REVENUES									
Service Charges	1,100,051	1,178,160	1,160,519	1,464,946	1,523,544	304,427		58,598	
Usage Charges	-	-	-	-	-	-		-	
Other Revenues	26,228	28,307	7,441	17,190	17,878	9,749		688	
Total Operating Revenues	1,126,279	1,206,467	1,167,960	1,482,136	1,541,422	314,176	27%	59,285	4%
OPERATING EXPENSES									
Salaries and Benefits*	362,142	439,186	448,468	474,631	493,616	26,163		18,985	
Operations & Maintenance	118,693	130,958	156,772	197,333	205,226	40,561		7,893	
Administrative Services**	127,731	178,739	184,256	226,287	235,338	42,031		9,051	
Depreciation Expense	198,388	201,164	202,818	225,541	242,334	22,723		16,793	
Total Operating Expenses	806,954	950,048	992,314	1,123,792	1,176,515	131,478	13%	52,723	4%
NET OPERATING INCOME	319,325	256,419	175,646	358,344	364,907	182,698		6,562	
NON-OPERATING REVENUES									
Availability Charges	14,411	8,229	8,033	8,022	8,343	(11)		321	
Investment Income	4,962	3,666	10,444	15,000	15,600	4,557		600	
Miscellaneous Income	720	781	862	860	894	(2)		34	
Gain/(Loss) on Disposal of Capital Assets	(8,626)	-	-	-	-	-		-	
Leasing Revenue	-	-	5,675	5,873	6,108	-		-	
Interest on Long-term Debt	(45,341)	(42,986)	(49,294)	(36,807)	($34,284)	12,488		2,523	
Total Non-operating Revenue	(33,874)	(30,310)	(24,281)	(7,052)	(3,339)	17,030	-70%	3,478	-104%
NET INCOME (LOSS)	285,451	226,109	151,366	351,292	361,567	199,728		10,040	
TOTAL REVENUES	1,092,405	1,176,157	1,143,679	1,475,084	1,538,083	331,207	29%	62,763	4%
TOTAL EXPENSES	806,954	950,048	992,314	1,123,792	1,176,515	131,478	13%	52,723	4%
CHANGE IN NET POSITION	285,451	226,109	151,366	351,292	361,567	199,728		10,040	
CASH CONSIDERATIONS									
Depreciation Non-Cash Expense	198,388	201,164	202,818	225,541	242,334	22,723		16,793	
Principal Loan Payments	(124,565)	(126,932)	(129,344)	(132,773)	($135,295)	(3,429)		(2,523)	
Capital Projects & Fixed Assets	(177,190)	(64,320)	(195,000)	(230,000)	(120,000)	(35,000)		110,000	
CHANGE IN CASH BALANCE	182,084	236,021	29,840	214,061	348,607	184,023		134,311	

* Does not include Personnel Expense for Administration Department.

**Administrative Expense includes Personnel Expense for Administration Department.

FYE 2024 and 2025 Budget

Comparative Statements of Revenues, Expenses and Changes in Net Position

Wastewater Treatment Proprietary Fund

WASTEWATER TREATMENT PROPRIETARY FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
OPERATING REVENUES									
Service Charges	793,739	793,739	864,820	890,866	926,500	26,046		35,635	
Usage Charges	151,745	142,919	152,568	157,999	164,319	5,431		6,320	
Arrowbear & GVL Charges	405,519	502,184	466,639	570,461	593,279	103,822		22,818	
Other Revenues	5,383	5,383	5,544	12,810	13,322	7,266		512	
Total Operating Revenues	1,356,386	1,444,225	1,489,571	1,632,136	1,697,421	142,565	10%	65,285	4%
OPERATING EXPENSES									
Salaries and Benefits*	497,822	533,895	554,072	593,534	617,275	39,462		23,741	
Operations & Maintenance	402,645	393,791	373,105	486,707	506,175	113,602		19,468	
Administrative Services**	137,556	176,085	184,256	226,287	235,338	42,031		9,051	
Depreciation Expense	285,609	281,265	308,152	317,958	323,030	9,806		5,072	
Total Operating Expenses	1,323,633	1,385,036	1,419,585	1,624,486	1,681,819	204,901	14%	57,333	3%
NET OPERATING INCOME	32,754	59,189	69,986	7,650	15,603	(62,336)		7,952	
NON-OPERATING REVENUES									
Availability Charges	-	5,987	5,987	5,978	6,217	(9)		239	
Investment Income	5,146	4,553	7,938	18,000	18,720	10,062		720	
Miscellaneous Income	-	-	642	641	666	(2)		26	
Arrowbear & GVL CIP	197,097	248,652	282,750	248,487	258,426	(34,263)		9,939	
Gain/(Loss) on Disposal of Assets	(53,537)	10,437	-	-	-	-		-	
Leasing Revenue	-	-	5,675	5,873	6,108	-		-	
Total Non-operating Revenue	148,706	269,629	302,992	278,979	290,138	(24,212)	-8%	10,924	4%
NET INCOME (LOSS)	181,460	328,818	372,978	286,629	305,740	(86,547)		18,877	
TOTAL REVENUES	1,505,092	1,713,854	1,792,563	1,911,114	1,987,559	118,353	7%	76,210	4%
TOTAL EXPENSES	1,323,633	1,385,036	1,419,585	1,624,486	1,681,819	204,901	14%	57,333	3%
CHANGE IN NET POSITION	181,460	328,818	372,978	286,629	305,740	(86,547)		18,877	
CASH CONSIDERATIONS									
Depreciation Non-Cash Expense	285,609	281,265	308,152	317,958	323,030	9,806		5,072	
Capital Projects & Fixed Assets	(537,081)	(618,154)	(650,000)	(565,000)	(590,000)	85,000		(25,000)	
CHANGE IN CASH BALANCE	(70,013)	(8,071)	31,130	39,587	38,770	8,259		(1,051)	

* Does not include Personnel Expense for Administration Department.

**Administrative Expense includes Personnel Expense for Administration Department.

FYE 2024 and 2025 Budget

Comparative Statements of Revenues, Expenses and Changes in Net Position

Fire & Ambulance Fund

FIRE & AMBULANCE GOVERNMENTAL FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
OPERATING REVENUES									
Property Tax	1,916,714	2,036,001	2,076,943	2,236,134	2,356,622	159,191		120,488	
Service Charges	594,171	643,638	530,400	650,000	674,000	119,600		24,000	
PP-GEMT IGT & Other Reimbursements	194,653	80,833	385,000	370,000	353,000	(15,000)		(17,000)	
Other Revenues	643,487	181,780	29,000	29,000	29,200	-		200	
Total Operating Revenues	3,349,025	2,942,252	3,021,343	3,285,134	3,412,822	263,791	9%	127,688	4%
OPERATING EXPENSES									
Salaries and Benefits*	2,607,132	2,307,798	2,643,362	2,704,397	2,812,572	61,035		108,176	
Operations & Maintenance	407,400	489,768	392,767	401,713	417,782	8,946		16,069	
Administrative Services**	252,838	234,423	230,319	169,715	176,504	(60,604)		6,789	
Uncollectible Accounts Expense	52,172	178,642	150,000	150,000	150,000	-		-	
Depreciation Expense	137,777	140,358	130,075	123,033	125,874	(7,042)		2,841	
Total Operating Expenses	3,457,318	3,350,989	3,546,523	3,548,858	3,682,732	2,335	0%	133,874	4%
NET OPERATING INCOME	(108,293)	(408,737)	(525,180)	(263,724)	(269,910)	261,456		(6,186)	
NON-OPERATING REVENUES									
Availability Charges	203,548	203,938	205,000	205,000	207,050	-		2,050	
Investment Income	4,607	5,182	25,602	16,000	16,640	(9,602)		640	
Miscellaneous & Lease Income	34,781	40,330	5,675	47,873	49,788	42,198		1,915	
Total Non-operating Revenue	242,936	249,450	236,277	268,873	273,478	32,596	14%	4,605	2%
NET INCOME (LOSS)	134,643	(159,287)	(288,903)	5,149	3,568	294,052		(1,581)	
TOTAL REVENUES	3,591,961	3,191,702	3,257,620	3,554,007	3,686,300	296,387	9%	132,293	4%
TOTAL EXPENSES	3,457,318	3,350,989	3,546,523	3,548,858	3,682,732	2,335	0%	133,874	4%
CHANGE IN NET POSITION	134,643	(159,287)	(288,903)	5,149	3,568	294,052		(1,581)	
CASH CONSIDERATIONS									
Depreciation Non-Cash Expense	137,777	140,358	130,075	123,033	125,874	(7,042)		2,841	
Uncollectible Accounts Non-Cash Expense	52,172	178,642	150,000	150,000	150,000	-		-	
Capital Projects & Fixed Assets	(75,664)	(145,930)	(40,000)	(179,800)	(40,000)	(139,800)		139,800	
CHANGE IN CASH BALANCE	248,928	13,783	(48,828)	98,382	239,442	147,210		141,060	

* Does not include Personnel Expense for Administration Department.

**Administrative Expense includes Personnel Expense for Administration Department.

Operating Projection

The District relies on projections of operating revenues and expenses to determine cash availability for capital improvement projects and to determine if cash reserve goals will be met. These projections also serve as a strategic plan for rate setting. The operating projections included in this budget for each fund assumes that the rate increases will be necessary resulting in the following change in operating revenue:

Proprietary Fund	2023-24	2024-25	2025-26	2026-27	2027-28
Water	3%	TBD	TBD	TBD	TBD
Wastewater	3%	TBD	TBD	TBD	TBD

Projections for personnel and other operating expenses include maximum anticipated increases in accordance with the recent rate study and other known or anticipated factors. Operating projections suggest that the Water and Wastewater Enterprises are meeting all their cash reserve funding goals. Please see the Fund Balance section of this budget for further information.

Fund Balance Summary as of March 31, 2023

Fund Balances as of April 30, 2023	
Fire & Ambulance Department	
Fire & Ambulance Department Operating Fund	2,373,898
Recommended Operating Fund Target (6 Months Operating Expenses)	**1,583,636**
Fire & Ambulance Department Operating Fund, Fully Funded or (Below Target)	**790,262**
Wastewater Division	
Wastewater Capital Improvement Project Reserve	2,005,844
Wastewater System Connection & Capacity Charges	11,630
CWSRF Loan Agreement 14-813 Debt Reserve (Restricted for SLS 1-3 Debt Service)	171,537
Wastewater Operating Reserve Fund	619,190
Recommended Operating Reserve Fund Target (4 Months Operating Expenses)	**619,190**
Wastewater Operating Reserve, Fully Funded or (Below Target)	**Fully Funded**
Green Valley Lake Wastewater Division	
Wastewater Capital Improvement Project Reserve	2,022,464
Wastewater System Connection & Capacity Charges	-
Wastewater Operating Reserve Fund	350,000
Recommended Operating Reserve Fund Target (4 Months Operating Expenses)	**350,000**
CSA 79 Wastewater Operating Reserve, Fully Funded or (Below Target)	**Fully Funded**
Water Division	
Water Capital Improvement Project Reserve	2,044,174
Water System Connection & Capacity Charges	155,580
Water Infrastructure R&R Reserve (MFC & AMR SRF Debt Reserve)	89,334
Water Operating Reserve	561,875
Recommended Operating Reserve Fund Target (4 Months Operating Expenses)	**561,875**
Water Operating Reserve, Fully Funded or (Below Target)	**Fully Funded**
Assessment Districts Restricted Funds	
Water Assessment District No. 10 Construction Funds	26,421
Water Assessment District No. 10 O&M	36,368
Subtotal Assessment Districts	**62,790**
Total District Designated & Operating Reserve Funds	**10,405,526**
Assessment District Funds	**62,790**
Combined Pooled Cash	**10,468,316**
Checking Account (General)	**266,626**
LAIF - Investment	**8,994,387**
MBS Investments (Laddered CDs)	**1,201,309**
York Insurance Deposit / Sedgwick	**4,994**
Petty Cash	**1,000**
Combined Pooled Cash	**10,468,316**

Rates & Fees

The District is committed to providing the highest quality water and wastewater services at the lowest possible rates for our customers. To meet this commitment, the District engaged an independent rate consultant to perform a water and wastewater rate study that evaluates the infrastructure, programs and operations and maintenance costs of the District's water and wastewater services and the rates necessary to recover the costs of those services for the next five years. A cost of service and rate study demonstrates what it costs the District to provide these services and the appropriate rates to fairly and appropriately allocate the costs of providing them to our customers. The District's 2019 Rate Study, Cash Reserve Policy, Facilities Master Plans, as well as the District budgets were used as the basis upon which the rates and charges were calculated. The rate adjustments were not the only measures used to generate a balanced budget. Other measures required to balance the budget included reductions in operating expenses where possible and deferral of nonessential activities and projects.

The results of the rate study demonstrated that adjustments in the water and wastewater rates were needed to recover increases in the costs of providing water and wastewater services. These costs include, among others, the costs of needed repairs and replacements of aging water and wastewater infrastructure, increased water purchase and electricity costs and the costs of developing additional local groundwater supplies.

The water rate structure has four customer classes - residential, commercial, schools, and irrigation - and is comprised of three components - a fixed monthly base charge, a variable volumetric rate, and a fixed monthly private fire service water meter base charge. The base charge is determined on the basis of the size of the water meter serving a property (in inches) and is designed to recover a portion of the District's fixed costs of operating and maintaining the water system, such as billing and collection, and repair and replacement of infrastructure. The volumetric rate is the same for all customer classes and is imposed per unit of delivered water, with one unit equal to one cubic foot (cf) or 7.48 gallons. The volumetric rate is calculated to recover a portion of the District's fixed costs and its variable costs of purchasing and providing water service. The private fire service water meter base charge is only imposed on customers who have private fire suppression systems. It is designed to recover the proportionate share of the costs of sizing the water system necessary to provide private fire suppression service and the costs of managing and inspecting backflow prevention devices for these private systems.

Under the current water rate structure, a different rate for the base charge is imposed on landscape irrigation customers than is imposed on all other customers, and a different rate for the consumption charge is imposed on customers who are served by but are located outside of the District's boundaries. Under the current rate structure, the same base charge and volumetric rate will be applicable to all customers. Under the rate structure, the costs of repairing and replacing water infrastructure will be recovered from the District's base charge.

The wastewater rate structure has two customer classes - commercial and residential - and is comprised of two components - a fixed monthly wastewater base charge and a variable wastewater volumetric rate. The wastewater base charge is determined on a per equivalent dwelling unit (EDU) basis and is designed to recover a portion of the District's fixed costs of operating and maintaining the wastewater system. The wastewater volumetric rate is based on a

customer's estimated monthly wastewater discharge and is designed to recover a portion of the District's fixed costs and its variable costs of providing wastewater services. The method for estimating customers' wastewater discharge is a percentage of the billed monthly water usage.

Under the current wastewater rate structure, a different rate for the volumetric rate is imposed on commercial customers than is imposed on residential customers. The currently approved water and wastewater rates are identified in the tables below.

CURRENT RESIDENTIAL, COMMERCIAL, AND IRRIGATION CUSTOMERS' MONTHLY WATER BASE CHARGE RATES ($/METER SIZE)					
Meter Size	**7/1/2023**	**7/1/2024**	**7/1/2025**	**7/1/2026**	**7/1/2027**
5/8" x 3/4"	$38.49	TBD	TBD	TBD	TBD
1"	$88.93	TBD	TBD	TBD	TBD
1 1/2"	$172.99	TBD	TBD	TBD	TBD
2"	$273.87	TBD	TBD	TBD	TBD
3"	$542.88	TBD	TBD	TBD	TBD

CURRENT PRIVATE FIRE SERVICE WATER METER BASE CHARGE ($/METER SIZE)					
Meter Size	**7/1/2023**	**7/1/2024**	**7/1/2025**	**7/1/2026**	**7/1/2027**
1" and smaller	$3.60	TBD	TBD	TBD	TBD
1 1/2"	$6.07	TBD	TBD	TBD	TBD
2"	$10.34	TBD	TBD	TBD	TBD
3"	$25.63	TBD	TBD	TBD	TBD
4"	$52.00	TBD	TBD	TBD	TBD
6"	$146.66	TBD	TBD	TBD	TBD
8"	$309.92	TBD	TBD	TBD	TBD

CURRENT WATER VOLUMETRIC RATES ($/CF)*				
7/1/2023	**7/1/2024**	**7/1/2025**	**7/1/2026**	**7/1/2027**
$0.0544	TBD	TBD	TBD	TBD

*One cubic foot (CF) = 7.48 gallons.

CURRENT RESIDENTIAL AND COMMERCIAL WASTEWATER RATES AND CHARGES					
	July 1, 2023	**7/1/2024**	**7/1/2025**	**7/1/2026**	**7/1/2027**
Monthly Base Charge ($/EDU)*	$57.38	TBD	TBD	TBD	TBD
Wastewater Volumetric Rate ($/CF)	$0.0112	TBD	TBD	TBD	TBD

*One EDU is the flow associated with a typical single-family dwelling. The District can reassess EDUs for each customer to properly estimate sewer flow. **Sewer use (CF) = Water use (CF) x 90%.

The District purchases wholesale water from Crestline-Lake Arrowhead Water Agency (CLAWA) and Arrowbear Park County Water District (APCWD). These costs are recovered through the water volumetric rate. In developing its rates, the District included projected increases in these wholesale water costs as part of its long-range financial plan.

For FYE 2023, the cost of CLAWA imported water is $3.68 per hundred cubic feet (HCF) or

$1,603 per acre foot (AF). The District currently charges its retail customers $5.44 per HCF or $2,370 per AF. At this time it is not anticipated that the District will need to implement any Pass-Through Adjustments based on CLAWA's rate increases over the next three years.

Administration Division

Vision: The Running Springs Water District Administration Division will provide exceptional customer service to the community and support services to all District divisions in a manner that demonstrates professionalism, utilizing advanced levels of technology.

As part of the Administration Division, the General Manager is responsible for the overall management of the District. The General Manager is responsible for the effective management and administration of all aspects of the District's operations such as; developing and maintaining short and long range plans for the District, preparing the budget, directing the operation of efficient administrative control and accounting procedures, staffing plans, employee relations officer, personnel transactions, managing consultants, board meetings, public relations, emergency planning, legal compliance, legislative matters and execution of Board policy.

Core Functions, Goals & Objectives

Core Functions	Goals & Objectives
General Administration	
Administrative Costs (District-Wide) • Administrative Support – All Divisions • Professional Services (Engineering & Financial Consultants, Legal Counsel) • Paychex Payroll Reporting • Public Notices/Public Records Requests • Insurance/Property Liability/Workers Comp • Computer Technical Support • Office Supplies & Materials/Furniture & Equipment • Printing & Publications • Memberships & Subscription • Office Utilities & Janitorial Service	• Review & Update District Policies • Develop & Maintain Short & Long Range Plans • Refine Administration Procedures Manual • Obtain Funds to Support Plans • Evaluate Outside Funding & Grant Options
Board Administration	
• Public Records Act Requests • Board Meeting Administration • Form 700 Statements of Economic Interest • Maintain Resolutions, Ordinances & Minutes • Registrar of Voters/Board Election Coordination • Director Training	• Records Management/Retention Program • Implement & Enforce Board Policy • Recommend New Policies & Procedures • Records Retention Implementation
Customer Service	
• Customer Relations • Customer Correspondence • Customer Payments • Billing	• Continue to Improve Customer Service • Cross Training Staff • Refine Administration Procedures • Records Retention Implementation

• Accounts Payable • Accounts Receivable • Customer Account Analysis	• Refine Administration for AMR Project • Implement SB 998 (Restrictions on Water Service Discontinuation)
Public Outreach & Information	
• Provide Public Outreach Support to all Divisions • Design/Distribution of Public Outreach • Materials/District Newsletters • District Representation at Community Events	• Fine Tune District Website • Inform Customers on District Core Functions
Budget & Finance	
• Prepare Annual Budget • Annual Financial Audit • Payroll Processing • Accounts Payable • Accounts Receivable • Investment & Fund Balance Administration • Availability/Standby Charges to Tax Roll • Maintain General Ledger • Billing • Cash Management & Projections • Financial Reporting & Analysis • State Controller's Compensation Reporting	• Improve Financial Reporting Capabilities • Continue to Explore Investment Options • Refine Budget & Investment Policies • Recommend/Develop Policies & Procedures • Records Retention Implementation • Refine allocation of Administrative Costs • Ambulance Billing Procedures Manual • Tyler Technologies Efficiency and Productivity Training
Personnel & Risk Management	
• Human Resources • Succession Planning • Staffing Plans • Benefits Administration • Medical Reimbursement Administration • Health/Life/Disability Insurance Admin. • Property & Liability Insurance Admin. • Workers Compensation Administration • CalPERS (Pension Administration) • Risk Management & Loss Control • Employee Recruitment & Retention • Employee Development, Orientation & Training • Employee & Labor Relations	• Continue to Administer Employee/Labor Relations & Benefits • Records Retention Implementation • Annual Staff Training/Target Safety • Update Emergency Plan Manual
Information Technology	
• Administer Computer Support Services	• Continue to Administer Support • Services/Liaison for Computer Technical • Issues and Upgrades

Budgeted Operating Expense Details

Administrative Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 815,053	$ 763,484	-6.3%	$ 794,023	4.0%
Services and Supplies	$ 332,335	$ 344,119	3.5%	$ 357,884	4.0%
Depreciation Expense	$ 4,212	$ 17,623	318.4%	$ 17,851	1.3%
District Total	**$ 1,151,600**	**$ 1,125,226**	**-2.3%**	**$ 1,169,758**	**4.0%**

ADMINISTRATION	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
Wages	447,609	498,631	502,006	500,547	520,569	(1,459)	0%	20,022	4%
Medicare Tax (FICA)	6,487	6,946	7,062	7,258	7,548	196	3%	290	4%
Workers Comp	4,041	3,268	(881)	1,217	1,265	2,097	-238%	49	4%
Group Insurance	57,404	44,775	66,530	67,444	70,142	914	1%	2,698	4%
CalPERS Retirement*	179,990	245,095	240,336	187,018	194,499	(53,318)	-22%	7,481	4%
Director's Compensation	7,200	7,120	9,315	9,000	9,360	(315)	-3%	360	4%
Education & Seminars	2,519	2,759	4,140	9,155	9,521	5,015	121%	366	4%
Memberships & Subscriptions	9,367	10,563	12,963	14,190	14,757	1,227	9%	568	4%
Fees & Permits	10,231	10,225	10,902	10,533	10,954	(369)	-3%	421	4%
Professional Services	173,264	217,356	226,872	238,650	248,196	11,778	5%	9,546	4%
Repair & Maintenance (Main Office)	12,859	19,389	19,944	12,720	13,229	(7,224)	-36%	509	4%
Office Supplies & Expenses	45,657	28,948	30,455	31,058	32,300	603	2%	1,242	4%
Utilities (Electricity, Gas, Internet, Phon	15,662	14,891	17,744	18,814	19,566	1,070	6%	753	4%
Total Administrative Expenses	972,289	1,109,967	1,147,388	1,107,603	1,151,907	(39,785)	-3%	44,304	4%

*Additional lump sum UAL payment of $22,222.

The percent allocation of administrative services expenses to each division is based on a combination of an administrative services time study and percent of O&M expenses for each division. The following is the current allocation in the FYE 2024-2025 budgets:

Water = 45%
Wastewater Collections = 20%
Wastewater Treatment = 20%
Fire & Ambulance = 15%

*Change due to additional GVL administration expense and other adjustments for Professional Services not related to Fire Department.

Prior Budget:
Water = 48%
Wastewater Collections = 16%
Wastewater Treatment = 16%
Fire & Ambulance = 20%

Employee Classifications and Wage Scales

ADMINISTRATION DIVISION

FYE 2024 HOURLY WAGE SCHEDULE

Exempt Positions

CLASSIFICATION		STEP A	B	C	D	E
AS2	Hourly	$46.12	$47.27	$48.44	$49.66	$50.90
Administration Supervisor,	Monthly	$7,994	$8,193	$8,396	$8,608	$8,823
Board Secretary, Treasurer	Annual	$95,930	$98,322	$100,755	$103,293	$105,872
AS1	Hourly	$40.77	$41.79	$42.82	$43.89	$44.99
Administration Supervisor,	Monthly	$7,067	$7,244	$7,422	$7,608	$7,798
Board Secretary, Treasurer	Annual	$84,802	$86,923	$89,066	$91,291	$93,579

Non-Exempt Positions

CLASSIFICATION		STEP A	B	C	D	E
A5	Hourly	$32.12	$32.92	$33.74	$34.58	$35.44
Customer Account Specialist (Billing)	Monthly	$5,567	$5,706	$5,848	$5,994	$6,143
Accounts Payable/Payroll Specialist	Annual	$66,810	$68,474	$70,179	$71,926	$73,715
A4	Hourly	$28.38	$29.10	$29.82	$30.57	$31.34
Customer Service Specialist	Monthly	$4,919	$5,044	$5,169	$5,299	$5,432
Administrative Assistant	Annual	$59,030	$60,528	$62,026	$63,586	$65,187
A3	Hourly	$25.10	$25.72	$26.35	$27.02	$27.68
Customer Service Specialist	Monthly	$4,351	$4,458	$4,567	$4,683	$4,798
Administrative Assistant	Annual	$52,208	$53,498	$54,808	$56,202	$57,574
A2	Hourly	$22.17	$22.72	$23.30	$23.88	$24.48
Customer Service Specialist	Monthly	$3,843	$3,938	$4,039	$4,139	$4,243
Administrative Assistant	Annual	$46,114	$47,258	$48,464	$49,670	$50,918
A1	Hourly	$18.66	$19.13	$19.61	$20.10	$20.60
Administrative Assistant	Monthly	$3,234	$3,316	$3,399	$3,484	$3,571
Customer Service Field Representative	Annual	$38,813	$39,790	$40,789	$41,808	$42,848
Water Distribution Grade 1						
Collection System Maintenance Grade 1						

Five-Year Capital Improvement Program (CIP) Plan

Administration Division 5-Year CIP Plan

Project Description	2024	2025	2026	2027	2028	TOTAL
EOL Computer Workstation Replacements	$15,000					$15,000
Replace Fluorescent Lights with LED	$10,000					$10,000
Miscellaneous Information Technology	$2,700	$ 2,700				$5,400
Security Camera System Maintenance	$2,000	$ 2,000				$4,000
Replace Administration Building Windows		$20,000				$20,000
Replace window treatments		$ 5,000				$5,000
Replace Paper Shredder		$ 5,000				$5,000
Administration Projects Subtotal	**$29,700**	**$34,700**	**$0**	**$0**	**$0**	**$64,400**

Water Division

Vision: The Running Springs Water Division will provide excellent water quality that consistently meets or exceeds regulatory and customer requirements and water quantity that recognizes the limited availability of supply in our area yet satisfies the essential needs of our customers.

Core Functions, Goals & Objectives

Core Functions	Goals & Objectives
Operations & Maintenance Administration	
• Manage safe & reliable water supplies • Operation & Maintenance (O&M) of over 43 miles of water pipelines • Manage security in the distribution system • Public health protection • Maintain a good relationship with customers & employees • Operate efficiently & meet customer expectations • Technical advice & training of system operators • Day to day management of the system • Reporting to State & Local regulatory agencies	• Improve safety & emergency response programs • Manage backflow prevention & cross connection program for 90+ devices • Access source & storage facilities to meet today's standards • Reduce power for pumping costs • Succession Planning • Records Retention Implementation
Regulatory Compliance	
• Monitor State Water Boards regulatory requirements • Monitor South Coast Air Quality Management District (AQMD) requirements • Monitor Certified Unified Program Agency (CUPA) requirements • Monitor disinfection, treatment, sampling & lab analysis • Update, revise & review safety practices & programs within the District	• Continue monitoring updates & requirements from State & Local regulatory agencies to maintain compliance in the District
Repair & Maintenance	
• Preventative maintenance of water system • Annual valve maintenance • Leak detection program & repairs • Box & valve repairs • Annual dead end main flushing program • Conduct weekly distribution sampling • Fire hydrant repairs	• Review District Operating plan with the State Water Boards • Underground Service Alerts (USA) • Continue monitoring Automatic Meter Reading (AMR) system

Water Division Core Functions & Goals & Objectives (continued)

Core Functions	Goals & Objectives
Groundwater Wells	
• O&M of 11 vertical & 16 horizontal groundwater wells • O&M of 5 remote treatment plants • Monitor well head protection • Monitor source water protection plan • Conduct weekly sampling of sources	• Continue researching sources for future water well development
Pump Stations & Storage Tanks	
• O&M of 8 booster pump stations • O&M of 11 water storage tanks • O&M of 5 fore bays & 2 hydro-pneumatic systems • O&M of 3 standby generators	• Annual inspection, cleaning and repairs of a minimum of two water storage tanks • Improve security, safety & access to storage tanks
SCADA System	
• O&M of Supervisory Control & Data Acquisition (SCADA) system for remote management of storage tanks & pump stations	• Continue to fine tune and optimize the District's SCADA system
Vehicle Maintenance	
• Maintain safe operating vehicles for all weather conditions • O&M of snow cats & backhoe • O&M of main office generator & portable emergency generator	• Continue current maintenance schedule
Safety, Training & Certifications	
• Maintain required certifications • Emergency operations training • Safety training	• Provide opportunities for training & classes to maintain District approved certifications • Provide annual training for emergency response & preventative maintenance • Provide safety training at least weekly to minimize injuries & to ensure a safe work environment

Budgeted Operating Expense Details

Water Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 633,797	$ 663,279	4.7%	$ 689,811	4.0%
Operations & Maintenance	$ 534,603	$ 572,369	7.1%	$ 595,264	4.0%
Administrative Services	$ 552,769	$ 502,938	-9.0%	$ 522,577	3.9%
Depreciation Expense	$ 309,968	$ 321,373	3.7%	$ 352,539	9.7%
District Total	**$ 2,031,137**	**$ 2,059,959**	**1.4%**	**$ 2,160,191**	**4.9%**

WATER PROPRIETARY FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
Wages	338,029	350,185	362,739	385,348	400,762	22,609	6%	15,414	4%
Medicare Tax (FICA)	6,182	4,960	5,009	5,588	5,811	579	12%	224	4%
Workers Comp	24,570	6,750	9,292	9,664	10,050	372	4%	387	4%
Group Insurance	47,489	50,321	63,054	56,963	59,241	(6,091)	-10%	2,279	4%
CalPERS Retirement	190,731	195,527	191,812	203,890	212,046	12,078	6%	8,156	4%
Uniforms	1,624	1,619	1,891	1,827	1,900	(64)	-3%	73	4%
Education & Seminars	760	1,031	3,105	3,000	3,120	(105)	-3%	120	4%
Fuel & Oil	8,923	9,109	8,973	11,850	12,324	2,877	32%	474	4%
Property/Liability Insurance	33,744	40,686	45,349	56,826	59,099	11,477	25%	2,273	4%
Memberships & Subscriptions	1,994	2,608	6,873	4,200	4,368	(2,673)	-39%	168	4%
Miscellaneous Supplies, Tools & Expenses	3,972	5,731	8,795	6,050	6,292	(2,745)	-31%	242	4%
Permits & Fees	18,110	28,199	29,337	31,535	32,796	2,198	7%	1,261	4%
Repair & Maintenance (Water System)	62,180	36,878	32,432	46,240	48,090	13,808	43%	1,850	4%
Utilities (Electricity, Gas, Internet, Phone, Trash)	6,064	8,024	7,578	9,600	9,984	2,022	27%	384	4%
Utilities - Power for Pumping	80,059	78,199	91,204	99,720	103,709	8,516	9%	3,989	4%
Vehicle Maintenance	8,886	5,904	6,831	9,800	10,192	2,969	43%	392	4%
Water Purchases	291,357	281,970	265,293	268,480	279,219	3,187	1%	10,739	4%
Water Testing & Analysis	22,247	39,946	28,833	25,068	26,071	(3,765)	-13%	1,003	4%
Administrative Services	442,147	528,652	552,769	509,146	529,511	(43,623)	-8%	20,366	4%
Total Water Expenses	**1,589,069**	**1,676,300**	**1,721,169**	**1,744,794**	**1,814,586**	**23,625**	**1%**	**69,792**	**4%**

*Additional lump sum UAL payment of $25,926

Employee Classifications and Wage Scales

WATER DIVISION

FYE 2024 HOURLY WAGE SCHEDULE

Non-Exempt Positions

		STEP				
CLASSIFICATION*		A	B	C	D	E
LEAD OPERATOR	Hourly	$40.58	$41.60	$42.64	$43.70	$44.79
Water Distribution Grade 3	Monthly	$7,034	$7,211	$7,391	$7,575	$7,764
Water Treatment Grade 2	Annual	$84,406	$86,528	$88,691	$90,896	$93,163
Collection System Maintenance Grade 1						
OPERATOR 3	Hourly	$35.87	$36.76	$37.68	$38.63	$39.58
Water Distribution Grade 3	Monthly	$6,217	$6,372	$6,531	$6,696	$6,861
Water Treatment Grade 2	Annual	$74,610	$76,461	$78,374	$80,350	$82,326
OPERATOR 2	Hourly	$30.99	$31.76	$32.55	$33.36	$34.20
Water Distribution Grade 3	Monthly	$5,372	$5,505	$5,642	$5,782	$5,928
Water Treatment Grade 1	Annual	$64,459	$66,061	$67,704	$69,389	$71,136
OPERATOR 1	Hourly	$26.74	$27.40	$28.09	$28.79	$29.52
Water Distribution Grade 2	Monthly	$4,635	$4,749	$4,869	$4,990	$5,117
Water Treatment Grade 1	Annual	$55,619	$56,992	$58,427	$59,883	$61,402
OPERATOR IN TRAINING	Hourly	$23.07	$23.64	$24.24	$24.85	$25.46
Entry Level / No Certification Required	Monthly	$3,999	$4,098	$4,202	$4,307	$4,413
Customer Service Field Representative	Annual	$47,986	$49,171	$50,419	$51,688	$52,957
Water Distribution Grade 1						
Collection System Maintenance Grade 1						

Five-Year Capital Improvement Program (CIP) Plan

Water Division 5-Year CIP Plan

Project Description	2024	2025	2026	2027	2028	TOTAL
Update Water Master Plan	$ 50,000					$ 50,000
Replace Rowco Pump Station	$ 780,000					$ 780,000
Replace Two Rowco 100K Gallon Tanks	$ 1,285,000	$ 1,285,000				$ 2,570,000
Vehicle & Equipment Storage Building at Harris Property	$ 120,000					$ 120,000
Well Site Telemetry	$ 60,000					$ 60,000
Replace Water & Fire 50kw Generator shared cost 50%	$ 50,000					$ 50,000
Relocate Back Lot Meters (80 Total) 27 / year	$ 50,000	$ 50,000	$ 50,000			$ 150,000
Groundwater Pumping Equipment Replacements	$ 15,000	$ 16,500	$ 18,150	$ 19,965	$ 21,962	$ 91,577
2.5 Inch Boring Tool	$ 6,000					$ 6,000
Transfer Pump Repairs	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 25,000
Nob Hill & CLAWA Tank Interconnection Improvements		$ 60,000				$ 60,000
Replace 4X4 Vehicle Unit # 76		$ 40,000				$ 40,000
SCADA Communications Improvements		$ 10,000				$ 10,000
Nob Hill 0.133 MG Tank Rehabilitation			$ 60,000			$ 60,000
Nob Hill 1 MG Tank Rehabilitation				$ 250,000		$ 250,000
Replace Portable Compressor and Jackhammer				$ 30,000		$ 30,000
Water Division Improvements Subtotal	**$ 2,421,000**	**$ 1,466,500**	**$ 133,150**	**$ 304,965**	**$ 26,962**	**$ 4,352,577**

Vehicle & Equipment Replacement Schedule

Water Division Vehicle & Equipment Replacement Schedule							
Vehicle Description	**Year**	**Mileage**	**Hours**	**Use Status**	**Replacement Year**	**Age (Years)**	**Replacement Cost**
Water & Fire Complex Generator	1984		918	Limited	2023	39	$50,000
Ford 4X4 Plow Truck (Unit #100)	2022	1,500		Utility	2032	1	$60,000
Case 590 Backhoe (Unit #99)	2022	277	146	Limited	2032	1	$175,000
Portable Cat Generator	1996		177	Limited	2026	27	$40,000
Ford 4X4 Ranger Truck (Unit #76)	2007	73,341		Daily	2024	16	$40,000
Portable Compressor	1998		599	Limited	2028	25	$25,000
Ford 4X4 Ranger Truck (Unit #82)	2011	60,374		Daily	2025	12	$40,000
Ford 4X4 Ranger Truck (Unit #83)	2011	49,887		Daily	2025	12	$40,000
Portable Welder	2002		151	Limited	2032	21	$10,000
Ford 575E Backhoe (Unit #59)	1998		4,498	Special	2032	25	$175,000
Thiokol - Snow Cat (Unit #36)	1965		819	Winter	Deferred	58	$100,000
Honda Snow Blower	2021			Winter	2036	2	$4,000

Wastewater Collections Division

Vision: The Running Springs Wastewater Division will provide extraordinary wastewater collection service for the Running Springs area and wastewater transmission and treatment service for the Running Springs, Arrowbear, and Green Valley Lake areas that protects the environment, complies with regulatory requirements, satisfies the needs of our customers, and provides beneficial uses for our reclaimed water.

Core Functions, Goals & Objectives

Core Functions	Goals & Objectives
Operations & Maintenance Administration	
• Manage, repair & replacement of wastewater collection system • Ensure the California Integrated Water Quality System (CIWQS) requirements pertaining to Sanitary Sewer Overflow (SSO) reporting procedures are adhered to • Customer service related to service orders • Ensure Fats, Oils & Grease (FOG) program is administered	• Respond to USA to accurately mark sewer mains to prevent contractors, or agencies from exposing or destroying infrastructure • Maintain accurate records of all preventative maintenance, maps & improvements • Inspect all Food Service Establishments (FSE's) to ensure full compliance with FOG. ordinance • Maintain compliance with state, regional & local requirements of sewer collection system • Ensure a safe, efficient & educated work force • Maintain an outstanding level of customer service
Repair & Maintenance	
• Preventative maintenance • Inspection & maintenance of 60 miles of sewer collection pipeline • Clean and video inspect the entire sewer collection system every five years • Inspection of sewer manholes & lift station wet wells for infiltration & inflow (I&I) & degradation	• Implement smoke testing program to minimize illegal connections & I&I • Clean & video inspect sewer collection pipeline & manholes in-house • Repair several mainline deficiencies identified in CCTV work throughout the District • Repair broken mortar on sewer manhole grade rings throughout the District
Sewer Collection System	
• O&M of over 60 miles of sewer collection pipeline • O&M of 2.25 miles of sewer force mains • O&M of over 2,000 sewer manholes • Raise manholes to ensure proper accessibility • Control odors to minimize harmful & corrosive gasses & customer complaints	• Reduce I&I by sealing manhole & cleanout lids throughout the District • Prevent sewer backups or spills by cleaning known hot spots every three months • Install locking manhole covers at key inspection & hot spot locations

Wastewater Collection Division Core Functions, Goals & Objectives (continued)

Core Functions	Goals & Objectives
Sewer Lift Stations	
• O&M of 13 sewer lift stations • O&M of 12 standby generators Control odors to minimize harmful & corrosive gasses & customer complaints	• General maintenance, monthly testing, inspection & repairs of 12 lift station generators and 1 portable generator • Inspect pumps for performance, efficiency & premature wear to prevent failures
SCADA System	
• O&M of Supervisory Control & Data Acquisition (SCADA) system	• Testing at least monthly of SCADA alarms to ensure proper performance • Testing at least monthly of AD 2000 back up alarms to ensure proper performance
Vehicle Maintenance	
• O&M of District vehicles & equipment	• General maintenance of all Division vehicles & equipment • Inspections weekly, monthly & annually of all vehicles & equipment to ensure maximum operation & efficiency
Safety, Training & Certifications	
• Maintain required certifications • Emergency operations training • Safety training	• Provide opportunities for training & classes to maintain District approved certifications • Provide monthly, bi-annual & annual training for emergency response & preventative maintenance • Provide safety training at least weekly to minimize injuries & to ensure a safe work environment • Work closely with District Compliance Safety Officer to improve Safety Program

Budgeted Operating Expense Details

Wastewater Collections Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 448,468	$ 474,631	5.8%	$ 493,616	4.0%
Operations & Maintenance	$ 156,772	$ 197,333	25.9%	$ 205,226	4.0%
Administrative Services	$ 184,256	$ 226,287	22.8%	$ 235,338	4.0%
Depreciation Expense	$ 202,818	$ 225,541	11.2%	$ 242,334	7.4%
District Total	**$ 992,314**	**$ 1,123,792**	**13.2%**	**$ 1,176,515**	**4.7%**

WASTEWATER COLLECTIONS PROPRIETARY FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
Wages	228,958	286,895	296,238	313,686	326,233	17,448	6%	12,547	4%
Medicare Tax (FICA)	3,133	4,043	4,134	4,548	4,730	414	10%	182	4%
Workers Comp	16,915	10,498	8,811	9,163	9,530	352	4%	367	4%
Group Insurance	18,208	23,424	27,441	27,794	28,905	353	1%	1,112	4%
CalPERS Retirement	93,113	112,448	110,233	117,883	122,598	7,650	7%	4,715	4%
Uniforms	1,816	1,879	1,611	1,557	1,619	(54)	-3%	62	4%
Education/Seminars	765	844	2,070	2,000	2,080	(70)	-3%	80	4%
Fuel & Oil	6,480	8,744	4,711	5,552	5,774	841	18%	222	4%
Property/Liability Insurance	30,616	32,493	39,233	49,170	51,137	9,937	25%	1,967	4%
Memberships & Subscriptions	1,957	3,048	4,969	5,676	5,903	707	14%	227	4%
Office Supplies	341	305	1,035	1,000	1,040	(35)	-3%	40	4%
Permits/Fees	7,427	7,138	12,910	12,062	12,544	(848)	-7%	482	4%
Collection System Maintenance	25,458	19,142	28,183	37,000	38,480	8,817	31%	1,480	4%
Sewer Lift Station Repair & Maintenance	8,878	10,794	20,056	23,950	24,908	3,894	19%	958	4%
Miscellaneous Supplies	1,688	2,634	5,135	5,338	5,552	203	4%	214	4%
Utilities (Electricity, Gas, Internet, Phone, Tras	32,196	39,125	32,363	46,335	48,188	13,972	43%	1,853	4%
Vehicle & Equipment Maintenance	2,886	6,691	6,107	9,250	9,620	3,143	51%	370	4%
Administrative Services	127,731	178,739	184,256	226,287	235,338	42,031	23%	9,051	4%
Total Wastewater Collections Expenses	**608,566**	**748,885**	**789,496**	**898,251**	**934,181**	**108,755**	**14%**	**35,930**	**4%**

*30% of Personnel and Administrative expense allocated to the GVL 370 Fund beginning FYE 2024
*Additional lump sum UAL payment of $14,815

COLLECTIONS DIVISION

FYE 2024 HOURLY WAGE SCHEDULE

Non-Exempt Positions

CLASSIFICATION		STEP				
LEAD OPERATOR		A	B	C	D	E
Collection System Maintenance Grade 3	Hourly	$40.58	$41.60	$42.64	$43.70	$44.79
Mechanical Technologist Grade 2	Monthly	$7,034	$7,211	$7,391	$7,575	$7,764
Electrical/Instrumentation Grade 1	Annual	$84,406	$86,528	$88,691	$90,896	$93,163
OPERATOR 3	Hourly	$35.87	$36.76	$37.68	$38.63	$39.58
Collection System Maintenance Grade 3	Monthly	$6,217	$6,372	$6,531	$6,696	$6,861
Mechanical Technologist Grade 1	Annual	$74,610	$76,461	$78,374	$80,350	$82,326
OPERATOR 2	Hourly	$30.99	$31.76	$32.55	$33.36	$34.20
Collection System Maintenance Grade 2	Monthly	$5,372	$5,505	$5,642	$5,782	$5,928
Mechanical Technologist Grade 1	Annual	$64,459	$66,061	$67,704	$69,389	$71,136
OPERATOR 1	Hourly	$26.74	$27.40	$28.09	$28.79	$29.52
Collection System Maintenance Grade 1	Monthly	$4,635	$4,749	$4,869	$4,990	$5,117
Mechanical Technologist Grade 1	Annual	$55,619	$56,992	$58,427	$59,883	$61,402
OPERATOR IN TRAINING	Hourly	$23.07	$23.64	$24.24	$24.85	$25.46
Entry Level / No Certification Required	Monthly	$3,999	$4,098	$4,202	$4,307	$4,413
	Annual	$47,986	$49,171	$50,419	$51,688	$52,957

Five-Year Capital Improvement Program (CIP) Plan

Wastewater Collections Division 5-Year CIP Plan

Project Description	2024	2025	2026	2027	2028	TOTAL
Wastewater Collection System Improvements						
Update Wastewater Master Plan	$ 50,000					$ 50,000
Vehicle & Equipment Storage Building at Harris Property	$ 60,000	$ 60,000				$120,000
Seal Coat Sewer Manholes 5 per year at $3,000 each	$ 15,000	$ 15,000	$15,000	$15,000	$15,000	$ 75,000
Point Repairs Utilizing Pipe Liner 5 per year at $3,000 each	$ 15,000	$ 15,000	$15,000	$15,000	$15,000	$ 75,000
Purchase Track Drive CCTV transporter	$ 15,000					$ 15,000
SLS 7 Generator Repairs	$ 10,000					$ 10,000
Point Repairs (in house) 10 per year at $500 each O&M	$ 5,000	$ 5,000	$ 5,000	$5,000	$5,000	$ 25,000
Upgrade Control Panels & SCADA Screens at Sewer Lift Stations Nos. 7, 8 & 9		$ 20,000				$ 20,000
Increase 120' of mainline from 10" to 15" on school trunk MH 52-51		$ 30,000				$ 30,000
Install Flow Meter & Vault at Sewer Lift Station 7		$ 35,000				$ 35,000
Replace Unit 77 Light Utility Service Truck			$40,000			$ 40,000
Purchase Sewer Manhole Lids 20 per year at $400 each			$ 8,000	$8,000	$8,000	$ 24,000
Replace Unit 84 Light Utility Service Truck						$ -
Green Valley Lake Projects (PLACEHOLDER)					$40,000	$ 40,000
Wastewater Collection System Subtotal	**$170,000**	**$180,000**	**$83,000**	**$43,000**	**$83,000**	**$559,000**

Vehicle & Equipment Replacement Schedule

Collections Division Vehicle & Equipment Replacement Schedule							
Vehicle Description	**Year**	**Mileage**	**Hours**	**Use Status**	**Replacement Year**	**Age (Years)**	**Replacement Cost**
Utility Truck (Unit # 70)	2003	88,135		Daily	2026	20	$35,000
Utility Truck (Unit # 77)	2007	59,696		Daily	2024	16	$35,000
Medium Utility Truck (Unit # 75)	2007	26,599		Daily	2028	16	$50,000
Utility Truck (Unit # 84)	2011	25,915		Daily	2026	12	$35,000
Dump Truck (Unit # 62)	1995	121,500		Limited	2025	28	$125,000
Collections Building Generator	2008		60	Limited	2028	15	$5,000
Hydro	2010		350	Limited	2030	13	$75,000
Air Compressor	2019		56	Limited	2034	4	$25,000
CCTV Van	2020	1,586		Limited	2035	3	$265,000

Wastewater Treatment Division

Vision: The Running Springs Wastewater Division will provide extraordinary wastewater collection service for the Running Springs area and wastewater transmission and treatment service for the Running Springs, Arrowbear, and Green Valley Lake areas that protects the environment, complies with regulatory requirements, satisfies the needs of our customers, and provides beneficial uses for our reclaimed water.

Core Functions, Goals & Objectives

Core Functions	Goals & Objectives
Operations & Maintenance Administration	
• Manage treatment plant & disposal facilities • Maintain compliance with Santa Ana Regional Water Quality Control Board (SARWQCB) Waste Discharge Requirements (WDR) • Maintain United States Forest Service (USFS) Special Use Permit (SUP) • Train staff on new processes & procedures • Review & implement staff recommended process & procedure changes • Reporting to regulatory agencies	• Implement changes identified by continued process evaluation
Repair & Maintenance	
• Preventative maintenance • Perform necessary repairs revealed by routine / preventative maintenance • Respond to equipment / machinery failures	• Upgrade SCADA System • Replace Fine Bubble Aeration System in MBR 2 • Perform Annual MBR take down & mechanical inspection
Wastewater Treatment Plant	
• O&M of 1MGD MBR plant • Perform process control laboratory analysis • Manage disposal of 648 wet tons per year of biosolids • Continue to evaluate treatment processes to maintain an efficient operation • Respond to after hour emergencies & equipment failures • Complying with unfunded mandates from regulatory agencies	• Continue to evaluate effluent reuse options • Optimize New US500 OMUs in MBR 1
Treated Wastewater Disposal Facilities	
• O&M of 1.58 miles of outfall pipeline • O&M of 18 acre disposal site • O&M of 13 percolation ponds	• Grade roads around ponds to maintain access

Wastewater Treatment Division Core Functions, Goals & Objectives (continued)

Core Functions	Goals & Objectives
SCADA System	
• O&M of Supervisory Control & Data Acquisition (SCADA) system to provide remote monitoring & operation of treatment plant processes & disposal facilities • Log, analyze & archive operational data • Continued improvement of process automation	• Evaluate SCADA system • Upgrade SCADA based on the continuing treatment process evaluation
Safety, Training & Certifications	
• Maintain required certifications • Emergency operations training • Safety training	• Provide opportunities for training & classes to maintain District approved certifications • Provide monthly, bi-annual & annual training for emergency response & preventative maintenance • Provide safety training at least weekly to minimize injuries & to ensure a safe work environment • Work closely with District Compliance Safety Officer to improve Safety Program

Budgeted Operating Expense Details

Wastewater Treatment Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 554,072	$ 593,534	7.1%	$ 617,275	4.0%
Operations & Maintenance	$ 373,105	$ 486,707	30.4%	$ 506,175	4.0%
Administrative Services	$ 184,256	$ 226,287	22.8%	$ 235,338	4.0%
Depreciation Expense	$ 308,152	$ 317,958	3.2%	$ 323,030	1.6%
District Total	**$ 1,419,585**	**$ 1,624,486**	**14.4%**	**$ 1,681,819**	**3.5%**

WASTEWATER TREATMENT PROPRIETARY FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
Wages	303,463	301,327	303,266	331,164	344,411	27,898	9%	13,247	4%
Medicare Tax (FICA)	4,242	4,270	4,380	4,773	4,964	393	9%	191	4%
Workers Comp	14,826	10,973	18,082	18,805	19,557	723	4%	752	4%
Group Insurance	27,051	33,288	47,126	48,245	50,175	1,119	2%	1,930	4%
CalPERS Retirement*	146,387	182,063	179,607	188,886	196,441	9,279	5%	7,555	4%
Uniforms	1,854	1,973	1,611	1,660	1,726	49	3%	66	4%
Education/Seminars	7	847	2,588	2,500	2,600	(88)	-3%	100	4%
Effluent Disposal Site Maintenance	1,500	-	8,798	8,500	8,840	(298)	-3%	340	4%
Fuel & Oil	1,408	11,607	5,046	8,175	8,502	3,129	62%	327	4%
Property/Liability Insurance	26,606	31,988	36,970	46,332	48,185	9,362	25%	1,853	4%
Memberships & Subscriptions	1,699	843	3,969	4,085	4,248	116	3%	163	4%
Permits/Fees (Treatment)	31,086	33,998	32,189	37,460	38,958	5,271	16%	1,498	4%
Permits/Fees (SLS #2)	647	682	2,070	1,040	1,082	(1,030)	-50%	42	4%
Interceptor Pipeline Maintenance	27	-	2,588	2,300	2,392	(288)	-11%	92	4%
SLS #2 & Interceptor Pipeline Maintenance	2,570	187	2,950	3,560	3,702	610	21%	142	4%
Treatment Plant Maintenance	70,898	63,705	64,429	67,500	70,200	3,071	5%	2,700	4%
Biosolids Handling & Disposal	86,688	66,342	64,211	82,400	85,696	18,189	28%	3,296	4%
Miscellaneous Supplies	8,935	6,597	7,704	7,443	7,741	(261)	-3%	298	4%
Office Supplies	646	1,858	6,728	6,500	6,760	(228)	-3%	260	4%
Utilities (Joint Use Facilities)	141,346	151,336	105,903	172,262	179,152	66,359	63%	6,890	4%
Utilities (SLS #2)	8,336	8,784	7,245	10,000	10,400	2,755	38%	400	4%
Vehicle & Equipment Maintenance	8,554	4,067	7,090	8,450	8,788	1,360	19%	338	4%
Wastewater Testing & Analysis	11,690	10,952	12,627	18,200	18,928	5,573	44%	728	4%
Administrative Services	137,556	176,085	184,256	226,287	235,338	42,031	23%	9,051	4%
Total Wastewater Treatment Expenses	**1,038,023**	**1,103,771**	**1,111,433**	**1,306,528**	**1,358,789**	**195,095**	**18%**	**52,261**	**4%**
Arrowbear O&M Reimbursement (18.98% of O&M Costs + SLS #2)				$ 247,979	$ 20,665	per month			
GVL O&M Reimbursement (25% of O&M Costs)				$ 326,632	$ 27,219	per month			

*Additional lump sum UAL payment of $25,926

Employee Classifications and Wage Scales

TREATMENT DIVISION

FYE 2024 HOURLY WAGE SCHEDULE

Exempt Positions

CLASSIFICATION		STEP				
OPERATIONS MANAGER 3		A	B	C	D	E
Grade 3 WWTP Operator	Hourly	$71.61	$73.39	$75.23	$77.11	$80.55
Collection System Maintenance Grade 4	Monthly	$12,412	$12,721	$13,040	$13,366	$13,962
Mechanical Technologist Grade 1	Annual	$148,949	$152,651	$156,478	$160,389	$167,544
Water Distribution Grade 1						
Water Treatment Grade 1						
OPERATIONS MANAGER 2	Hourly	$57.02	$58.45	$59.91	$61.41	$62.95
Grade 3 WWTP Operator	Monthly	$9,883	$10,131	$10,384	$10,644	$10,911
Collection System Maintenance Grade 2	Annual	$118,602	$121,576	$124,613	$127,733	$130,936
Mechanical Technologist Grade 1						
		104.0%	104.0%	104.0%	104.0%	104.0%
OPERATIONS MANAGER 1	Hourly	$50.40	$51.67	$52.96	$54.28	$55.64
Grade 3 WWTP Operator	Monthly	$8,736	$8,956	$9,180	$9,409	$9,644
Collection System Maintenance Grade 2	Annual	$104,832	$107,474	$110,157	$112,902	$115,731
Mechanical Technologist Grade 1						

Non-Exempt Positions

		STEP				
CLASSIFICATION*		A	B	C	D	E
LEAD OPERATOR	Hourly	$40.58	$41.60	$42.64	$43.70	$44.79
Grade 3 WWTP Operator	Monthly	$7,034	$7,211	$7,391	$7,575	$7,764
Mechanical Technologist Grade 2	Annual	$84,406	$86,528	$88,691	$90,896	$93,163
Collection System Maintenance Grade 1						
OPERATOR 3	Hourly	$35.87	$36.76	$37.68	$38.63	$39.58
Grade 3 WWTP Operator	Monthly	$6,217	$6,372	$6,531	$6,696	$6,861
Collection System Maintenance Grade 1	Annual	$74,610	$76,461	$78,374	$80,350	$82,326
OPERATOR 2	Hourly	$30.99	$31.76	$32.55	$33.36	$34.20
Grade 2 WWTP Operator	Monthly	$5,372	$5,505	$5,642	$5,782	$5,928
Collection System Maintenance Grade 1	Annual	$64,459	$66,061	$67,704	$69,389	$71,136
OPERATOR 1	Hourly	$26.74	$27.40	$28.09	$28.79	$29.52
Grade 1 WWTP Operator	Monthly	$4,635	$4,749	$4,869	$4,990	$5,117
Collection System Maintenance Grade 1	Annual	$55,619	$56,992	$58,427	$59,883	$61,402
OPERATOR IN TRAINING	Hourly	$23.07	$23.64	$24.24	$24.85	$25.46
Entry Level / No Certification Required	Monthly	$3,999	$4,098	$4,202	$4,307	$4,413
	Annual	$47,986	$49,171	$50,419	$51,688	$52,957

Five-Year Capital Improvement Program (CIP) Plan

Wastewater Treatment Division 5-Year CIP Plan

Project Description	2024	2025	2026	2027	2028	TOTAL
MBR 1 Lower Cassette Replacement	$200,000					$ 200,000
Upgrade Rag & Grit Removal System at Headworks	$300,000					$ 300,000
Mixer & Submersible Pump Replacement	$ 50,000	$ 60,000	$ 20,000	$ 20,000	$ 20,000	$ 170,000
MBR Blower VFD repairs	$ 10,000					$ 10,000
MCC Replacement Buckets	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 25,000
WWTP Road Replacement		$ 400,000				$ 400,000
Upgrade, R&R Treatment PLC processor		$ 40,000				$ 40,000
Replacement of Disposal Ponds Piping, Valve Structures & SCADA		$ 85,000	$150,000			$ 235,000
Wheel Loader Replacement			$275,000			$ 275,000
Utility Truck Unit 80 Replacement				$ 40,000		$ 40,000
Utility Truck Unit 85 Replacement					$ 40,000	$ 40,000
Generator & ATS Replacement				$200,000		$ 200,000
Future Treatment Process Upgrades for RWQCB WDR & USFS				$300,000	$400,000	$ 700,000
Treatment Plant Improvements Subtotal	**$565,000**	**$ 590,000**	**$450,000**	**$565,000**	**$465,000**	**$2,635,000**
Net Cost to RS Rate Payers (56.5%):	**$319,225**	**$ 333,350**	**$254,250**	**$319,225**	**$262,725**	**$1,488,775**
Arrowbear Proportionate Share of Capital Improvements (18.98%)	$107,237	$ 111,982	$ 9,332	per month		
GVL Proportionate Share of Capital Improvements (25%)	$141,250	$ 147,500	$112,500	$141,250	$116,250	$ 658,750

Vehicle & Equipment Replacement Schedule

Treatment Division Vehicle & Equipment Replacement Schedule							
Vehicle Description	**Year**	**Mileage**	**Hours**	**Use Status**	**Replacement Year**	**Age (Years)**	**Replacement Cost**
Plant Utility (Unit # 80)	2008	50,178		Daily	2024	15	$35,000
Backup Power Generator	1979		2,500	Limited	2028	44	$200,000
John Deere Loader	1992		3,200	3 times/week	2028	31	$200,000
Plant Utility (Unit # 85)	2011	36,230		Daily	2026	12	$35,000
Ford Sport Tract/Utility (Unit # 78)	2007	18,441		Daily	2030	16	$35,000
Bobcat Skid Steer	2014	1,768		Daily	2029	9	$75,000

Fire Department and Ambulance Division

Vision: The Running Springs Fire Department will be an exemplary organization dedicated to community service and acclaimed for our hometown attentiveness as we provide fire protection and life safety services whenever called to duty.

Core Functions, Goals & Objectives

Core Functions	Goals & Objectives
Fire Department	
• The protection of life & property within the boundaries of the Fire District. • The prevention of public losses by education, public awareness & an active fire suppression & prevention program. • Maintaining the safety & welfare of the Firefighters that work for the Fire Department. • The pre-planning of emergencies to reduce losses in the event of a local disaster. • To be an active participant in the Fire Service & with other emergency service agencies, to meet the needs of the public. • Maintaining a positive involvement within the community by the Fire Department.	• To reduce cost of maintaining the programs of the Fire Department whenever possible. • Maintain staffing numbers to meet the needs of the community & to maintain the mission of the Fire Department. • Reduction of job related injuries. • Conduct 2 to 5 community functions such as an Open House, Christmas Function, Community Emergency Response Team (CERT) Meetings, Senior Blood Pressure Testing, etc. during the fiscal year.

Fire Department Core Functions, Goals & Objectives (continued)

Core Functions	Goals & Objectives
Hazard Abatement Program	
• Reduce the potential harm to human life & the destruction of property by the abatement of hazardous fire receptive fuels that would pose a threat within the Fire District. • Awareness to the public of the dangers of not abating & decreasing fire hazards on their property. • Advocate fire safe communities by education & enforcement of the Hazard Abatement Program. • Continue to be an active member of the interagency efforts of hazardous fuels reduction.	• Compliance of 100% of the reduction of fire fuel hazards & needed abatement in the Community of Running Springs. • Inspect 100% of the properties within the Fire District for compliance with the hazard abatement program. • Continue to pursue & support cost recovery efforts to support the expenditures of management of non-compliant properties of the hazard abatement program.
Vehicle Maintenance	
• To have & maintain a fleet of vehicles to meet the demands of the Fire Department's mission. • To have vehicles with suitable equipment, to provide for the safety & needs of the public & the Fire Department's employees.	• To pursue cost cutting measures for the operation & the owning of vehicles needed for the operations of the Fire Departments mission. • To pursue cost cutting measures for maintaining & owning emergency equipment needed in the operations of the Fire Departments mission.
Training	
• Continued training & maintaining skills of the fire staff to provide the best & safest service possible to the public & the emergency service employees of the Fire Department. • Continued learning of new skills & technology to enhance the ability to protect life & property, while protecting Fire Department employees from hazards.	• Train & maintain skills & abilities of staff to 100% of current standards. • Recruit & train 2 to 5 new Paid Call Firefighters (PCFs) during the fiscal year.

Ambulance Division Core Functions, Goals & Objectives

Core Functions	Goals & Objectives
Ambulance Service	
• The protection of life & bodily harm by rendering aid to the sick & injured. • Maintaining a highly efficient staff to provide pre-hospital medical attention to the public we provide service to. • Maintaining & using medical emergency equipment to serve the needs of the public.	• Dedication to community service and hometown attentiveness as we provide fire protection and life safety services whenever called to duty. • Continue to pursue & support cost recovery efforts to support the expenditures to maintain the Ambulance Service. • Seek out additional revenue sources to support the Ambulance Service.
Vehicle Maintenance	
• To have & maintain a fleet of vehicles to meet the demands of the Fire Department's mission. • To have vehicles with suitable equipment, to provide for the safety & needs of the public & the Fire Department's employees.	• To pursue cost cutting measures for the operation & the owning of vehicles needed for the operations of the Fire Departments mission. • To pursue cost cutting measures for maintaining & owning emergency equipment needed in the operations of the Fire Departments mission.
Training	
• Continued training & maintaining skills of the fire staff to provide the best & safest service possible to the public & the emergency service employees of the Fire Department. • Continued learning of new skills & technology to enhance the ability to protect life & property, while protecting Fire Department employees from hazards.	• Train & maintain skills & abilities of staff to 100% of current standards.

Budgeted Operating Expense Details

Fire & Ambulance Expenditure Summary

	FYE 2023 Budget	FYE 2024 Budget	% Change From Prior Year	FYE 2025 Budget	% Change From Prior Year
Personnel Expense	$ 2,643,362	$ 2,704,397	2.3%	$ 2,812,572	4.0%
Operations & Maintenance	$ 392,767	$ 401,713	2.3%	$ 417,782	4.0%
Administrative Services	$ 230,319	$ 169,715	-26.3%	$ 176,504	4.0%
Uncollectible Accounts Expense	$ 150,000	$ 150,000	0.0%	$ 150,000	0.0%
Depreciation Expense	$ 130,075	$ 123,033	-5.4%	$ 125,874	2.3%
District Total	**$ 3,546,523**	**$ 3,548,858**	**0.1%**	**$ 3,682,732**	**3.8%**

FIRE & AMBULANCE GOVERNMENTAL FUND	FYE 2021 Actual	FYE 2022 Actual	FYE 2023 Budget	FYE 2024 Budget	FYE 2025 Budget	FYE 2024 vs. FYE 2023 Budget		FYE 2025 vs. FYE 2024 Budget	
Wages	1,732,594	1,612,593	1,775,179	1,852,294	1,926,386	77,115	4%	74,092	4%
Medicare Tax (FICA)	24,552	23,112	24,470	26,858	27,933	2,388	10%	1,074	4%
Workers Comp Insurance	62,774	54,101	73,145	76,071	79,114	2,926	4%	3,043	4%
Group Insurance	104,844	89,349	105,340	109,310	113,683	3,970	4%	4,372	4%
CalPERS Retirement*	677,738	525,228	654,361	629,363	654,538	(24,998)	-4%	25,175	4%
Uniform Allowance	4,630	3,415	10,867	10,500	10,920	(367)	-3%	420	4%
Education, Training & Seminars	11,737	8,560	12,875	12,500	13,000	(375)	-3%	500	4%
Fuel & Oil	21,172	16,435	22,811	27,200	28,288	4,389	19%	1,088	4%
Hazard Abatement Program	11,452	11,074	19,055	18,500	19,240	(555)	-3%	740	4%
Property/Liability Insurance	26,424	34,650	54,011	67,694	70,402	13,683	25%	2,708	4%
Memberships & Subscriptions	13,053	16,671	25,098	24,275	25,246	(823)	-3%	971	4%
Office Supplies	8,391	10,264	13,009	12,600	13,104	(409)	-3%	504	4%
Communications	4,210	3,512	1,242	1,200	1,248	(42)	-3%	48	4%
Fees & Permits	7,146	8,981	3,965	3,850	4,004	(115)	-3%	154	4%
Dispatching Services	41,185	52,450	70,372	68,300	71,032	(2,072)	-3%	2,732	4%
Medical Supplies	24,803	26,315	28,463	27,500	28,600	(962)	-3%	1,100	4%
Miscellaneous Supplies & Expenses	5,070	1,730	6,210	6,000	6,240	(210)	-3%	240	4%
General Station Maintenance	11,828	32,756	14,440	14,500	15,080	60	0%	580	4%
Safety Clothing, Supplies & Equipment	31,951	26,615	35,226	34,200	35,568	(1,026)	-3%	1,368	4%
Utilities (Electricity, Gas, Internet, Phone, Trash)	23,923	25,320	23,055	22,384	23,279	(671)	-3%	895	4%
Vehicle & Equipment Repair & Maintenance	56,696	48,150	62,936	61,010	63,450	(1,926)	-3%	2,440	4%
Administrative Services	252,838	234,423	230,319	169,715	176,504	(60,604)	-26%	6,789	4%
Total Fire Expenses	**3,159,011**	**2,865,703**	**3,266,448**	**3,275,825**	**3,406,858**	**9,377**	**0%**	**131,033**	**4%**

*No additional lump sum Safety UAL for FYE 2024.

*Additional lump sum Miscellaneous UAL payment of $11,111

Employee Classifications and Wage Scales

FIRE DEPARTMENT
FYE 2024 HOURLY WAGE SCHEDULE
Exempt Positions

CLASSIFICATION		STEP A	B	C	D	E
CHIEF	Hourly	$74.24	$76.08	$77.98	$79.93	$81.93
(40-hr Work Week)	Monthly	$12,868	$13,187	$13,517	$13,855	$14,201
	Annual	$154,419	$158,246	$162,198	$166,254	$170,414
		STEP A	B	C	D	E
BATTALION CHIEF	Hourly	$65.60	$67.25	$68.92	$70.65	$72.42
(40-hr Work Week)	Monthly	$11,371	$11,657	$11,946	$12,246	$12,553
	Annual	$136,448	$139,880	$143,354	$146,952	$150,634

FIRE DEPARTMENT
FYE 2024 HOURLY WAGE SCHEDULE
Non-Exempt Positions

CLASSIFICATION		STEP A	A-1	B	B-1	C	C-1	D	D-1	E	E-1	F	F-1
CAPTAIN/PARAMEDIC	Hourly	$33.35	$34.18	$35.05	$35.91	$36.81	$37.73	$38.67	$39.63	$40.62	$41.64	$42.68	$43.75
(56 Hour Work Week)	Monthly	$8,310	$8,517	$8,733	$8,948	$9,172	$9,401	$9,635	$9,874	$10,121	$10,375	$10,634	$10,901
	Annual	$99,717	$102,198	$104,800	$107,371	$110,062	$112,813	$115,623	$118,494	$121,454	$124,504	$127,613	$130,813
ENGINEER/PARAMEDIC	Hourly	$29.97	$30.72	$31.49	$32.27	$33.08	$33.90	$34.77	$35.64	$36.54	$37.46	$38.39	$39.35
(56 Hour Work Week)	Monthly	$7,468	$7,654	$7,846	$8,041	$8,242	$8,447	$8,664	$8,880	$9,105	$9,334	$9,566	$9,805
	Annual	$89,610	$91,853	$94,155	$96,487	$98,909	$101,361	$103,962	$106,564	$109,255	$112,005	$114,786	$117,657
FIREFIGHTER/PARAMEDIC	Hourly	$27.53	$28.20	$28.92	$29.62	$30.35	$31.13	$31.90	$32.70	$33.52	$34.35	$35.21	$36.11
(56 Hour Work Week)	Monthly	$6,860	$7,027	$7,206	$7,380	$7,562	$7,757	$7,948	$8,148	$8,352	$8,559	$8,773	$8,997
	Annual	$82,315	$84,318	$86,471	$88,564	$90,747	$93,079	$95,381	$97,773	$100,225	$102,707	$105,278	$107,969
ADMINISTRATIVE ASSISTANT	Hourly	$32.84	$33.68	$34.52	$35.37	$36.25	$37.16	$38.10	$39.04	$40.02	$41.02	$42.04	$43.09
(40-hr Work Week)	Monthly	$5,692	$5,838	$5,983	$6,131	$6,283	$6,441	$6,604	$6,767	$6,937	$7,110	$7,287	$7,468.93
	Annual	$68,307	$70,054	$71,802	$73,570	$75,400	$77,293	$79,248	$81,203	$83,242	$85,322	$87,443	$89,627

RUNNING SPRINGS WATER DISTRICT
FIRE DEPARTMENT
FYE 2024 HOURLY WAGE SCHEDULE

Paid Call Firefighters	EMT	Paramedic
Ambulance Operator / Entry Level Firefighter	$15.50	$16.50
Shift Qualified	$16.50	$17.50

Limited Term Firefighters $16.00 - $20.00

Five-Year Capital Improvement Program (CIP) Plan

Fire Department 5-Year CIP Plan

Project Description	2024	2025	2026	2027	2028	TOTAL	DEFERRED
Replace 1999 Type 1 KME Engine (E-51) San Manuel Grant						$ -	$ 1,021,197
New Engine Hose (Seeking Grant Funds)	$ 27,800				$ 60,000	$ 87,800	
Snow Plow Vehicle and Plow	$ 15,000						
Station 50 Downstairs Bathroom Remodel	$ 12,000					$ 12,000	
Heavy Duty Air Compressor	$ 5,000						
Replace Water & Fire 50 kw Generator shared cost 50%		$ 25,000				$ 25,000	
3 x Stair Chairs		$ 9,000		$ 5,000		$ 14,000	
Replace Air Conditioning Unit at Station 51		$ 6,000				$ 6,000	
Replace MA51 (2007 Chevrolet)			$ 210,000			$ 210,000	
Replace Concrete Aprons at Station 50 and Station 51			$ 60,000			$ 60,000	
Vehicle & Equipment Storage Building at Harris Property	$ 60,000	$ 60,000				$ 120,000	
Kitchen Remodel Counter Tops and Cabinets Station 50			$ 6,000			$ 6,000	
Replace (2005 Chevrolet Staff Vehicle - BC3602)				$ 60,000		$ 60,000	
Oxygen Generator				$ 40,000		$ 40,000	
Replace MA50A (2016 FORD)					$ 250,000	$ 250,000	
Brush Engine 51						$ -	**$ 600,000**
Replace 2003 KME Pumper						$ -	**$ 785,000**
Fire Department Subtotal	**$ 119,800**	**$ 100,000**	**$ 276,000**	**$ 105,000**	**$ 310,000**	**$ 890,800**	**$ 2,406,197**

***Deferred major capital purchases for Fire Engines until a feasible funding source can be determined. Some of the alternatives are:**

1. **Finance through California Special District's Association (CSDA) Municipal Finance Corporation (MFC).**
2. **Grants.**
3. **Certified rebuilds of existing apparatus.**

Vehicle & Equipment Replacement Schedule

Fire & Ambulance Department Vehicle & Equipment Replacement Schedule								
Vehicle Description	**Year**	**Mileage**	**Hours**	**Use Status**	**Replacement Year**	**Est Lifespan**	**Age (Years)**	**Replacement Cost**
2018 Ford F250 / C3600	2018	24,887		Daily	2028	10	5	$60,000
2005 Chevrolet Utility/BC3602	2005	57,503		Daily	2015	10	18	$50,000
2016 Ford MA50A	2016	88,036		Daily	2026	10	7	$200,000
2007 Chevy MA51	2007	94,704		Daily	2017	10	16	$200,000
2003 Dodge	2003	97,153		Daily	n/a	n/a	20	$55,000
1999 KME Pumper	2000	16,932		Daily	2020	20	23	$1,100,000
2003 KME Pumper	2003	92,571		Daily	2023	20	20	$1,250,000
2005 BME Engine	2005	19,372		Daily	2025	20	18	$750,000
2015 Ford F550 Squad 51/Type 6	2015	25,118		Daily	2025	10	8	$300,000
2019 Ford F450 MA50	2019	48,939		Daily	2029	10	4	$200,000
1969 Thiokol Snow Cat 51	1969		1,237	Winter	n/a	n/a	54	Donation
1985 Thiokol Snow Cat 51A	1985		1,349	Winter	n/a	n/a	38	Donation
1993 Chevy Cheyanne	1993	113,078		Daily/Winter	2003	10	30	$50,000
		Quantity						
Zoll X Series	2019	3	25,000	Daily	2026	7	4	$150,000
2001 TNT Rescue Tool	2021	1 Set	13,873	Daily	2028	7	2	$35,000
Breathing Support	2002	1	24,000	Daily	2012	10	21	$60,000
Oxygen Generator	2012	1	20,000	Daily	2022	10	11	$25,000
Sparky Suit	1991	1	1,358	Daily	2001	10	32	$5,000
CAFS in Squad 51	2006	1	7,920	Daily	n/a	n/a	17	$12,000
Honda Snow Blower	2015	1	1,358	Winter	2025	10	8	$5,000
SCOTT Packs w/full components	2018	15	4,500	Daily	2028	10	5	$150,000
SCBA Masks	2018	13	300	Daily	2028	10	5	$8,000
RIC Pack	2018	3	2,650	Daily	2028	10	5	$7,000
SCBA Bottles/ Spare	2019	3	500	Daily	2029	10	4	$6,000
Personal Computer/Chief	2021	1	800	Daily	2026	5	2	$2,000
Personal Computer/BC	2021	1	800	Daily	2026	5	2	$2,000
Tablets/Station 50/ePCR	2021	3	2,400	Daily	2024	3	2	$3,000
Tablets/Admin/Station 50	2019	3	3,000	Daily	2024	5	4	$3,500
Tablet - Prevention	2019	1	800	Weekly	2024	5	4	$1,000
Tablets/Chief	2019	2	1,600	Daily	2024	5	4	$1,800
Washing Machine Sta.50	2013	1	446	Daily	2023	10	10	$1,000
Continental Extractor	2008	1	7,500	Daily	2018	10	15	$20,000
Personal Computer/ Admin	2022	1	1,500	Daily	2027	5	1	$2,500
Personal Computer/ST. 50	2019	1	1,200	Daily	2024	5	4	$2,000
Personal Computer Training	2019	1	2,000	Daily	2024	5	4	$3,000
Washing Machine Sta. 51	2016	1	650	Daily	2026	10	7	$1,000
Clothes Dryer Sta. 51	2016	1	650	Daily	2026	10	7	$1,000

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Trevor Miller, Operations Manager**
Ryan Gross, General Manager

SUBJECT: **CONSIDER AUTHORIZING PURCHASE OF NEW LED EXTERIOR LIGHTING FOR THE WASTEWATER TREATMENT PLANT**

RECOMMENDED BOARD ACTION

1. Authorize General Manager to execute contract with Arrowhead Electric for the installation of five new light emitting diode (LED) overhead lights and nine LED wall pack lights at the wastewater treatment plant (WWTP) in the amount of $6,736.52.

2. Authorize the General Manager to approve any change orders to the contract up to 15% of the contract price.

REASON FOR RECOMMENDATION

The original outside lighting at the WWTP is failing and not providing the proper illumination for work the needs to take place during dark hours.

BACKGROUND INFORMATION

The current outside lighting at the WWTP is between 20-40 years old. Some of the fixtures use bulbs that are getting harder to source and the old bulbs require very specific handling techniques. The new replacement light will be LED lights will replace all the fixtures and eliminate the hard to source and dispose of bulbs. Also, LED lighting will use less power and provide a higher illumination over a broader area.

FISCAL INFORMATION

The WWTP Lead Operator contacted 4 additional contractors for estimates and Arrowhead Electric was the only responsive bidder.

This expenditure is a budgeted item, but due to the cost of the expenditure it is required to be presented to the board for final approval. The WWTP lighting expenditure will be

funded out of Wastewater Capital Improvement fund which has a balance of $2,005,844 as of April 30, 2023.

ATTACHMENTS

Attachment 1 - Quote

From: Tom Shoopman
To: Trevor Miller
Subject: included w/ exterior lighting quote
Date: Thursday, April 20, 2023 9:19:02 AM

I also tried contacting Big Bear Electric, Bradshaw, Safeway, and K&S electric. Arrowhead Electrical was the only electrician to call back and give quote after site visit

Tom Shoopman
Wastewater Division Supervisor/Lead Operator
Running Springs Water District
30505 Fredalba Rd.
Running Springs, Ca 92382-2206
(909) 867-3689

From:	Tom Shoopman
To:	Trevor Miller
Subject:	FW: 30505 Fredalba Rd, Running Springs, CA, Building security lights, Est.
Date:	Thursday, April 20, 2023 7:45:32 AM

From: arrowheadelectric@gmail.com <arrowheadelectric@gmail.com>
Sent: Friday, April 14, 2023 3:55 PM
To: Tom Shoopman <tshoopman@runningspringswd.com>
Subject: 30505 Fredalba Rd, Running Springs, CA, Building security lights, Est.

Dear Customer:

Please review the attached estimate- 23013. Feel free to contact us if you have any questions.

Work Proposed:

-Provide and install nine (9) building area security lights with photocell and motion sensors.

Light Specs:

-LED light at 2450 Lumens output, 4000k
-270° motion detection with up to 70 ft. range
-3 lamp heads for increased light coverage

Cost:

Labor	$700.00
Materials	$1199.60
Misc.	$419.86
Total	$2319.46
Deposit due	$1200.00

Arrowhead Electric is not responsible for necessary cosmetic work directly related to the repair or installation of electrical systems (ie: drywall, wood trim, paint, etc.). Jobs shall be scheduled at the earliest opportunity but not before 100% of the job materials are on hand. A 50% job cost deposit or cost of the materials, whichever is greater, is required on all jobs. The total remaining balance will be due upon completion of the above listed work, unless scheduled payments have been agreed upon for inspection and job phase purposes. Accounts not paid within 20 days of the date of the invoice are subject to a 10% monthly service charge or $50.00 whichever is greater, unless otherwise waived in writing. An affirmative response to this email for the work proposed and/or a paid deposit as listed above will be viewed as acceptance for a legally binding contract with Arrowhead Electrical. We currently accept cash, check, Zelle, and Venmo for payment options. Use of other customer

determined payment systems, may result in additional fees being added. This estimate is valid for 30 days. A mechanics lien may be placed against the property.

We look forward to working with you.

Sincerely,

Rick A Clements
Arrowhead Electric
Lic. No. 937652
Arrowhead-Electric.com
Phone: (909) 744-4754
PO Box 1081, Cedar Glen, CA 92321

From: Tom Shoopman
To: Trevor Miller
Subject: FW: 30505 Fredalba Rd, Running Springs, CA, Aeration pool lights, Est.
Date: Thursday, April 20, 2023 7:45:10 AM

From: arrowheadelectric@gmail.com <arrowheadelectric@gmail.com>
Sent: Friday, April 14, 2023 3:48 PM
To: Tom Shoopman <tshoopman@runningspringswd.com>
Subject: 30505 Fredalba Rd, Running Springs, CA, Aeration pool lights, Est.

Dear Customer:

Please review the attached estimate- 23012. Feel free to contact us if you have any questions.

Work Proposed:

-Provide and install five (5) new LED area lights over the aerating pools.

Light Specs:
LED Area Light - Slipfitter Mount - Type V - 4000K - 10,350 thru 19,300 Lumens - 120-277V

Cost:

Labor	$1400.00
Materials	$2125.65
Misc.	$531.41
Total	$4057.06
Deposit due	$2125.00

Arrowhead Electric is not responsible for necessary cosmetic work directly related to the repair or installation of electrical systems (ie: drywall, wood trim, paint, etc.). Jobs shall be scheduled at the earliest opportunity but not before 100% of the job materials are on hand. A 50% job cost deposit or cost of the materials, whichever is greater, is required on all jobs. The total remaining balance will be due upon completion of the above listed work, unless scheduled payments have been agreed upon for inspection and job phase purposes. Accounts not paid within 20 days of the date of the invoice are subject to a 10% monthly service charge or $50.00 whichever is greater, unless otherwise waived in writing. An affirmative response to this email for the work proposed and/or a paid deposit as listed above will be viewed as acceptance for a legally binding contract with Arrowhead Electrical. We currently accept cash, check, Zelle, and Venmo for payment options. Use of other customer determined payment systems, may result in additional fees being added. This estimate is valid for 30 days. A mechanics lien may be placed against the property.

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Andy Grzywa, Fire Chief**
Ryan Gross, General Manager

SUBJECT: **CONSIDER AUTHORIZING STAFF TO EXECUTE DEPARTMENT OF HEALTH CARE SERVICES PUBLIC PROVIDER INTERGOVERNMENTAL TRANSFER PROGRAM FOR GROUND EMERGENCY MEDICAL TRANSPORTATION SERVICES CERTIFICATION FORM FOR STATE CALENDAR YEAR 2023 AND MAKE THE VOLUNTARY CONTRIBUTIONS**

RECOMMENDED BOARD ACTION

Consider authorizing the Fire Chief and/or General Manager to execute the attached Department of Health Care Services Public Provider Intergovernmental Transfer Program for Ground Emergency Medical Transportation (PP-GEMT IGT) Services Certification Form for State Calendar Year 2023 and make the necessary voluntary contributions.

REASON FOR RECOMMENDATION

As a PP-GEMT participating funding entity, the Running Springs Water District / Running Springs Fire Department has elected to make an intergovernmental transfer (IGT) to the Department of Health Care Service (DHCS) as a voluntary contribution to the non-federal share of Medi-Cal expenditures for purposes of Assembly Bill 1705.

BACKGROUND INFORMATION

Attached is the first CY 2023 PP-GEMT IGT invoice, which was sent 45 days before the collection due date. Also attached is the IGT Certification form, which needs to be signed and returned two (2) weeks prior to the collection due date.

The PP-GEMT IGT Invoice is due June 15, 2023. For the initial PP-GEMT IGT Program year (CY 2023), DHCS will be collecting three contributions instead of the traditional four. The attached PP-GEMT IGT invoice therefore represents 1/3 of the CY 2023 annual collection amount. Future invoices may fluctuate based off changes in funding entity participation. For convenience purposes, DHCS is sending one combined invoice for Managed Care (MC) and Fee-For-Service (FFS) dollars. As such, we will be able to send a single payment for the total amount due. As an additional convenience, DHCS has itemized MC and FFS amounts. The attached PP-GEMT IGT invoice does not include

the administrative fee. The deferral of administrative dollar collections will grant participating providers additional time to secure those IGT funds.

The attached IGT Certification Form is due June 6, 2023. This document certifies that the District is making the IGT to DHCS as a voluntary contribution as referenced above. Funding entities will be asked to submit an IGT Certification with every collection. Once DHCS has received the signed IGT Certification, we will be sent the Wire Request Memo, which will provide specific instructions as to where to submit payment.

FISCAL INFORMATION

The PP-GEMT IGT program was formerly two separate programs, GEMT and IGT. These two programs have now been merged into one. Since 2018 the District has received $971,648 from the IGT program and $838,870 from the GEMT program since 2015.

Attachment 2 is the PP-GEMT IGT invoice for 1/3 of CY 2023 totaling $13,631.26. The net benefit of approximately $73,440 to the District is illustrated in Attachment 3.

ATTACHMENTS

Attachment 1 – Certification Form
Attachment 2 – PP-GEMT IGT Invoice
Attachment 3 – Net Benefit Running Springs Water District

DEPARTMENT OF HEALTH CARE SERVICES
PUBLIC PROVIDER INTERGOVERNMENTAL TRANSFER PROGRAM FOR
GROUND EMERGENCY MEDICAL TRANSPORTATION SERVICES
CERTIFICATION FORM FOR STATE CALENDAR YEAR 2023

I, the undersigned, hereby declare and certify on behalf of Running Springs Water District (the "Public Entity") as follows:

1. As a public administrator, a public officer, or other public individual, I am duly authorized to make this certification.

2. The Public Entity elects to make this intergovernmental transfer (IGT) to the Department of Health Care Service (DHCS) as a voluntary contribution to the non-federal share of Medi-Cal expenditures for purposes of Assembly Bill 1705 (2019) pursuant to Sections 14105.94, 14105.945, 14129, 14129.3, and 14164 of the Welfare and Institutions (W&I) Code. All funds transferred pursuant to this certification qualify for federal financial participation (FFP) pursuant to Section 1903(w) of the Social Security Act and Title 42 of the Code of Federal Regulations, Section 433 Subpart B, and are not derived from impermissible sources such as recycled Medicaid payments, federal money excluded from use as the non-federal share, impermissible health care-related taxes, or non-bona fide provider-related donations.

3. Voluntary contributions attributable to the period of January 1, 2023, through December 31, 2023, will be made via recurring transfers as indicated on the invoices provided to the Public Entity by DHCS. The Public Entity acknowledges that any transfers made pursuant to this certification during this time period are considered an elective IGT made pursuant to W&I Code sections 14105.945 and 14164, to be used by DHCS, subject to paragraph four herein, exclusively as the source for the non-federal share of ground emergency medical transport public provider supplemental payments in both Medi-Cal fee-for-service payments and the portion of the risk-based capitation rate to Medi-Cal managed care health plans associated with reimbursement made in accordance with Section 14105.945, subdivision (h)(1) (hereafter, the AB 1705 Public Provider (PP) Ground Emergency Medical Transportation (GEMT) Intergovernmental Transfer (IGT) Program, or the PP-GEMT IGT Program), and DHCS costs associated with administering the PP-GEMT IGT Program.

4. DHCS may accept this voluntary contribution to the extent it is able to obtain FFP for the PP-GEMT IGT Program as permitted by federal law. In the event DHCS is unable to obtain FFP for the PP-GEMT IGT Program, or the full payments cannot otherwise be made to and retained by eligible public providers, and, therefore, all or a portion of the transferred amount cannot be used as the non-federal share of payments, DHCS will notify the Public Entity via e-mail and return the applicable portion of the unused IGT amount, no later than 90 days after such notification.

5. The Public Entity acknowledges that, in accordance with W&I Code section 14105.945, subdivision (h)(2), upon CMS approval, DHCS shall assess a ten percent (10%) fee on each transfer of public funds to the state to pay for health care

coverage and to reimburse DHCS its costs associated with administering the PP-GEMT IGT Program.

6. The Public Entity acknowledges that the IGT is to be used by DHCS for the filing of a claim with the federal government for federal funds and understands that any misrepresentation regarding the IGT may violate federal and state law.

7. The Public Entity acknowledges that all records of funds transferred are subject to review and audit upon DHCS' request. The Public Entity will maintain documentation supporting the allowable funding source of the IGTs.

8. Upon notice from the federal government of a disallowance or deferral related to this IGT, the Public Entity responsible for this IGT shall be the entity responsible for the federal portion of that expenditure.

I hereby declare under penalty of perjury under the law of the United States that the foregoing is true and correct to the best of my knowledge. I further understand that the known filing of a false or fraudulent claim, or making false statements in support of a claim, may violate the Federal False Claims Act or other applicable statute and federal law and may be punishable thereunder.

Executed on this 17th day of May, 2023 at Running Springs, California.

Signature of Authorized Person: _____

Name of Authorized Person: Ryan Gross

Title of Authorized Person: General Manager

Name of Public Entity: Running Springs Water District

NPI of Public Entity: 1902939390

Amount of IGT: $13,631.26

# # #

PUBLIC PROVIDER (PP) GROUND EMERGENCY MEDICAL TRANSPORTATION (GEMT) PROGRAM

MANAGED CARE AND FEE FOR SERVICE INVOICE

Funding Entity Name: Running Springs Water District

Funding Entity NPI: 1902939390

IGT Transfer Amounts: 1/3 of CY 2023 annual collection amount

Due Date**: 6/15/2023**

Managed Care		$9,162.54
Fee For Service		$4,468.72
Administration Fee		$0.00
	Total* IGT Transfer Amount Due:	**$13,631.26**

**Any differences are due to rounding.*

Ryan Gross

From:
Sent: Friday, November 18, 2022 8:31 AM
To:
Cc:

Subject: RE: PP-GEMT IGT Net Benefit - Running Springs Water District

Good morning Running Springs Water District,

Thank you for your patience. Please see additional details pertaining to Fee-For-Service (FFS) IGT amount and net benefit.

The PP-GEMT IGT Program consists of two (2) different delivery systems, Managed Care and Fee-For-Service (FFS). The LOI includes one collection figure, which is a combined MC and FFS IGT amount. Therefore, I can only speak to the **FFS** portion of those collection dollars and associated revenue.

In the **Fee-For-Service (FFS)** delivery system, the Intergovernmental Transfer (IGT) amount is calculated by using the following components:

- Total historical **FFS** trips across all public providers
  - *This includes dual Medicare/Medi-Cal (Medi-Medi) Emergency Transports, which account for approximately 2.6% of all public provider transports*
- Total estimated non-federal share of PP-GEMT IGT expenditure anticipated to be paid to all FFS public providers, based upon projected GEMT utilization in CY 2023, and
- The proportional share of FFS trips by providers that intend to contribute IGT in support of the program.

To help illustrate the process described above, we are providing FFS details pertaining to your specific data:

Running Springs Water District estimated FFS Net Benefits for CY 2023 are as follows:

- **Total Projected Fee-For-Service Net Benefit:** $29,242.32
- **Projected Fee-For-Service Net Benefit per Trip:** $664.60

For *more specific information* regarding Running Springs Water District Fee-For-Service IGT Calculation, please see detail information listed below.

For NPI 1902939390, the estimated number of FFS trips in CY 2023 is 44, which was projected based on your CY 2021 FFS paid claims data. When 44 is divided by all participating FFS public provider trips (39,690 trips at the time of calculation), your provider's proportional percentage of trips is 0.11%. This percentage is then applied to the estimated aggregate FFS non-federal share of $14.5 million, which yields an annual IGT collection amount of $16,020.88. The above estimates are based upon available data at the time of your IGT calculation and may be subject to change.

Based on this information, Running Springs Water District estimated FFS Net Benefits for CY 2023 calculation is as follows:

    - Estimated number of FFS trips in CY 2023: 44
    - Base reimbursement rate per transport: $118.20
        - *To simplify the illustration, base reimbursement is $118.20 per transport, which is the fee schedule rate for 4 of the 5 procedure codes (A0427, A0429, A0433, A0434) that are eligible for the PP-GEMT IGT add-on. The fifth procedure code (A0225) eligible for the PP-GEMT IGT add-on has a fee schedule rate of $179.92, so base reimbursement will likely be higher than estimated in this illustration.*
    - PP-GEMT IGT Add-On amount per transport: $946.92
    - Estimated annual FFS IGT collection amount: $16,020.88
    - 10 percent administrative fee for participating in PP-GEMT IGT: $1,602.09
- Estimated base reimbursement for CY 2023: 44 x 118.20 = **$5,200.80**
- Estimated reimbursement from the PP-GEMT IGT Add-On for CY 2023: 44 x 946.92 = **$41,664.48**
- Estimated total reimbursement for CY 2023: $5,200.80 + $41,664.48 = **$46,865.28**
- Estimated net benefit: $46,865.28 - $16,020.88 - $1,602.09 = **$29,242.32**
    - Net Benefit = Total Reimbursement – IGT – admin fee

Please note that the figures above are offered for illustrative purposes and the PP-GEMT IGT collection amount is subject to change depending on changes in provider participation.

If you have any additional questions regarding the program please do not hesitate to reach out.

Best Regards,
Associate Governmental Program Analyst| Provider Rates Section – Unit A
Fee for Service Rates Development Division
California Department of Health Care Services
1501 Capitol Ave, Sacramento, CA 95814

From:
Sent: Friday, November 18, 2022 8:05 AM
To:
Subject: PP-GEMT IGT Net Benefit - Running Springs Water District

Hello Running Springs Water District,

As a follow up to Letter of Intent (LOI) distributions, the Managed Care (MC) team is providing you with your estimated MC CY 2023 net benefit for the PP-GEMT IGT Program. This estimated net benefit is a calculation is based off today's level of assumed provider participation. We are providing these projections for informational purposes and caveat that figures are subject to change. As stated, projected revenue is specific to MC, thus it does not include the Fee-For-Service (FFS) net benefit. We have CC'd our FFS counterparts on this communication so they can speak to their revenue allowing you to budget your total estimated net benefit across both delivery systems.

- **Total Projected Managed Care Net Benefit:** $44,198.00, which equates to the below,
- **Projected Managed Care Net Benefit per Trip:** $539.45

The primary function of this information is to clarify how the annualized trip counts from Jul 2020 – Dec 2021 and the CY 2023 DRAFT non-federal share cost impact provider revenue, requested IGT, and the estimated CY 2023 net benefit within MC. This estimate leverages the current CY 2023 fee schedule rate plus Add-on and includes aggregate trend factors and assumptions in order to provide an estimated CY 2023 net benefit within managed care. The trips in scope include beneficiaries with and without Medicare Part B. This calculated benefit does not account for the 10% administrative fee, however you can subtract 10% of what you see on your LOI from both the MC and FFS net benefit. Again, FFS will follow up separately with their estimated return. For the avoidance of doubt, we reiterate that the actual net benefit in CY 2023 will vary based on a number of factors including, but not limited to, actual 2023 trip counts and Final CY 2023 rates/non-federal share.

Please "Reply All" to this email if you have any questions.

Thank you,

RUNNING SPRINGS WATER DISTRICT

M E M O R A N D U M

DATE: **May 17, 2023**

TO: **Board of Directors**

FROM: **Andy Grzywa, Fire Chief**
Ryan Gross, General Manager

SUBJECT: **CONSIDER AUTHORIZING STAFF TO EXECUTE PURCHASE AGREEMENT FOR FIRE ENGINE**

RECOMMENDED BOARD ACTION

Consider authorizing the Fire Chief and/or General Manager to execute a Purchase Agreement with South Coast Fire Equipment (Attachment 1) for the new Fire Engine to be acquired through the San Manuel Band of Mission Indians Grant Agreement (Attachment 2).

REASON FOR RECOMMENDATION

Procurement of new Fire Engine.

BACKGROUND INFORMATION

On December 2, 2022, the Running Springs Water District Board of Directors approved the attached grant agreement with the San Manuel Band of Mission Indians.

The attached South Coast Fire Equipment Purchase Agreement is needed in order to secure the grant funds from the San Manuel Band of Mission Indians to pre-pay for the new Fire Engine.

FISCAL INFORMATION

The amount of the December 31,2022 San Manuel Band of Mission Indians Grant Agreement is for $1,021,197.18. The current South Coast Fire Equipment 100% pre-payment amount is $1,036,809.38. Staff will work with San Manuel Band of Mission Indians to see if the grant amount can be adjusted.

ATTACHMENTS

Attachment 1 – South Coast Fire Equipment Purchase Agreement
Attachment 2 – San Manuel Band of Mission Indians Grant Agreement

PURCHASE AGREEMENT

This Purchase Agreement (together with all attachments referenced herein, the "Agreement"), made and entered into by and between South Coast Fire Equipment, Inc., a California corporation ("South Coast"), and the Running Springs Water District, a Special District ("Customer") is effective as of the date specified in Section 3 hereof.

1. Definitions.
   a. **"Product"** means the fire apparatus and any associated equipment manufactured or furnished for the Customer by South Coast pursuant to the Specifications.
   b. **"Specifications"** means the general specifications, technical specifications, training, and testing requirements for the Product contained in the Manufacturer's Proposal for the Product prepared in response to the Customer's request for proposal.
   c. **"Manufacturer's Proposal"** means the proposal provided by South Coast attached as Exhibit C prepared in response to the Customer's request for proposal.
   d. **"Delivery"** means the date South Coast is prepared to make physical possession of the Product available to the Customer.
   e. **"Acceptance"** The Customer shall have the opportunity, as described in Section 8(b) below, to inspect the Product for substantial conformance with the material Specifications; unless South Coast receives a Notice of Defect within the time frame described in Section 8(b), the Product will be deemed to be in conformance with the Specifications and accepted by the Customer.

2. Purpose. This Agreement sets forth the terms and conditions of South Coast's sale of the Product to the Customer.

3. Term of Agreement. This Agreement will become effective on the date it is signed and approved by both Customer and South Coast ("Effective Date") and, unless earlier terminated pursuant to the terms of this Agreement, it will terminate upon the Customer's Acceptance and payment in full of the Purchase Price.

4. Purchase and Payment. The Customer agrees to purchase the Product specified on Exhibit A for the total purchase price of **$1,036,809.38** ("Purchase Price"). Prices are in U.S. funds.

5. Future Changes. Various state or federal regulatory agencies (e.g. NFPA, DOT, EPA) may require changes to the Specifications and/or the Product and in any such event any resulting cost increases incurred to comply therewith will be added to the Purchase Price to be paid by the Customer. In addition, any future drive train upgrades (engine, transmission, axles, etc.), or any other specification changes have not been calculated into our annual increases and will be provided at additional cost. To the extent practicable, South Coast will document and itemize any such price increases for the Customer.

6. Agreement Changes. The Customer may request that South Coast incorporate a change to the Products or the Specifications for the Products by delivering a change order to South Coast; provided, however, that any such change order must be in writing and include a description of the proposed change sufficient to permit South Coast to evaluate the feasibility of such change ("Change Order"). Within [seven (7) business days] of receipt of a Change Order, South Coast will inform the Customer in writing of the feasibility of the Change Order, the earliest possible implementation date for the Change Order, of any increase or decrease in the Purchase Price resulting from such Change Order, and of any effect on production scheduling or Delivery resulting from such Change Order. South Coast shall not be liable to the Customer for any delay in performance or Delivery arising from any such Change Order. A Change Order is only effective when counter-signed by South Coast's authorized representative.

7. Commercial Chassis Price Volatility. Company shall not be responsible for any commercial chassis price increases enacted by a commercial chassis supplier after the execution of contract. Any commercial chassis price increases will be passed through to end user and will be documented on a Change Order.

8. Cancellation/Termination. In the event this Agreement is cancelled or terminated by a party before completion, South Coast may charge a cancellation fee. The following charge schedule based on costs incurred may be applied: (a) 10% of the Purchase Price after order is accepted and entered by South Coast; (b) 20% of the Purchase Price after completion of approval drawings, and; (c) 30% of the Purchase Price upon any material requisition. The cancellation fee will increase accordingly as costs are incurred as the order progresses through engineering and into manufacturing. South Coast endeavors to mitigate any such costs through the sale of such Product to another purchaser; however, Customer shall remain liable for the difference between the Purchase Price and, if applicable, the sale price obtained by South Coast upon sale of the Product to another purchaser, plus any costs incurred by South Coast to conduct any such sale.

9. Delivery, Inspection and Acceptance. (a) Delivery. Delivery of the Product is scheduled to be within 40 months of the Effective Date of this Agreement, F.O.B. manufacturer's plant, Appleton, Wisconsin. Risk of loss shall pass to Customer upon Delivery. (b) Inspection and Acceptance. Upon Delivery, Customer shall have fifteen (15) days within which to inspect the Product for substantial conformance to the material Specifications, and in the event of substantial non-conformance to the material Specifications to furnish South Coast with written notice sufficient to permit South Coast to evaluate such non-conformance ("Notice of Defect"). Any Product not in substantial conformance to material Specifications shall be remedied by South Coast within thirty (30) days from the Notice of Defect. In the event South Coast does not receive a Notice of Defect within fifteen (15) days of Delivery, Product will be deemed to be in conformance with Specifications and accepted by Customer.

10. Notice. Any required or permitted notices hereunder must be given in writing at the address of each party set forth below, or to such other address as either party may substitute by written notice to the other in the manner contemplated herein, by one of the following methods: hand delivery; registered, express, or certified mail, return receipt requested, postage prepaid; or nationally-recognized private express courier:

Company	Customer
South Coast Fire Equipment, Inc.	Running Springs Water District
2020 S. Baker Avenue	PO Box 2206
Ontario CA 91761	CA, 92382

11. Standard Warranty. Any applicable manufacturer warranties are attached hereto as Exhibit B and made a part hereof. Any additional warranties must be expressly approved in writing by South Coast's authorized representative.

a. Disclaimer. OTHER THAN AS EXPRESSLY SET FORTH IN THIS AGREEMENT, NEITHER SOUTH COAST, ITS PARENT COMPANY, AFFILIATES, SUBSIDIARIES, LICENSORS OR SUPPLIERS, THEIR RESPECTIVE OFFICERS, DIRECTORS, EMPLOYEES, SHAREHOLDERS, AGENTS OR REPRESENTATIVES, MAKE ANY EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE PRODUCTS PROVIDED HEREUNDER OR OTHERWISE REGARDING THIS AGREEMENT, WHETHER ORAL OR WRITTEN, EXPRESS, IMPLIED OR STATUTORY. WITHOUT LIMITING THE FOREGOING, ANY IMPLIED WARRANTY OR CONDITION OF MERCHANTABILITY, THE IMPLIED WARRANTY AGAINST INFRINGEMENT, AND THE IMPLIED WARRANTY OR CONDITION OF FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY EXCLUDED AND DISCLAIMED. STATEMENTS MADE BY SALES REPRESENTATIVES OR IN PROMOTIONAL MATERIALS DO NOT CONSTITUTE WARRANTIES.

b. Exclusions of Incidental and Consequential Damages. In no event shall South Coast be liable for consequential, incidental or punitive damages incurred by Customer or any third party in connection with any matter arising out of or relating to this Agreement, or the breach thereof, regardless of whether such damages arise out of breach of warranty, tort, contract, strict liability, statutory liability, indemnity, whether resulting from non-delivery or from South Coast's own negligence, or otherwise.

12. Force Majeure. South Coast shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond South Coast's control which make South Coast's performance impracticable, including but not limited to civil wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

13. Default. The occurrence of one or more of the following shall constitute a default under this Agreement: (a) the Customer fails to pay when due any amounts under this Agreement or to perform any of its obligations under this Agreement; (b) South Coast fails to perform any of its obligations under this Agreement; (c) either party becomes insolvent or become subject to a bankruptcy or insolvency proceedings; (d) any representation made by either party to induce the other to enter into this Agreement is false in any material respect; (e) the Customer dissolves, merges, consolidates or transfers a substantial portion of its property to another entity; or (f) the Customer is in default or has breached any other contract or agreement with South Coast.

14. Manufacturer's Statement of Origin. It is agreed that the manufacturer's statement of origin ("MSO") for the Product covered by this Agreement shall remain in the possession of South Coast until the entire Purchase Price has been paid. If more than one Product is covered by this Agreement, then the MSO for each individual Product shall remain in the possession of South Coast until the Purchase Price for that Product has been paid in full. In case of any default in payment, South Coast may take full possession of the Product, and any payments that have been made shall be applied as payment for the use of the Product up to the date of taking possession.

15. Independent Contractors. The relationship of the parties established under this Agreement is that of independent contractors and neither party is a partner, employee, agent, or joint venture of or with the other.

16. Assignment. Neither party may assign its rights and obligations under this Agreement unless it has obtained the prior written approval of the other party.

17. Governing Law; Jurisdiction. Without regard to any conflict of laws provisions, this Agreement is to be governed by and under the laws of the state of California.

18. Facsimile Signatures. The delivery of signatures to this Agreement by facsimile transmission shall be binding as original signatures.

19. Entire Agreement. This Agreement shall be the exclusive agreement between the parties for the Product. Additional or different terms proposed by the Customer shall not be applicable, unless accepted in writing by South Coast's authorized representative. No change in, modification of, or revision of this Agreement shall be valid unless in writing and signed by South Coast's authorized representative.

20. Conflict. In the event of a conflict between the Customer Specifications and the South Coast Proposal, the South Coast Proposal shall control. In the event there is a conflict between the South Coast Proposal and this Agreement, the South Coast Proposal shall control.

Accepted and agreed to:

SOUTH COAST FIRE EQUIPMENT, INC.	**CUSTOMER:** Running Springs Water District
Name: _____	Name: Andy Grzywa
Title: _____	Title: Fire Chief
Date: _____	Date: May 17, 2023

EXHIBIT A

PURCHASE DETAIL FORM

South Coast Fire Equipment, Inc.
2020 S. Baker Avenue
Ontario CA 91761
Fax (909)673-9700

Date: May 17, 2023

Customer Name: Running Springs Water District

Quantity	Chassis Type	Body Type	Price per Unit
1	Pierce Enforcer	Triple Combination 4x4 Pumper	$1,036,809.38

See attached San Manuel Band of Mission Indians Grant Agreement.

Warranty Period: See Exhibit B

Training Requirements:

Other Matters: [Insert any peformance bonds, penalities, etc.]

This contract is available for inter-local and other municipal corporations to utilize with the option of adding or deleting any manufacturer available options, including chassis models. Any addition or deletion may affect the unit price.

Payment Terms: 100% Prepayment from San Manuel Band of Mission Indians Grant .

[NOTE: If deferred payment arrangements are required, the Customer must make such financial arrangements through a financial institution acceptable to South Coast.] All taxes, excises and levies that South Coast may be required to pay or collect by reason of any present or future law or by any governmental authority based upon the sale, purchase, delivery, storage, processing, use, consumption, or transportation of the Product sold by South Coast to the Customer shall be for the account of the Customer and shall be added to the Purchase Price. All delivery prices or prices with freight allowance are based upon prevailing freight rates and, in the event of any increase or decrease in such rates, the prices on all unshipped Product will be increased or decreased accordingly. Delinquent payments shall be subject to a carrying charge of 1.5 percent per month or such lesser amount permitted by law. South Coast will not be required to accept payment other than as set forth in this Agreement. However, to avoid a late charge assessment in the event of a dispute caused by a substantial nonconformance with material Specifications (other than freight), the Customer may withhold up to five percent (5%) of the Purchase Price until such time that South Coast substantially remedies the nonconformance with material Specifications, but no longer than sixty (60) days after Delivery. If the disputed amount is the freight charge, the Customer may withhold only the amount of the freight charge until the dispute is settled, but no longer than sixty (60) days after Delivery. South Coast shall have and retain a purchase money security interest in all goods and products now or hereafter sold to the Customer by South Coast or any of its affiliated companies to secure payment of the Purchase Price for all such goods and products. In the event of nonpayment by the Customer of any debt, obligation or liability now or hereafter incurred or owing by the Customer to South Coast, South Coast shall have and may exercise all rights and remedies of a secured party under Article 9 of the Uniform Commercial Code (UCC) as adopted by the state of California.

THIS PURCHASE DETAIL FORM IS EXPRESSLY SUBJECT TO THE PURCHASE AGREEMENT TERMS AND CONDITIONS DATED AS OF May 17, 2023 BETWEEN SOUTH COAST AND Running Springs Water District WHICH TERMS AND CONDITIONS ARE HEREBY INCORPORATED IN, AND MADE PART OF, THIS PURCHASE DETAIL FORM AS THOUGH EACH PROVISION WERE SEPARATELY SET FORTH HEREIN, EXCEPT TO THE EXTENT OTHERWISE STATED OR SUPPLEMENTED BY COMPANY HEREIN.

EXHIBIT B

WARRANTY

EXHIBIT C

MANUFACTURER'S PROPOSAL

DATED MARCH 24, 2023

RUNNING SPRINGS FIRE DEPARTMENT

100% Pre-Payment Option
March 24, 2023

If a 100% pre-payment were made at contract signing, the following discount would be applied to the final invoice:

	Each	Extension
One (1) Enforcer Pierce's Triple Combination 4x4 pumper per enclosed proposal	**$ 1,016,517.00**	**$ 1,016,517.00**
100% Prepayment Discount	$ (56,602.00)	$ (56,602.00)
APPARATUS COST	**$ 959,915.00**	**$ 959,915.00**
Sales Tax @ 7.750%	$ 74,393.41	$ 74,393.41
Performance Bond	$ 2,490.47	$ 2,490.47
California Tire Fee	$ 10.50	$ 10.50
Consortium Fee Not Applicable	$ -	$ -
TOTAL PREPAY PURCHASE PRICE	**$ 1,036,809.38**	**$ 1,036,809.38**
Less 100% pre-payment at Contract Signing	$ 1,036,809.38	$ 1,036,809.38
BALANCE DUE AT DELIVERY	**$0.00**	**$0.00**

100% PRE-PAYMENT DISCOUNT SHOWN ABOVE IS AVAILABLE IN TWO WAYS:

a) If your department makes a 100% cash pre-payment at contract signing.
b) If your department signs up for a lease-purchase with Pierce Financial Solutions. This would require no money down and no payments for one (1) year if desired.

* Discount for the 100% pre-payment option includes discounts for the chassis, interest, aerial (if applicable), and flooring charges.

* Any item added after this option is elected will come at additional cost and will be added to the final invoice.

SOUTH COAST FIRE EQUIPMENT is pleased to submit a proposal to **RUNNING SPRINGS FIRE DEPARTMENT** for a **Pierce® Enforcer triple combination pumper** per your request for quotation. The following paragraphs will describe in detail the apparatus, construction methods, and equipment proposed. This proposal will indicate size, type, model and make of components parts and equipment, providing proof of compliance with each and every item (except where noted) in the departments advertised specifications.

PIERCE MANUFACTURING was founded in 1913. Since then we have been building bodies with one philosophy, "BUILD THE FINEST". Our skilled craftsmen take pride in their work, which is reflected, in the final product. We have been building fire apparatus since the early "forties" giving Pierce Manufacturing over 75 years of experience in the fire apparatus market. Pierce Manufacturing has built and put into service more than 62,500 apparatus, including more than 33,900 on Pierce custom chassis designed and built specifically for fire and emergency applications. Our Appleton, Wisconsin facility has over 870,000 total square feet of floor space situated on approximately 105 acres of land. Our Bradenton, Florida facility has 300,000 square feet of floor space situated on approximately 38 acres of land.

Our beliefs in high ethical standards are carried through in all of our commitments and to everyone with whom we do business. Honesty, Integrity, Accountability and Citizenship are global tenets by which we all live and work. Consequently, we neither engage in, nor have we ever been convicted of price fixing, bid rigging, or collusion in any domestic or international fire apparatus market.

Pierce has only one brand of fire apparatus "Pierce", ensuring you are receiving top of the line product that meets your specification.

In accordance with the current edition of NFPA 1901 standards, this proposal will specify whether the fire department, manufacturer, or apparatus dealership will provide required loose equipment.

Images and illustrative material in this proposal are as accurate as known at the time of publication, but are subject to change without notice. Images and illustrative material is for reference only, and may include optional equipment and accessories and may not include all standard equipment.

GENERAL DESIGN AND CONSTRUCTION

To control quality, ensure compatibility, and provide a single source for service and warranty, the custom cab, chassis, pump module and body will be entirely designed, assembled/welded and painted in Pierce owned manufacturing facilities. This includes, but not limited to the cab weldment, the pumphouse module assembly, the chassis assembly, the body and the electrical system.

QUALITY AND WORKMANSHIP

Pierce has set the pace for quality and workmanship in the fire apparatus field. Our tradition of building the highest quality units with craftsmen second to none has been the rule right from the beginning and we demonstrate that ongoing commitment by: Ensuring all steel welding follows American Welding Society D1.1-2004 recommendations for structural steel welding. All aluminum welding follows American Welding society and ANSI D1.2-2003 requirements for structural welding of

aluminum. All sheet metal welding follows American welding Society B2.1-2000 requirements for structural welding of sheet metal. Our flux core arc welding uses alloy rods, type 7000 and is performed to American Welding Society standards A5.20-E70T1. Furthermore, all employees classified as welders are tested and certified to meet the American welding Society codes upon hire and every three (3) years thereafter. Pierce also employs and American Welding Society certified welding inspector in plant during working hours to monitor weld quality.

Pierce Manufacturing operates a Quality Management System under the requirements of ISO 9001. These standards sponsored by the International Organization for Standardization (ISO) specify the quality systems that are established by the manufacturer for design, manufacture, installation and service. A copy of the certificate of compliance is included with this proposal.

In addition to the Quality Management system, we also employ a Quality Achievement Supplier program to insure the vendors and suppliers that we utilize meet the high standards we demand. That is just part of our overall "Quality at the Source" program at Pierce.

To demonstrate the quality of our products and services, a list of at least two (2) fire departments/municipalities that have purchased vehicles for a second time is provided.

DELIVERY

The apparatus will be delivered under its own power to insure proper break-in of all components while the apparatus is still under warranty. A qualified delivery representative shall deliver the apparatus and remain for a sufficient length of time to instruct personnel in proper operation, care and maintenance of the equipment delivered.

MANUAL AND SERVICE INFORMATION

At time of delivery, complete operation and maintenance manuals covering the apparatus will be provided. A permanent plate will be mounted in the driver's compartment specifying the quantity and type of fluids required including engine oil, engine coolant, transmission, pump transmission lubrication, pump primer and drive axle.

SAFETY VIDEO

At the time of delivery Pierce will also provide one (1) 39-minute, professionally produced apparatus safety video, in DVD format. This video will address key safety considerations for personnel to follow when they are driving, operating, and maintaining the apparatus, including the following: vehicle pre-trip inspection, chassis operation, pump operation, aerial operation, and safety during maintenance.

PERFORMANCE TESTS

A road test will be conducted with the apparatus fully loaded and a continuous run of no less than ten (10) miles. During that time the apparatus will show no loss of power nor will it overheat. The transmission drive shaft or shafts and the axles will run quietly and be free of abnormal vibration or noise. The apparatus when fully loaded will not have less than 25 percent nor more than 50 percent on the front axle, and not less than 50 percent nor more than 75 percent on the rear axle. The apparatus will meet NFPA 1901 acceleration and braking requirements.

SERVICE AND WARRANTY SUPPORT

Pierce dealership support will be provided by SOUTH COAST EMERGENCY VEHICLE SERVICE by operating a Pierce authorized service center. The service center will have factory-trained mechanics on staff versed in Pierce fire apparatus. The service facility will be located within one hundred (100) miles of the fire department.

In addition to the dealership, Pierce has service facilities located in both, Weyauwega, Wisconsin and Bradenton, Florida. Pierce also maintains a dedicated parts facility of over 100,000 square feet in Appleton, Wisconsin. The parts facility stocks in excess of $5,000,000 in parts dedicated to service and replacement parts. The parts facility employs a staff dedicated solely for the distribution and shipment of service and replacement parts.

Service parts for the apparatus being proposed can be found via Pierceparts.com which, is an interactive online tool that delivers information regarding your specific apparatus as well as the opportunity to register for training classes.

As a Pierce customer you have the ability to view the complete bill of materials for your specific apparatus, including assembly drawings, piece part drawings, and beneficial parts notations. You will also have the ability to search the complete Pierce item master through a parts search function which offers all Pierce SKU's and descriptions offered on all Pierce apparatus. Published component catalogs, which include proprietary systems along with an extensive operators manual library is available for easy reference.

Pierce Manufacturing maintains a dedicated service and warranty staff of over 35 personnel, dedicated to customer support, which also maintains a 24 hour 7 day a week toll free hot line, four (4) on staff EVTs, and offers hands-on repair and maintenance training classes multiple times a year.

LIABILITY

The successful bidder will defend any and all suits and assume all liability for the use of any patented process including any device or article forming a part of the apparatus or any appliance furnished under the contract.

INSURANCE PROVIDED BY BIDDER

COMMERCIAL GENERAL LIABILITY INSURANCE

The successful bidder will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of commercial general liability insurance:

Each Occurrence$1,000,000

Products/Completed Operations Aggregate$1,000,000

Personal and Advertising Injury$1,000,000

General Aggregate$2,000,000

Coverage will be written on a Commercial General Liability form. The policy will be written on an occurrence form and will include Contractual Liability coverage for bodily injury and property damage subject to the terms and conditions of the policy. The policy will include Owner as an additional insured when required by written contract.

COMMERCIAL AUTOMOBILE LIABILITY INSURANCE

The successful bidder will, during the performance of the contract, keep in force at least the following minimum limits of commercial automobile liability insurance and coverage will be written on a Commercial Automobile liability form:

Each Accident Combined Single Limit:$1,000,000

UMBRELLA/EXCESS LIABILITY INSURANCE

The successful bidder will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Aggregate:$3,000,000

Each Occurrence:$3,000,000

The umbrella policy will be written on an occurrence basis and at a minimum provide excess to the bidder's General Liability and Automobile Liability policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage will be provided by a carrier(s) rated A- or better by A.M. Best.

All policies will provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance will provide the following cancellation clause: Should any of the above described polices be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Bidder agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate will show the purchaser as certificate holder.

INSURANCE PROVIDED BY MANUFACTURER

PRODUCT LIABILITY INSURANCE

The manufacturer will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of Product Liability insurance:

Each Occurrence$1,000,000

Products/Completed Operations Aggregate$1,000,000

Coverage will be written on a Commercial General Liability form. The policy will be written on an occurrence form. The manufacturer's policy will include the owner as additional insured when required by written contract between the Owner and a Pierce authorized dealer.

UMBRELLA/EXCESS LIABILITY INSURANCE

The manufacturer will, during the performance of the contract and for three (3) years following acceptance of the product, keep in force at least the following minimum limits of umbrella liability insurance:

Each Occurrence:$25,000,000

Aggregate:$25,000,000

The umbrella policy will be written on an occurrence basis and provide excess to the manufacturer's General Liability/Products policies.

The required limits can be provided by one (1) or more policies provided all other insurance requirements are met.

Coverage will be provided by a carrier(s) rated A- or better by A.M. Best.

All policies will provide a 30-day notice of cancellation to the named insured. The Certificate of Insurance will provide the following cancellation clause: Should any of the above described polices be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

Manufacturer agrees to furnish owner with a current Certificate of Insurance with the coverages listed above along with the bid. The certificate will show the purchaser as the certificate holder.

SINGLE SOURCE MANUFACTURER

Pierce Manufacturing, Inc. provides an integrated approach to the design and manufacture of our products that delivers superior apparatus and a dedicated support team. From our facilities, the chassis, cab weldment, cab, pumphouse (including the sheet metal enclosure, valve controls, piping and operators panel) and body will be entirely designed, tested, and hand assembled to the customer's exact specifications. The electrical system either hardwired or multiplexed, will be both designed and integrated by Pierce Manufacturing. The warranties relative to these major components (excluding component warranties such as engine, transmission, axles, pump, etc.) will be provided by Pierce as a single source manufacturer. Pierce's single source solution adds value by providing a fully engineered product that offers durability, reliability, maintainability, performance, and a high level of quality.

Your apparatus will be manufactured in Appleton, Wisconsin.

NFPA 2016 STANDARDS

This unit will comply with the NFPA standards effective January 1, 2016, except for fire department directed exceptions. These exceptions will be set forth in the Statement of Exceptions.

Certification of slip resistance of all stepping, standing and walking surfaces will be supplied with delivery of the apparatus.

All horizontal surfaces designated as a standing or walking surface that are greater than 48.00" above the ground must be defined by a 1.00" wide line along its outside perimeter. Perimeter markings and designated access paths to destination points will be identified on the customer approval print and are shown as approximate. Actual location(s) will be determined based on materials used and actual conditions at final build. Access paths may pass through hose storage areas and opening or removal of covers or restraints may be required. Access paths may require the operation of devices and equipment such as the aerial device or ladder rack.

A plate that is highly visible to the driver while seated will be provided. This plate will show the overall height, length, and gross vehicle weight rating.

The manufacturer will have programs in place for training, proficiency testing and performance for any staff involved with certifications.

An official of the company will designate, in writing, who is qualified to witness and certify test results.

NFPA COMPLIANCY

Apparatus proposed by the bidder will meet the applicable requirements of the National Fire Protection Association (NFPA) as stated in current edition at time of contract execution. Fire department's specifications that differ from NFPA specifications will be indicated in the proposal as "non-NFPA".

PUMP TEST

Underwriters Laboratory (UL) will test, approved, and certify the pump. The test results and the pump manufacturer's certification of hydrostatic test; the engine manufacturer's certified brake horsepower curve; and the pump manufacturer's record of pump construction details will be forwarded to the Fire Department.

GENERATOR TEST

If the unit has a generator, Underwriters Laboratory (UL) will test, approved, and certify the generator. The test results will be provided to the Fire Department at the time of delivery.

BREATHING AIR TEST

If the unit has breathing air, Pierce Manufacturing will draw an air sample from the air system and have the sample certified that the air quality meets the requirements of NFPA 1989, *Standard on Breathing Air Quality for Fire and Emergency Services Respiratory Protection.*

VEHICLE INSPECTION PROGRAM CERTIFICATION

To assure the vehicle is built to current NFPA 1901 standards, the apparatus, in its entirety, will be third-party, independent, audit-certified through Underwriters Laboratory (UL) that it is built and complies to all applicable standards in the current edition. The certification includes: all design, production, operational, and performance testing of not only the apparatus, but those components that are installed on the apparatus.

A placard will be affixed in the driver's side area stating the third party agency, the date, the standard and the certificate number of the whole vehicle audit.

INSPECTION TRIPS

The bidder will provide two (2) factory inspection trips for Six (6) total customer representatives. The inspection trips will be scheduled at times mutually agreed upon between the manufacturer's representative and the customer. All costs such as travel, lodging and meals will be the responsibility of the bidder.

BID BOND

A bid bond as security for the bid in the form of a 10% bid bond will be provided with the proposal. This bid bond will be issued by a Surety Company who is listed on the U.S. Treasury Departments list of acceptable sureties as published in Department Circular 570. The bid bond will be issued by an authorized representative of the Surety Company and will be accompanied by a certified power of attorney dated on or before the date of bid. The bid bond will include language which assures that the bidder/principal will give a bond or bonds, as may be specified in the bidding or contract documents, with good and sufficient surety for the faithful performance of the contract, including the Basic One (1) Year Limited Warranty, and for the prompt payment of labor and material furnished in the prosecution of the contract.

Notwithstanding any document or assertion to the contrary, any surety bond related to the sale of a vehicle will apply only to the Basic One (1) Year Limited Warranty for such vehicle. Any surety bond related to the sale of a vehicle will not apply to any other warranties that are included within this bid (OEM or otherwise) or to the warranties (if any) of any third party of any part, component, attachment or accessory that is incorporated into or attached to the vehicle. In the event of any contradiction or inconsistency between this provision and any other document or assertion, this provision will prevail.

PERFORMANCE BOND, 1 YEAR

The successful bidder will furnish a Performance and Payment bond (Bond) equal to 100 percent of the total contract amount within 30 days of the notice of award. Such Bond will be in a form acceptable to the Owner and issued by a surety company included within the Department of Treasury's Listing of Approved Sureties (Department Circular 570) with a minimum A.M. Best Financial Strength Rating of A and Size Category of XV. In the event of a bond issued by a surety of a lesser Size Category, a minimum Financial Strength rating of A+ is required.

Bidder and Bidder's surety agree that the Bond issued hereunder, whether expressly stated or not, also includes the surety's guarantee of the vehicle manufacturer's Basic One (1) Year Limited Warranty period included within this proposal. Owner agrees that the penal amount of this bond will be simultaneously amended to 100 percent of the total contract amount upon satisfactory acceptance and delivery of the vehicle(s) included herein. Notwithstanding anything contained within this contract to the contrary, the surety's liability for any warranties of any type will not exceed one (1) year from the date of such satisfactory acceptance and delivery, or the actual Basic One (1) Year Limited Warranty period, whichever is shorter.

Due to global supply chain constraints, any delivery date contained herein is a good faith estimate as of the date of this order/contract, and merely an approximation based on current information. Delivery updates will be made available, and a final firm delivery date will be provided as soon as possible.

APPROVAL DRAWING

A drawing of the proposed apparatus will be prepared and provided to the purchaser for approval before construction begins. The Pierce sales representative will also be provided with a copy of the same drawing. The finalized and approved drawing will become part of the contract documents. This drawing will indicate the chassis make and model, location of the lights, siren, horns, compartments, major components, etc.

A "revised" approval drawing of the apparatus will be prepared and submitted by Pierce to the purchaser showing any changes made to the approval drawing.

ELECTRICAL WIRING DIAGRAMS

Two (2) electrical wiring diagrams, prepared for the model of chassis and body, will be provided.

ENFORCER CHASSIS

The Pierce Enforcer™ is the custom chassis developed exclusively for the fire service. Chassis provided will be a new, tilt-type custom fire apparatus. The chassis will be manufactured in the apparatus body builder's facility eliminating any split responsibility. The chassis will be designed and manufactured for heavy-duty service, with adequate strength, capacity for the intended load to be sustained, and the type of service required. The chassis will be the manufacturer's first line tilt cab.

MAXIMUM OVERALL HEIGHT

The maximum overall height of the apparatus will be 10' 6" MAX.

MAXIMUM OVERALL LENGTH

The maximum overall length of the apparatus will be 355" Overall Length.

WHEELBASE

The wheelbase of the vehicle will be 182".

GVW RATING

The gross vehicle weight rating will be 44000.

FRAME

The chassis frame will be built with two (2) steel channels bolted to five (5) cross members or more, depending on other options of the apparatus. The side rails will have a 13.38" tall web over the front and mid sections of the chassis, with a continuous smooth taper to 10.75" over the rear axle. Each rail will have a section modulus of 25.992 cubic inches and a resisting bending moment (rbm) of 3,119,040 in-lb over the critical regions of the frame assembly, with a section modulus of 18.96 cubic inches with an rbm of 2,275,200 in-lb over the rear axle. The frame rails will be constructed of 120,000 psi yield strength heat-treated 0.38" thick steel with 3.50" wide flanges.

FRAME REINFORCEMENT

In addition, a mainframe internal liner will be provided. The liner will be an internal "C" design that steps to an internal "L" design over the rear axle. It will be heat-treated steel measuring 12.50" x 3.00" x 0.25" through the front portion of the liner, stepping to 9.38" x 3.00" x 0.25" through the rear portion of the liner. Each liner will have a section modulus of 13.58 cubic inches, yield strength of 110,000 psi, and rbm of 1,494,042 in-lb. Total rbm at wheelbase center will be 4,391,869 in-lb.

The frame liner will be mounted inside of the chassis frame rail and extend the full length of the frame.

FRONT AXLE

The front axle will be a Marmon Herrington axle, Model MT-22, with a rated capacity of 18,000 lb.

It will be a planetary hub reduction type, steer able axle.

FRONT SUSPENSION

The front springs will be a Standens, three (3)-leaf, taper leaf design, 54.00" long x 4.00" wide, with a ground rating of 18,000 lb.

The two (2) top leaves will wrap the forward spring hanger pin. The top leaf will also wrap the rear spring hanger pin. Both the front and rear eyes will be Berlin style wraps that will place the eyes in the horizontal plane within the main leaf. This will reduce bending stress from acceleration and braking.

A steel encased rubber bushing will be used in the spring eye. The steel encased rubber bushing will be maintenance free and require no lubrication.

SHOCK ABSORBERS

To provide a smoother ride, the front axle will be furnished with heavy-duty telescoping shock absorbers.

GREASE SEALS

Grease seals will be provided on the front axle. Stamped steel hub covers will be provided.

DRIVER CONTROL DIFFERENTIAL LOCK (DCDL)

The front axle will be equipped with a driver controlled differential lock (DCDL).

The control will be located within easy reach of the driver. An indicator light will be provided next to the control switch.

FRONT TIRES

Front tires will be Goodyear® 315/80R22.50 radials, 20 ply G289 WHA tread, rated for 20,400 lb maximum axle load and 68 mph maximum speed.

The tires will be mounted on Accuride® 22.50" x 9.00" steel disc type wheels with a ten (10) stud, 11.25" bolt circle.

REAR AXLE

The rear axle will be an Eaton, Model 230S4, power divider type with a capacity of 24,000 lb. The main input pinion will be geared through a drive train, to a second output pinion, on the forward face of the rear axle carrier. This in turn, will be connected to the front driving axle through a multi-piece drive shaft with a permanent section utilizing two (2) midship bearings at the approximate midpoint of the vehicle.

Actuation of the front wheel drive will be a driver controlled air operated clutch pack in the rear axle permitting engagement or disengagement of the front axle. There will be an indicator light on the cab instrument panel to show when the front axle is engaged. Shift control for front axle will have a guard so the front axle cannot be accidentally engaged.

TOP SPEED OF VEHICLE

A rear axle ratio will be furnished to allow the vehicle to reach a top speed of 63 MPH.

REAR SUSPENSION

The rear suspension will be Standens, semi-elliptical, 3.00" wide x 53.00" long, 12-leaf pack with a ground rating of 24,000 lb. The spring hangers will be castings.

The two (2) top leaves will wrap the forward spring hanger pin, and the rear of the spring will be a slipper style end that will ride in a rear slipper hanger. To reduce bending stress due to acceleration and braking, the front eye will be a berlin eye that will place the front spring pin in the horizontal plane within the main leaf.

A steel encased rubber bushing will be used in the spring eye. The steel encased rubber bushing will be maintenance free and require no lubrication.

REAR OIL SEALS

Oil seals will be provided on the rear axle(s).

DRIVER CONTROL DIFFERENTIAL LOCK (CTD)

The rear axle will be equipped with a driver controlled differential lock (CTD). The control will be located within easy reach of the driver.

REAR TIRES

The rear tires will be four (4) Goodyear Armor Max MSD, 12R22.50 radials, load range H, rated for 27,120 lb maximum axle load and 68 mph maximum speed.

The tires will be mounted on Accuride® 22.50" x 9.00" steel disc type wheels with a ten (10) stud, 11.25" bolt circle.

TIRE BALANCE

All tires will be balanced with Counteract balancing beads. The beads will be inserted into the tire and eliminate the need for wheel weights.

TIRE PRESSURE MANAGEMENT

There will be a RealWheels LED AirSecure™ tire alert pressure management system provided, that will monitor each tire's pressure. A sensor will be provided on the valve stem of each tire for a total of six (6) tires.

The sensor will calibrate to the tire pressure when installed on the valve stem for pressures between 10 and 200 psi. The sensor will activate an integral battery operated LED when the pressure of that tire drops 5 to 8 psi.

Removing the cap from the sensor will indicate the functionality of the sensor and battery. If the sensor and battery are in working condition, the LED will immediately start to flash.

CHROME LUG NUT COVERS

Chrome lug nut covers will be supplied on front and rear wheels.

MUD FLAPS

Mud flaps will be installed behind the front and rear wheels of the apparatus.

The mud flaps will be mounted, so they have a minimum of 8.00" ground clearance.

WHEEL CHOCKS

There will be one (1) pair of folding Ziamatic, Model SAC-44-E, aluminum alloy, Quick-Choc wheel blocks, with easy-grip handle provided.

Wheel Chock Brackets

There will be one (1) pair of Zico, Model SQCH-44-H, horizontal mounting wheel chock brackets provided for the Ziamatic, Model SAC-44-E, folding wheel chocks. The brackets will be made of aluminum and consist of a quick release spring loaded rod to hold the wheel chocks in place. The brackets will be mounted one (1) forward and one (1) rearward of the left side rear tire.

ANTI-LOCK BRAKE SYSTEM

The vehicle will be equipped with a Meritor WABCO 4S4M, anti-lock braking system. The ABS will provide a 4-channel anti-lock braking control on both the front and rear wheels. A digitally controlled system that utilizes microprocessor technology will control the anti-lock braking system. Each wheel will be monitored by the system. When any particular wheel begins to lockup, a signal will be sent to the control unit. This control unit then will reduce the braking of that wheel for a fraction of a second and then reapply the brake. This anti-lock brake system will eliminate the lockup of any wheel thus helping to prevent the apparatus from skidding out of control.

BRAKES

The service brake system will be full air type by Bendix®.

Front brakes will be Model ADB22X™, disc type with automatic pad wear adjustment and 17.00" rotors for improved stopping distance.

The rear brakes will be Bendix®, Model ES1657D, 16.50" x 7.00" cam operated with automatic slack adjusters.

AIR COMPRESSOR, BRAKE SYSTEM

The air compressor will be a Wabco single piston compressor with a 26.8 CI displacement.

BRAKE SYSTEM

The brake system will include:

- Brake treadle valve
- Heated automatic moisture ejector on air dryer
- Total air system minimum capacity of 5,376 cubic inches
- Two (2) air pressure gauges with a red warning light and an audible alarm, that activates when air pressure falls below 60 psi
- Spring set parking brake system
- Parking brake operated by a push-pull style control valve
- A parking "brake on" indicator light on instrument panel
- Park brake relay/inversion and anti-compounding valve, in conjunction with a double check valve system, with an automatic spring brake application at 40 psi

- A pressure protection valve to prevent all air operated accessories from drawing air from the air system when the system pressure drops below 80 psi (550 kPa)
- 1/4 turn drain valves on each air tank

The air tank will be primed and painted to meet a minimum 750 hour salt spray test.

To reduce the effects of corrosion, the air tank will be mounted with stainless steel brackets.

BRAKE SYSTEM AIR DRYER

The air dryer will be a Bendix AD-IP, with coalescing filter and heater.

BRAKE LINES

Color-coded nylon brake lines will be provided. The lines will be wrapped in a heat protective loom in the chassis areas that are subject to excessive heat.

AIR INLET

One (1) air inlet with 3D series male coupling will be provided. It will allow station air to be supplied to the apparatus brake system through a shoreline hose. The inlet will be located on the driver side pump panel. A check valve will be provided to prevent reverse flow of air. The inlet will discharge into the "wet" tank of the brake system. A mating female fitting will also be provided with the loose equipment.

ALL WHEEL LOCK-UP

An all wheel lock-up system will be installed which applies air to the front brakes and uses the spring brake at the rear. System will be wired battery direct.

AIR COMPRESSOR - BRAKE SYSTEM MAINTENANCE

A Kussmaul, Model 091-9, air compressor will be provided. It will be electric motor driven by the 12-volt chassis electrical system and will be located in top of LS3. Compressor will maintain the air pressure in the chassis air brake system while the vehicle is not in use. A pressure switch will sense when the system pressure drops and automatically start the compressor, which will then run until pressure is restored.

There will be an auto pump timer installed between the pressure switch and the pump that will allow the pump to run for 1 hour than shut down for 1 hour.

ENGINE

The chassis will be powered by an electronically controlled engine as described below:

Make:	Paccar
Model:	MX
Power:	510 hp at 1600rpm
Torque:	1850 lb-ft at 1000rpm
Governed Speed:	1900 rpm

Emissions Certification:	EPA 2027
Fuel:	Diesel
Cylinders:	Six (6)
Displacement:	13.7L
Starter:	DP60
Fuel Filters:	Dual cartridge style with check valve, water separator, and water in fuel sensor

The engine will include On-board diagnostics (OBD), which provides self diagnostic and reporting. The system will give the owner or repair technician access to state of health information for various vehicle sub systems. The system will monitor vehicle systems, engine and after treatment. The system will illuminate a malfunction indicator light on the dash console if a problem is detected.

HIGH IDLE

A high idle switch will be provided, inside the cab, on the instrument panel, that will automatically maintain a preset engine rpm. A switch will be installed, at the cab instrument panel, for activation/deactivation.

The high idle will be operational only when the parking brake is on and the truck transmission is in neutral. A green indicator light will be provided, adjacent to the switch. The light will illuminate when the above conditions are met. The light will be labeled "OK to Engage High Idle."

ENGINE BRAKE

The compression release brake option is a fully integrated MX engine braking system. It utilizes the turbocharger and backpressure valve, but adds in a hydraulically operated compression brake to increase overall retarding power.

To maximize the effectiveness of the compression brake the MX engine brake system works in conjunction with the turbocharger and back pressure valve.

The driver will be able to turn the engine brake system on/off and have a high, medium and low setting

CLUTCH FAN

A fan clutch will be provided. The fan clutch will be automatic when the pump transmission is in "Road" position, and constantly engaged when in "Pump" position.

ENGINE AIR INTAKE

The engine air intake will be located above the engine cooling package. It will draw fresh air from the front of the apparatus through the radiator grille.

The ember separator is designed to prevent road dirt and recirculating hot air from entering the engine.

The ember separator will be easily accessible by tilting the cab.

EXHAUST SYSTEM

The exhaust system will include a Single Module™ aftertreatment device to meet current EPA standards. The exhaust system will be stainless steel from the turbo to the inlet of the aftertreatment device, and will be 5.00" in diameter. An insulation wrap will be provided on all exhaust pipes between the turbo and aftertreatment device to minimize the heat loss to the aftertreatment device. The exhaust will terminate horizontally ahead of the right side rear wheels. A tailpipe diffuser will be provided to reduce the temperature of the exhaust as it exits. Heat deflector shields will be provided to isolate chassis and body components from the heat of the tailpipe diffuser.

RADIATOR

The radiator and the complete cooling system will meet or exceed NFPA and engine manufacturer cooling system standards.

For maximum corrosion resistance and cooling performance, the entire radiator core will be constructed using long life aluminum alloy. The radiator core will consist of aluminum fins, having a serpentine design, brazed to aluminum tubes.

The radiator core will have a minimum front area of 1060 square inches.

Supply tank will be made of heavy duty glass-reinforced nylon and the return tank will be mode of aluminum. Both tanks will be crimped onto the core assembly using header tabs and a compression gasket to complete the radiator core assembly. There will be a full steel frame around the inserts to enhance cooling system durability and reliability.

The radiator will be compatible with commercial antifreeze solutions.

The radiator assembly will be isolated from the chassis frame rails with rubber isolators to prevent the development of leaks caused by twisting or straining when the apparatus operates over uneven terrain.

The radiator will include a de-aeration/expansion tank. For visual coolant level inspection, the radiator will have a built-in sight glass. The radiator will be equipped with a 15 psi pressure relief cap.

A drain port will be located at the lowest point of the cooling system and/or the bottom of the radiator to permit complete flushing of the coolant from the system.

Shields or baffles will be provided to prevent recirculation of hot air to the inlet side of the radiator.

COOLANT LINES

Gates, or Goodyear, rubber hose will be used for all engine coolant lines installed by Pierce Manufacturing.

Hose clamps will be stainless steel constant torque type to prevent coolant leakage. They will expand and contract according to coolant system temperature thereby keeping a constant clamping pressure on the hose.

FUEL TANK

A 65 gallon fuel tank will be provided and mounted at the rear of the chassis. The tank will be constructed of 12-gauge, hot rolled steel. It will be equipped with swash partitions and a vent. To eliminate the effects of corrosion, the fuel tank will be mounted with stainless steel straps.

A 0.75" drain plug will be located in a low point of the tank for drainage.

A fill inlet will be provided and marked "Ultra Low Sulfur - Diesel Fuel Only." The fill inlet will be located adjacent to the air bottle storage behind a common door on the left hand side of the vehicle.

A 0.50" diameter vent will be installed from tank top to just below fuel fill inlet.

The fuel tank will meet all FHWA 393.67 requirements including a fill capacity of 95 percent of tank volume.

All fuel lines will be provided as recommended by the engine manufacturer.

DIESEL EXHAUST FLUID TANK

A 7.3 gallon diesel exhaust fluid (DEF) tank will be provided and mounted under the cab on the driver's side.

A fill inlet will be provided on the driver's side of the cab. The lift up door will be spring loaded and be polished stainless steel.

TRANSMISSION

An Allison 6th generation, Model EVS 4000P, electronic, torque converting, automatic transmission will be provided.

The transmission will be equipped with prognostics to monitor oil life, filter life, and transmission health. A wrench icon on the shift selector's digital display will indicate when service is due.

Two (2) PTO openings will be located on left side and top of converter housing (positions 8 o'clock and 1 o'clock).

A transmission temperature gauge with an amber light and buzzer will be installed on the cab instrument panel.

TRANSMISSION SHIFTER

A six (6)-speed push button shift module will be mounted to right of driver on console. Shift position indicator will be indirectly lit for after dark operation.

The transmission ratio will be:

1st	3.51 to 1.00
2nd	1.91 to 1.00
3rd	1.43 to 1.00
4th	1.00 to 1.00

5th	0.75 to 1.00
6th	0.64 to 1.00
R	4.80 to 1.00

TRANSMISSION COOLER

A Modine plate and fin transmission oil cooler will be provided using engine coolant to control the transmission oil temperature.

DRIVELINE

Drivelines will be a heavy-duty metal tube and be equipped with Spicer® 1810 universal joints.

The shafts will be dynamically balanced before installation.

A splined slip joint will be provided in each driveshaft where the driveline design requires it. The slip joint will be coated with Glidecoat® or equivalent.

STEERING

Dual steering gear, with integral heavy-duty power steering, will be provided. For reduced system temperatures, the power steering will incorporate an air to oil cooler and Paccar hydraulic pump with integral pressure and flow control. All power steering lines will have wire braded lines with crimped fittings.

A tilt and telescopic steering column will be provided to improve fit for a broader range of driver configurations.

STEERING WHEEL

The steering wheel will be 18.00" in diameter, have tilting and telescoping capabilities, and a four (4)-spoke design.

There will be a switch pod provided on the left side of the steering wheel between the spokes. The switch pods will be an integral part of the steering wheel. The following switches will be provided:

- Windshield wash
- Wiper intermittent speed increase
- Wiper intermittent speed decrease
- Hi/Lo wiper speed
- Wiper off

LOGO AND CUSTOMER DESIGNATION ON HORN BUTTON

The steering wheel will have an emblem containing the Pierce logo and customer name. The emblem will have three (3) rows of text for the customer's department name. There will be a maximum of eight (8) characters in the first row, 11 characters in the second row and 11 characters in the third row.

The first row of text will be: *

The second row of text will be: RUNNING SPRINGS

The third row of text will be: FIRE DEPT.

BUMPER

A one (1)-piece, 0.25" thick steel channel bumper, a minimum 10.00" high will be attached to the front of the chassis frame. The bumper will be painted job color.

A 9.00" formed steel channel will be mounted directly behind bumper for additional strength.

The bumper will be extended 10.00" from front face of cab.

Gravel Pan

A gravel pan, constructed of bright aluminum treadplate, will be furnished between the bumper and cab face. The gravel pan will be properly supported from the underside to prevent flexing and vibration of the aluminum treadplate.

CENTER HOSE TRAY

A hose tray, constructed of aluminum, will be placed in the center of the bumper extension. The tray will be sized to not extend below the bottom of the bumper.

The tray will have a capacity of 25' of 1.50" double jacket cotton-polyester hose.

Black rubber grating will be provided at the bottom of the tray. Drain holes are also provided.

CENTER HOSE TRAY COVER

A bright aluminum treadplate cover will be provided over the center hose tray. Cover will be raised 4.00".

The cover will be attached with a stainless steel hinge.

There will be two (2) Southco C2 chrome latches provided to secure the cover in the closed position and a pneumatic stay arm will hold the cover in the open position.

LIFT AND TOW MOUNTS

Mounted to the frame extension will be lift and tow mounts. The lift and tow mounts will be designed and positioned to adapt to certain tow truck lift systems.

The lift and tow mounts with eyes will be painted the same color as the frame.

TOW HOOKS

Two (2) chromed steel tow hooks will be installed under the bumper and attached to the front frame members. The tow hooks will be designed and positioned to allow up to a 6,000 lb straight horizontal pull in line with the centerline of the vehicle. The tow hooks will not be used for lifting of the apparatus.

FRONT BUMPER UL-LX COATING

Protective black UL-LX® coating will be provided on the outside exterior of the top front bumper flange. It will not be sprayed on the underside of the flange.

The lining will be properly installed by an authorized UL-LX dealer.

DIFFUSED AUXILIARY LIGHTS

Two (2) Rigid Industries, D-Series Pro, Part #701513, 3.00" x 3.00" square LED lamps with diffused light pattern, 9-36V DC, 4,752 lumen, will be provided, one (1) on each side, mounted under the front bumper. The lights will have a black housing.

The lights will be activated by a switch with indicator on the driver side instrument panel.

The lights will be reset to off whenever the vehicle ignition switch is set to the off position.

CAB

The Enforcer cab will be designed specifically for the fire service and manufactured by the chassis builder.

The cab will be built by the apparatus manufacturer in a facility located on the manufacturer's premises.

For reasons of structural integrity and enhanced occupant protection, the cab will be a heavy duty design, constructed to the following minimal standards.

The cab will have 12 main vertical structural members located in the A-pillar (front cab corner posts), B-pillar (side center posts), C-pillar (rear corner posts), and rear wall areas. The A-pillar will be constructed of solid A356-T5 aluminum castings. The B-pillar and C-pillar will be constructed from 0.13" wall extrusions. The rear wall will be constructed of two (2) 2.00" x 2.00" outer aluminum extrusions and two (2) 2.00" x 1.00" inner aluminum extrusions. All main vertical structural members will run from the floor to 4.625" x 3.864" x 0.090" thick roof extrusions to provide a cage-like structure with the A-pillar and roof extrusions being welded into a 0.25" thick corner casting at each of the front corners of the roof assembly.

The front of the cab will be constructed of a 0.13" firewall plate, covered with a 0.090" front skin (for a total thickness of 0.22"), and reinforced with a full width x 0.50" thick cross-cab support located just below the windshield and fully welded to the engine tunnel. The cross-cab support will run the full width of the cab and weld to each A-pillar, the 0.13" firewall plate, and the front skin.

The cab floors will be constructed of 0.125" thick aluminum plate and reinforced at the firewall with an additional 0.25" thick cross-floor support providing a total thickness of 0.375" of structural material at the front floor area. The front floor area will also be supported with two (2) triangular 0.30" wall extrusions that also provides the mounting point for the cab lift. This tubing will run from the floor wireway of the cab to the engine tunnel side plates, creating the structure to support the forces created when lifting the cab.

The cab will be 96.00" wide (outside door skin to outside door skin) to maintain maximum maneuverability.

The cab will have an overall height (from the cab roof to the ground) of approximately 99.00". The overall height listed will be calculated based on a truck configuration with the lowest suspension weight rating, the smallest diameter tires for the suspension, no water weight, no loose equipment weight, and no personnel weight. Larger tires, wheels, and suspension will increase the overall height listed.

The floor to ceiling height inside the crew cab will be 54.50" in the center and outboard positions.

The crew cab floor will measure 36.00" from the rear wall to the front of the rear facing seat risers.

The medium block engine tunnel, at the rearward highest point (knee level), will measure 51.50" to the rear wall. The big block engine tunnel will measure 41.50" to the rear wall.

The crew cab will be a totally enclosed design with the interior area completely open to improve visibility and verbal communication between the occupants.

The cab will be a full tilt cab style.

A 3-point cab mount system with rubber isolators will improve ride quality by isolating chassis vibrations from the cab.

CAB ROOF DRIP RAIL

For enhanced protection from inclement weather, a drip rail will be furnished on the sides of the cab. The drip rail will be painted to match the cab roof, and bonded to the sides of the cab. The drip rail will extend the full length of the cab roof.

INTERIOR CAB INSULATION

The cab will include 1.00" insulation in the ceiling, 1.50" insulation in the side walls, and 2.00" insulation in the rear wall to maximize acoustic absorption and thermal insulation.

FENDER LINERS

Full circular inner fender liners in the wheel wells will be provided.

PANORAMIC WINDSHIELD

A one (1)-piece safety glass windshield will be provided with over 2,775 square inches of clear viewing area. The windshield will be full width and will provide the occupants with a panoramic view. The windshield will consist of three (3) layers: outer light, middle safety laminate, and inner light. The outer light layer will provide superior chip resistance. The middle safety laminate layer will prevent the windshield glass pieces from detaching in the event of breakage. The inner light will provide yet another chip resistant layer. The cab windshield will be bonded to the aluminum windshield frame using a urethane adhesive. A custom frit pattern will be applied on the outside perimeter of the windshield for a finished automotive appearance.

WINDSHIELD WIPERS

Three (3) electric windshield wipers with washer will be provided that meet FMVSS and SAE requirements.

The washer reservoir will be able to be filled without raising the cab.

ENGINE TUNNEL

Engine hood side walls will be constructed of 0.375" aluminum. The top will be constructed of 0.125" aluminum and will be tapered at the top to allow for more driver and passenger elbow room.

The engine hood will be insulated for protection from heat and sound. The noise insulation keeps the dBA level within the limits stated in the current NFPA 1901 standards.

The engine tunnel will be no higher than 17.00" off the crew cab floor.

INTERIOR CREW CAB REAR WALL ADJUSTABLE SEATING (PATENT PENDING)

The interior rear wall of the crew cab will have mounting holes every 2.75" to allow for adjustability of the forward facing crew cab seating along the rear wall. Seats will be adjustable with use of simple hand tools allowing departments flexibility of their seating arrangement should their department needs change.

CAB REAR WALL COATING

The exterior surface of the rear wall of the cab will be overlaid with bright aluminum treadplate except for areas that are not typically visible when the cab is lowered.

The exterior aluminum treadplate will be coated with Safe-Stride® black non-slip surface treatment.

CAB LIFT

A hydraulic cab lift system will be provided consisting of an electric powered hydraulic pump, dual lift cylinders, and necessary hoses and valves.

Hydraulic pump will have a manual override for backup in the event of electrical failure.

Lift controls will be located on the right side pump panel or front area of the body in a convenient location.

The cab will be capable of tilting 43 degrees to accommodate engine maintenance and removal.

The cab will be locked down by a 2-point normally closed spring loaded hook type latch that fully engages after the cab has been lowered. The system will be hydraulically actuated to release the normally closed locks when the cab lift control is in the raised position and cab lift system is under pressure. When the cab is completely lowered and system pressure has been relieved, the spring loaded latch mechanisms will return to the normally closed and locked position.

The hydraulic cylinders will be equipped with a velocity fuse that protects the cab from accidentally descending when the control is located in the tilt position.

For increased safety, a redundant mechanical stay arm will be provided that must be manually put in place on the left side between the chassis and cab frame when the cab is in the raised position. This device will be manually stowed to its original position before the cab can be lowered.

Cab Lift Interlock

The cab lift system will be interlocked to the parking brake. The cab tilt mechanism will be active only when the parking brake is set and the ignition switch is in the on position. If the parking brake is released, the cab tilt mechanism will be disabled.

GRILLE

An aluminum mesh grille screen, inserted behind a grille surround, will be provided on the front center of the cab. The mesh screen will be painted black #101. The grille surround will be painted black #101.

DOOR JAMB SCUFFPLATES

All cab door jambs will be furnished with a 1.00" polished stainless steel scuffplate, mounted on the striker side of the jamb.

SCUFFPLATE

A treadplate scuffplate will be installed on the top edge of both rear facing seat risers. The scuffplate will be flanged to the front to protect the painted edge of the seat riser.

MIRRORS

A Retrac, Model 613422, dual vision, motorized, west coast style mirror with black finish will be mounted on each side of the front cab door with chrome spring loaded retractable arms. The flat glass and convex glass will be heated and adjustable with remote control within reach of the driver.

DOORS

To enhance entry and egress to the cab, the forward cab door openings will be a minimum of 37.50" wide x 63.37" high. The crew cab doors will be located on the sides of the cab and will be constructed in the same manner as the forward cab doors. The crew cab door openings will be a minimum of 34.30" wide x 63.37" high.

The forward cab and crew cab doors will be constructed of extruded aluminum with a nominal material thickness of 0.093". The exterior door skins will be constructed from 0.090" aluminum.

A customized, vertical, pull-down type door handle will be provided on the exterior of each cab door. The finish of the door handle will be black/black. The exterior handle will be designed specifically for the fire service to prevent accidental activation, and will provide 4.00" wide x 2.00" deep hand clearance for ease of use with heavy gloved hands.

Each door will also be provided with an interior flush, open style paddle handle that will be readily operable from fore and aft positions, and be designed to prevent accidental activation. The interior handles will provide 4.00" wide x 1.25" deep hand clearance for ease of use with heavy gloved hands.

The cab doors will be provided with both interior (rotary knob) and exterior (keyed) locks exceeding FMVSS standards. The keys will be Model 751. The locks will be capable of activating when the doors are open or closed. The doors will remain locked if locks are activated when the doors are opened, then closed.

A full length, heavy duty, stainless steel, piano-type hinge with a 0.38" pin and 11 gauge leaf will be provided on all cab doors. There will be double automotive-type rubber seals around the perimeter of the door framing and door edges to ensure a weather-tight fit.

A chrome handle will be provided on the inside of each cab door for ease of entry.

A red webbed grab handle will be installed on the crew cab door stop strap. The grab handles will be securely mounted.

The bottom cab step at each cab door location will be located below the cab doors and will be exposed to the exterior of the cab.

Door Panels

The inner cab door panels will be constructed out of brushed stainless steel.

MANUAL CAB DOOR WINDOWS

All cab entry doors will contain a conventional roll down window.

ELECTRIC CAB DOOR LOCKS

The front driver and officer doors will have a door lock master switch that will control all front and rear crew cab door locks. Each rear crew cab door will have its own lock control.

There will be one (1) concealed switch located Right side air take.

The lock system will include two (2) key FOBs that allow for keyless entry into the vehicle. The key FOB system will use code hopping technology for high security and be FCC part 15 compliant.

KEY PAD FOR ELECTRIC DOOR LOCKS

For improved convenience, the cab door locks will include a Trimark keypad entry system to provide complete keyless entry to the cab. There will be two (2) keypads provided, located one (1) each side of the cab behind the front cab doors. The keypads will include visual and audio feedback to confirm activation and acknowledge correct entry code. For enhanced night time use, the keypads will be lighted. For increased security, the system will allow over 3,000 possible code combinations.

CAB STEPS

The forward cab and crew cab access steps will be a full size two (2) step design to provide largest possible stepping surfaces for safe ingress and egress. The bottom steps will be designed with a grip pattern punched into bright aluminum treadplate material to provide support, slip resistance, and drainage. The bottom steps will be a bolt-in design to minimize repair costs should they need to be replaced. The forward cab steps will be a minimum 25.00" wide, and the crew cab steps will be 21.65" wide with an 8.00" minimum depth. The inside cab steps will not exceed 16.50" in height.

The steps and vertical surfaces of the step wells will be coated with black Safe-Stride® slip resistant material.

CAB EXTERIOR HANDRAILS

A Hansen knurled aluminum handrail will be provided adjacent to each cab and crew cab door opening to assist during cab ingress and egress. The handrails at each front cab door will be 21.00" long. The handrails at each crew cab door will be 32.00" long.

Each handrail will be provided with white LED lights. The lights will be activated when the headlight switch is activated and the parking brake is applied. The LED lights may be load managed.

STIRRUP STEPS

Stirrup steps with grip strut will be provided below each cab and crew cab door.

The stirrup step will be lit by a white 12 volt DC LED light provided on the step.

The step light will be activated automatically when the battery switch is on and the exit doors are opened or by the same means as the body step lights.

STEP LIGHTS

There will be six (6) white LED step lights with black housing installed for cab and crew cab access steps.

- One (1) light for the left access steps.
- Two (2) lights for the left side crew cab access steps.
- Two (2) lights for the right side crew cab access steps.
- One (1) light for the right side access step.

In order to ensure exceptional illumination, each light will provide a minimum of 25 foot-candles (fc) covering an entire 15" x 15" square placed ten (10) inches below the light and a minimum of 1.5 fc covering an entire 30" x 30" square at the same ten (10) inch distance below the light.

The lights will be activated when the battery switch is on and the adjacent door is opened.

FENDER CROWNS

Rubber fender crowns will be provided around the cab wheel openings.

Crowns will be black.

HANDRAILS BELOW CAB WINDSHIELD

A 10.00" long x 1.25" diameter handrail will be mounted below the front cab windshield, one (1) on each side. The handrails will be extruded aluminum with a ribbed design to provide a positive gripping surface. Each handrail will be e-coated and have black powder coated stanchions.

WEBBED GRAB HANDLE ON INTERIOR CAB DOORS

Installed on the interior of the driver and officer cab door stop strap will be a red webbed grab handle. The grab handles will be securely mounted.

SHROUD RECESSED DASH AREA

There will be a shroud provided along the top, back and right side of the dash board recess in front of the officer to provide protection from the sun for the electronics in the recessed dash.

The shroud will be painted to match the cab interior.

CUP HOLDER

There will be four (4) cup holder(s) provided. Each cup holder will be 4.00" in diameter x 4.00" high. An approximate 1.00" wide recess in the cup holder will allow it to hold beverage containers with handles.

Black rubber matting will be provided on the bottom of each cup holder.

The cup holder(s) will be painted to match the cab interior and located Mounted at Final.

CAB DASH

The driver side dash, switch panel located to the right of the driver, and center console will be an easily removable high impact resistant polymer cover.

The instrument gauge cluster will be surrounded with a high impact ABS plastic contoured to the same shape of the instrument gauge cluster.

The officer side dash will be a flat top design with an upper beveled edge to provide easy maintenance and will be constructed out of aluminum and painted to match the cab interior.

MOUNTING PLATE ON ENGINE TUNNEL

Equipment installation provisions will be installed on the engine tunnel.

A 0.188" smooth aluminum plate will be bolted to the top surface of the engine tunnel. The plate will follow the contour of the engine tunnel and will run the entire length of the engine tunnel. The plate will be spaced off the engine tunnel .50" to allow for wire routing below the plate.

The mounting surface will be painted to match the cab interior.

MOUNTING SYSTEM

There will be two (2) section(s) of Pac Trac equipment mounting systems located Back wall of the cab floor to ceiling in outboard forward facing seating position.

Pac Trac mounts will be certified by Pac Trac to meet the latest NFPA requirements for mounting of equipment inside the cab.

CAB INTERIOR

The cab interior will be constructed of primarily metal (painted aluminum) to withstand the severe duty cycles of the fire service.

The engine tunnel will be painted aluminum to match the cab interior.

For durability and ease of maintenance, the cab interior side walls will be painted aluminum. The rear wall will be painted aluminum.

The headliner will be installed in both forward and rear cab sections. Headliner material will be vinyl. A sound barrier will be part of its composition. Material will be installed on an aluminum sheet and securely fastened to interior cab ceiling.

The forward portion of the cab headliner will permit easy access for service of electrical wiring or other maintenance needs.

All wiring will be placed in metal raceways.

CAB INTERIOR UPHOLSTERY

The cab interior upholstery will be 36 oz dark silver gray vinyl.

CAB INTERIOR PAINT

The cab interior metal surfaces, excluding the rear heater panels, will be painted fire smoke gray, vinyl texture paint.

The rear heater panels will be painted black, vinyl textured paint.

CAB FLOOR

The cab and crew cab floor areas will be covered with Polydamp™ acoustical floor mat consisting of a black pyramid rubber facing and closed cell foam decoupler.

The top surface of the material has a series of raised pyramid shapes evenly spaced, which offer a superior grip surface. Additionally, the material has a 0.25" thick closed cell foam (no water absorption) which offers a sound dampening material for reducing sound levels.

DEFROST/AIR CONDITIONING SYSTEM

A ceiling mounted combination heater, defroster and air conditioning system will be installed in the cab above the engine tunnel area.

Cab Defroster

A 54,000 BTU heater-defroster unit with 690 SCFM of air flow will be provided inside the cab. The heater-defrost will be installed in the forward portion of the cab ceiling. Air outlets will be strategically located in the cab header extrusion per the following:

- One (1) adjustable will be directed towards the left side cab window
- One (1) adjustable will be directed towards the right side cab window
- Six (6) fixed outlets will be directed at the windshield

The defroster will be capable of clearing 98 percent of the windshield and side glass when tested under conditions where the cab has been cold soaked at 0 degrees Fahrenheit for 10 hours, and a 2 ounce per square inch layer of frost/ice has been able to build up on the exterior windshield. The defroster system will meet or exceed SAE J382 requirements.

Cab/Crew Auxiliary Heater

There will be one (1) 31,000 BTU auxiliary heater with 560 SCFM of air flow provided in each outboard rear facing seat risers with a dual scroll blower. An aluminum plenum incorporated into the cab structure used to transfer heat to the forward positions.

Air Conditioning

A condenser will be a 59,644 BTU output that meets and exceeds the performance specification will be mounted on the radiator.

The air conditioning system will be capable of cooling the average cab temperature from 100 degrees Fahrenheit to 75 degrees Fahrenheit at 50 percent relative humidity within 30 minutes. The cooling performance test will be run only after the cab has been heat soaked at 100 degrees Fahrenheit for a minimum of 4 hours.

The evaporator unit will be installed in the rear portion of the cab ceiling over the engine tunnel. The evaporator will include one (1) high performance heating core, one (1) high performance cooling core with (1) plenum directed to the front and one (1) plenum directed to the rear of the cab. The rear plenum will be covered with a formed plastic cover.

The evaporator unit will have a 52,000 BTU at 690 SCFM rating that meets and exceeds the performance specifications.

Adjustable air outlets will be strategically located on the forward plenum cover per the following:

- Four (4) will be directed towards the seating position on the left side of the cab
- Four (4) will be directed towards the seating position on the right side of the cab

Adjustable air outlets will be strategically located on the rear plenum cover per the following:

- Minimum of five (5) will be directed towards crew cab area

A high efficiency particulate air (HEPA) filter will be included for the system. Access to the filter cover will be secured with four (4) screws.

The air conditioner refrigerant will be R-134A and will be installed by a certified technician.

Climate Control

An automotive style controller will be provided to control the heat and air conditioning system within the cab. The controller will have three (3) functional knobs for fan speed, temperature, and air flow distribution (front to rear) control.

The system will control the temperature of the cab and crew cab automatically by pushing the center of the fan speed control knob. Rotate the center temperature control knob to set the cab and crew cab temperature.

The AC system will be manually activated by pushing the center of the temperature control knob. Pushing the center of the air flow distribution knob will engage the AC for max defrost, setting the fan speeds to 100 percent and directing all air flow to the overhead forward position.

The system controller will be located within panel position #12.

Gravity Drain Tubes

Two (2) condensate drain tubes will be provided for the air conditioning evaporator. The drip pan will have two (2) drain tubes plumbed separately to allow for the condensate to exit the drip pan. No pumps will be provided.

SUN VISORS

Two (2) smoked Lexan™ sun visors will be provided. The sun visors will be located above the windshield with one (1) mounted on each side of the cab.

There will be no retention bracket provided to help secure each sun visor in the stowed position.

GRAB HANDLES

A black rubber covered grab handle will be mounted on the door post of the driver and officer's side cab door to assist in entering the cab. The grab handles will be securely mounted to the post area between the door and windshield.

ENGINE COMPARTMENT LIGHT

An engine compartment light will be installed under the engine hood, of which the switch is an integral part. Light will have a .125" diameter hole in its lens to prevent moisture retention.

ACCESS TO ENGINE DIPSTICKS

For access to the engine oil and transmission fluid dipsticks, there will be a door on the engine tunnel, inside the crew cab. The door will be on the rear wall of the engine tunnel, on the vertical surface.

The engine oil dipstick will allow for checking only. The transmission dipstick will allow for both checking and filling.

The door will have a rubber seal for thermal and acoustic insulation. One (1) flush lift and turn latch will be provided on the access door.

SEATING CAPACITY

The seating capacity in the cab will be four (4).

DRIVER SEAT

A USSC Valor air suspension R-back seat will be provided in the cab for the driver. For increased convenience, the seat will include a manual control to adjust the horizontal position. To provide flexibility for multiple driver configurations, the seat will have a reclining back, adjustable from 15 degrees back to 45 degrees forward.

The seat will be furnished with a 3-point, shoulder type seat belt.

There will be one (1) additional removable waterproof vinyl contaminant mitigation cover form fit for the seat cushion and back with velcro fasteners shipped loose with the seat.

OFFICER SEAT

A USSC, P1A air suspension seat will be provided in the cab for the officer. For increased convenience, the seat will include a manual control to adjust the height (3.00" travel) and horizontal position (4.25" travel). The seat will have a reclining, R-back style seat back.

The seat will be furnished with a 3-point, shoulder type seat belt.

There will be one (1) additional removable waterproof vinyl contaminant mitigation cover form fit for the seat cushion and back with velcro fasteners shipped loose with the seat.

REAR FACING LEFT SIDE CABINET

A rear facing cabinet will be provided in the crew cab at the left side outboard position. The cabinet will be mounted off the edge of the seat riser to be even with the crew cab door jamb.

The cabinet will be 23.00" wide x 40.25" high x 22.00" deep with one (1) lap door hinged on the outbard side, panted to match the cab interior with two (2) non-locking lever latches. The clear door opening of the cabinet will be 16.00" wide x 37.75" high.

The cabinet will also provide access from outside the cab with one (1) double pan door painted to match the cab exterior with a locking D-ring latch with #751 key. A pneumatic stay arm will be provided as a door stop. The door will be located on the side of the cab over the wheelwell. The clear door opening will be 17.00" wide x 34.00" high.

The cabinet will include one (1) infinitely adjustable shelf with a 0.75" up-turned lippainted to match the cab interior.

The cabinet will include no louvers.

The exterior access will be provided with a polished stainless steel scuffplate on the lower door frame.

The cabinet will be constructed of smooth aluminum and painted to match the cab interior.

Cabinet Light

There will be one (1) white LED strip light installed on the right side of the interior cabinet door opening and one (1) white LED strip light installed on the left side of the interior cabinet door opening. The lighting will be controlled by an automatic door switch.

REAR FACING RIGHT SIDE CABINET

A rear facing cabinet will be provided in the crew cab at the right side outboard position. The cabinet will be mounted off the edge of the seat riser to be even with the crew cab door jamb.

The cabinet will be 22.00" wide x 40.25" high x 22.00" deep with one (1) lap door hinged on the inboard side, painted to match the cab interior with two (2) non-locking flush lift and turn latches. The clear door opening of the cabinet will be 15.00" wide x 37.75" high.

The cabinet will also provide access from outside the cab with one (1) double pan door painted to match the cab exterior with a locking D-ring latch with #751 key. A pneumatic stay arm will be provided as a door stop. The door will be located on the side of the cab over the wheelwell. The exterior clear door opening will be 17.00" wide x 34.00" high.

The cabinet will include one (1) infinitely adjustable shelf with a 0.75" up-turned lippainted to match the cab interior.

The cabinet will include no louvers.

The exterior access will be provided with a polished stainless steel scuffplate on the lower door frame.

The cabinet will be constructed of smooth aluminum, and painted to match the cab interior.

Cabinet Light

There will be one (1) white LED strip light installed on the right side of the interior cabinet door opening and one (1) white LED strip light installed on the left side of the interior cabinet door opening. The lighting will be controlled by an automatic door switch.

FORWARD FACING CENTER SEATS

There will be two (2) forward facing, USSC Valor seats provided at the center position in the crew cab. The seat backs will be a R-back style with an adjustable recline angle. For optimal comfort, the seats will be provided with 17.00" deep cushions. To ensure safe operation, the seat will be equipped with seat belt sensors in the seat cushion and belt receptacle, that will activate an alarm indicating a seat is occupied but not buckled.

The seats will be furnished with a 3-point, shoulder type seat belt.

SEAT UPHOLSTERY

All seat upholstery will be leather grain gray vinyl resistant to oil, grease and mildew. The cab will have four (4) seating positions.

SEAT BELTS

All cab and tiller cab (if applicable) seating positions will have red seat belts. To provide quick, easy use for occupants wearing bunker gear, the female buckle and seat belt webbing length will meet or exceed the current edition of NFPA 1901 and CAN/ULC - S515 standards.

The 3-point shoulder type seat belts will include height adjustment. This adjustment will optimize the belts effectiveness and comfort for the seated firefighter. The 3-point shoulder type seat belts will be furnished with dual automatic retractors that will provide ease of operation in the normal seating position.

The 3-point shoulder type belts will also include the ReadyReach D-loop assembly to the shoulder belt system. The ReadyReach feature adds an extender arm to the D-loop location placing the D-loop in a closer, easier to reach location.

Any flip up seats will include a 3-point shoulder type belts only.

To ensure safe operation, the seats will be equipped with seat belt sensors in the seat cushion and belt receptacle that will activate an alarm indicating a seat is occupied but not buckled.

HELMET STORAGE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 14.1.7.4.1 requires a location for helmet storage be provided.

There is no helmet storage on the apparatus as manufactured. The fire department will provide a location for storage of helmets.

CAB DOME LIGHTS

There will be four (4) Weldon 808* series, dual LED dome lights with black bezels provided. Two (2) lights will be mounted above the inside shoulder of the driver and officer and two (2) lights will be installed and located, one (1) on each side of the crew cab.

The color of the LED's will be red and white .

The white LED's will be controlled by the door switches and the lens switch.

The color LED's will be controlled by the lens switch.

ENHANCED SOFTWARE FOR CAB AND CREW CAB DOME LIGHTS

The cab and crew cab dome lights will remain on for 10 seconds for improved visibility after the doors are closed.

The dome lights will dim after 10 seconds or immediately if the vehicle's transmission is put into gear.

PORTABLE HAND LIGHTS, PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.9.4 requires two portable hand lights mounted in brackets fastened to the apparatus.

The hand lights are not on the apparatus as manufactured. The fire department will provide and mount these hand lights.

CAB INSTRUMENTATION

The cab instrument panel will include gauges, an LCD display, telltale indicator lamps, control switches, alarms, and a diagnostic panel. The function of the instrument panel controls and switches will be identified by a label adjacent to each item. Actuation of the headlight switch will illuminate the labels in low light conditions. Telltale indicator lamps will not be illuminated unless necessary. The cab instruments and controls will be conveniently located within the forward cab section, forward of the driver. The gauge assembly and switch panels are designed to be removable for ease of service and low cost of ownership.

Gauges

The gauge panel will include the following ten (10) ivory faced gauges with chrome bezels to monitor vehicle performance:

- Voltmeter gauge (volts):
    - Low volts (11.8 VDC)
        - Amber caution indicator on the information center with intermittent alarm
        - Amber caution light on gauge assembly
    - High volts (15.5 VDC)
        - Amber caution indicator on the information center with intermittent alarm
        - Amber caution light on gauge assembly
    - Very low volts (11.3 VDC)
        - Red warning indicator on the information center with a steady alarm
        - Amber caution light on gauge assembly
    - Very high volts (16.0 VDC)
        - Red warning indicator on the information center with a steady alarm
        - Amber caution light on gauge assembly
- Engine Tachometer (RPM)
- Speedometer MPH (Major Scale), KM/H (Minor Scale)
- Fuel level gauge (Empty - Full in fractions):
    - Low fuel (1/8 full)
        - Amber caution indicator on the information center with intermittent alarm
        - Amber caution light on gauge assembly
    - Very low fuel (1/32 full)
        - Red caution indicator on the information center with steady alarm
        - Amber caution light on gauge assembly
- Engine Oil pressure Gauge (PSI):
    - Low oil pressure to activate engine warning lights and alarms
        - Red caution indicator on the information center with steady alarm
        - Amber caution light on gauge assembly
- Front Air Pressure Gauges (PSI):
    - Low air pressure to activate warning lights and alarm
        - Red warning indicator on the information center with a steady alarm
        - Amber caution light on gauge assembly
- Rear Air Pressure Gauges (PSI):
    - Low air pressure to activate warning lights and alarm
        - Red warning indicator on the information center with a steady alarm
        - Amber caution light on gauge assembly
- Transmission Oil Temperature Gauge (Fahrenheit):
    - High transmission oil temperature activates warning lights and alarm
        - Amber caution indicator on the information center with intermittent alarm
        - Amber caution light on gauge assembly
- Engine Coolant Temperature Gauge (Fahrenheit):
    - High engine temperature activates an engine warning light and alarms
        - Amber caution indicator on the information center with intermittent alarm
        - Amber caution light on gauge assembly

- Diesel Exhaust Fluid Level Gauge (Empty - Full in fractions):
    - Low fluid (1/8 full)
        - Amber indicator light in gauge dial

All gauges will perform prove out at initial power-up to ensure proper performance.

Indicator Lamps

To promote safety, the following telltale indicator lamps will be located on the instrument panel in clear view of the driver. The indicator lamps will be "dead-front" design that is only visible when active. The colored indicator lights will have descriptive text or symbols.

The following amber telltale lamps will be present:

- Low coolant
- Trac cntl (traction control) (where applicable
- Check engine
- Check trans (check transmission
- Aux brake overheat (Auxiliary brake overheat
- Air rest (air restriction)
- Caution (triangle symbol)
- Water in fuel
- DPF (engine diesel particulate filter regeneration)
- Trailer ABS (where applicable)
- Wait to start (where applicable)
- HET (engine high exhaust temperature) (where applicable)
- ABS (antilock brake system)
- MIL (engine emissions system malfunction indicator lamp) (where applicable)
- Side roll fault (where applicable)
- Front air bag fault (where applicable)

The following red telltale lamps will be present:

- Warning (stop sign symbol)
- Seat belt
- Parking brake
- Stop engine
- Rack down

The following green telltale lamps will be provided:

- Left turn
- Right turn
- Battery on

The following blue telltale lamp will be provided:

- High beam

Alarms

Audible steady tone warning alarm: A steady audible tone alarm will be provided whenever a warning message is present.

Audible pulsing tone caution alarm: A pulsing audible tone alarm (chime/chirp) will be provided whenever a caution message is present without a warning message being present.

Alarm silence: Any active audible alarm will be able to be silenced by holding the ignition switch at the top position for three (3) to five (5) seconds. For improved safety, silenced audible alarms will intermittently chirp every 30 seconds until the alarm condition no longer exists. The intermittent chirp will act as a reminder to the operator that a caution or warning condition still exists. Any new warning or caution condition will enable the steady or pulsing tones respectively.

Indicator Lamp and Alarm Prove-Out

A system will be provided which automatically tests telltale indicator lights and alarms located on the cab instrument panel. Telltale indicators and alarms will perform prove-out at initial power-up to ensure proper performance.

Control Switches

For ease of use, the following controls will be provided immediately adjacent to the cab instrument panel within easy reach of the driver. All switches will have backlit labels for low light applications.

Headlight/Parking light switch: A three (3)-position maintained rocker switch will be provided. The first switch position will deactivate all parking and headlights. The second switch position will activate the parking lights. The third switch will activate the headlights.

Panel back lighting intensity control switch: A three (3)-position momentary rocker switch will be provided. Pressing the top half of the switch, "Panel Up" increases the panel back lighting intensity and pressing the bottom half of the switch, "Panel Down" decreases the panel back lighting intensity. Pressing the half or bottom half of the switch several times will allow back lighting intensity to be gradually varied from minimum to maximum intensity level for ease of use.

Ignition switch: A three (3)-position maintained/momentary rocker switch will be provided. The first switch position will turn off and deactivate vehicle ignition. The second switch position will activate vehicle ignition and will perform prove-out on the telltale indicators and alarms for 3 to 5 seconds after the switch is turned on. A green indicator lamp is activated with vehicle ignition. The third momentary position will temporarily silence all active cab alarms. An alarm "chirp" may continue as long as alarm condition exists. Switching ignition to off position will terminate the alarm silence feature and reset function of cab alarm system.

Engine start switch: A two (2)-position momentary rocker switch will be provided. The first switch position is the default switch position. The second switch position will activate the vehicle's engine. The switch actuator is designed to prevent accidental activation.

Hazard switch will be provided on the instrument panel or on the steering column.

Heater, defroster, and air conditioning control panel.

Windshield wiper control will include low, high and intermittent modes.

Turn signal arm: A self-canceling turn signal with high beam headlight will be provided.

Parking brake control: An air actuated push/pull park brake control valve will be provided.

Chassis horn control: Activation of the chassis horn control will be provided through the center of the steering wheel.

High idle engagement switch: A momentary rocker switch with integral indicator lamp will be provided. The switch will activate and deactivate the high idle function. The "OK To Engage High Idle" indicator lamp must be active for the high idle function to engage. A green indicator lamp integral to the high idle engagement switch will indicate when the high idle function is engaged.

"OK To Engage High Idle" indicator lamp: A green indicator light will be provided next to the high idle activation switch to indicate that the interlocks have been met to allow high idle engagement.

Emergency switching will be controlled by multiple individual warning light switches for various groups or areas of emergency warning lights. An Emergency Master switch provided on the instrument panel that enables or disables all individual warning light switches is included.

An additional "Emergency Master" button will be provided on the lower left hand corner of the gauge panel to allow convenient control of the "Emergency Master" system from inside the driver's door when standing on the ground.

Custom Switch Panels

The design of cab instrumentation will allow for emergency lighting and other switches to be placed within easy reach of the operator thus improving safety. There will be positions for up to four (4) switch panels in the lower instrument console and up to six (6) switch panels in the overhead visor console. All switches have backlit labels for low light conditions.

Diagnostic Panel

A diagnostic panel will be accessible while standing on the ground and located inside the driver's side door left of the steering column. The diagnostic panel will allow diagnostic tools such as computers to connect to various vehicle systems for improved troubleshooting providing a lower cost of ownership. Diagnostic switches will allow ABS systems to provide blink codes should a problem exist.

The diagnostic panel will include the following:

- Engine diagnostic port
- Transmission diagnostic port
- ABS diagnostic port
- Roll sensor diagnostic port

- Command Zone USB diagnostic port
- ABS diagnostic switch (blink codes flashed on ABS telltale indicator)
- Diesel particulate filter regeneration switch (where applicable)
- Diesel particulate filter regeneration inhibit switch (where applicable)

Cab LCD Display

A digital four (4)-row by 20-character dot matrix display will be integral to the gauge panel. The display will be capable of showing simple graphical images as well as text. The display will be split into three (3) sections. Each section will have a dedicated function. The upper left section will display the outside ambient temperature.

The upper right section will display the following, along with other configuration specific information:

- Odometer
- Trip mileage
- PTO hours
- Fuel consumption
- Engine hours

The bottom section will display INFO, CAUTION, and WARNING messages. Text messages will automatically activate to describe the cause of an audible caution or warning alarm. The LCD will be capable of displaying multiple text messages should more than one caution or warning condition exist.

AIR RESTRICTION INDICATOR

A high air restriction warning indicator light LCD message with amber warning indicator and audible alarm will be provided.

"DO NOT MOVE APPARATUS" INDICATOR

A flashing red indicator light, located in the driving compartment, will be illuminated automatically per the current NFPA requirements. The light will be labeled "Do Not Move Apparatus If Light Is On."

The same circuit that activates the Do Not Move Apparatus indicator will activate a steady tone alarm when the parking brake is released.

DO NOT MOVE TRUCK MESSAGES

Messages will be displayed on the Command Zone™, color display located within sight of the driver whenever the Do Not Move Truck light is active. The messages will designate the item or items not in the stowed for vehicle travel position (parking brake disengaged).

The following messages will be displayed (where applicable):

- Do Not Move Truck
- DS Cab Door Open (Driver Side Cab Door Open)
- PS Cab Door Open (Passenger's Side Cab Door Open)
- DS Crew Cab Door Open (Driver Side Crew Cab Door Open)

- PS Crew Cab Door Open (Passenger's Side Crew Cab Door Open)
- DS Body Door Open (Driver Side Body Door Open)
- PS Body Door Open (Passenger's Side Body Door Open)
- Rear Body Door Open
- DS Ladder Rack Down (Driver Side Ladder Rack Down)
- PS Ladder Rack Down (Passenger Side Ladder Rack Down)
- Deck Gun Not Stowed
- Lt Tower Not Stowed (Light Tower Not Stowed)
- Fold Tank Not Stowed (Fold-A-Tank Not Stowed)
- Aerial Not Stowed (Aerial Device Not Stowed)
- Stabilizer Not Stowed
- Steps Not Stowed
- Handrail Not Stowed

Any other device that is opened, extended, or deployed that creates a hazard or is likely to cause major damage to the apparatus if the apparatus is moved will be displayed as a caution message after the parking brake is disengaged.

SWITCH PANELS

The emergency light switch panel will have a master switch for ease of use plus individual switches for selective control. Each switch panel will contain eight (8) membrane-type switches each rated for one million (1,000,000) cycles. Panels containing less than eight (8) switch assignments will include non-functioning black appliqués. The built-in switch panels will be located in the lower console or overhead console of the cab.

Additional switch panel(s) will be located in the overhead position(s) above the windshield or in designated locations on the lower instrument panel layout.

The switches will be membrane-type and also act as an integral indicator light. For quick, visual indication the entire surface of the switch will be illuminated white whenever back lighting is activated and illuminated green whenever the switch is active. An active illuminated switch will flash when interlock requirements are not met or device is actively being load managed. For ease of use, a two (2)-ply, scratch resistant laser engraved Gravoply label indicating the use of each switch will be placed in the center of the switch. The label will allow light to pass through the letters for ease of use in low light conditions.

WIPER CONTROL

Wiper control will consist of a two (2)-speed windshield wiper control with intermittent feature and windshield washer controls. The control will be located in the left hand pod of the steering wheel.

SPARE CIRCUIT

There will be two (2) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power
- The negative wire will be connected to ground
- Wires will be protected to 15 amps at 12 volts DC
- Power and ground will terminate officer side dash area
- Termination will be with heat shrinkable butt splicing
- Wires will be sized to 125 percent of the protection

The circuit(s) may be load managed when the parking brake is set.

SPARE CIRCUIT

There will be four (4) pair of wires, including a positive and a negative, installed on the apparatus.

The above wires will have the following features:

- The positive wire will be connected directly to the battery power.
- The negative wire will be connected to ground.
- Wires will be protected to 6 amps at 12 volts DC.
- Power and ground will terminate in the switch panel These would be located one (1) on the Engineers side, one (1) in the Firefighters area, one (1) on the Officers side engine tunnel, and one (1) on the Officers side in the covered MDC area above the glove box delete..
- Termination will be a AlfredDireck QC4.0 PD & QC3.0 with the 60W PD USB-C port and 30W Quick Charge 3.0 USB-A port.
- Wires will be sized to 125 percent of the protection.

This circuit(s) may be load managed when the parking brake is applied.

INFORMATION CENTER

An information center employing a 7.00" diagonal touch screen color LCD display will be encased in an ABS plastic housing.

The information center will have the following specifications:

- Operate in temperatures from -40 to 185 degrees Fahrenheit
- An Optical Gel will be placed between the LCD and protective lens
- Five weather resistant user interface switches
- Grey with black accents
- Sunlight Readable
- Linux operating system
- Minimum of 1000nits rated display
- Display can be changed to an available foreign language
- A LCD display integral to the cab gauge panel will be included as outlined in the cab instrumentation area.
- Programmed to read US Customary

General Screen Design

Where possible, background colors will be used to provide "At a Glance" vehicle information. If information provided on a screen is within acceptable limits, a green background will be used.

If a caution or warning situation arises the following will occur:

- An amber background/text color will indicate a caution condition
- A red background/text color will indicate a warning condition
- The information center will utilize an "Alert Center" to display text messages for audible alarm tones. The text messages will be written to identify the item(s) causing the audible alarm to sound. If more than one (1) text message occurs, the messages will cycle every second until the problem(s) have been resolved. The background color for the "Alert Center" will change to indicate the severity of the "warning" message. If a warning and a caution condition occur simultaneously, the red background color will be shown for all alert center messages.
- A label for each button will exist. The label will indicate the function for each active button for each screen. Buttons that are not utilized on specific screens will have a button label with no text or symbol.

Home/Transit Screen

This screen will display the following:

- Vehicle Mitigation (if equipped)
- Water Level (if the water level system includes compatible communications to the information center)
- Foam Level (if the foam level system includes compatible communications to the information center)
- Seat Belt Monitoring Screen Seat Belt Monitoring Screen
- Tire Pressure Monitoring (if equipped)
- Digital Speedometer
- Active Alarms

On Scene Screen

This screen will display the following and will be auto activated with pump engaged (if equipped):

- Battery Voltage
- Fuel
- Oil Pressure
- Coolant Temperature
- RPM
- Water Level (if equipped)
- Foam Level (if equipped)
- Foam Concentration (if equipped)
- Water Flow Rate (if equipped)
- Water Used (if equipped)

- Active Alarms

Virtual Buttons

There will be four (4) virtual switch panel screens that match the overhead and lower lighting and HVAC switch panels.

Page Screen

The page screen will display the following and allow the user to progress into other screens for further functionality:

- Diagnostics
  - Faults
    - Listed by order of occurrence
    - Allows to sort by system
  - Interlock
    - Throttle Interlocks
    - Pump Interlocks (if equipped)
    - Aerial Interlocks (if equipped)
    - PTO Interlocks (if equipped)
  - Load Manager
    - A list of items to be load managed will be provided. The list will provide a description of the load.
    - The lower the priority numbers the earlier the device will be shed should a low voltage condition occur.
    - The screen will indicate if a load has been shed (disabled) or not shed.
    - "At a glance" color features are utilized on this screen.
  - Systems
    - Command Zone
      - Module type and ID number
      - Module Version
      - Input or output number
      - Circuit number connected to that input or output
      - Status of the input or output
      - Power and Constant Current module diagnostic information
    - Foam (if equipped)
    - Pressure Controller (if equipped)
    - Generator Frequency (if equipped)
  - Live Data
    - General Truck Data
- Maintenance
  - Engine oil and filter
  - Transmission oil and filter
  - Pump oil (if equipped)

    - Foam (if equipped)
    - Aerial (if equipped)
- Setup
    - Clock Setup
    - Date & Time
        - 12 or 24 hour format
        - Set time and date
    - Backlight
        - Daytime
        - Night time
        - Sensitivity
    - Unit Selection
    - Home Screen
    - Virtual Button Setup
    - On Scene Screen Setup
    - Configure Video Mode
        - Set Video Contrast
        - Set Video Color
        - Set Video Tint
- Do Not Move
    - The screen will indicate the approximate location and type of item that is open or is not stowed for travel. The actual status of the following devices will be indicated
        - Driver Side Cab Door
        - Passenger's Side Cab Door
        - Driver Side Crew Cab Door
        - Passenger's Side Crew Cab Door
        - Driver Side Body Doors
        - Passenger's Side Body Doors
        - Rear Body Door(s)
        - Ladder Rack (if applicable)
        - Deck Gun (if applicable)
        - Light Tower (if applicable)
        - Hatch Door (if applicable)
        - Stabilizers (if applicable)
        - Steps (if applicable)
- Notifications
    - View Active Alarms
        - Shows a list of all active alarms including date and time of the occurrence is shown with each alarm
        - Silence Alarms - All alarms are silenced
- Timer Screen
- HVAC (if equipped)

- Tire Information (if equipped)
- Ascendant Set Up Confirmation (if equipped)

Button functions and button labels may change with each screen.

VEHICLE DATA RECORDER

There will be a vehicle data recorder (VDR) capable of reading and storing vehicle information provided.

The information stored on the VDR can be downloaded through a USB port mounted in a convenient location determined by cab model. A USB cable can be used to connect the VDR to a laptop to retrieve required information. The program to download the information from the VDR will be available to download on-line.

The vehicle data recorder will be capable of recording the following data via hardwired and/or CAN inputs:

- Vehicle Speed - MPH
- Acceleration - MPH/sec
- Deceleration - MPH/sec
- Engine Speed - RPM
- Engine Throttle Position - % of Full Throttle
- ABS Event - On/Off
- Seat Occupied Status - Yes/No by Position
- Seat Belt Buckled Status - Yes/No by Position
- Master Optical Warning Device Switch - On/Off
- Time - 24 Hour Time
- Date - Year/Month/Day

Seat Belt Monitoring System

A seat belt monitoring system (SBMS) will be provided on the Command Zone™ color display and in the center overhead of the cab instrument panel. The SBMS will be capable of monitoring up to 10 seating positions indicating the status of each seat position per the following:

- Seat Occupied & Buckled = Green LED indicator illuminated
- Seat Occupied & Unbuckled = Red LED indicator with audible alarm
- No Occupant & Buckled = Red LED indicator with audible alarm
- No Occupant & Unbuckled = No indicator and no alarm

The seat belt monitoring screen will become active on the Command Zone color display when:

- The home screen is active:
    - and there is any occupant seated but not buckled or any belt buckled with an occupant.
    - and there are no other Do Not Move Apparatus conditions present. As soon as all Do Not Move Apparatus conditions are cleared, the SBMS will be activated.

The SBMS will include an audible alarm that will warn that an unbuckled occupant condition exists and the parking brake is released, or the transmission is not in park.

INTERCOM SYSTEM

A four (4) position Sigtronics, Model US-45D, intercom system with dual radio interface capability for the driver and officer will be provided. Two (2) crew cab positions, located at both forward facing seats , will have radio listen / intercom only capabilities.

System includes:

- One (1) US-45D Intercom
- Four (4) Interior Headset Jacks, enclosed in blue mounting boxes
- Two (2) Push-to-Transmit switches, enclosed in blue mounting boxes
- All necessary cabling and mounting provisions

RADIO / INTERCOM INTERFACE CABLES

The apparatus manufacturer will supply and install two (2) radio interface cables before delivery of the vehicle.

The radio equipment to be used by the customer will be:

- Motorola High Power , Model Apex 6500
- Bendix King , Model BK-KNG-M150

HEADSET, UNDER HELMET

There will be four (4) Sigtronics, Model SE-8, under helmet, standard headset(s) provided Driver, Officer, Two center forward facing crew seats.

Each headset will feature:

- Coiled cord with single nickel coated plug
- Noise cancelling electret microphone with wind muff
- Flexible microphone boom rotates 180 degrees for left or right dress
- Gel filled earseals
- Volume control
- 24 dB noise reduction

HEADSET HANGERS

There will be four (4) headset hanger(s) installed driver's seat, officer's seat, driver's side inboard forward facing seat and passenger's side inboard forward facing seat. The hanger(s) will meet NFPA 1901, Section 14.1.11, requirement for equipment mounting.

VEHICLE CAMERA SYSTEM

There will be a color vehicle camera system provided with the following:

- One (1) camera located at the rear of the apparatus, pointing rearward, displayed automatically with the vehicle in reverse
- One (1) camera located on the right side of the apparatus, pointing rearward, displayed automatically with the right side turn signal

The camera images will be displayed on the driver's vehicle information center display. Audio from the microphone on the rear camera will be emitted by an amplified speaker with volume control located behind the driver seat.

The following components will be included:

- One (1) SV-CW134639CAI Camera
- One (1) CS134404CI Side camera
- One (1) Amplified speaker (if applicable)
- All necessary cables

ELECTRICAL POWER CONTROL SYSTEM

The primary power distribution will be located forward of the officer's seating position and be easily accessible while standing on the ground for simplified maintenance and troubleshooting. Additional electrical distribution centers will be provided throughout the vehicle to house the vehicle's electrical power, circuit protection, and control components. The electrical distribution centers will be located strategically throughout the vehicle to minimize wire length. For ease of maintenance, all electrical distribution centers will be easily accessible. All distribution centers containing fuses, circuit breakers and/or relays will be easily accessible.

Distribution centers located throughout the vehicle will contain battery powered studs for supplying customer installed equipment thus providing a lower cost of ownership.

Circuit protection devices, which conform to SAE standards, will be utilized to protect electrical circuits. All circuit protection devices will be rated per NFPA requirements to prevent wire and component damage when subjected to extreme current overload. General protection circuit breakers will be Type-I automatic reset (continuously resetting). When required, automotive type fuses will be utilized to protect electronic equipment. Control relays and solenoid will have a direct current rating of 125 percent of the maximum current for which the circuit is protected per NFPA.

Solid-State Control System

A solid-state electronics based control system will be utilized to achieve advanced operation and control of the vehicle components. A fully computerized vehicle network will consist of electronic modules, electronic control modules to include black housings, a power indicator and status indicator located near their point of use to reduce harness lengths and improve reliability. The control system will comply with SAE J1939-11 recommended practices.

The control system will operate as a master-slave system whereas the main control module instructs all other system components. The system will contain patented Mission Critical software that maintains critical vehicle operations in the unlikely event of a main controller error. The system will utilize a Real

Time Operating System (RTOS) fully compliant with OSEK/VDX™ specifications providing a lower cost of ownership.

For increased reliability and simplified use the control system modules will include the following attributes:

- Green LED indicator light for module power
- Red LED indicator light for network communication stability status
- Control system self test at activation and continually throughout vehicle operation
- No moving parts due to transistor logic
- Software logic control for NFPA mandated safety interlocks and indicators
- Integrated electrical system load management without additional components
- Integrated electrical load sequencing system without additional components
- Customized control software to the vehicle's configuration
- Factory and field programmable to accommodate changes to the vehicle's operating parameters

To assure long life and operation in a broad range of environmental conditions, the solid-state control system modules will meet the following specifications:

- Module circuit board will meet SAE J771 specifications
- Operating temperature from -40C to +70C
- Storage temperature from -40C to +70C
- Vibration to 50g

IP67 rated enclosure (Totally protected against dust and also protected against the effect of temporary immersion between 15 centimeters and one (1) meter)

Operating voltage from eight (8) volts to 32 volts DC

The main controller will activate status indicators and audible alarms designed to provide warning of problems before they become critical.

Circuit Protection and Control Diagram

Copies of all job-specific, computer network input and output (I/O) connections will be provided with each chassis. The sheets will indicate the function of each module connection point, circuit protection information (where applicable), wire numbers, wire colors and load management information.

On-Board Electrical System Diagnostics

The on-board information center will include the following diagnostic information:

- Text description of active warning or caution alarms
- Simplified warning indicators
- Amber caution indication with intermittent alarm
- Red warning indication with steady tone alarm

Advanced diagnostic feature will be provided in this control system. From the Command Zone display or connected wireless device, these features allow the user to monitor the real-time status of every input or output on the vehicle. It also allows users logged in as an administrator to force on inputs or outputs to assist the troubleshooting process.

TCU Module with WiFi

An in cab module will provide WiFi wireless interface and data logging capability. The WiFi interface will comply with IEEE 802.11 b/g/n capabilities while communicating at 2.4 Gigahertz. The module will communicate through a black WiFi antenna allowing a line of site communication range of up to 300 feet with a roof mounted antenna.

The module will transmit a password protected web page to a WiFi enabled device (i.e. most smart phones, tablets or laptops) allowing two levels of user interaction. The firefighter level will allow vehicle monitoring of the vehicle and firefighting systems on the apparatus. The technician level will allow diagnostic access to inputs and outputs installed on the Command Zone™, control and information system.

The TCU capability will record faults from the engine, transmission, ABS and Command Zone™, control and information systems as they occur. No other data will be recorded at the time the fault occurs. The data TCU will provide up to 2 Gigabytes of data storage.

The TCU will provide a means to download the TCU information and update software in the device.

Indicator Light and Alarm Prove-Out System

A system will be provided which automatically tests basic indicator lights and alarms located on the cab instrument panel.

Voltage Monitor System

A voltage monitoring system will be provided to indicate the status of the battery system connected to the vehicle's electrical load. The system will provide visual and audible warning when the system voltage is below or above optimum levels.

The alarm will activate if the system falls below 11.8 volts DC for more than two (2) minutes.

Dedicated Radio Equipment Connection Points

There will be three (3) studs provided in the primary power distribution center located in front of the officer for two-way radio equipment. The studs will consist of the following:

- 12-volt 40-amp battery switched power
- 12-volt 60-amp ignition switched power
- 12-volt 60-amp direct battery power

There will also be a 12-volt 100-amp ground stud located in or adjacent to the power distribution center.

EMI/RFI Protection

To prevent erroneous signals from crosstalk contamination and interference, the electrical system will meet, at a minimum, SAE J551/2, thus reducing undesired electromagnetic and radio frequency emissions. An advanced electrical system will be used to ensure radiated and conducted electromagnetic interference (EMI) or radio frequency interference (RFI) emissions are suppressed at their source.

The apparatus will have the ability to operate in the electromagnetic environment typically found in fire ground operations to ensure clean operations. The electrical system will meet, without exceptions, electromagnetic susceptibility conforming to SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter. The vehicle OEM, upon request, will provide EMC testing reports from testing conducted on an entire apparatus and will certify that the vehicle meets SAE J551/2 and SAE J1113/25 Region 1, Class C EMR for 10KHz-1GHz to 100 Volts/Meter requirements. Component and partial (incomplete) vehicle testing is not adequate as overall vehicle design can impact test results and thus is not acceptable by itself.

EMI/RFI susceptibility will be controlled by applying appropriate circuit designs and shielding. The electrical system will be designed for full compatibility with low-level control signals and high-powered two-way radio communication systems. Harness and cable routing will be given careful attention to minimize the potential for conducting and radiated EMI/RFI susceptibility.

ELECTRICAL SYSTEM PROGNOSTICS

There will be a software based vehicle tool provided to predict remaining life of the vehicles critical fluid and events.

The system will send automatic indications to the Command Zone™ information center and/or wireless enabled devices to proactively alert of upcoming service intervals.

Prognostics will include the following:

- Engine oil and filter
- Transmission oil and filter

TELEMATICS SYSTEM

There will be a cellular based vehicle telematics system consisting of a Telematic Control Unit (TCU) with external cellular WiFi and GPS antenna, and access to a web-based user interface portal provided.

The TCU will be fully integrated into the Command Zone™ electrical system. It will monitor the vehicle through the CAN data bus and transmit data through a secure 4G LTE cellular connection, and be provided with a 3 year subscription..

After accepting the end user license agreement, the vehicle administrator will have access to vehicle location information and vehicle data via a secure CZ Connect web-based interface portal.

The CZ Connect web-based interface will allow users to access vehicle data and configure monitoring tools, providing a global view of the location of each connected asset and a summary of fleet data, which include:

- User defined interval notifications
- User defined fault alerts
- Remote access to Command Zone diagnostics
- Vehicle analytics and activity monitoring
- Vehicle system status

ELECTRICAL

All 12-volt electrical equipment installed by the apparatus manufacturer will conform to modern automotive practices. All wiring will be high temperature crosslink type. Wiring will be run, in loom or conduit, where exposed and have grommets where wire passes through sheet metal. Automatic reset circuit breakers will be provided which conform to SAE Standards. Wiring will be color, function and number coded. Function and number codes will be continuously imprinted on all wiring harness conductors at 2.00" intervals. Exterior exposed wire connectors will be positive locking, and environmentally sealed to withstand elements such as temperature extremes, moisture and automotive fluids.

Electrical wiring and equipment will be installed utilizing the following guidelines:

1. All holes made in the roof will be caulked with silicon. Large fender washers, liberally caulked, will be used when fastening equipment to the underside of the cab roof.
2. Any electrical component that is installed in an exposed area will be mounted in a manner that will not allow moisture to accumulate in it. Exposed area will be defined as any location outside of the cab or body.
3. Electrical components designed to be removed for maintenance will not be fastened with nuts and bolts. Metal screws will be used in mounting these devices. Also a coil of wire will be provided behind the appliance to allow them to be pulled away from mounting area for inspection and service work.
4. Corrosion preventative compound will be applied to all terminal plugs located outside of the cab or body. All non-waterproof connections will require this compound in the plug to prevent corrosion and for easy separation (of the plug).
5. All lights that have their sockets in a weather exposed area will have corrosion preventative compound added to the socket terminal area.
6. All electrical terminals in exposed areas will have silicon applied completely over the metal portion of the terminal.

All lights and reflectors, required to comply with Federal Motor Vehicle Safety Standard #108, will be furnished. Rear identification lights will be recessed mounted for protection. Lights and wiring mounted in the rear bulkheads will be protected from damage by installing a false bulkhead inside the rear compartments.

An operational test will be conducted to ensure that any equipment that is permanently attached to the electrical system is properly connected and in working order.

The results of the tests will be recorded and provided to the purchaser at time of delivery.

BATTERY SYSTEM

There will be six (6) 12 volt Exide®, Model 31S950X3W, batteries that include the following features will be provided:

- 950 CCA, cold cranking amps
- 190 amp reserve capacity
- High cycle
- Group 31
- Rating of 5700 CCA at 0 degrees Fahrenheit
- 1140 minutes of reserve capacity
- Threaded stainless steel studs

Each battery case will be a black polypropylene material with a vertically ribbed container for increased vibration resistance. The cover will be manifold vented with a central venting location to allow a 45 degree tilt capacity.

The inside of each battery will consist of a "maintenance free" grid construction with poly wrapped separators and a flooded epoxy bottom anchoring for maximum vibration resistance.

BATTERY SYSTEM

There will be a single starting system with an ignition switch and starter button provided and located on the cab instrument panel.

MASTER BATTERY SWITCH

There will be a master battery switch provided within the cab within easy reach of the driver to activate the battery system.

An indicator light will be provided on the instrument panel to notify the driver of the status of the battery system.

BATTERY COMPARTMENTS

Batteries will be placed on non-corrosive mats and stored in well ventilated compartments located under the cab.

Heavy-duty, 2/0 gauge, color coded battery cables will be provided. Battery terminal connections will be coated with anti-corrosion compound.

Battery solenoid terminal connections will be encapsulated with semi-permanent rubberized compound.

JUMPER STUDS

One (1) set of battery jumper studs with plastic color-coded covers will be included on the battery compartments.

BATTERY CHARGER

There will be a Kussmaul™, Chief Series Smart Charger 4012, product code 091-266-12-40, 40 amp battery charger with build-in touch screen display provided.

The battery charger will be wired to the AC shoreline inlet through a junction box located near the battery charger.

One (1) Kussmaul Chief Series remote control panel, product code 091-266-RCP provided with the charger.

The battery charger will be located in the left body compartment mounted on the left wall as high as possible.

The battery charger indicator will be located per the information from the battery charger option.

AUTO EJECT FOR SHORELINE

There will be one (1) Kussmaul™, Model 091-55-20-120, 20 amp 120 volt AC shoreline inlet(s) provided to operate the dedicated 120 volt AC circuits on the apparatus.

The shoreline inlet(s) will include red weatherproof flip up cover(s).

There will be a release solenoid wired to the vehicle's starter to eject the AC connector when the engine is starting.

The shoreline(s) will be connected to the battery charger.

There will be a mating connector body supplied with the loose equipment.

There will be a label installed near the inlet(s) that state the following:

- Line Voltage
- Current Ratting (amps)
- Phase
- Frequency

The shoreline receptacle will be located in the driver side lower step well of cab.

ALTERNATOR

A Delco Remy®, Model 55SI, alternator will be provided. It will have a rated output current of 430 amps, as measured by SAE method J56. The alternator will feature an integral regulator and rectifier system that has been tested and qualified to an ambient temperature of 257 degrees Fahrenheit (125 degrees Celsius). The alternator will be connected to the power and ground distribution system with heavy-duty cables sized to carry the full rated alternator output.

ELECTRONIC LOAD MANAGER

An electronic load management (ELM) system will be provided that monitors the vehicles 12-volt electrical system, automatically reducing the electrical load in the event of a low voltage condition, and automatically restoring the shed electrical loads when a low voltage condition expires. This ensures the integrity of the electrical system.

For improved reliability and ease of use, the load manager system will be an integral part of the vehicle's solid state control system requiring no additional components to perform load management tasks. Load management systems which require additional components will not be allowed.

The system will include the following features:

- System voltage monitoring.
- A shed load will remain inactive for a minimum of five minutes to prevent the load from cycling on and off.
- Sixteen available electronic load shedding levels.
- Priority levels can be set for individual outputs.
- High Idle to activate before any electric loads are shed and deactivate with the service brake.
    - If enabled:
        - "Load Man Hi-Idle On" will display on the information center.
        - Hi-Idle will not activate until 30 seconds after engine start up.
- Individual switch "on" indicator to flash when the particular load has been shed.
- The information center indicates system voltage.

The information center, where applicable, includes a "Load Manager" screen indicating the following:

- Load managed items list, with priority levels and item condition.
- Individual load managed item condition:
    - ON = not shed
    - SHED = shed

SEQUENCER

A sequencer will be provided that automatically activates and deactivates vehicle loads in a preset sequence thereby protecting the alternator from power surges. This sequencer operation will allow a gradual increase or decrease in alternator output, rather than loading or dumping the entire 12 volt load to prolong the life of the alternator.

For improved reliability and ease of use, the load sequencing system will be an integral part of the vehicle's solid state control system requiring no additional components to perform load sequencing tasks. Load sequencing systems which require additional components will not be allowed.

Emergency light sequencing will operate in conjunction with the emergency master light switch. When the emergency master switch is activated, the emergency lights will be activated one by one at half-second intervals. Sequenced emergency light switch indicators will flash while waiting for activation.

When the emergency master switch is deactivated, the sequencer will deactivate the warning light loads in the reverse order.

Sequencing of the following items will also occur, in conjunction with the ignition switch, at half-second intervals:

- Cab Heater and Air Conditioning
- Crew Cab Heater (if applicable)
- Crew Cab Air Conditioning (if applicable)
- Exhaust Fans (if applicable)
- Third Evaporator (if applicable)

HEADLIGHTS

There will be four (4) JW Speaker®, heated rectangular LED lights mounted in the front quad style, chrome housing on each side of the front bumper:

- the outside light on each side will contain a part number 055***1 low beam module
- the inside light on each side will contain a part number 055***1 high beam module
- the headlights to include black bezels and black mounting screws

The low beam lights will be activated when the headlight switch is on.

The high beam and low beam lights will be activated when the headlight switch and the high beam switch is activated.

INTERMEDIATE LIGHT

There will be two (2) Weldon, Model 9186-8580-29, amber LED turn signal marker lights furnished, one (1) each side, in the rear fender panel. The light will double as a turn signal and marker light.

CAB CLEARANCE/MARKER/ID LIGHTS

There will be seven (7) amber LED lights provided per the following:

- Three (3) amber LED identification lights will be installed in the center of the cab above the windshield.
- Two (2) amber LED clearance lights will be installed, one (1) on each outboard side of the cab above the windshield as close to the outside of the apparatus as practical.
- Two (2) amber LED clearance lights will be installed, one (1) on each side of the cab as high and far forward as practical.

The lights will be installed without guards.

FRONT CAB SIDE DIRECTIONAL/MARKER LIGHTS

There will be two (2) Weldon, Model 9186-8580-29, amber LED lights installed front of the cab door, one (1) on each side of the cab.

The lights will activate as marker lights with the headlight switch and directional lights with the corresponding directional circuit.

REAR CLEARANCE/MARKER/ID LIGHTING

There will be a three (3) LED light bar used as identification lights located at the rear of the apparatus per the following:

- As close as practical to the vertical centerline
- Centers spaced not less than 6.00" or more than 12.00" apart
- Red in color
- All at the same height

There will be two (2) LED lights installed at the rear of the apparatus used as clearance lights located at the rear of the apparatus per the following:

- To indicate the overall width of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the rear
- All at the same height

There will be two (2) LED lights installed on the side of the apparatus used as marker lights as close to the rear as practical per the following:

- To indicate the overall length of the vehicle
- One (1) each side of the vertical centerline
- As near the top as practical
- Red in color
- To be visible from the side
- All at the same height

There will be two (2) red reflectors located on the rear of the truck facing to the rear. One (1) each side, as far to the outside as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

There will be two (2) red reflectors located on the side of the truck facing to the side. One (1) each side, as far to the rear as practical, at a minimum of 15.00", but no more than 60.00", above the ground.

Per FMVSS 108 and CMVSS 108 requirements.

REAR FMVSS LIGHTING

The rear stop/tail and directional lighting included in the rear tail light housing will include the following:

- Two (2) Whelen®, Model M62BTT, 4.30" high x 6.70" wide x 1.40" deep brake/tail lights with red LEDs
- Two (2) Whelen, Model M62T, 4.30" high x 6.70" wide x 1.40" deep directional lights with amber LEDs. The directional lights will be set to Steady On (Arrow) flash pattern.
- The lens color(s) to be the same as the LEDs.

There will be two (2) Whelen Model M62BU, LED backup lights provided in the tail light housing.

LICENSE PLATE BRACKET

There will be one (1) license plate bracket(s) mounted on the rear of the body left rear bulkhead per the sales drawing.

The license plate bracket(s) will have a Model P25 white LED light with black housing. A painted black light shield will be provided over the light(s) that will direct illumination downward, preventing white light to the rear.

LIGHTING BEZEL

There will be two (2) Whelen®, four (4) place black housings provided for the rear M6 series stop/tail, directional, back up, scene lights or warning lights.

BACK-UP ALARM

A PRECO, Model 1040, solid-state electronic audible back-up alarm that actuates when the truck is shifted into reverse will be provided. The device will sound at 60 pulses per minute and automatically adjust its volume to maintain a minimum ten (10) dBA above surrounding environmental noise levels.

CORNERING/SCENE LIGHTS

There will be two (2) Whelen®, Model PEL*B, 79.6 candle power 2.18" high x 8.00" long x 1.50" deep 12 volt DC LED lights with 45 degree black trim provided One each side, lower corner of the cab.

The lights will be wired so they activate and cancel when the battery switch is on, the headlight switch is on and with the directional light activation.

CAB PERIMETER SCENE LIGHTS

There will be four (4) Amdor, Model AY-LB-12HW020, 350 lumens each, 20.00" white LED strip lights provided, one (1) for each cab door.

These lights will be activated automatically when the battery switch is on and the exit doors are opened or by the same means as the body perimeter scene lights.

PUMP HOUSE PERIMETER LIGHTS

There will be two (2) Amdor, Model AY-LB-12HW020, 350 lumens each, 20.00" LED weatherproof strip lights with brackets provided under the pump panel running boards, one (1) each side.

If the combination of options in the vehicle does not permit clearance for a 20.00" light, a 12.00" version of the Amdor light will be installed.

The lights will be controlled by the same means as the body perimeter lights.

BODY PERIMETER SCENE LIGHTS

There will be two (2) Amdor, Model AY-LB-12HW020, 350 lumens, 20.00" long, white LED's, 12 volt DC lights provided at the rear step area of the body, one (1) each side shining to the rear.

The perimeter scene lights will be activated when a switch within reach of the driver is activated, a switch within reach of the passenger is activated and the parking brake is applied.

ADDITIONAL PERIMETER LIGHTS

There will be four (4) Amdor® Model AY-LB-12HW020, 350 lumens, 20.00" long, with white LED's installed with one (1) light under compartment LS1, one (1) light under compartment LS3, one (1) light under compartment RS1 and one (1) light under compartment RS3.

With the chassis battery switch energized, the lights will be activated by the same means as the body perimeter lights.

ENHANCED SOFTWARE FOR PERIMETER LIGHTS

All perimeter lights will be deactivated when the parking brake is released unless alternate control is selected.

The cab and crew cab perimeter lights will remain on for ten (10) seconds for improved visibility after the doors closed.

STEP LIGHTS

Four (4) white LED step lights with black housing will be provided. One (1) step light will be provided on each side, on the front compartment face and two (2) step lights at the rear to illuminate the tailboard.

In order to ensure exceptional illumination, each light will provide a minimum of 25 foot-candles (fc) covering an entire 15.00" x 15.00" square placed 10.00" below the light and a minimum of 1.5 fc covering an entire 30.00" x 30.00" square at the same 10.00" distance below the light.

These step lights will be actuated with the pump panel light switch.

All other steps on the apparatus will be illuminated per the current edition of NFPA 1901.

12 VOLT LIGHTING

There will be two (2) Whelen® Model P*H2*, 17,750 lumens 12 volt DC light(s) with flood optics provided on the front visor, one (1) on the driver's side and one (1) on the passenger's side.

The housing(s) painted parts of this light assembly to be black.

The light(s) will be controlled by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

These light(s) may be load managed when the parking brake is applied.

CAB 12 VOLT DC SCENE LIGHTS

There will be one (1) Whelen® Model M9LZC, 12 volt DC lights with white LEDs and black trim installed on the cab located, Between Passenger Side Front and Crew Cab Doors.

The lights will be activated by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

The light(s) may be load managed when the parking brake is applied.

CAB 12 VOLT DC SCENE LIGHTS

There will be one (1) Whelen® Model M9LZC, 12 volt DC lights with white LEDs and black trim installed on the cab located, Between Driver Side Front and Crew Cab Doors.

The lights will be activated by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

The light(s) may be load managed when the parking brake is applied.

BODY 12 VOLT LIGHTING

There will be two (2) Whelen® Model M9LZC, 12 volt DC lights with white LEDs and black trim installed on the body located, PS Body Forward and Rearward.

The lights will be activated by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

The light(s) may be load managed when the parking brake is applied.

BODY 12 VOLT LIGHTING

There will be two (2) Whelen® Model M9LZC, 12 volt DC lights with white LEDs and black trim installed on the body located, DS Body Forward and Rearward.

The lights will be activated by a switch at the driver's side switch panel and by a switch at the passenger's side switch panel.

The light(s) may be load managed when the parking brake is applied.

HOSE BED LIGHTS

There will be white 12 volt DC LED light strips with stainless steel protective cover, provided to light the hose bed area. Hose Bed lights will meet the photometric levels listed in NFPA 1901 for Hose Bed lighting requirements.

- Light strip(s) will be installed along the upper edge of the left side of the hose bed.
- Light strip(s) will be installed along the upper edge of the right side of the hose bed.

The lights will be activated by a cup switch at the rear of the apparatus no more than 72.00" from the ground.

REAR SCENE LIGHT(S)

There will be two (2) Whelen®, Model M9LZ*, 6.50" high x 10.37" wide x 1.37" deep scene light(s) with white LEDs and black trim installed at the rear of the apparatus, one (1) each side high on rear body bulkhead .

The light(s) will be controlled by a switch at the driver's side switch panel, by a switch at the passenger's side switch panel and by a cup switch at the driver's side rear bulkhead.

The light(s) may be load managed when the parking brake is applied.

WALKING SURFACE LIGHT

There will be eight (8) P25 12 volt DC LED lights with black housing provided on the hose bed cover to illuminate the walking surface. The lights will be located near the hose bed cover hinges evenly spaced four (4) on each side. The lights will be activated when the body step lights are on.

FRONT WHITE WARNING LIGHT CONTROL

There will be switch(es) installed in the cab on the switch panel that will allow the operator to activate/deactivate all the front white warning lights whenever the emergency master switch is activated and the parking brake is released. The headlight flash option is included in this white warning light control if applicable. Each time the emergency master switch is activated, and the parking brake is released, the white warning light control switch and the white warning lights will default to on.

WATER TANK

Booster tank will have a capacity of 500 gallons and be constructed of polypropylene plastic by United Plastic Fabricating, Incorporated.

Tank joints and seams will be nitrogen welded inside and out.

Tank will be baffled in accordance with NFPA Bulletin 1901 requirements.

Baffles will have vent openings at both the top and bottom to permit movement of air and water between compartments.

Longitudinal partitions will be constructed of .38" polypropylene plastic and will extend from the bottom of the tank through the top cover to allow for positive welding.

Transverse partitions will extend from 4.00" off the bottom of the tank to the underside of the top cover.

All partitions will interlock and will be welded to the tank bottom and sides.

Tank top will be constructed of .50" polypropylene. It will be recessed .38" and will be welded to the tank sides and the longitudinal partitions.

Tank top will be sufficiently supported to keep it rigid during fast filling conditions.

Construction will include 2.00" polypropylene dowels spaced no more than 30.00" apart and welded to the transverse partitions. Two (2) of the dowels will be drilled and tapped (.50" diameter, 13.00" deep) to accommodate lifting eyes.

A sump that will be sized dependent on the tank to pump plumbing will be provided at the bottom of the water tank.

Sump will include a drain plug and the tank outlet.

Tank will be installed in a fabricated cradle assembly constructed of structural steel.

Sufficient crossmembers will be provided to properly support bottom of tank. Crossmembers will be constructed of steel bar channel or rectangular tubing.

Tank will "float" in cradle to avoid torsional stress caused by chassis frame flexing. Rubber cushions, .50" thick x 3.00" wide, will be placed on all horizontal surfaces that the tank rests on.

Stops or other provision will be provided to prevent an empty tank from bouncing excessively while moving vehicle.

Mounting system will be approved by the tank manufacturer.

Fill tower will be constructed of .50" polypropylene and will be a minimum of 8.00" wide x 14.00" long.

Fill tower will be furnished with a .25" thick polypropylene screen and a hinged cover.

An overflow pipe, constructed of 4.00" schedule 40 polypropylene, will be installed approximately halfway down the fill tower and extend through the water tank and exit to the rear of the rear axle.

SLEEVE, PLUMBING, THROUGH TANK

One (1) sleeve will be provided in the water tank for a 3.00" pipe to the rear.

WATER TANK RESTRAINT

A heavy-duty water tank restraint will be provided.

HOSE BED

The hose bed will be fabricated of .125"-5052 aluminum with a nominal 38,000 psi tensile strength.

Upper and rear edges of side panels will have a double break for rigidity.

The upper inside area of the beavertails will be covered with brushed stainless steel to prevent damage to painted surface when hose is removed.

Flooring of the hose bed will be removable aluminum grating with the top surface corrugated to aid in hose aeration. The grating slats will be a minimum of 0.50" x 4.50" with spacing between slats for hose ventilation.

The hose bed interior walls will be painted to match the lower body color.

Hose bed will accommodate 500' of 1.50"single jacket wildland, 1000' of 4", 600' of 2.50",.

HOSE BED DIVIDER

Two (2) hosebed dividers will be furnished for separating hose.

Each divider will be constructed of a .125" brushed aluminum sheet fitted and fastened into a slotted, 1.50" diameter radiused extrusion along the top, bottom, and rear edge.

Divider will be fully adjustable by sliding in tracks, located at the front and rear of the hose bed.

Divider will be held in place by tightening bolts, at each end.

Acorn nuts will be installed on all bolts in the hose bed which have exposed threads.

A cross-divider will be provided just behind the fill tower. The divider will be bolted to the side sheet.

HOSE BED COVER

A two (2) section hose bed cover, constructed of .125" bright aluminum treadplate will be furnished. The cover will be hinged with full length stainless steel piano hinge. The sides will be slanted down. A stationary bridgework support assembly will be provided at the rear to support the cover.

The cover will be reinforced so that it can support the weight of a man walking on the cover.

The cover is designed with the left cover opening first.

If access to the water tank fill tower is blocked by the hose bed cover, then a hinged door will be provided in it so that the tank may be filled without raising cover doors.

Chrome grab handles and four (4) gas filled cylinders will be provided to assist in opening and closing the cover. A handrail is to be provided at the rear, in the center of the support, to assist in opening the cover.

The hose bed cover will be connected to the Do Not Move Truck indicator. The light will be activated if the cover is not in the stowed position and the parking brake is released.

HOSEBED END FLAP

There will be a black vinyl flap installed at the rear of the hosebed.

The vinyl flap will have nylon tie down straps, with quick release thumb spring buckles. Fasnap model 207668 stainless steel buckles will be attached to the flaps. The vinyl end skirt will be installed directly to the hosebed frame.

Rubber coated hooks and stainless steel footman loops will secure the end skirt/bed cover to the main body.

RUNNING BOARDS

Running boards will be fabricated of .125" bright aluminum treadplate.

Each running board will be supported by a welded 2.00" square tubing and channel assembly, which will be bolted to the pump compartment substructure.

Running boards will be 12.75" deep and spaced .50" away from the pump panel.

A splash guard will be provided above the running board treadplate.

TAILBOARD

The tailboard will also be constructed of .125" bright aluminum treadplate and spaced .50" from the body, as well as supported by a structural steel assembly.

The tailboard area will be 16.00" deep.

The exterior side will be flanged down and in for increased rigidity of tailboard structure.

REAR WALL, SMOOTH ALUMINUM/BODY MATERIAL

The rear facing surfaces of the center rear wall will be smooth aluminum.

The bulkheads, the surface to the rear of the side body compartments, will be smooth and the same material as the body.

Any inboard facing surfaces below the height of the hosebed will be aluminum diamondplate.

REAR TOW EYES

Two (2) tow eyes, which are an integral part of the body mounting substructure, will be installed below the rear of the truck.

The tow eyes will be of adequate strength to allow the truck to be pulled from the eyes.

REAR HITCH RECEIVER

One (1) hitch receiver will be installed below the tailboard at the rear of the apparatus.

The hitch will be constructed of high strength steel and reinforced to the truck framework, via the rear body substructure. The hitch receiver will have an SAE J684 Class IV rating of 10,000 lb towing and 1000 lb tongue weight.

Slide-in portion will be held in place by one (1) safety pin with clip.

The trailer electrical connection will be a no electric connection.

COMPARTMENTATION

Body and compartments will be fabricated of 0.125", 5052-H32 aluminum.

Side compartments will be an integral assembly with the rear fenders.

Circular fender liners will be provided for prevention of rust pockets and ease of maintenance.

Side compartment flooring will be of the sweep out design with the floor higher than the compartment door lip.

The side compartment door opening will be framed by flanging the edges in 1.75" and bending out again 0.75" to form an angle.

Drip protection will be provided above the doors by means of bright aluminum extrusion, formed bright aluminum treadplate or polished stainless steel.

The top of the compartment will be covered with bright aluminum treadplate rolled over the edges on the front, rear and outward side. These covers will have the corners welded.

Side compartment covers will be separate from the compartment tops.

Front facing compartment walls will be covered with bright aluminum treadplate.

All screws and bolts which protrude into a compartment will have acorn nuts on the ends to prevent injury.

UNDERBODY SUPPORT SYSTEM

Due to the severe loading requirements of this pumper a method of body and compartment support suitable for the intended load will be provided.

The backbone of the support system will be the chassis frame rails which is the strongest component of the chassis and is designed for sustaining maximum loads.

Forward to the rear axle, the support system will include "L"-shaped support members bolted to the chassis frame rails. These welded support members will include vertical formed channels, horizontal structural channels, and support gussets. These parts extend from the chassis frame outward underneath the body.

Rearward to the rear axle, the body support system will include two rearward facing "L"-shaped support members bolted to the chassis frame rails. These support members will be connected to the two body supporting crossmembers forming a boxed foundation for the rear body support system.

Steel upper platform decks will be mounted on the top of these support members to create a floating substructure which will result in a 500 lb equipment support rating per lower compartment.

All structural components of this system will be made from high strength 50K steel plate material or structural steel componentry. The steel frames as well as the steel vertical angles will be treated with an epoxy E-coat to provide resistance to corrosion and chemicals as standard.

The floating substructure will be separated from the horizontal members with neoprene elastomer isolators. These isolators will reduce the natural flex stress of the chassis from being transmitted to the body.

Isolators will have a broad load range, proven viability in vehicular applications, be of a fail-safe design and allow for all necessary movement in three (3) transitional and rotational modes.

The neoprene isolators will be installed in a pattern which assimilates a three (3)-point mounting pattern to reduce the natural flex of the chassis being transmitted to the body.

A design with body compartments hanging on the chassis in an unsupported fashion will not be acceptable.

AGGRESSIVE WALKING SURFACE

All exterior surfaces designated as stepping, standing, and walking areas will comply with the required average slip resistance of the current NFPA standards.

LOUVERS

Louvers will be stamped into compartment walls to provide the proper airflow inside the body compartments and to prevent water from dripping into the compartment. Where these louvers are provided, they will be formed into the metal and not added to the compartment as a separate plate.

TESTING OF BODY DESIGN

Body structural analysis will be fully tested. Proven engineering and test techniques such as finite element analysis, strain gauging, and model analysis will be performed with special attention given to fatigue, life and structural integrity of the body and substructure.

Body will be tested while loaded to its greatest in-service weight.

The criteria used during the testing procedure will include:

- Raising opposite corners of the vehicle tires 9.00" to simulate the twisting a truck may experience when driving over a curb.
- Making a 90 degree turn, while driving at 20 mph to simulate aggressive driving conditions.
- Driving the vehicle at 35 mph on a washboard road.
- Driving the vehicle at 55 mph on a smooth road.
- Accelerating the vehicle fully, until reaching the approximate speed of 45 mph on rough pavement.

Evidence of actual testing techniques will be made available upon request.

LEFT SIDE COMPARTMENTATION

The left side compartmentation will consist of three rollup door compartments.

A full height, rollup door compartment ahead of the rear wheels will be provided. The interior dimensions of this compartment will be 34.50" wide x 66.63" high x 25.88" deep in the lower 25.00" of the compartment and 12.00" deep in the remaining upper portion. The clear door opening will be a minimum of 28.75" wide x 56.88" high.

A rollup door compartment over the rear wheels will be provided. The interior dimensions of this compartment will be 66.50" wide x 32.88" high x 12.00" deep. The clear door opening will be a minimum of 58.25" wide x 23.13" high.

A full height, rollup door compartment behind the rear wheels will be provided. The interior dimensions of this compartment will be 47.75" wide x 67.63" high x 25.88" deep in the lower 26.00" of height and 12.00" deep in the remaining upper section of the compartment. The clear door opening will be a minimum of 44.75" wide x 57.88" high.

The interior height of the compartments will be measured from the compartment floor to the ceiling. The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments will be measured from the back wall to the inside of the door frame.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

RIGHT SIDE COMPARTMENTATION

The right side compartmentation will consist of three rollup door compartments.

A full height, rollup door compartment ahead of the rear wheels will be provided. The interior dimensions of this compartment will be 34.50" wide x 65.13" high x 25.88" deep. The clear door opening will be a minimum of 28.75" wide x 56.88" high.

A rollup door compartment over the rear wheels will be provided. The interior dimensions of this compartment will be 66.50" wide x 31.38" high x 25.88" deep. The clear door opening will be a minimum of 58.25" wide x 23.13" high.

A full height, rollup door compartment behind the rear wheels will be provided. The interior dimensions of this compartment will be 47.75" wide x 66.13" high x 25.88" deep. The clear door opening will be a minimum of 44.75" wide x 57.88" high.

The interior height of the compartments will be measured from the compartment floor to the ceiling. The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartments will be measured from the back wall to the inside of the door frame.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

SIDE COMPARTMENT ROLLUP DOOR(S)

There will be six (6) compartment doors installed on the side compartments. The doors will be double faced aluminum construction, painted one (1) color to match the lower portion of the body and manufactured by Gortite®.

Lath sections will be an interlocking rib design and will be individually replaceable without complete disassembly of door.

Between each slat at the pivoting joint will be a PVC inner seal to prevent metal to metal contact and prevent dirt or moisture from entering the compartments. Seals will allow door to operate in extreme temperatures ranging from 180 to -40 degrees Fahrenheit. Side, top and bottom seals will be provided to resist ingress of dirt and weather and be made of Santoprene.

All hinges, barrel clips and end pieces will be nylon 66. All nylon components will withstand temperatures from 300 to -40 degrees Fahrenheit.

A polished stainless steel lift bar with locking key latches to be provided for each roll-up door. The keys to be Model 751 to match all compartment and cab doors. Lift bar will be located at the bottom of door and have latches on the outer extrusion of the doors frame. A ledge will be supplied over lift bar for additional area to aid in closing the door.

Doors will be constructed from an aluminum box section. The exterior surface of each slat will be flat. The interior surfaces will be concave to provide strength and prevent loose equipment from jamming the door from inside.

To conserve space in the compartments, the spring roller assembly will not exceed 3.00" in diameter.

The header for the rollup door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of open compartment door warning lights.

REAR COMPARTMENTATION

A roll-up door compartment above the rear tailboard will be provided**.**

The interior dimensions of this compartment will be 40.00" wide x 40.63" high x 25.88" deep. The spool of the rollup door at the top of the compartment takes up some usable space. The depth of the compartment will be calculated with the compartment door closed.

A louvered, removable access panel will be furnished on the back wall of the compartment.

The rear compartment will be open into the rear side compartments.

The clear door opening of this compartment will be a minimum of 33.25" wide x 30.88" high.

Closing of the door will not require releasing, unlocking, or unlatching any mechanism and will easily be accomplished with one hand.

ROLLUP REAR COMPARTMENT DOOR

There will be a rear rollup door. The door will be double faced aluminum construction, painted one (1) color to match the lower portion of the body and manufactured by Gortite®.

Lath sections will be an interlocking rib design and will be individually replaceable without complete disassembly of door.

Between each slat at the pivoting joint will be a PVC inner seal to prevent metal to metal contact and prevent dirt or moisture from entering the compartments. Seals will allow door to operate in extreme temperatures ranging from 180 to -40 degrees Fahrenheit. Side, top and bottom seals will be provided to resist ingress of dirt and weather and be made of Santoprene.

All hinges, barrel clips and end pieces will be nylon 66. All nylon components will withstand temperatures from 300 to -40 degrees Fahrenheit.

A polished stainless steel lift bar with locking key latches to be provided for each roll-up door. The keys to be Model 751 to match all compartment and cab doors. Lift bar will be located at the bottom of door and have latches on the outer extrusion of the doors frame. A ledge will be supplied over lift bar for additional area to aid in closing the door.

Door will be constructed from an aluminum box section. The exterior surface of each slat will be flat. The interior surface will be concave to provide strength and prevent loose equipment from jamming the door from inside.

To conserve space in the compartments, the spring roller assembly will not exceed 3.00" in diameter.

The header for the rollup door assembly will not exceed 4.00".

A heavy-duty magnetic switch will be used for control of open compartment door warning lights.

DOOR GUARD

There will be seven (7) compartment doors that will include a guard/drip pan designed to protect the rollup door from damage when in the retracted position and contain any water spray. The guard will be fabricated from stainless steel and installed left side rearward compartment, left side over the wheel compartment, left side forward compartment, right side rearward compartment, right side over the wheel compartment, right side forward compartment and rear compartment.

COMPARTMENT LIGHTING

There will be seven (7) compartment(s) with two (2) white 12 volt DC LED compartment light strips. The dual light strips will be centered vertically along each side of the door framing. There will be two (2) light strips per compartment. The dual light strips will be in all body compartment(s).

Any remaining compartments without light strips will have a 6.00" diameter Truck-Lite, Model: 79384 light. Each light will have a number 1076 one filament, two wire bulb.

Opening the compartment door will automatically turn the compartment lighting on.

HATCH COMPARTMENT

One (1) hatch compartment will be provided above the left side compartments.

Each hatch compartment will extend the full length of the side body compartmentation x 13.75" wide. The height of each hatch compartment will match the side sheet height or be below the side sheet by a minimum of 3.00" to a maximum hatch height of 22.00".

Sides of the compartment will be constructed of the same material as the body and painted job color. A chrome and black vinyl molding will be provided to cover the seam between the top of the body panel and the bottom of the hatch compartment. The vertical outboard seam at the center of the compartment will be smooth weld finished and painted. The top of the compartment will be constructed of bright aluminum treadplate.

Two (2) lift-up, bright aluminum treadplate doors will be provided on the top of the compartment. Doors will have lipped edges with a rubber seal for weather resistance. Each door will have a D-handle latch. Doors will be hinged on the outboard side and will utilize a gas strut (or rubber covered chain on narrow width doors)

Compartment will drain to an area below the hose bed. Black rubber matting shall be provided to help prevent stored equipment in pooled water.

HATCH COMPARTMENT

One (1) hatch compartment will be provided above the right side compartments.

Each hatch compartment will extend the full length of the side body compartmentation x 27.75" wide. The height of each hatch compartment will match the side sheet height or be below the side sheet by a minimum of 3.00" to a maximum hatch height of 22.00".

Sides of the compartment will be constructed of the same material as the body and painted job color. A chrome and black vinyl molding will be provided to cover the seam between the top of the body panel and the bottom of the hatch compartment. The vertical outboard seam at the center of the compartment will be smooth weld finished and painted. The top of the compartment will be constructed of bright aluminum treadplate.

Two (2) lift-up, bright aluminum treadplate doors will be provided on the top of the compartment. Doors will have lipped edges with a rubber seal for weather resistance. Each door will have a D-handle latch. Doors will be hinged on the outboard side and will utilize a gas strut (or rubber covered chain on narrow width doors)

Compartment will drain to an area below the hose bed. Black rubber matting shall be provided to help prevent stored equipment in pooled water.

COMPARTMENT LIGHTING

There will be a 42.00" 12 volt DC strip light with white LEDs mounted on the interior, hinged side of each door. The lights will be mounted with mechanical fasteners.

The lights will be activated when the battery switch is on and the door is opened.

CARGO/DUNNAGE AREA LIGHTING

There will be two (2), 12 volt DC strips lights with white LEDs and stainless steel protective cover, provided to illuminate the cargo area.

- One (1) light strip will be installed the entire length of the left side of the cargo area.
- One (1) light strip will be installed the entire length of the right side of the cargo area.

The light(s) will be activated by the same control that has been selected for the pump panel illumination.

MOUNTING TRACKS

There will be seven (7) sets of tracks for mounting shelf(s) in LS1, LS2, LS3, RS1, RS2, RS3 and B1. These tracks will be installed vertically to support the adjustable shelf(s). The tracks will be painted to match the compartment interior.

ADJUSTABLE SHELVES

There will be ten (10) shelves with a capacity of 500 lb provided.

The shelf construction will consist of .188" aluminum painted spatter gray with 2.00" sides.

Each shelf will be infinitely adjustable by means of a threaded fastener, which slides in a track.

The shelves will be held in place by .12" thick stamped plated brackets and bolts.

The location(s) will be in LS1 at the depth transition point, in RS1 centered between the floor and the ceiling, in RS2 centered between the floor and the ceiling, in RS3 in the upper third, in RS3 in the upper third, in RS1 in the upper third, in RS1 in the lower third to the right of the partition, in B1

centered between the floor and ceiling to right of the partition, in LS1 in the upper third and in LS3 at the depth transition point.

SLIDE-OUT FLOOR MOUNTED TRAY

There will be one (1) floor mounted slide-out tray(s) provided.

Each tray will have 2.00" high sides and a minimum capacity rating of 500 lb in the extended position.

Each tray will be constructed of aluminum painted spatter gray

There will be two undermount-roller bearing type slides rated at 250lb each provided. The pair of slides will have a safety factor rating of 2.

To ensure years of dependable service, the slides will be coated with a finish that is tested to withstand a minimum of 1,000 hours of salt spray per ASTM B117.

To ensure years of easy operation, the slides will require no more than a 50lb force for push-in or pull-out movement when fully loaded after having been subjected to a 40 hour vibration (shaker) test under full load. The vibration drive file will have been generated from accelerometer data collected from a heavy truck chassis driven over rough gravel roads in an unloaded condition. Proof of compliance will be provided upon request.

Automatic locks will be provided for both the "in" and "out" positions. The trip mechanism for the locks will be located at the front of the tray for ease of use with a gloved hand.

The location(s) will be LS1.

DRAWER INSERT

A slide-out drawer insert will be installed Floor of LS3. The drawer insert will not be in an enclosed cabinet.

The clear dimensions starting at the top with the first drawer will be 3.00" with a face plate that is 4.00" high x 21.00" deep. The clear dimensions of the second drawer will be 3.75" with a face plate that is 4.00" high x 21.00" deep. The clear dimensions of the third drawer will be 6.75" with a face plate that is 7.00" high x 21.00" deep. The clear dimensions of the fourth drawer will be 7.75" with a face plate that is 8.00" high x 21.00" deep. Each drawer will be the same width and not exceed 36.00".

The drawers will have a capacity of 250 pounds.

A full-length aluminum extruded rail will be provided at the top edge of each drawer. This rail will act as the latching mechanism as well as the handle for each drawer.

There will be a total of one (1) provided.

DRAWER INSERT

A slide-out drawer insert will be installed Rear of partition in RS1. The drawer insert will not be in an enclosed cabinet.

The clear dimensions starting at the top with the first drawer will be 3.00" with a face plate that is 4.00" high x 21.00" deep. The clear dimensions of the second drawer will be 3.75" with a face plate that is 4.00" high x 21.00" deep. The clear dimensions of the third drawer will be 5.75" with a face plate that is 6.00" high x 21.00" deep. The clear dimensions of the fourth drawer will be 5.75" with a face plate that is 6.00" high x 21.00" deep. Each drawer will be the same width and not exceed 24.00".

The drawers will have a capacity of 250 pounds.

A full-length aluminum extruded rail will be provided at the top edge of each drawer. This rail will act as the latching mechanism as well as the handle for each drawer.

There will be a total of one (1) provided.

PARTITION, TRANSVERSE REAR COMPARTMENT

Two (2) partitions will be bolted in place to separate the left and right side rear compartments from the rear tailboard compartment. The partition will be body material painted spatter gray.

VERTICAL COMPARTMENT PARTITION

one (1) vertical partition(s) will be provided in the B1 compartment B1 -12.50" From Left Door Frame.

The partition construction will consist of body material painted spatter gray.

VERTICAL COMPARTMENT PARTITION

One (1) partition will be bolted in RS1 - 26.00" from Forward Door Frame. Each partition will be As tall as the CTECH Drawer vertical height of the compartment. Each partition will be painted spatter gray.

REAR HATCH COMPARTMENT ACCESS DOOR

A lift up door with stay arm device constructed of aluminum treadplate with a D-handle latch will be provided at the rear of the rear bulkhead of the driver's side hatch compartment hatch compartment(s) for a total of one (1) door(s).

If a liftup door is provided, lettering will be provided on the door that reads "Not A Step". The lettering will be installed upside down so that when the door is opened

EQUIPMENT MOUNTING SYSTEM

Pac Trac equipment mounting system will be installed on the back wall of five (5) compartment(s), LS1, LS2, LS3, RS1, RS2 Upper back wall.

EQUIPMENT MOUNTING

Pac Trac equipment mounting system will be installed on the walls of one (1) compartment(s), Front wall and back lower wall forward of the air bottle storage bin in RS3.

RUB RAILS

The bottom edge of the side body compartments, the rear lower edge of the rear body and/or outside edge of the tailboard will be trimmed with a black 1.50" thick x 2.63" high UHMW plastic rub rail. There will be 0.50" rubber spacers included between the rub rail and the body.

The rub rails will not be an integral part of the body construction, which allows replacement in the event of damage.

BODY FENDER CROWNS

Black rubber fender crowns will be provided around the rear wheel openings.

BODY FENDER LINER

A painted to match the lower body color fender liner will be provided. The liners will be removable to aid in the maintenance of rear suspension components.

HARD SUCTION HOSE

Hard suction hose will not be required.

HANDRAILS

The handrails will be 1.25" diameter black anodized aluminum extrusion, with a ribbed design, to provide a positive gripping surface.

E-coated and black powder coated stanchions will support the handrail. Plastic gaskets will be used between end stanchions and any painted surfaces.

Drain holes will be provided in the bottom of all vertically mounted handrails.

Handrails will be provided to meet NFPA 1901 section 15.8 requirements. The handrails will be installed as noted on the sales drawing.

HANDRAILS

One (1) vertical handrail will be located on each rear beavertail. The handrails will be 1.25" diameter black anodized knurled aluminum extrusion. The handrail will have e-coated and black powdered coated stanchions.

- One (1) full width horizontal handrail will be provided below the hose bed at the rear of the apparatus.

The Hansen handrail will be 1.25" diameter black anodized aluminum extrusion, with a ribbed design, to provide a positive gripping surface.

E-coated and black powder coated stanchions will support the handrail. Plastic gaskets will be used between end stanchions and any painted surfaces.

Drain holes will be provided in the bottom of all vertically mounted handrails.

- One (1) handrail 10.00" handrails will be provided mounted PS Beavertail above I-Zone Bracket.

The handrail(s) will be 1.25" diameter black anodized aluminum extrusion. The handrail will have e-coated and black powdered coated stanchions.

AIR BOTTLE STORAGE (SINGLE)

A quantity of one air bottle compartment, approximately 7.50" wide x 7.50" tall x 26.00" deep, will be provided on the driver side rearward of the rear wheels. The triangular door will cover the air bottle opening, the DEF tank access, and fuel fill. The compartment will be square with angled corners. A painted stainless steel door with a Southco raised trigger C2 black lever latch will be provided to contain the air bottle. The door will have a flanged edge along the top, bottom, and side opposite the hinge. The side that is hinged as well as the side that is curved cannot be flanged. A dielectric barrier will be provided between the door hinge, hinge fasteners and the body sheet metal.

Inside the compartment, black rubber matting will be provided.

AIR BOTTLE COMPARTMENT STRAP

A strap will be provided in the air bottle compartment to help contain the air bottle when the vehicle is parked on an incline. The strap will wrap around the neck and attach to the wall of the compartment.

AIR PACK STORAGE

A total of three (3) air pack compartment(s) will be provided and located LS forward, RS Forward and rear. The air pack compartment(s) will be tapered to match the profile of the space available in the fender. The compartment(s) will be approximately 15.50" wide at the top and 5.00" wide at the bottom for the wheel cutout. The compartment(s) will be 15.50" tall at the body side compartment and 6.00" tall at the wheel cutout. The compartment(s) will be 26.00" deep and have a drain hole.

Inside the compartment, black rubber matting will be provided.

A painted stainless steel hinged door with a Southco raised trigger C2 black lever latch will be provided to contain the air pack. The door will have a flanged edge along the top, bottom, and the straight edge of the side opposite the hinge. A dielectric barrier will be provided between the door hinge, hinge fasteners and the body sheet metal.

AIR BOTTLE STORAGE BIN

A storage bin will be provided for storage of three (3) air bottles. This storage bin will be installed RS3, vertically on the rear wall and rearward. Each separate air bottle storage compartment will be 7.50" square x 23.00" deep. The storage bin will be formed out of aluminum and the flooring lined with Dura-surf.

EXTENSION LADDER

There will be a 24' two-section aluminum Duo-Safety Series 900-A extension ladder provided.

ROOF LADDER

There will be one (1) 14' aluminum, Duo-Safety, Series 775-DR roof ladder(s) provided. The ladder(s) will have roof hooks on both ends.

LADDER STORAGE

The ladders will be stored inside the upper section of the right side compartments.

The ladder rack will reduce the depth of the upper section, in the side compartments, by approximately 12.00".

A partition will be installed inside the compartments to conceal the ladder rack and allow for equipment storage. The ladders will extend through the forward wall of the compartmentation, into the pump area. The ladders will be stored in separate stainless steel storage troughs lined with Dura-Surf slides to aid in loading and unloading of the ladders. Rear of ladder storage area will have a vertically hinged smooth aluminum door with a D-handle latch to contain the ladders.

FOLDING LADDER

One (1) 10.00' aluminum, Series 585-A, Duo-Safety folding ladder will be installed.

FOLDING LADDER STORAGE

There will be storage designated right side for folding ladders stored through the full depth body panel in a stainless steel trough in the ladder storage compartment.

STOKES STORAGE

An aluminum trough, for stokes basket storage, will be located in the on the right side hatch compartment towards the rear. . The stokes basket size will be 82.00" long x 23.50" wide x 6.00" high.

Access to this storage area will be from a door at the rear of the hatch compartment. The door will be constructed of aluminum treadplate with a black D-handle latch and hinged on the top.

PIKE POLE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) 8 ft or longer pike pole mounted in a bracket fastened to the apparatus.

The pike pole is not on the apparatus as manufactured. The fire department will provide and mount the pike pole.

The pike pole(s) will be a Nupla 10' pike pole.

PIKE POLE STORAGE

There will be storage designated right side for One (1) pike pole 8' or longer pike poles stored in a tube between the side sheet and tank in the ground ladder storage compartment.

6' PIKE POLE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) 6' pike pole or plaster hook mounted in a bracket fastened to the apparatus.

The pike pole is not on the apparatus as manufactured. The fire department will provide and mount the pike pole.

The pike pole(s) will be a Nupla 6' pike pole.

PIKE POLE STORAGE

There will be storage designated right side for One (1) pike pole with a .75" standard notch stored in a tube between the side sheet and tank in the ground ladder storage compartment.

TRASH HOOK STORAGE

There will be one (1) stainless steel U-shaped trough(s) provided for storage of D-handle style trash hook(s). The trough(s) will be installed Driver's side inboard side of the hatch compartment.

BELL

A chrome plated, 12.00" bronze cast bell, complete with an eagle, will be mounted on the passenger side radiused corner of cab face. The cab will be properly reinforced to support the weight of the bell. A rope pull, for the bell, will be installed inside the cab.

FOLDING STEPS FRONT OF BODY

Folding steps will be provided full height on the left side body compartments to provide access to the cargo bed. Steps will be spaced evenly on the sales drawing. Actual quantity may vary due to pump panel interferences but will meet the NFPA required maximum stepping height.

The Trident steps will be black powder coat finished, non-skid with a a black tread coating on the stepping surface.

The steps will incorporate an LED light to illuminate the stepping surface.

The steps can be used as a hand hold with two openings wide enough for a gloved hand.

REAR FOLDING STEPS

Black powder coat finished, non-skid folding steps with a black tread coating on the step surface will be provided at the rear. Each step will incorporate an LED light to illuminate the stepping surface. The steps can be used as a hand hold with two openings wide enough for a gloved hand.

STEP, PULL-OUT/DROP DOWN & STIRRUP STYLE

A camper style step will be provided below the rear tailboard. The step will be 20.00" wide and will pull out and drop down to provide easy access.

Stirrup style steps will be provided on the passenger's side at the running board.

SLIDE-OUT/FOLD-OUT PLATFORM

One (1) slide-out platform will be provided on the driver's side. The platform will have a pull out, flip down design. The front edge and top surface of the platform will be made of DA finished aluminum. There will be a aluminum treadplate insert provided on the stepping surface.

The platform will be approximately 13.75" deep when in the stowed position and approximately 21.75" deep when extended. The capacity rating will be 500 lb in the extended position. The platform will be for a 42.00" wide pump house providing a 35.00" wide step assembly with a 34.38" wide stepping surface The platform will lock in the retracted and extended position.

There will be an Amdor Model AY-LB-12HW0** white 12 volt DC LED light provided to illuminate the ground area.

The platform step will be for visibility of gauges and operation of controls located at the driver's side pump panel.

There will be two (2) pair(s) of steel 1.05 I.D. mounting tubes welded to a steel plate will be bolted to the inside beavertail area one each side over the rear compt . A removable 1.00" steel rod I zone bracket will be pinned into the tubes. The pin will be attached to the insert versus the receiver portion. The assembly will be black.

Two (2) additional folding steps will be located Right Side rear of body per print, RS Front bulkhead. The step(s) will be black powder coat finished, non-skid with a a black tread coating on the stepping surface. Each step will incorporate an LED light to illuminate the stepping surface. The step(s) can be used as a hand hold with two openings wide enough for a gloved hand.

PUMP COMPARTMENT

The pump compartment will be separate from the hose body and compartments so that each may flex independently of the other. The pump compartment will be constructed of the same material as the body compartmentation.

The pump compartment substructure will be a fabricated assembly of steel tubing, angles and channels which supports both the fire pump and the side running boards.

The pump compartment will be mounted on the chassis frame rails with rubber biscuits in a four point pattern to allow for chassis frame twist.

Pump compartment, pump, plumbing and gauge panels will be removable from the chassis in a single assembly.

PUMP MOUNTING

Pump will be mounted to a substructure which will be mounted to the chassis frame rail using rubber isolators. The mounting will allow chassis frame rails to flex independently without damage to the fire pump.

PUMP CONTROL PANELS (LEFT SIDE CONTROL)

All pump controls and gauges will be located at the left side of the apparatus and properly identified.

Layout of the pump control panel will be ergonomically efficient and systematically organized.

The pump operator's control panel will be removable in two (2) main sections for ease of maintenance:

The upper section will contain sub panels for the mounting of the pump pressure control device, engine monitoring gauges, electrical switches, and foam controls (if applicable). Sub panels will be removable from the face of the pump panel for ease of maintenance. Below the sub panels will be located all valve controls and line pressure gauges.

The lower section of the panel will contain all inlets, outlets, and drains.

All push/pull valve controls will have 1/4 turn locking control rods with polished chrome plated zinc tee handles. Guides for the push/pull control rods will be chrome plated zinc castings securely mounted to the pump panel. Push/pull valve controls will be capable of locking in any position. The control rods will pull straight out of the panel and will be equipped with universal joints to eliminate binding.

IDENTIFICATION TAGS

The identification tag for each valve control will be recessed in the face of the tee handle.

All discharge outlets will have color coded identification tags, with each discharge having its own unique color. Color coding will include the labeling of the outlet and the drain for each corresponding discharge.

All line pressure gauges will be mounted directly above the corresponding discharge control tee handles and recessed within the same chrome plated casting as the rod guide for quick identification.

The gauge and rod guide casting will be removable from the face of the pump panel for ease of maintenance. The casting will be color coded to correspond with the discharge identification tag.

All remaining identification tags will be mounted on the pump panel in chrome plated bezels.

The pump panel on the right side will be removable with lift and turn type fasteners.

Trim rings will be installed around all inlets and outlets.

PUMP

Pump will be a Waterous CSU, 1500 gpm single (1) stage midship mounted centrifugal type.

Pump will be the class "A" type.

Pump will deliver the percentage of rated discharge 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 body will be close-grained gray iron, bronze fitted, and horizontally split in two (2) sections for easy removal of the entire impeller shaft assembly (including wear rings).

Pump will be designed for complete servicing from the bottom of the truck, without disturbing the pump setting or apparatus piping.

Pump case halves will be bolted together on a single horizontal face to minimize chance of leakage and facilitate ease of reassembly. No end flanges will be used.

Discharge manifold of the pump will be cast as an integral part of the pump body assembly and will provide a minimum of three (3) 3.50" openings for flexibility in providing various discharge outlets for maximum efficiency.

The three (3) 3.50" openings will be located as follows: one (1) outlet to the right of the pump, one (1) outlet to the left of the pump, and one (1) outlet directly on top of the discharge manifold.

Impeller shaft will be stainless steel, accurately ground to size. It will be supported at each end by sealed, anti-friction ball bearings for rigid precise support. Impeller will have flame plated hubs assuring maximum pump life and efficiency despite any presence of abrasive matter in the water supply.

Bearings will be protected from water and sediment by suitable stuffing boxes, flinger rings, and oil seals. No special or sleeve type bearings will be used.

Pump will be equipped with a self-adjusting, maintenance-free, mechanical shaft seal.

The mechanical seal will consist of a flat, highly polished, spring fed carbon ring that rotates with the impeller shaft. The carbon ring will press against a highly polished stainless steel stationary ring that is sealed within the pump body.

In addition, a throttling ring will be pressed into the steel chamber cover, providing a very small clearance around the rotating shaft in the event of a mechanical seal failure. The pump performance will not deteriorate, nor will the pump lose prime, while drafting if the seal fails during pump operation.

Wear rings will be bronze and easily replaceable to restore original pump efficiency and eliminate the need to replace the entire pump casing due to wear.

PUMP TRANSMISSION

The pump transmission will be made of a three (3) piece, aluminum, horizontally split casing. Power transfer to pump will be through a high strength Morse HY-VO silent drive chain. By the use of a chain rather than gears, 50% of the sprocket will be accepting or transmitting torque, compared to two (2) or three (3) teeth doing all the work.

Drive shafts will be 2.35" diameter hardened and ground alloy steel and supported by ball bearings. The case will be designed to eliminate the need for water cooling.

PUMPING MODE

An interlock system will be provided to ensure that the pump drive system components are properly engaged so that the apparatus can be safely operated. The interlock system will be designed to allow stationary pumping only.

AIR PUMP SHIFT

Pump shift engagement will be made by a two (2) position sliding collar, actuated pneumatically (by air pressure), with a three (3) position air control switch located in the cab. A manual back-up shift control will also be located on the left side pump panel.

Two (2) indicator lights will be provided adjacent to the pump shift inside the cab. One (1) green light will indicate the pump shift has been completed and be labeled "pump engaged". The second green light will indicate when the pump has been engaged, and that the chassis transmission is in pump gear. This indicator light will be labeled "OK to pump".

The pump shift will be interlocked to prevent the pump from being shifted out of gear when the chassis transmission is in gear to meet NFPA requirements.

The pump shift control in the cab will be illuminated to meet NFPA requirements.

TRANSMISSION LOCK-UP

The direct gear transmission lock-up for the fire pump operation will engage automatically when the pump shift control in the cab is activated.

AUXILIARY COOLING SYSTEM

A supplementary heat exchange cooling system will be provided to allow the use of water from the discharge side of the pump for cooling the engine water. The heat exchanger will be a separate unit. It will be installed in the pump or engine compartment with the control located on the pump operator's control panel. The exchanger will be plumbed to the master drain valve.

INTAKE RELIEF VALVE - PUMP

There will be One (1) Elkhart Style 40 relief valve(s) installed on the suction side of the pump preset at 125 psig.

The relief valve(s) will have a working range of 75 psi to 250 psi.

The outlet will terminate below the frame rails with a 2.50" National Standard hose thread adapter and will have a "do not cap" warning tag.

The relief valve pressure control will be located behind behind the right side pump panel with a stainless steel access door .

PRESSURE CONTROLLER

A Pierce Pump Boss Model PBA300 pressure governor will be provided.

A pressure transducer will be installed in the water discharge manifold on the pump.

The display panel will be located at the pump operator's panel.

PRIMING PUMP

The priming pump will be a Trident Emergency Products compressed air powered, high efficiency, multistage venturi based AirPrime System, conforming to standards outlined in the current edition of NFPA 1901.

All wetted metallic parts of the priming system are to be of brass and stainless steel construction.

One (1) priming control will open the priming valve and start the pump primer.

PUMP MANUALS

There will be a total of two (2) pump manuals provided by the pump manufacturer and furnished with the apparatus. The manuals will be provided by the pump manufacturer in the form of two (2) electronic copies. Each manual will cover pump operation, maintenance, and parts.

PLUMBING, STAINLESS STEEL AND HOSE

All inlet and outlet lines will be plumbed with either stainless steel pipe, flexible polypropylene tubing or synthetic rubber hose reinforced with hi-tensile polyester braid. All hose's will be equipped with brass or stainless steel couplings. All stainless steel hard plumbing will be a minimum of a schedule 10 wall thickness.

Where vibration or chassis flexing may damage or loosen piping or where a coupling is required for servicing, the piping will be equipped with victaulic or rubber couplings.

Plumbing manifold bodies will be ductile cast iron or stainless steel.

All piping lines are to be drained through a master drain valve or will be equipped with individual drain valves. All drain lines will be extended with a hose to drain below the chassis frame.

All water carrying gauge lines will be of flexible polypropylene tubing.

All piping, hose and fittings will have a minimum of a 500 PSI hydrodynamic pressure rating.

FOAM SYSTEM PLUMBING

All piping that is in contact with the foam concentrate or foam/water solution will be stainless steel. The fittings will be stainless steel or brass. Cast iron pump manifolds will be allowed.

MAIN PUMP INLETS

A 6.00" pump manifold inlet will be provided on each side of the vehicle. The suction inlets will include removable die cast zinc screens that are designed to provide cathodic protection for the pump, thus reducing corrosion in the pump.

SHORT SUCTION TUBE(S)

The suction tube(s) on the water pump will have short suction tube(s) installed to allow for installation of adapters, elbows or intake valves without excessive overhang.

MAIN PUMP INLET CAP

Fire Department will provide one (1) cap for the main pump inlet.

The contractor will provide one (1) cap for the main pump inlet. The cap will have National Standard Threads and be chrome plated. This cap will be the Pierce VLH, which incorporates a patent pending thread design to automatically relieve stored pressure in the line when disconnected.

VALVES

All ball valves will be Akron® Brass. The Akron valves will be the 8000 series heavy-duty style with a stainless steel ball and a simple two-seat design. No lubrication or regular maintenance is required on the valve.

Valves will have a **ten (10) year** warranty.

The location of the valve for the one (1) inlet will be recessed behind the pump panel.

INLET CONTROL

The side auxiliary inlet(s) will incorporate a quarter-turn ball valve with the control located at the inlet valve. The valve operating mechanism will indicate the position of the valve.

LEFT SIDE INLET

There will be one (1) auxiliary inlet with a 2.50" valve at the left side pump panel, terminating with a 2.50" (F) National Standard hose thread adapter.

The auxiliary inlet will be provided with a strainer, chrome swivel and plug.

INLET BLEEDER VALVE

A 0.75" bleeder valve will be provided for each side gated inlet.

The valves will be located behind the panel with a "T" swing style handle control extended to the outside of the panel.

The handles will be chrome plated and provide a visual indication of valve position. The swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage.

The water discharged by the bleeders will be routed below the chassis frame rails.

TANK TO PUMP

The booster tank will be connected to the intake side of the pump with stainless steel piping and a quarter turn 3.00" full flow line valve with the control remotely located at the operator's panel. Tank to pump line will run straight (no elbows) from the pump into the front face of the water tank and angle down into the tank sump. A rubber coupling will be included in this line to prevent damage from vibration or chassis flexing.

A check valve will be provided in the tank to pump supply line to prevent the possibility of "back filling" the water tank.

TANK REFILL

A 1.50" combination tank refill and pump re-circulation line will be provided, using a quarter-turn full flow ball valve controlled from the pump operator's panel.

DISCHARGE OUTLET CONTROLS

The discharge outlets will incorporate a quarter-turn ball valve with the control located at the pump operator's panel. The valve operating mechanism will indicate the position of the valve.

If a handwheel control valve is used, the control will be a minimum of a 3.9" diameter stainless steel handwheel with a dial position indicator built in to the center of the handwheel.

Any 3.00 inch or larger discharge valve will be a slow-operating valve in accordance with NFPA 16.7.5.3.

LEFT SIDE DISCHARGE OUTLETS

There will be Two (2) discharge outlets with a 2.50" valve on the left side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

LEFT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the left side pump panel will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

The elbow will be Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

RIGHT SIDE DISCHARGE OUTLETS

There will be One (1) discharge outlet with a 2.50" valve on the right side of the apparatus, terminating with a 2.50" (M) National Standard hose thread adapter.

RIGHT SIDE OUTLET ELBOWS

The 2.50" discharge outlets located on the right side pump panel will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

The elbow will be Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

LARGE DIAMETER DISCHARGE OUTLET

There will be a 4.00" discharge outlet with a 4.00" Akron valve installed on the right side of the apparatus, terminating with a 4.00" (M) National Standard hose thread adapter. This discharge outlet will be actuated with a handwheel control at the pump operator's control panel.

An indicator will be provided to show when the valve is in the closed position.

LARGE DIAMETER OUTLET ELBOWS

The 4.00" outlet will be furnished with a 4.00" (F) National Standard hose thread x 4.00" (M) National Standard 30 degree chrome elbow adapter with a long handle cap.

FRONT DISCHARGE OUTLET

There will be one (1) 1.50" discharge outlet piped to the front of the apparatus and located Left side under bumper.

Plumbing will consist of 2.00" piping and flexible hose with a 2.00" ball valve with control at the pump operator's panel. A fabricated weldment made of stainless steel pipe will be used in the plumbing where appropriate. The piping will terminate with a 1.50" NST with 90 degree stainless steel swivel.

There will be automatic drains provided at all low points of the piping.

REAR DISCHARGE OUTLET

There will be One (1) discharge outlet piped to the rear of the hose bed, left side, installed so proper clearance is provided for spanner wrenches or adapters. Plumbing will consist of 2.50" piping along with a 2.50" full flow ball valve with the control from the pump operator's panel.

REAR OUTLET ELBOWS

The 2.50" discharge outlets located at the rear of the apparatus will be furnished with a 2.50" (F) National Standard hose thread x 2.50" (M) National Standard hose thread, chrome plated, 45 degree elbow.

The elbow will be Pierce VLH, which incorporates an exclusive thread design to automatically relieve stored pressure in the line when disconnected.

DISCHARGE CAPS/ INLET PLUGS

Chrome plated, rocker lug, caps with chain will be furnished for all discharge outlets 1.00" thru 3.00" in size, besides the pre-connected hose outlets.

Chrome plated, rocker lug, plugs with chain will be furnished for all auxiliary inlets 1.00" thru 3.00" in size.

The caps and plugs will incorporate a thread design to automatically relieve stored pressure in the line when disconnected.

OUTLET BLEEDER VALVE

A 0.75" bleeder valve will be provided for each outlet 1.50" or larger. Automatic drain valves are acceptable with some outlets if deemed appropriate with the application.

The valves will be located behind the panel with a T swing style handle control extended to the outside of the side pump panel.

The handles will be chrome plated and provide a visual indication of valve position.

The T swing handle will provide an ergonomic position for operating the valve without twisting the wrist and provides excellent leverage.

Bleeders will be located at the bottom of the pump panel. They will be properly labeled identifying the discharge they are plumbed in to.

The water discharged by the bleeders will be routed below the chassis frame rails.

DELUGE RISER

A 3.00" deluge riser will be installed above the pump in such a manner that a monitor can be mounted and used effectively. The piping will be 3.00" and a 3.50" Waterous valve will be installed. Piping will be installed securely so no movement develops when the line is charged. The riser will be gated and controlled at the pump operator's panel with a chrome plated handwheel.

TELESCOPIC PIPING

The deluge riser piping will include a 18.00" Task Force Model XG18 Extend-A-Gun extension.

This extension will be telescopic to allow the deluge gun to be raised 18.00" increasing the range of operation.

A position sensor will be provided on the telescopic piping that will activate the "do not move vehicle" light inside the cab when the monitor is in the raised position.

DELUGE OUTLET SPECIAL INSTRUCTIONS

The deluge gun outlet will be located max overall height 126".

MONITOR

A Task Force Tips Crossfire #XFT-NJ monitor will be properly installed on the deluge riser. This monitor will be painted as provided by monitor manufacturer .

NOZZLE

A Task Force Tips Master Stream 1250 M-R nozzle will be provided.

The deluge riser Extend-a-Gun will have provisions for direct mounting a Task Force Tips CrossFire monitor.

CROSSLAY HOSE BED, 1.50"

One (1) crosslay with 1.50" outlets will be provided. The bed to be capable of carrying 200' of 2" hose and will be plumbed with 2.00" i.d. pipe and gated with a 2.00" quarter turn ball valve.

Outlet to be equipped with a 1.50" National Standard hose thread 90 degree swivel located in the hose bed so that hose may be removed from either side of apparatus.

The crosslay control will be at the pump operator's panel.

Vertical scuffplates, constructed of stainless steel, will be provided at the front and rear ends of the bed on each side of vehicle.

Crosslay bed flooring will consist of removable perforated brushed aluminum.

SPEEDLAYS WITH TRAY

Ahead of the pump enclosure will be two (2) 1.75" speedlay hose beds. Each bed will have a 2.00" preconnect line with a 2.00" quarter-turn ball valve and terminate with a 1.50" National Standard hose thread 90 degree swivel. The swivel will be located in the bottom of the speedlay compartment to allow easy removal of the hose in either direction. The swivel will be located to the outboard location of the hosebed one on each end.

Individual controls for the speedlays will be at the pump operator's panel.

Each compartment will be capable of carrying 200 feet of 1.75" double jacketed hose with the one (1) compartment located above the other.

A removable tray will be provided for each speedlay hosebed. The speedlay trays will be constructed of black poly to provide a lightweight sturdy tray. The trays will be notched to allow hose connection on the end of the hosebeds. Two (2) hand holes will be in the floor and additional hand holes will be provided in the sides for easy removal and installation from the compartment. The floor of the trays will be perforated to allow for drainage and hose drying. The bottom of the speedlay compartments will be lined with stainless steel to allow the tray to slide with ease. Scuffplates will be provided on both sides, at the sides and bottom of each opening to protect the paint.

SPEEDLAY HOSE RESTRAINT

A black vinyl cover restraint will be provided across the ends of speedlay(s) to secure the hose during travel. The webbing assembly is to be attached at the bottom of the speedlay(s) with footman loops as a permanent attachment and is attached at the top outside corners with two (2) seat belt buckles. The female end is permanently attached above the speedlay(s) and the male end attached to the webbing.

There will be a metal bar, to connect the buckles, and an attached web strap, to allow a single pull release.

The color of the release strap will be orange.

SPEEDLAY COMPARTMENT

A compartment will be located on the left & right side below the speedlays. The interior dimensions of the compartment will be as large as possible with the full width speedlays. The width of the compartment will be the same as the speedlay. The clear door opening width will vary with the compartment size. An aluminum treadplate, single-pan style door, with a flush lift and turn latch will be provided to secure the door in the closed position. The door will hinge to the front of the vehicle.

CROSSLAY COVER

A hinged .19" aluminum treadplate cover will be installed over the crosslay hose beds. It will include a latch at each end of the cover to hold it securely in place, a chrome grab handle at each end for opening and closing the cover and a foam rubber gasket where the cover comes into contact to a painted surface.

The cover will be provided with rubber latch hold open device.

The hinge will be to the front of the hose beds.

DEADLAY HOSE BED

One (1) deadlay bed without plumbing, will be provided above the pump compartment capable of carrying 200' of 1.75" High rise packs.

Stainless steel vertical scuffplates will be provided at hose bed ends (each side of vehicle). The bottom of hose bed ends (each side) will also be equipped with a stainless steel scuffplate.

deadlay will be rear of the crosslays above speedlays

Deadlay bed flooring will consist of removable perforated brushed aluminum.

BRACKET, BACKSTOP FOR CROSSLAY COVER

There will be an angled bracket with a rubber bumper on the front of the crosslay to hold the crosslay cover in place when in the open position.

BOOSTER HOSE REEL

A Hannay electric rewind booster hose reel will be installed over the pump in a recessed open compartment on the right side of the apparatus. The reel will be fabricated of aluminum and have highly polished end discs.

A polished stainless steel roller and guide assembly will be mounted on the reel side of the apparatus.

Discharge control will be provided at the pump operator's panel. Plumbing to the reel will consist of 1.50" Aeroquip hose and a 1.50" valve.

Reel motor will be protected from overload with a circuit breaker rated to match the motor.

An electric rewind control switch will be installed on the reel side pump panel.

Booster hose, 1.00" diameter and 150 feet, with chrome plated Barway, or equal couplings will be provided.

Working pressure of the booster hose will be a minimum of 800 psi.

Capacity of the hose reel will be 150 feet of 1.00" booster hose.

HUSKY 3 FOAM PROPORTIONER

A Pierce Husky® 3 foam proportioning system will be provided. The Husky 3 is an on demand, automatic proportioning, single point, direct injection system suitable for all types of Class A and B foam concentrates, including the high viscosity (6000 cps), alcohol resistant Class B foams. Operation will be based on direct measurement of water flow, and remain consistent within the specified flows and pressures. The system will automatically proportion foam solution at rates from .1 percent to 3 percent regardless of variations in water pressure and flow, up to the maximum rated capacity of the foam concentrate pump.

The design of the system will allow operation from draft, hydrant, or relay operation.

System Capacity

The system will have the ability to deliver the following minimum foam solution flow rates at accuracies that meet or exceed NFPA requirements at a pump rating of 150 psi.

100 gpm @ 3 percent

300 gpm @ 1 percent

600 gpm @ 0.5 percent

Class A foam setting in .1 percent increments from .1 percent to 1 percent. Typical settings of 1 percent, .5 percent and .3 percent (maximum capacity will be limited to the plumbing and water pump capacity).

Control System

The system will be equipped with a digital electronic control display located on the pump operators panel. Push button controls will be integrated into the panel to turn the system on/off, control the foam percentage, and to set the operation modes.

The percent of injection will have a preset. This preset can be changed at the fire department as desired. The percent of injection will be able to be easily changed at the scene to adjust to changing demands.

Three (3) .50 tall LEDs will display the foam percentage in numeric characters. Three (3) indicator LEDs will also be included, one (1) green, one (1) red, and one (1) yellow. The LEDs will indicate various system operation or error states.

The indications will be:

- Solid Green - System On
- Solid Red - Valve Position Error
- Solid Yellow - Priming System
- Flashing Green - Injecting Foam
- Flashing Red - Low Tank Level
- Flashing Yellow - Refilling Tank

The control display will house a microprocessor, which receives input from the systems water flow meter while also monitoring the position of the foam concentrate pump. The microprocessor will compare the values of the water flow versus the position/rate of the foam pump, to ensure the proportion rate is accurate. One (1) check valve will be installed in the plumbing to prevent foam from contaminating the water pump.

Hydraulic Drive System

The foam concentrate pump will be powered by an electric over hydraulic drive system. The hydraulic system and motor will be integrated into one (1) unit.

Foam Concentrate Pump

The foam concentrate pump will be of positive displacement, self-priming; linear actuated design, driven by the hydraulic system. The pump will be constructed of brass body; chrome plated stainless steel shaft, with a stainless steel piston. In order to increase longevity of the pump, no aluminum will be present in its construction.

A relief system will be provided which is designed to protect the drive system components and prevent over pressuring the foam concentrate pump

The foam concentrate pump will have minimum capacity for 3 gpm with all types of foam concentrates with a viscosity at or below 6000 cps including protein, fluoroprotein, AFFF, FFFP, or AR-AFFF. The system will deliver only the amount of foam concentrate flow required, without recirculating foam back to the storage tank. Recirculating foam concentrate back to the storage tank can cause agitation and

premature foaming of the concentrate, which can result in system failure. The foam concentrate pump will be self-priming and have the ability to draw foam concentrate from external supplies such as drums or pails.

External Foam Concentrate Connection

An external foam pick-up will be provided to enable use of a foam agent that is not stored on the vehicle. The external foam pick-up will be designed to allow continued operation after the on-board foam tank is empty, or the use of foam different than the foam in the foam tank.

Panel Mounted External Pick-Up Connection / Valve

A bronze three (3)-way valve will be provided. The unit will be mounted to the pump panel. The valve unit will function as the foam system tank to pump valve and external suction valve. The external foam pick-up will be one (1) 0.75" male connection GHT (garden hose thread) with a cap.

Pick-Up Hose

A 0.75" flexible hose with an end for insertion into foam containers will be provided. The hose will be supplied with a 0.75" female swivel GHT (garden hose thread) swivel connector. The hose will be shipped loose.

Discharges

The foam system will be plumbed to the center of front bumper, left rear outlet, front crosslay and rear crosslay.

System Electrical Load

The maximum current draw of the electric motor and system will be no more than 55 amperes at 12 VDC.

SINGLE FOAM TANK REFILL

The foam system's proportioning pump will be used to fill the foam tank. This will allow use of the auxiliary foam pick-up to pump the foam from pails or a drum on the ground into the foam tank. A foam shut-off switch will be installed in the fill dome of the tank to shut the system down when the tank is full. The fill operation will be controlled by a mode in the foam system controller. While the proportioner pump is filling the tank, the controller will display a flashing yellow LED to indicate that the tank is filling. When the tank is full, as determined by the float switch in the tank dome, the pump will stop and the controller will shut the yellow LED off. If it attempted to use tank fill and the refill valve and suction valve are in the wrong position(s), then a red LED will illuminate to indicate the improper valve position(s). When the valves are positioned properly, then filling will commence.

FOAM TANK

The foam tank will be an integral portion of the polypropylene water tank. The cell will have a capacity of 20 gallons of foam with the intended use of Class A foam. The foam cell will reduce the capacity of the water tank. The foam cell will have a screen in the fill dome and a breather in the lid.

FOAM TANK DRAIN

The foam tank drain will be a 1.00" quarter turn drain valve located inside the pump/plumbing compartment.

The following drawing(s) will be provided for approval by the customer. The drawing(s) will be made for up One (01) Truck apparatus and/or similar Pierce job number.

PUMP OPERATOR'S PANEL DRAWING

A detailed drawing to scale of the pump operator's panel will be provided for the customer to review. The drawing will include all of the gauges, controls, switching, etc.., located on the pump operator's panel. The customer will be allowed to make changes and/or mark-ups to this approval drawing. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved pump operator's panel drawing will become part of the contract documents.

Due to the way drain(s), bleeder(s), operational/maintenance tag(s) and NFPA required warning tag(s) are placed on pump panel(s), these items will NOT be shown on any pump panel approval drawing(s). These item(s) will be placed on pump panel(s) at the fire apparatus manufacturer discretion.

COLOR CODED TAGS

A detailed drawing/chart of the colors used on all of the inlet(s) and outlet(s) will be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the colors will become part of the contract documents.

SPECIAL TEXT/VERBIAGE TAGS

A detailed drawing/chart of the text/verbiage used on all of the inlet(s) and outlet(s) will be provided for the customer to review. The customer will be allowed to make changes and/or mark-ups to this approval drawing/chart. The fire apparatus manufacturer will make revisions (If needed) to the drawing per the customer changes and/or mark-ups as long as the changes are physically possible within a specific product line.

The finalized and signed customer approved drawing/chart of the text/verbiage will become part of the contract documents.

PUMP PANEL CONFIGURATION

The pump panel configuration will be arranged and installed in an organized manner that will provide user-friendly operation.

PUMP AND GAUGE PANEL

The pump and gauge panels will be constructed of aluminum with a black vinyl finish. A polished aluminum trim molding will be provided around each panel.

PUMP ACCESS

Right Side Panel

The right side upper pump panel will be removable.

Panel Fastener

The removable panels will be secured with black swell latch .

The left side pump panels will be attached with screws.

The right side lower pump panel (drain bank) will be attached with screws.

PUMP COMPARTMENT LIGHT

A pump compartment light will be provided inside the right side pump enclosure and accessible through a door on the pump panel.

A .125" weep hole will be provided in each light lens, preventing moisture retention.

Engine monitoring graduated LED indicators will be incorporated with the pressure controller.

Also provided at the pump panel will be the following:

- Master Pump Drain Control

THROTTLE READY GREEN INDICATOR LIGHT

There will be a green indicator light integrated with the pressure governor and/or engine throttle installed on the pump operators panel that is activated when the pump is in throttle ready mode.

OK TO PUMP INDICATOR LIGHT

There will be a green indicator light installed on the pump operators panel that is activated when the pump is in Ok To Pump mode.

AIR HORN SWITCH

An air horn control switch will be provided at the pump operator's control panel. This switch will be red and properly labeled. The switch will be located within easy reach of the operator in the electrical switch panel.

PUMP PANEL INFORMATION

Customer Request on Blue Floor to change DS Top Panel into into two (2) separate panels per the customer request.hey also asked to move water level gauge from its original location on the panel to between No. 1 Driver Side Discharge and No. 2 Driver Si.

VACUUM AND PRESSURE GAUGES

The pump vacuum and pressure gauges will be liquid filled and manufactured by Class 1 Incorporated ©.

The gauges will be a minimum of 4.00" in diameter and will have white faces with black lettering, with a pressure range of 30.00"-0-600#.

Gauge construction will include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

The pump pressure and vacuum gauges will be installed adjacent to each other at the pump operator's control panel.

Test port connections will be provided at the pump operator's panel. One will be connected to the intake side of the pump, and the other to the discharge manifold of the pump. They will have 0.25 in. standard pipe thread connections and non-corrosive polished stainless steel or brass plugs. They will be marked with a label.

This gauge will include a 10 year warranty against leakage, pointer defect, and defective bourdon tube.

PRESSURE GAUGES

The individual "line" pressure gauges for the discharges will be Class 1© interlube filled.

They will be a minimum of 2.00" in diameter and have white faces with black lettering.

Gauge construction will include a Zytel nylon case with adhesive mounting gasket and threaded retaining nut.

Gauges will have a pressure range of 30"-0-400#.

The individual pressure gauge will be installed as close to the outlet control as practical.

This gauge will include a 10 year warranty against leakage, pointer defect, and defective bourdon tube.

WATER LEVEL GAUGE

A Fire Research TankVision Pro model WLA300-A00 water tank indicator gauge will be installed on the pump operators panel. The gauge kit will include an electronic indicator module, a pressure sensor, and a 10' sensor cable. The gauge will show the volume of water in the tank on nine (9) easy to see super bright RGB LEDs. A wide view lens over the LEDs will provide for a viewing angle of 180 degrees. The gauge case will be waterproof, manufactured of Polycarbonate/Nylon material, and have a distinctive blue label.

The program features will be accessed from the front of the indicator module. The program will support self-diagnostics capabilities, self-calibration, six (6) programmable colored light patterns to display tank volume, adjustable brightness control levels and a data link to connect remote indicators. Low water warnings will include flashing LEDs at 1/4 tank and down chasing LEDs when the tank is almost empty.

The gauge will receive an input signal from an electronic pressure sensor. The sensor will be mounted from the outside of the water tank near the bottom. No probe will be placed on the interior of the tank. Wiring will be weather resistant and have automotive type plug-in connectors.

REMOTE LIGHT DRIVER

A Fire Research TankVision model WLA290-A00 remote light driver will be installed. The driver will provide four (4) separate outputs to control additional water level lights around the apparatus. The lights will show 1/4, 1/2, 3/4, and full tank. When power is applied the driver will run a test and cycle each remote light on and off. When the tank is less than 1/4 full the 1/4 tank light will blink.

ADDITIONAL WATER LEVEL GAUGE

There will be two (2) additional Fire Research MaxVision model WLA280-A00 water tank remote indicators provided and installed one each side of the cab behind crew cab door up high. The indicators will show the volume of water in the tank on Ninety six (96) easy to see super bright Tri-color LEDs. The indicator case will be waterproof, manufactured of Polycarbonate material with an integrated lens.

The remote indicator will indicate the level as a single color in Red for 25% or less, Amber color for up to 50% volume, Blue color for up to 75% volume and Green color for up to 100% volume. When the level reaches 25%, the red LEDs will begin flashing. When the level is empty, the red LEDs will scroll in a down-chasing motion and then flash three times.

The flash rate will be determined by the main water tank sensor.

It will have the program capability to adjust the brightness level for day time and night time viewing. The LEDs can also be programmed for different colors.

This module will be activated when the pump is in gear.

FOAM LEVEL GAUGE

An electronic foam level gauge will be provided on the operator's panel that registers foam level by means of five (5) colored LED lights. The lights will be durable, ultra-bright five (5) LED design viewable through 180 degrees. The foam level indicators will be as follows:

- 100 percent = Green
- 75 percent = Yellow
- 50 percent = Yellow
- 25 percent = Yellow
- Refill = Red

The light will flash when the level drops below the given level indicator to provide an eighth of a tank indication. To further alert the pump operator, the lights will flash sequentially when the foam tank is empty.

The level measurement will be based on the sensing of head pressure of the fluid in the tank.

The display will be constructed of a solid plastic material with a chrome plated die cast bezel to reduce vibrations that can cause broken wires and loose electronic components. The encapsulated design will provide complete protection from foam and environmental elements. An industrial pressure transducer will be mounted to the outside of the tank. The display will be able to be calibrated in the field and will measure head pressure to accurately show the tank level.

LIGHT SHIELD

There will be a polished, 16 gauge stainless steel light shield installed over the pump operator's panel.

- There will be 12 volt DC white LED lights installed under the stainless steel light shield to illuminate the controls, switches, essential instructions, gauges, and instruments necessary for the operation of the apparatus. These lights will be activated by the pump panel light switch. Additional lights will be included every 18.00" depending on the size of the pump house.
- One (1) pump panel light will come on when the pump is in ok to pump mode.

There will be a light activated above the pump panel light switch when the parking brake is set. This is to afford the operator some illumination when first approaching the control panel.

AIR HORN SYSTEM

Two (2) Hadley round air horns with 6.00" bell will be provided below the bumper. The horn system will be piped to the air brake system wet tank utilizing 0.38" tubing. A pressure protection valve will be installed in-line to prevent the loss of air in the air brake system.

Air Horn Location

The air horns will be located on each side of the bumper, towards the outside.

Air Horn Control

The air horn(s) will be activated by the following:

- Right side foot switch

ELECTRONIC SIREN

A Whelen®, Model 295SLSA1, electronic siren with noise canceling microphone will be provided.

This siren to be active when the battery switch is on and that emergency master switch is on.

Electronic siren head will be recessed in the driver side center switch panel.

The electronic siren will be controlled on the siren head only. No horn button or foot switches will be provided.

SPEAKER

There will be one (1) Whelen®, Model SA315P, black nylon composite, 100-watt, speaker with through bumper mounting brackets and polished stainless steel grille provided. The speaker will be connected to the siren amplifier.

The speaker(s) will be recessed in the center of the front bumper.

AUXILIARY MECHANICAL SIREN

There will be a Federal Signal Model Q2B mechanical siren furnished and installed in the front of the apparatus.

The Q2B will be black chrome finish.

The siren will have a 2-gauge cable connected to a power solenoid that is connected by a 2-gauge cable ran battery direct to the primary chassis batteries and will be labeled Q2B+ at the battery. The power solenoid will only be enabled when the emergency master switch is on.

The siren will have a 2-gauge ground wire connected to the chassis battery stud. The cable will be labeled Q2B- at the battery.

The mechanical siren will be recessed behind the front bumper in the center. The siren will be supported by the bumper framework. The Federal, Model MSFMT-EF, grille will be used on the front bumper in place of the standard Q2B mechanical siren grille.

MECHANICAL SIREN CONTROL

The mechanical siren will be activated by the following:

- Left side foot switch.
- Right side foot switch.

A momentary red switch will be included on the center console switch panel to activate the siren brake.

FRONT ZONE UPPER WARNING LIGHTS

There will be one (1) 72.00" Whelen Freedom IV LED lightbar mounted on the cab roof.

The lightbar will include the following:

- One (1) red flashing LED module in the driver's side end position.
- One (1) red flashing LED module in the driver's side front corner position.
- One (1) white flashing LED module in the driver's side first front position.
- One (1) red flashing LED module in the driver's side second front position.
- One (1) red steady burn LED module in the driver's side third front position.
- One (1) red flashing LED module in the driver's side fourth front position.
- Open in the driver's side fifth front position.
- Open in the driver's side sixth front position.
- Open in the passenger's side sixth front position.
- Open in the passenger's side fifth front position.
- One (1) red flashing LED module in the passenger's side fourth front position.
- One (1) red steady burn LED module in the passenger's side third front position.
- One (1) red flashing LED module in the passenger's side second front position.

- One (1) white flashing LED module in the passenger's side first front position.
- One (1) red flashing LED module in the passenger's side front corner position.
- One (1) red flashing LED module in the passenger's side end position.

There will be clear lenses included on the lightbar.

There will be a switch in the cab on the switch panel to control this lightbar.

The white LEDs will be disabled when the parking brake is applied.

The six (6) red flashing LED modules in the front positions may be load managed when the parking brake is applied.

LIGHTS, FRONT ZONE LOWER

There will be four (4), Whelen® Model M6** 4.32" high x 6.75" wide x 1.37" deep flashing LED warning lights installed on the cab face above the headlights in twin bezels.

- The left side outside warning light to include red LEDs
- The left side inside warning light to include red LEDs
- The right side inside warning light to include red LEDs
- The right side outside warning light to include red LEDs
- The warning light lens colors to be the same as the LEDs
- The housing and trim shall be painted black

The lights may be controlled per the following:

- A switch on the cab instrument panel will control the lights
- White LEDs will be deactivated when the parking brake is applied
- Amber LEDs will be activated when the parking brake is applied
- Amber, blue green or red LEDs in the inside positions may be load managed when the parking brake is applied

HEADLIGHT FLASHER

The high beam headlights will flash alternately between the left and right side.

There will be a switch installed in the cab on the switch panel to control the high beam flash. This switch will be live when the battery switch and the emergency master switches are on.

The flashing will automatically cancel when the hi-beam headlight switch is activated or when the parking brake is set.

SIDE ZONE LOWER LIGHTING

There will be four (4) Whelen®, Model M6**, 4.31" high x 6.75" long x 1.37" deep flashing LED warning lights with black trim installed per the following:

- Two (2) lights located, one (1) each side on the front custom cab corner. The driver's side, side front light to include red warning LEDs and the passenger's side, side front light to include red warning LEDs.
- Two (2) lights located, one (1) each side above rear wheels. The driver's side, side rear light to include red warning LEDs and the passenger's side, side rear light to include red warning LEDs.
- The warning light lens colors to be the same as the LEDs.

There will be a switch in the cab on the switch panel to control the lights.

INTERIOR CAB DOOR WARNING LIGHTS

There will be four (4) Weldon, Model 8401-0000-20, 16" long x 3/4" High x 5/8" deep amber 12 volt DC LED flashing strip lights provided.

- One (1) light on the left side cab door.
- One (1) light on the right side cab door.
- One (1) light on the right side crew cab door.
- One (1) light on the left side crew cab door.

Each light will be located over the door window..

Each light will be activated when the battery switch is on, respective door is opened and no other controls are on.

Each light will be installed so the flash pattern directs traffic away from the doors.

ELECTRICAL CONNECTORS FOR WARNING LIGHTS

The lights will be installed with an insulated crimped factory butt splice connection.

REAR ZONE LOWER LIGHTING

There will be two (2) Whelen®, Model M6*C, LED flashing warning lights located at the rear of the apparatus.

- The driver's side rear light to be red
- The passenger's side rear light to be red

Both lights will include a lens that is clear.

There will be a switch located in the cab on the switch panel to control the lights.

REAR/SIDE ZONE UPPER WARNING LIGHTS

There will be two (2) Whelen®, Model L31H*FN, LED warning beacons provided at the rear of the truck, located one (1) each side. There will be a switch located in the cab on the switch panel to control the beacons.

The color of the lights will be red LEDs with both domes clear.

The rear warning lights will be mounted on top of the compartmentation with all wiring totally enclosed. The rear deck lights will be mounted on the beavertails as high as possible.

TRAFFIC DIRECTING LIGHT

There will be one (1) Whelen®, Model TAL65, 36.00" long x 2.87" high x 2.25" deep, amber LED traffic directing light installed at the rear of the apparatus.

The Whelen, Model TACTL5, control head will be included with this installation.

The controller will be energized when the battery switch is on.

The auxiliary flash not activated.

This traffic directing light will be recessed with a stainless steel trim plate at the rear of the apparatus as high as practical.

The traffic directing light controller will be located within the switch panel on the center console. The controller will be within easy reach of the driver.

INVERTER

There will be a Xantrex Model 817-2000, 2000W, 12 volt DC to 120 volt AC inverter with a built in LCD display, on/off switch and internal 30A transfer relay provided.

The inverter will be connected battery direct through proper fusing and also to shoreline AC power.

A load management solenoid will be installed between the battery and the inverter. The inverter will be connected to power when the battery switch is on and system voltage is above the low voltage threshold or when the shoreline is connected.

When the shoreline is connected to the truck, the internal auto transfer switch will allow AC shoreline power to pass through the inverter to the AC loads connected to the inverter.

Per NFPA1901, 2016 Edition 22.5.5.2*
The alternator and/or battery system will be adequate to provide power for continuous operation for a minimum of 2 hours at full output.

Per the fire department specifications, if all DC loads on the NFPA required electrical analysis report are active, the alternator cannot provide adequate power for continuous operation for 2 hours. The apparatus will be non-compliant to NFPA 1901 standards at time of contract execution.

The load management system will activate in low voltage situations, and the inverter will be de-energized until chassis electrical system voltage recovers.

INVERTER/BATTERY CHARGER LOCATION

The inverter/battery charger will be installed in the cab behind the driver seat.

CIRCUIT BREAKER PANEL

A circuit breaker panel will be installed in the near inverter. A directory for each breaker will be provided adjacent to the circuit breaker panel. Identification of circuits will be done in a durable manner that provides years of service.

120 VOLT RECEPTACLE

There will be four (4), 4-place receptacle box(es) with four (4) 15/20 amp 120 volt AC three (3) wire straight blade receptacles with interior flip up cover(s) installed One each in LS1, LS3, RS1, RS2. The NEMA configuration for the receptacles will be 5-20R.

The receptacle(s) will be powered from the shoreline to 120 volt AC power inverter internal transfer sw.

There will be a label installed near the receptacle(s) that state the following:

- Line Voltage
- Current Ratting (amps)
- Phase
- Frequency

LOOSE EQUIPMENT

The following equipment will be furnished with the completed unit:

- One (1) bag of chrome, stainless steel, or cadmium plated screws, nuts, bolts and washers, as used in the construction of the unit.

NFPA REQUIRED LOOSE EQUIPMENT PROVIDED BY FIRE DEPARTMENT

The following loose equipment as outlined in NFPA 1901, 2016 edition, section 5.9.3 and 5.9.4 will be provided by the fire department.

- 800 ft (60 m) of 2.50" (65 mm) or larger fire hose.
- 400 ft (120 m) of 1.50" (38 mm), 1.75" (45 mm), or 2.00" (52 mm) fire hose.
- One (1) handline nozzle, 200 gpm (750 L/min) minimum.
- Two (2) handline nozzles, 95 gpm (360 L/min) minimum.
- One (1) smoothbore of combination nozzle with 2.50" shutoff that flows a minimum of 250 gpm.
- One (1) SCBA complying with NFPA 1981 for each assigned seating position, but not fewer than four (4), mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer.
- One (1) spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s).
- One (1) first aid kit.
- Four (4) combination spanner wrenches.
- Two (2) hydrant wrenches.
- One (1) double female 2.50" (65 mm) adapter with National Hose threads.
- One (1) double male 2.50" (65 mm) adapter with National Hose threads.
- One (1) rubber mallet, for use on suction hose connections.
- Two (2) salvage covers each a minimum size of 12 ft x 14 ft (3.7 m x 4.3 m).
- One (1) traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, *Standard for High Visibility Public Safety Vests*, and have a five-point breakaway feature that includes two (2) at the shoulders, two (2) at the sides, and one (1) at the front.
- Five (5) fluorescent orange traffic cones not less than 28.00" (711 mm) in height, each equipped with a 6.00" (152 mm) retro-reflective white band no more than 4.00" (152 mm) from the top of the cone, and an additional 4.00" (102 mm) retro-reflective white band 2.00" (51 mm) below the 6.00" (152 mm) band.
- Five (5) illuminated warning devices such as highway flares, unless the five (5) fluorescent orange traffic cones have illuminating capabilities.
- One (1) automatic external defibrillator (AED).
- Four (4) ladder belts meeting the requirements of NFPA 1983, *Standard on Fire Service Life Safety Rope and System Components* (if equipped with an aerial device).
- If the supply hose carried does not use sexless couplings, an additional double female adapter and double male adapter, sized to fit the supply hose carried, will be carried mounted in brackets fastened to the apparatus.

- If none of the pump intakes are valved, a hose appliance that is equipped with one or more gated intakes with female swivel connection(s) compatible with the supply hose used on one side and a swivel connection with pump intake threads on the other side will be carried. Any intake connection larger than 3.00" (75 mm) will include a pressure relief device that meets the requirements of 16.6.6.
- If the apparatus does not have a 2.50" National Hose (NH) intake, an adapter from 2.50" NH female to a pump intake will be carried, mounted in a bracket fastened to the apparatus if not already mounted directly to the intake.
- If the supply hose carried has other than 2.50" National Hose (NH) threads, adapters will be carried to allow feeding the supply hose from a 2.50" NH thread male discharge and to allow the hose to connect to a 2.50" NH female intake, mounted in brackets fastened to the apparatus if not already mounted directly to the discharge or intake.

SOFT SUCTION HOSE

There will be no soft suction hose provided.

DRY CHEMICAL EXTINGUISHER PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.9.4 requires one (1) approved dry chemical portable fire extinguisher with a minimum 80-B:C rating mounted in a bracket fastened to the apparatus.

The extinguisher is not on the apparatus as manufactured. The fire department will provide and mount the extinguisher.

WATER EXTINGUISHER PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, section 5.9.4 requires one (1) 2.5 gallon or larger water extinguisher mounted in a bracket fastened to the apparatus.

The extinguisher is not on the apparatus as manufactured. The fire department will provide and mount the extinguisher.

FLATHEAD AXE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) flathead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The fire department will provide and mount the axe.

PICKHEAD AXE PROVIDED BY FIRE DEPARTMENT

NFPA 1901, 2016 edition, Section 5.9.4 requires one (1) pickhead axe mounted in a bracket fastened to the apparatus.

The axe is not on the apparatus as manufactured. The fire department will provide and mount the axe.

PAINT PROCESS

The exterior custom cab and body painting procedure will consist of a seven (7) step finishing process as follows:

1. Manual Surface Preparation - All exposed metal surfaces on the custom cab and body will be thoroughly cleaned and prepared for painting. Imperfections on the exterior surfaces will be removed and sanded to a smooth finish. Exterior seams will be sealed before painting. Exterior surfaces that will not be painted include; chrome plating, polished stainless steel, anodized aluminum and bright aluminum treadplate.
2. Chemical Cleaning and Pretreatment - All surfaces will be chemically cleaned to remove dirt, oil, grease, and metal oxides to ensure the subsequent coatings bond well. The aluminum surfaces will be properly cleaned and treated using a high pressure, high temperature 4 step Acid Etch process. The steel and stainless surfaces will be properly cleaned and treated using a high temperature 3 step process specifically designed for steel or stainless. The chemical treatment converts the metal surface to a passive condition to help prevent corrosion.
3. Surfacer Primer - The Surfacer Primer will be applied to a chemically treated metal surface to provide a strong corrosion protective basecoat. A minimum thickness of 2 mils of Surfacer Primer is applied to surfaces that require a Critical aesthetic finish. The Surfacer Primer is a two-component high solids urethane that has excellent sanding properties and an extra smooth finish when sanded.
4. Finish Sanding - The Surfacer Primer will be sanded with a fine grit abrasive to achieve an ultra-smooth finish. This sanding process is critical to produce the smooth mirror like finish in the topcoat.
5. Sealer Primer - The Sealer Primer is applied prior to the Basecoat in all areas that have not been previously primed with the Surfacer Primer. The Sealer Primer is a two-component high solids urethane that goes on smooth and provides excellent gloss hold out when topcoated.
6. Basecoat Paint - Two coats of a high performance, two component high solids polyurethane basecoat will be applied. The Basecoat will be applied to a thickness that will achieve the proper color match. The Basecoat will be used in conjunction with a urethane clear coat to provide protection from the environment.
7. Clear Coat - Two (2) coats of Clear Coat will be applied over the Basecoat color. The Clear Coat is a two-component high solids urethane that provides superior gloss and durability to the exterior surfaces. Lap style and roll-up doors will be Clear Coated to match the body. Paint warranty for the roll-up doors will be provided by the roll-up door manufacturer.

After the cab and body are painted, the color will be verified to make sure that it matches the color standard. Electronic color measuring equipment will be used to compare the color sample to the color standard entered into the computer. Color specifications will be used to determine the color match. A Delta E reading will be used to determine a good color match within each family color.

All removable items such as brackets, compartment doors, door hinges, and trim will be removed and painted separately if required, to ensure paint behind all mounted items. Body assemblies that cannot be finish painted after assembly will be finish painted before assembly.

The paint finish quality levels for critical areas of the apparatus (cab front and sides, body sides and doors, and boom lettering panels) are to meet or exceed Cadillac/General Motors GMW15777 global paint requirements. Orange peel levels are to meet or exceed the #6 A.C.T.standard in critical areas. The manufacture's written paint standards will be available upon request.

Environmental Impact

Contractor will meet or exceed all current state regulations concerning paint operations. Pollution control will include measures to protect the atmosphere, water and soil. Controls will include the following conditions:

- Topcoats and primers will be chrome and lead free.
- Metal treatment chemicals will be chrome free. The wastewater generated in the metal treatment process will be treated on-site to remove any other heavy metals.
- Particulate emission collection from sanding operations will have a 99.99 percent efficiency factor.
- Particulate emissions from painting operations will be collected by a dry filter or water wash process. If the dry filter is used, it will have an efficiency rating of 98 percent. Water wash systems will be 99.97 percent efficient
- Water from water wash booths will be reused. Solids will be removed on a continual basis to keep the water clean.
- Paint wastes are disposed of in an environmentally safe manner.
- Empty metal paint containers will be recycled to recover the metal.
- Solvents used in clean-up operations will be recycled on-site or sent off-site for distillation and returned for reuse.

Additionally, the finished apparatus will not be manufactured with or contain products that have ozone depleting substances. Contractor will, upon demand, present evidence that the manufacturing facility meets the above conditions and that it is in compliance with his state EPA rules and regulations.

CAB PAINT

The cab will be painted PPG #4154 Red #457.

BODY PAINT

The body will be painted to match the lower section of the cab.

PAINT CHASSIS FRAME ASSEMBLY

The chassis frame assembly will be finished with a single system black top coat before the installation of the cab and body, and before installation of the engine and transmission assembly, air brake lines, electrical wire harnesses, etc.

Components that are included with the chassis frame assembly that will be painted are:

- Frame rails
- Frame liners
- Cross members

- Axles
- Suspensions
- Steering gear
- Battery boxes
- Bumper extension weldment
- Frame extensions
- Body mounting angles
- Rear Body support substructure (front and rear)
- Pump house substructure
- Air tanks
- Steel fuel tank
- Castings
- Individual piece parts used in chassis and body assembly

Components treated with epoxy E-coat protection prior to paint:

- Two (2) C-channel frame rails
- Two (2) frame liners

The E-coat process will meet the technical properties shown.

PAINT, FRONT WHEELS

All wheel surfaces, inside and outside, will be provided with powder coat paint #101 black.

PAINT, REAR WHEELS

All wheel surfaces, inside and outside, will be provided with powder coat paint #101 black.

AXLE HUB PAINT

All axle hubs will be painted black #101.

SAFE-STRIDE® COATING ON RUNNING BOARDS

The running board assemblies will be coated with black Safe-Stride® non-slip surface treatment.

SAFE-STRIDE® COATING ON GRAVEL PAN

The treadplate bumper gravel pan will be coated with a black Safe-Stride® non-slip surface treatment.

SAFE-STRIDE® COATING ON VERTICAL PUMPHOUSE SURFACES

All aluminum treadplate on the vertical pumphouse surfaces will be coated with black Safe-Stride® non-slip surface treatment.

SAFE-STRIDE® COATING ON REAR BODY WALL

The inboard facing and rearward facing surfaces of the rear body will be coated with black Safe-Stride® non-slip surface treatment.

SAFE-STRIDE® COATING STEP

A quantity of five (5) camper/stirrup step(s) located Camper step at rear of body and all cab stirrup steps will be coated with a black Safe-Stride® non-slip surface treatment.

SAFE-STRIDE® COATING ON BUMPER COVER

The bumper cover will be coated with black Safe-Stride® non-slip surface treatment.

SAFE-STRIDE® COATING ON FRONT BODY BULKHEADS

Any aluminum treadplate on the front body bulkheads will be coated with a black Safe-Stride® non-slip surface treatment.

PAINT AIR HORN MOUNTING BRACKETS

The air horn mounting brackets will be painted 101 Black.

COATING TAILBOARD

The tailboard assembly will be coated with Safe-Stride® black non-slip surface treatment.

This coating will meet the NFPA required slip resistance for stepping and standing surfaces.

STEP COATING

There will be a total of one (1) slide-out step platforms located Under the DS pump panel that will be coated with Safe-Stride® black non-slip surface treatment. The top side, under side, and any bracketry will be coated.

This coating will meet the NFPA required slip resistance for stepping and standing surfaces.

COMPARTMENT INTERIOR PAINT

The interior of all compartments will be painted with a gray spatter finish for ease of cleaning and to make it easier to touch up scratches and nicks.

REFLECTIVE STRIPES

Three (3) reflective stripes will be provided across the front of the vehicle and along the sides of the body. The reflective band will consist of a 1.00" black stripe at the top with a 1.00" gap then a 4.00" black stripe with a 1.00" gap and a 1.00" black stripe on the bottom.

The reflective band provided on the cab face will be at the headlight level.

REAR CHEVRON STRIPING

There will be alternating chevron striping located on the rear-facing vertical surface of the apparatus. The rear surface, excluding the rear compartment door, will be covered.

The colors will be red and fluorescent yellow green diamond grade.

Each stripe will be 6.00" in width.

This will meet the requirements of the current edition of NFPA 1901, which states that 50% of the rear surface will be covered with chevron striping.

FOLDED RIBBON IN REFLECTIVE STRIPE

There will be one (1) folded type ribbon/s added to the reflective stripe Located on the D3/P3 roll-up doors..

CAB DOOR REFLECTIVE STRIPE

A 6.00" x 16.00" black reflective stripe will be provided across the interior of each cab door. The stripe will be located approximately 1.00" up from the bottom, on the door panel.

This stripe will meet the NFPA 1901 requirement.

LETTERING

The lettering will be totally encapsulated between two (2) layers of clear vinyl.

LETTERING

There will be genuine gold leaf lettering, 3.00" high, with outline and shade provided. There will be 23 letters provided.

LETTERING

There will be genuine gold leaf lettering, 4.00" high, with outline and shade provided. There will be 12 letters provided.

LETTERING

There will be reflective lettering, 5.00" high, with outline and shade provided. There will be six (6) letters provided.

LETTERING

There will be genuine gold leaf lettering, 5.00" high, with outline and shade provided. There will be two (2) letters provided.

LETTERING

Twenty-one (21) to forty (40) genuine gold leaf lettering, 5.00" high, with outline and shade will be provided.

LETTERING

There will be reflective lettering, 12.00" high, with outline and shade provided. There will be three (3) letters provided.

LETTERING

There will be genuine gold leaf lettering, 14.00" high, with outline and shade provided. There will be two (2) letters provided.

LETTERING

There will be genuine gold leaf lettering, 8.00" high, with outline and shade provided. There will be eight (8) letters provided.

CAB GRILLE DESIGN

A muted American flag with a thin red line design will be painted on the cab grille.

FIRE APPARATUS PARTS MANUAL

There will be one (1) custom parts manual(s) in USB flash drive format for the complete fire apparatus provided.

The manual(s) will contain the following:

- Job number
- Part numbers with full descriptions
- Table of contents
- Parts section sorted in functional groups reflecting a major system, component, or assembly
- Parts section sorted in alphabetical order
- Instructions on how to locate parts

Each manual will be specifically written for the chassis and body model being purchased. It will not be a generic manual for a multitude of different chassis and bodies.

Service Parts Internet Site

The service parts information included in these manuals are also available on the Pierce website. The website offers additional functions and features not contained in this manual, such as digital photographs and line drawings of select items. The website also features electronic search tools to assist in locating parts quickly.

CHASSIS SERVICE MANUALS

There will be one (1) chassis service manuals on USB flash drives containing parts and service information on major components provided with the completed unit.

The manual will contain the following sections:

- Job number
- Table of contents
- Troubleshooting
- Front Axle/Suspension
- Brakes
- Engine
- Tires
- Wheels
- Cab
- Electrical, DC

- Air Systems
- Plumbing
- Appendix

The manual will be specifically written for the chassis model being purchased. It will not be a generic manual for a multitude of different chassis and bodies.

CHASSIS OPERATION MANUAL
The chassis operation manual will be provided on one (1) USB flash drive.

ONE (1) YEAR MATERIAL AND WORKMANSHIP
A Pierce basic apparatus limited warranty certificate, WA0008, is included with this proposal.

ENGINE WARRANTY
A Paccar five (5) year limited engine warranty will be provided. A limited warranty certificate, XX, is included with this proposal.

STEERING GEAR WARRANTY
A TRW **one (1) year** limited steering gear warranty will be provided. A copy of the warranty certificate will be submitted with the bid package.

FIFTY (50) YEAR STRUCTURAL INTEGRITY
The Pierce custom chassis frame limited warranty certificate, WA0013, is included with this proposal.

FRONT AXLE ONE (1) YEAR MATERIAL AND WORKMANSHIP WARRANTY
Marmon-Herrington® offers a one (1) year or 12,000 miles warranty for axle systems used under normal service.

REAR AXLE WARRANTY
A Eaton **five (5)-year/100,000 mile** parts and labor warranty will be provided.

ABS BRAKE SYSTEM THREE (3) YEAR MATERIAL AND WORKMANSHIP WARRANTY
A Meritor Wabco™ ABS brake system limited warranty certificate, WA0232, is included with this proposal.

TEN (10) YEAR STRUCTURAL INTEGRITY
The Pierce custom cab limited warranty certificate, WA0012, is included with this proposal.

TEN (10) YEAR PRO-RATED PAINT AND CORROSION
A Pierce cab limited pro-rated paint warranty certificate, WA0055, is included with this proposal.

FIVE (5) YEAR MATERIAL AND WORKMANSHIP
The Pierce Command Zone electronics limited warranty certificate, WA0014, is included with this proposal.

CAMERA SYSTEM WARRANTY
A Pierce fifty four (54) month warranty will be provided for the camera system**.**

COMPARTMENT LIGHT WARRANTY

The Pierce 12 volt DC LED strip lights limited warranty certificate, WA0203, is included with this proposal.

TRANSMISSION WARRANTY

The transmission will have a **five (5) year/unlimited mileage** warranty covering 100 percent parts and labor. The warranty will be provided by Allison Transmission.

Note: The transmission cooler is not covered under any extended warranty you may be getting on your Allison Transmission. Please review your Allison Transmission warranty for coverage limitations.

TRANSMISSION COOLER WARRANTY

The transmission cooler will carry a five (5) year parts and labor warranty (exclusive to the transmission cooler). In addition, a collateral damage warranty will also be in effect for the first three (3) years of the warranty coverage and will not exceed $10,000 per occurrence. A copy of the warranty certificate will be submitted with the bid package.

WATER TANK WARRANTY

A UPF poly water tank limited warranty certificate, WA0195, is included with this proposal.

TEN (10) YEAR STRUCTURAL INTEGRITY

The Pierce apparatus body limited warranty certificate, WA0009, is included with this proposal.

ROLL UP DOOR MATERIAL AND WORKMANSHIP WARRANTY

A Gortite roll-up door limited warranty will be provided. The mechanical components of the roll-up door will be warranted against defects in material and workmanship for the lifetime of the vehicle. A **six (6) year** limited warranty will be provided on painted and satin roll up doors.

The limited warranty certificate, WA0190, is included with this proposal.

PUMP WARRANTY

The Waterous pump will be provided with a Seven (7) year material and workmanship limited warranty.

A copy of the warranty certificate will be submitted with the bid package (no exception).

TEN (10) YEAR PUMP PLUMBING WARRANTY

The Pierce apparatus plumbing limited warranty certificate, WA0035, is included with this proposal.

FOAM SYSTEM WARRANTY

The Husky 3 foam system limited warranty certificate, WA0231, is included with this proposal.

TEN (10) YEAR PRO-RATED PAINT AND CORROSION

A Pierce body limited pro-rated paint warranty certificate, WA0057, is included with this proposal.

THREE (3) YEAR MATERIAL AND WORKMANSHIP

The Pierce Goldstar gold leaf lamination limited warranty limited warranty certificate, WA0018, is included with this proposal.

VEHICLE STABILITY CERTIFICATION

The fire apparatus manufacturer will provide a certification stating the apparatus complies with NFPA 1901, current edition, section 4.13, Vehicle Stability. The certification will be provided at the time of bid.

ENGINE INSTALLATION CERTIFICATION

The fire apparatus manufacturer will provide a certification, along with a letter from the engine manufacturer stating they approve of the engine installation in the bidder's chassis. The certification will be provided at the time of delivery.

POWER STEERING CERTIFICATION

The fire apparatus manufacturer will provide a certification stating the power steering system as installed meets the requirements of the component supplier. The certification will be provided at the time of bid.

CAB INTEGRITY CERTIFICATION

The fire apparatus manufacturer will provide a cab crash test certification with this proposal. The certification will state that a specimen representing the substantial structural configuration of the cab has been tested and certified by an independent third party test facility. Testing events will be documented with photographs, real-time and high-speed video, vehicle accelerometers, cart accelerometers, and a laser speed trap. The fire apparatus manufacturer will provide a state licensed professional engineer to witness and certify all testing events. Testing will meet or exceed the requirements below:

- SAE J2422 Cab Roof Strength Evaluation - Quasi-Static Loading Heavy Trucks.
- European Occupant Protection Standard ECE Regulation No.29.
- SAE J2420 COE Frontal Strength Evaluation - Dynamic Loading Heavy Trucks.

Side Impact

The cab will be subjected to dynamic preload where a 14,320-lb moving barrier is slammed into the side of the cab at 5.50 mph, striking with an impact of 13,000 ft-lb of force. This test is part of the SAE J2422 test procedure and more closely represents the forces a cab will see in a rollover incident.

Frontal Impact

The same cab will withstand a frontal impact of 32,600 ft-lb of force using a moving barrier in accordance with SAE J2420.

Additional Frontal Impact

The same cab will withstand a frontal impact of 65,098 ft-lb of force using a moving barrier. (Twice the force required by SAE J2420)

Roof Crush

The cab will be subjected to a roof crush force of 22,500 lb. This value meets the ECE 29 criteria, and is equivalent to the front axle rating up to a maximum of ten (10) metric tons.

Additional Roof Crush

The same cab will be subjected to a roof crush force of 110,000 lbs. (Four and a half times the load criteria of ECE 29)

The same cab will withstand all tests without any measurable intrusion into the survival space of the occupant area.

There will be no exception to any portion of the cab integrity certification. Nonconformance will lead to immediate rejection of bid.

CAB DOOR DURABILITY CERTIFICATION

Robust cab doors help protect occupants. Cab doors will survive a 200,000 cycle door slam test where the slamming force exceeds 20 G's of deceleration. The bidder will certify that the sample doors similar to those provided on the apparatus have been tested and have met these criteria without structural damage, latch malfunction, or significant component wear.

WINDSHIELD WIPER DURABILITY CERTIFICATION

Visibility during inclement weather is essential to safe apparatus performance. Windshield wipers will survive a 3 million cycle durability test in accordance with section 6.2 of SAE J198 *Windshield Wiper Systems - Trucks, Buses and Multipurpose Vehicles.* The bidder will certify that the wiper system design has been tested and that the wiper system has met these criteria.

SEAT BELT ANCHOR STRENGTH

Seat belt attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat belt anchor design will withstand 3000 lb of pull on both the lap and shoulder belt in accordance with FMVSS 571.210 Seat Belt Assembly Anchorages. The bidder will certify that each anchor design was pull tested to the required force and met the appropriate criteria.

SEAT MOUNTING STRENGTH

Seat attachment strength is regulated by Federal Motor Vehicle Safety Standards and should be validated through testing. Each seat mounting design will be tested to withstand 20 G's of force in accordance with FMVSS 571.207 Seating Systems. The bidder will certify, at time of delivery, that each seat mount and cab structure design was pull tested to the required force and met the appropriate criteria.

PERFORMANCE CERTIFICATIONS

Cab Air Conditioning

Good cab air conditioning temperature and air flow performance keeps occupants comfortable, reduces humidity, and provides a climate for recuperation while at the scene. The cab air conditioning system will cool the cab from a heat-soaked condition at 100 degrees Fahrenheit to an average of 78 degrees

Fahrenheit in 30 minutes. The bidder will certify that a substantially similar cab has been tested and has met these criteria.

Cab Defroster

Visibility during inclement weather is essential to safe apparatus performance. The defroster system will clear the required windshield zones in accordance with SAE J381 Windshield Defrosting Systems Test Procedure And Performance Requirements - Trucks, Buses, And Multipurpose Vehicles. The bidder will certify that the defrost system design has been tested in a cold chamber and passes the SAE J381 criteria.

Cab Auxiliary Heater

Good cab heat performance and regulation provides a more effective working environment for personnel, whether in-transit, or at a scene. An auxiliary cab heater will warm the cab 77 degrees Fahrenheit from a cold-soak, within 30 minutes when tested using the coolant supply methods found in SAE J381. The bidder will certify, at time of delivery, that a substantially similar cab has been tested and has met these criteria.

AMP DRAW REPORT

The bidder will provide, at the time of bid and delivery, an itemized print out of the expected amp draw of the entire vehicle's electrical system.

The manufacturer of the apparatus will provide the following:

- Documentation of the electrical system performance tests.
- A written load analysis, which will include the following:
    - The nameplate rating of the alternator.
    - The alternator rating under the conditions specified per:
        - Applicable NFPA 1901 or 1906 (Current Edition).
    - The minimum continuous load of each component that is specified per:
        - Applicable NFPA 1901 or 1906 (Current Edition).
    - Additional loads that, when added to the minimum continuous load, determine the total connected load.
    - Each individual intermittent load.

All of the above listed items will be provided by the bidder per the applicable NFPA 1901 or 1906 (Current Edition).

RESTRICTED GRANT AGREEMENT

San Manuel Band of Mission Indians
and
Running Springs Fire Department (Running Springs Water District)
Fire Engine Addition

This Restricted Grant Agreement (this "Agreement") is entered into and made effective December 31, 2022 (the "**Effective Date**") by and between the San Manuel Band of Mission Indians, a federally recognized Indian tribe located on the San Manuel Indian Reservation at 26569 Community Center Drive, Highland, CA, 92346 **("Tribe"),** and the Running Springs Water District doing business as Running Springs Fire Department ("**Grantee**"), located at 31242 Hilltop Blvd, PO Box 2206, Running Springs, CA 92382. Tribe, on the one hand, and Grantee, on the other hand, are each referred to herein individually as a **"Party"** and together as the **"Parties."**

I. GRANTEE'S STATUS. This grant is specifically conditioned upon Grantee's status as an eligible grantee of Tribe in accordance with this Section. Grantee represents and warrants that it operates a fund that is a tax-exempt under Section 170 (b)(1)(v) of the Internal Revenue Code of 1986, as amended (hereinafter the **"Code"**), because Grantee is a governmental unit as defined by Section 170(c)(1) of the Code. Grantee represents and warrants that it is not a private foundation as defined in Section 509(a) of the Code. Grantee will notify Tribe immediately of any actual or proposed change in its tax status during the Grant Period (as defined below).

II. PURPOSE OF GRANT. The Parties acknowledge and agree that the purpose of Tribe's Grant (as defined below) is to provide funding for one fire engine and associated equipment (hereinafter **"Grant Project").** The Grant (as defined below) is made only for the addition of the fire engine and associated equipment described in this Agreement. The grant funds, which includes any interest earned on the funds (hereinafter collectively referred to as **"Grant"),** may not be used for any other purpose without prior written approval from Tribe.

III. OBJECTIVES OF GRANT PROJECT

Grantee shall undertake and complete Grant Project within twenty-four months of the Effective Date unless Tribe agrees in writing to alternative timelines.

IV. AMOUNT AND PAYMENT OF GRANT. The Parties agree the Grant amount is One Million, Twenty-One Thousand, One Hundred Ninety-Seven Dollars and Eighteen Cents ($1,021,197.18), payable upon Grantee's request within 15 days of Tribe's receipt of the fully executed Agreement, and will be used solely to fund purchase of the fire engine and associated equipment. The pricing breakdown is as follows:

Item	Price
One (1) Arrow XT Pierce's Triple Combination 4x4 pumper	$945,587.00
Sales Tax @ 7.750%	$73,282.99
Apparatus cost with Tax	$1,018,869.99

Performance Bond	$2,316.69
California Tire Fee	$10.50
TOTAL PURCHASE PRICE	**$1,021,197.18**

V. PERIOD OF GRANT; TERM OF AGREEMENT. The Grant will be applied to fund Grant Project for the period from Effective Date through completion of the Grant Project or within eighteen months of Effective Date, whichever first occurs **("Execution Period").**

VI. TERMS AND CONDITIONS OF GRANT. Grantee agrees that the Grant is subject to the following conditions:

a. Expenditure of Grant Funds.

1. Use of Funds. Grantee will spend the Grant only for the purposes of funding the Grant Project as described above.

2. Payment of Funds to Related Parties of Tribe. No part of the Grant may be paid to any director, officer, employee or citizen (or their family members) of Tribe for any purpose.

b. Return of Funds. Grantee shall return to Tribe any and all Grant funds if Tribe determines in its reasonable discretion that either of the following apply:

1. Grantee has not performed in accordance with this Agreement; or

2. Any portion of the Grant is not used for the Grant Project.

c. Records, Audits, Site Visits. The Grant provided by Tribe will be accounted for separately in Grantee's books and records. A systematic accounting record shall be kept by Grantee of the receipt and disbursement of the Grant. Grantee will retain original substantiating documents related to restricted Grant expenditures and make these records available for Tribe's review upon 10 days prior written request. As a material term of this Agreement Grantee agrees to maintain adequate financial records pertaining to the Grant for a minimum of three years after completion of the Grant Project, and acknowledges that Tribe may require Grantee to produce written documentation related to the Grant expenditures in a format appropriate to be forwarded by Tribe to the State of California in order to comply with Compact requirements, and Grantee agrees to timely comply with any such request. Tribe, or a designated representative, reserves the right, upon written notice, to conduct a site visit and/or audit Grantee's books and records relating to the expenditure of the Grant.

d. Reports. Grantee will submit a brief written summative report confirming completion of the Grant Project within sixty (60) days following the end of the Execution Period.

e. Expenditures. Expenditures of the Grant must be made substantially in accordance with Section VI. Any material changes will be subject to Tribe's prior written approval.

f. Licensing and Credentials. Grantee will maintain, in full force and effect, all required governmental or professional licenses and credentials for itself, its facilities, and for its

employees and all other persons engaged in work in conjunction with the Grant.

g. Management and Organizational Changes. Grantee will provide immediate written notice to Tribe if significant changes or events occur during the Execution Period which could potentially impact the progress or outcome of the Grant Project, including, without limitation, changes in Grantee's management personnel or losses of funding from any other sources.

h. Termination. Either Party hereto may terminate this Agreement upon not less than thirty (30) days' prior written notice to the other for failure on the part of such Party to perform a material obligation hereunder, or for a breach of such Party's representation or warranty made in this Agreement. Tribe may terminate this Agreement upon not less than thirty (30) days' prior written notice to Grantee for (i) Grantee's change in the fundamental mission, or (ii) Grantee's implication in an event, or series of events, of such notoriety or opprobrium that the continuation of this Agreement has or will have a negative impact upon Tribe, its image or reputation, or (iii) Grantee's inability to fulfill the requirements for payment set forth herein. In the event of any termination of this Agreement, Grantee shall return all Grant funds received excluding all expenditures and contractual encumbrances consistent with this Agreement and incurred by Grantee in reliance on this Agreement.

If Tribe terminates this Agreement due to Grantee's breach hereof, Grantee will remove all signage and other identification from the facilities and all other places, things and sites wherever there are references to Tribe (collectively, **"All Identification"),** at Grantee's sole cost and expense.

Under all events of termination hereunder, the removal of All Identification will be completed as soon as reasonably practical, but in no event later than thirty (30) days after the notice of termination. The foregoing rights and remedies are cumulative of, and in addition to, any rights, remedies or recourses to which the terminating party may be entitled at law or in equity.

i. Public Reporting and Media. In recognition of the Grant it is the Parties' understanding that Grantee will express its appreciation and provide recognition publicly to Tribe. The Parties will mutually agree in advance on the manner of presentation and contents of such public recognition. Grantee will also disseminate to the public, by using established channels of communication, pertinent information relating to the results, findings or methods developed through the Grant.

j. Knowing Assumption of Obligations. Grantee acknowledges that it understands its obligations imposed by this Agreement.

k. Terrorist Activity. Grantee represents and warrants that it does not support or conduct, directly or indirectly, violence or terrorist activity of any kind.

l. Identification of Tribe. Grantee shall display on the fire truck a decal, at their cost and for the duration of the use of the fire truck, that states "This equipment was made possible with funding from the San Manuel Band of Mission Indians". All proposed external communications by Grantee regarding the subject matter of the Grant or the Tribe shall be submitted first to Tribe for its review and written approval.

m. Ownership and Use of Marks.

1. License. Grantee acknowledges and agrees that Tribe is the owner of all right, title and interest in and to Tribe's name and logo (collectively its **"Marks")** and that Grantee's use of the Marks pursuant to this Agreement inures to the benefit of Tribe. Tribe hereby grants Grantee a non-exclusive and non-transferable license, without the right to sublicense, to use the Marks solely in connection with providing recognition of the Grant pursuant to this Agreement. Grantee will have no rights in or to the Marks, except as expressly granted herein. Tribe expressly reserves to itself all rights in and to the Marks not expressly granted to Grantee pursuant to this Agreement. The manner and use of the Marks shall comply with all federal and state laws pertaining to trade names, trademarks and service marks in force at any time and shall clearly indicate Tribe's ownership of the Marks as requested and approved by Tribe.

2. Approval Rights. All uses of the Marks by Grantee are subject to the prior written approval of Tribe. Grantee will submit to Tribe for approval, at least ten (10) business days prior to its intended first use, all materials which contain the Marks (whether in print media, direct mail, television, radio, internet, email, billboard or in any other form, media or channel). Tribe will have the right to review and approve any copy containing reference to Tribe or including the Marks prior to its use by Grantee. Tribe will use its reasonable efforts to promptly review materials sent by Grantee for approval and will not unreasonably withhold or delay its approval. In no event shall Grantee make any unapproved changes to the Marks.

n. Selection of Subgrantees. With regard to the selection of any subgrantees to carry out the purposes of the Grant, Grantee retains full discretion and control over the selection process, acting completely independently of Tribe. There is no agreement, written or oral, by which Tribe may cause Grantee to choose any particular subgrantee.

o. No Agency. Grantee is solely responsible for all activities supported by the Grant, the content of any product created with the Grant, and the manner in which any such product may be disseminated. This Agreement will not create any agency relationship, partnership, or joint venture between the Parties, and Grantee will make no such representation to anyone.

p. Remedies. If Tribe determines, in its reasonable discretion, that Grantee has substantially violated or failed to carry out any provision hereof, including but not limited to failure to submit reports when due, Tribe may, in addition to any other legal remedies it may have, refuse to make any further Grant payments to Grantee hereunder or any other grant agreement, and Tribe may demand the return of all or part of the Grant funds not properly spent or committed to third parties, which Grantee will immediately repay to Tribe. Tribe may also avail itself of any other remedies available at law.

q. Waiver of Claims and Indemnification. Grantee waives any and all claims and recourse against Tribe, including the right of contribution for loss or damages to persons or property arising from, growing out of, or in any way connected with or incidental to fulfillment of the terms and conditions specified in this Agreement. Additionally, Grantee will indemnify, defend, protect and hold Tribe and its officers, managers, members, employees, agents and representatives, harmless from any cost, expense, claim, demand, liability and/or damage, including reasonable attorney's fees and costs **("Claims"),** arising out of or in connection with, in whole or in part, (i) any false or misleading representation made by Grantee, its agents, employees

or delegated representatives in connection with this Agreement, (ii) its breach of any term of this Agreement, (iii) the performance of Tribe's obligations pursuant to this Agreement, or (iv) any claims or actions brought by third parties, including, but not limited to, parties set forth below. Grantee further waives any and all Claims to the extent resulting from, relating to or arising out of (i) the facilities where programs are delivered and/or the operational activities of Grantee therein, including, without limitation, any disputes by, between or among participants, users, guests, or any other attendees and Grantee (or Grantee's respective agents, subcontractors (if any), and employees) or its products and services, any personal injuries sustained by any person at or in connection with the facilities where programs are delivered, and/or any agreements with third parties entered into by Grantee or its agents in connection with the operation of the same facilities, or (n) the negligent acts or omissions or willful misconduct of Grantee or its agents, subcontractors (if any), or employees in connection with the subject matter of this Agreement, except to the extent those Claims are directly caused by the negligence or willful misconduct of Tribe or its agents or employees.

The obligations of this Section VI (q) shall survive until the expiration of the statute of limitations applicable to the event giving rise to the Claims.

r. Notices. All notices, requests, demands, or other communication permitted or required to be given under this Agreement shall be in writing and shall be deemed given or made when sent by United States certified or registered mail, return receipt requested and postage prepaid, or by a nationally recognized overnight courier, delivery fee prepaid, and in either case to the persons and at the addresses specified below:

If to Tribe:
Laurens Vosloo, Chief Executive
Officer San Manuel Band of Mission
Indians 26569 Community Center
Drive Highland, CA 92346

If to Grantee:
Ryan Gross, General Manager
Running Springs Water District
Running Springs Fire Department
PO Box 2206
Running Springs, CA 92382
rgross@runningspringswd.com

The persons and addresses set forth above, from time to time, may be changed by written notice sent as aforesaid to the other Party.

s. Captions. All captions and headings in this Agreement are for the purposes of reference and convenience only. They shall not limit or expand the provisions of this Agreement.

t. Entire Agreement: Amendments and Modifications. This Agreement constitutes the entire agreement of the Parties with respect to the subject matter hereof and supersedes any

and all prior and contemporaneous oral, written and other agreements between the Parties. This Agreement may not be amended or modified, except in a writing signed by both Parties.

u. Governing Law/ Jurisdiction. This Agreement shall at all times be governed by and construed in accordance with the laws of the State of California applicable to agreements made in California. Nothing in this Agreement shall be construed as a waiver of Tribe's immunity to unconsented suit.

v. Non-Assignment. The Parties agree that none of the provisions of this Agreement shall be assigned or delegated to any other person or entity without the prior written consent of the other Party, which consent will be in the Party's sole and absolute discretion.

w. Successors and Assigns. The Parties agree that this Agreement shall be binding upon them and each of their respective successors and permitted assigns.

x. Amendment. This Agreement may only be amended in a writing signed by each of the Parties hereto.

y. Waiver. No waiver hereunder will be valid unless set forth in a writing signed by the Party to be bound thereby. Neither the failure nor any delay on the part of either Party to exercise any right or remedy under this Agreement shall operate as a waiver thereof.

z. Force Majeure. Each of the Parties shall be excused from performing its obligations under this Agreement if its performance is delayed or prevented by any event beyond such Party's reasonable control, including, but not limited to, acts of God, earthquake, fire, explosion, weather, disease, war, insurrection, civil strife, riots government actions, or power failure, provided that such performance shall be executed only to the extent of and during such disability.

aa. Severability. In the event any portion of this Agreement or any amendments or addenda hereto shall be held illegal, void or ineffective, the remaining portions hereof shall remain in full force and effect. If any of the terms or conditions of this Agreement is in conflict with any applicable statute or rule of law, then such tern or condition shall be deemed inoperative to the extent that it may conflict therewith and shall be deemed to be modified to conform to such statute or rule of law.

bb. Counterparts. This Agreement may be executed in two or more counterparts, each of which is deemed an original, but all of which taken together shall constitute one and the same instrument.

The Parties have executed this Agreement as of the date first written above.

SAN MANUEL BAND OF MISSION INDIANS	**RUNNING SPRINGS WATER DISTRICT (DBA RUNNING SPRINGS FIRE DEPARTMENT)**
By: Dan D'Arrigo	By:
Dan D'Arrigo	Ryan Gross
Chief Financial Officer	General Manager