FRESNO COUNTY FIRE

PROTECTION DISTRICT

Honor, Integrity, Cooperation & Professionalism

M E M O R A N D U M

Date: 11/20/2020

To: Board Directors

Attn: John Arabian
President

From: Fire District Staff

Subject: 2024-2029 District Mobile Equipment Strategic Plan

BOARD OF DIRECTOR'S BRIEFING PAPER

ISSUE:

Staff has finalized the draft 2024-2029 Mobile Equipment Strategic Plan (MESP) for Board consideration and discussion.

BACKGROUND:

The District updates and develops a comprehensive MESP every five years to serve as a roadmap for current and future fleet needs.

DISCUSSION:

Since last fall, staff has been working diligently to assess the current status of the fleet and develop forward-looking strategies aimed at maximizing the District's return on its fleet investments. This updated plan is designed to maintain fleet vitality while balancing operational needs and cost-efficiency within the District's historical budget constraints. Additionally, the plan explores innovative fleet concepts that will position the District to successfully navigate anticipated economic and industry challenges, including the potential impacts of upcoming election cycles. These efforts are focused on ensuring the District remains agile, efficient, and well-prepared for future demands.

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ALTERNATIVES:

1. The Board votes to accept the draft 2024-2029 Mobile Equipment Strategic Plan and directs staff to make edits for final plan consideration and adoption at the regularly scheduled December 2024 Board Meeting.

2. The Board votes to not approve the draft MESP and directs staff to continue work on the plan for consideration at a later date.

IMPACTS *(Consider potential consequences related to each of the following areas of concern for proposed alternatives)***:**

☒ Fiscal – The MESP is intended to contain costs by establishing a global fleet plan.
☒ Operational – The MESP is intended to maintain fleet vitality while improving operational strength.
☐ Legal – No known impact.

☐ Labor – No known impact.

☐ Sociopolitical – No known impact.

☐ Policy – No known impact.

☐ Health and safety – No known impact.

☐ Environmental – No known impact.

☐ Interagency – No known impact.

RECOMMENDATION:

Staff is recommending that the Board of Directors approve alternative #1 and votes to accept the draft 2024-2029 Mobile Equipment Strategy Plan and directs staff to make edits for final plan.

APPROVED:

DocuSigned by:
Jeremiah Wittwer
AD9DEAEA2FB246E...
Jeremiah Wittwer, Assistant Chief

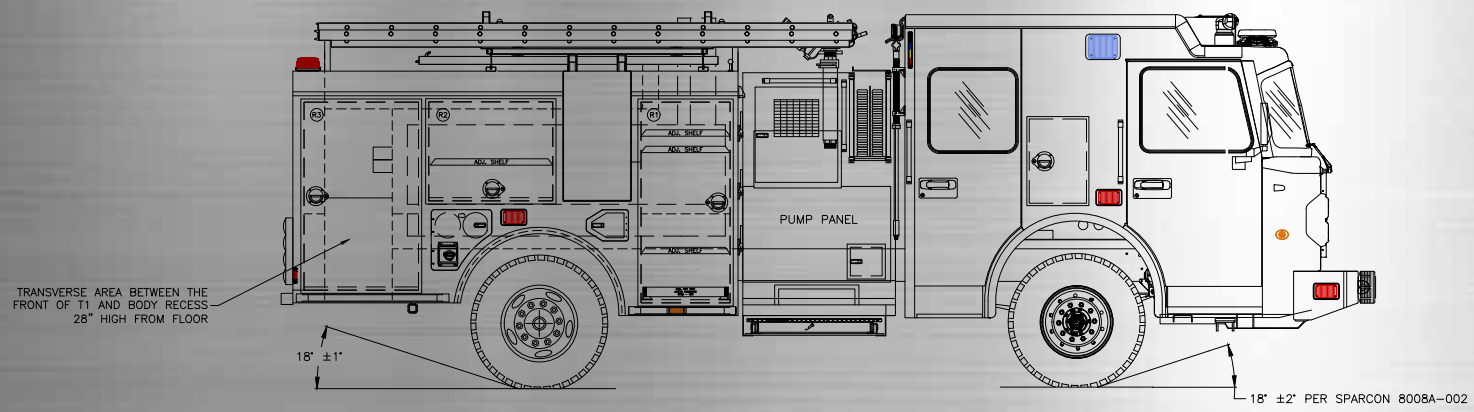
11/20/2024
Date

Fresno County Fire Protection District

Mobile Equipment

STRATEGIC PLAN

2024 - 2029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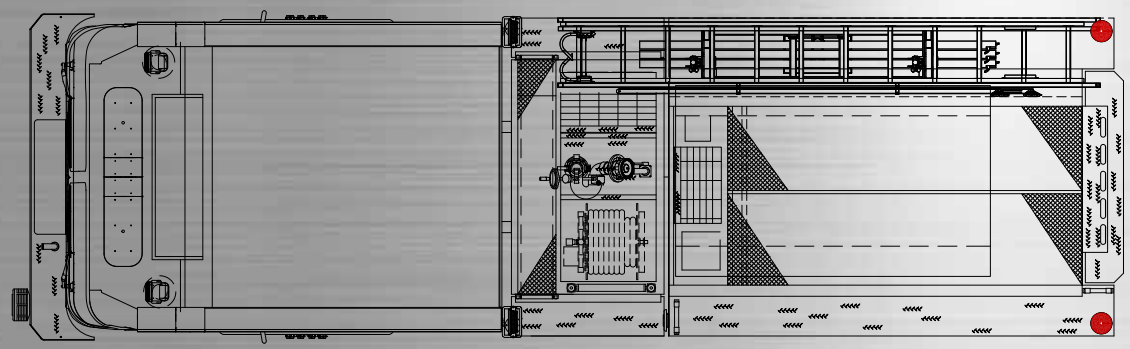

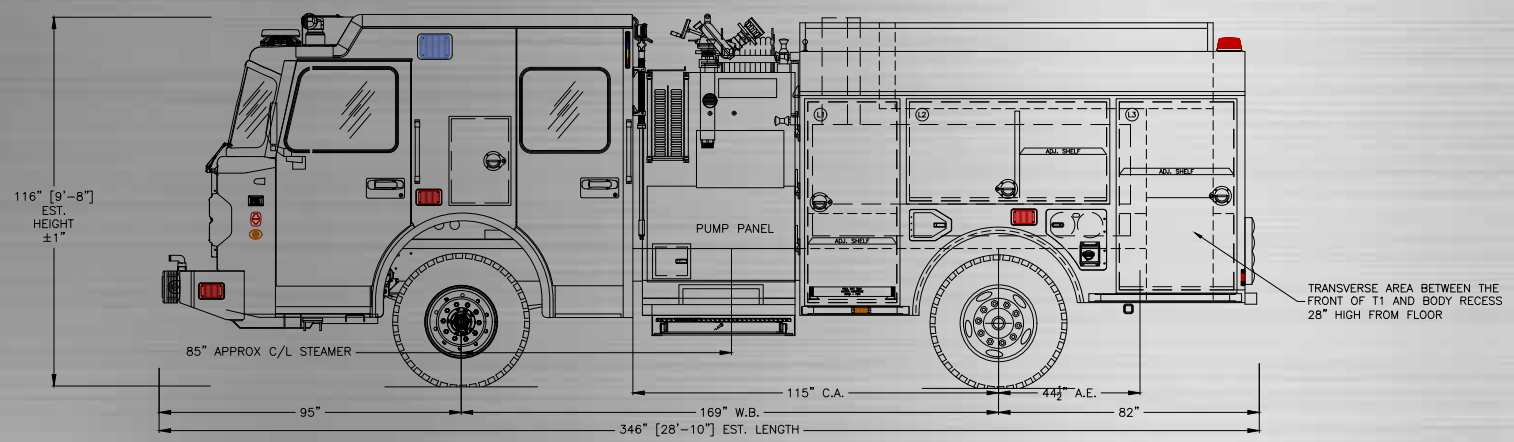
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PUMP PANEL
TRANSVERSE AREA BETWEEN THE
FRONT OF T1 AND BODY RECESS
28" HIGH FROM FLOOR
85" APPROX C/L STEAMER
115" C.A.
44½" A.E.
95"
169" W.B.
82"
346" [28'-10"] EST. LENGTH

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INTRODUCTION

The purpose of this plan is to provide a review of the fire and rescue apparatus for the Fresno County Fire Protection District. To complete this plan, all apparatus were inventoried, and comparisons were made to national standards from the National Fire Protection Association regarding maintenance and replacement. A proposed inventory and replacement schedule is included herein. This proposal further addresses the need to standardize the fleet for future cost reduction.

In alignment with **Goal #4** of the District's Strategic Plan—to be proactive in developing, strengthening, and maintaining relationships and open communication, while capitalizing on opportunities to partner with others when mutually beneficial—this apparatus plan also evaluates fire equipment and facilities to ensure operational readiness and continuity. The District has set key objectives to achieve this goal:

- **Evaluating fire equipment** and establishing a comprehensive replacement plan to maintain operational efficiency.
- **Assessing facilities and equipment** to develop a budget and plan that maximizes opportunities for continuity of operations, particularly through collaboration and external partnerships.

The findings and suggestions in this plan are based on the risks identified within the District, as characterized by the 2020 Mobile Equipment Plan. It must be understood that future growth and changes in strategy may cause this plan to become partially or totally void. Any decisions relating to funding of the replacement schedule and standardization of the fleet ultimately rest with the Fire District Board. This document serves as a tool to improve public safety for the citizens of Fresno County, while also fostering collaborative relationships that can enhance the District's ability to address these critical needs.

The Fire District acknowledges the urgent need to replace both frontline and reserve fire apparatus to uphold operational efficiency and safeguard public safety. With established benchmarks of 15 years for frontline equipment and 20 years for reserve engines, compounded by a steep 46% inflation-driven price hike over the last five years, financial constraints loom large. Presently, acquiring new apparatus entails a lengthy lead time of three to four years, a stark contrast to past fleet orders, which were fulfilled within 400 days. In response, the department is dedicated to implementing a prudent yet impactful mobile equipment replacement strategy, integrating inventive cost-cutting measures, fully leveraging grant opportunities, and seeking collaborative partnerships to meet these challenges.

KEY OBJECTIVES

1

Maintain operational readiness and effectiveness by adhering to established replacement standards.

2

Mitigate the impact of extreme price increases on budget constraints.

3

Incorporate innovative cost-saving measures to optimize resource allocation.

4

Maximize grant revenue opportunities to supplement funding for equipment replacement.

INCORPORATED STRATEGIES

01

EXTENDED LIFECYCLE EVALUATION

- Conduct a comprehensive evaluation of existing frontline and reserve fire apparatus to assess their potential for extended lifecycle beyond established standards.
- Utilize advanced diagnostic tools and predictive maintenance techniques to identify equipment components that can be refurbished or upgraded to extend their lifespan.
- Collaborate with industry experts and manufacturers to explore retrofitting options for older equipment to enhance performance and safety standards.

02

TECHNOLOGY INTEGRATION AND EFFICIENCY ENHANCEMENT

- Prioritize investments in technology upgrades that improve operational efficiency and safety without compromising budgetary constraints.
- Explore the integration of advanced firefighting technologies, and digital communication platforms, to optimize fleet management and response capabilities.
- Leverage partnerships with academic institutions and research organizations to pilot test emerging technologies and evaluate their feasibility for implementation within the department.

03

STRATEGIC PROCUREMENT AND VENDOR PARTNERSHIPS

- Ensure a competitive bidding process for equipment procurement to negotiate favorable pricing terms and maximize cost savings.
- Foster strategic partnerships with equipment vendors and suppliers to leverage bulk purchasing discounts and volume incentives.
- Explore cooperative purchasing agreements with neighboring jurisdictions or government agencies to consolidate procurement efforts and achieve economies of scale.

04

GRANT FUNDING DIVERSIFICATION AND MAXIMIZATION

- Establish a dedicated grant acquisition team tasked with identifying, applying for, and managing grant opportunities related to fire apparatus replacement.
- Prioritize grant applications based on alignment with departmental priorities, funding availability, and potential impact on equipment replacement.
- Explore alternative funding sources, such as public-private partnerships, corporate sponsorships, and community fundraising initiatives, to supplement grant revenue and alleviate budgetary constraints.
- Leverage past successes, including grants secured through the San Joaquin Valley Air Pollution Control District and Community Development Block Grants, to build credibility and strengthen future applications.

APPARATUS DESCRIPTIONS

THERE ARE THREE BASIC TYPES OF FIRE AND RESCUE APPARATUS:

01 PUMPER ENGINES

Pumper Engines are responsible for delivering water to the fire and carries hose and other firefighting tools.

02 LADDER TRUCKS

Ladder Trucks are responsible for forcible entry into locked buildings, search and rescue of people trapped, and ventilation of smoke from a structure. They carry portable ground ladders and have at least a 105-foot ladder mounted to the top of the truck.

03 WATER TENDERS

Water Tenders are responsible for delivering water to rural areas of the district that do not have water systems.

APPARATUS EXTENDED LIFE CYCLE

The Fire District will continue to implement the refurbishment practices outlined in the 2020 Mobile Equipment Fleet Plan. While most fire apparatus typically require replacement by the time they reach the average age criteria, exceptions exist. The District has successfully refurbished several water tenders, achieving significant cost savings compared to purchasing new apparatus. This strategy has also been applied to used wildland engines and other vehicles, converting high-cost, low-use scenarios into more affordable solutions. The District plans to maintain and refine this approach as needed.

LEVEL 1

COMPLETE CHASSIS REPLACEMENT, METICULOUS BODY PAINTING, THOROUGH PUMP VALVE REBUILDING, AND MODERNIZED LIGHTING UPGRADES.

LEVEL 2

COMPREHENSIVE OUT-OF-FRAME ENGINE OVERHAUL, PRECISION PUMP VALVE REBUILDING, EXPERT PAINT RESTORATION, AND REPLACEMENT OF UPHOLSTERY TO RESTORE PRISTINE CONDITION.

LEVEL 3

ENGINE REFRESH WITH IN-FRAME OVERHAUL, METICULOUS PUMP VALVE RECONDITIONING, AND A THOROUGH REJUVENATION OF THE PAINTWORK TO ENSURE A RENEWED APPEARANCE.


07/16/2024


07/02/2024


07/02/2024


08/27/2024


08/27/2024


08/28/2024


06/25/2024


09/11/2024


X15

VEHICLE PROCUREMENT

When planning apparatus purchases, the Fire District must carefully consider the financial implications of cash purchases versus lease purchasing. Both options offer distinct advantages and disadvantages, depending on the District's financial position, equipment needs, and the broader economic environment.

CASH PURCHASE:

A cash purchase is often the preferred option as it involves no interest costs, resulting in immediate ownership of the apparatus.

KEY BENEFITS INCLUDE:

INTEREST SAVINGS:

Avoiding financing fees and interest costs makes this the most straightforward and cost-effective option in the long run.

DEBT-FREE OPERATIONS:

Immediate payment ensures the District remains free of long-term debt obligations, preserving financial flexibility for other initiatives.

HOWEVER, CASH PURCHASES ALSO COME WITH CHALLENGES:

A cash purchase is often the preferred option as it involves no interest costs, resulting in immediate ownership of the apparatus.

LARGE UPFRONT CAPITAL REQUIREMENT:

Acquiring multiple vehicles at once or replacing expensive apparatus can strain financial reserves, depletingfunds that could be allocated to other critical projects or unexpected needs.

ASSET DEPRECIATION:

Though the apparatus is owned outright, it begins to depreciate as soon as it is placed into service. The District needs to carefully plan future replacements to avoid sudden budgetary shortfalls.

LEASE PURCHASE:

A lease-purchase agreement allows the District to finance the acquisition over time, typically at favorable tax-exempt interest rates, and spread costs over the useful life of the vehicle. This option provides several advantages:

COST SPREADING:

Payments are distributed over several years, enabling the District to replace multiple vehicles without exhausting its reserves in one fiscal year.

INFLATION PROTECTION:

In periods when equipment prices are rising faster than interest rates, locking in current prices through financing can be advantageous. This is particularly important when upcoming regulatory changes or supply chain issues are likely to further drive up costs.

DESPITE THESE BENEFITS, THERE ARE SOME DRAWBACKS TO LEASING:

INTEREST COSTS:

Even at low tax-exempt rates, financing involves interest payments, making the overall cost of the apparatus higher than a cash purchase.

ECONOMIC FACTORS:

Immediate payment ensures if inflation and interest rates are closely aligned, or if the District has sufficient reserves, cash purchases may offer a more favorable economic outcome.

STRATEGIC CONSIDERATIONS:

When planning a long-term vehicle replacement program (typically 5-10 years), lease purchasing often proves more cost-effective, especially when factoring in rising maintenance costs for older equipment. A well-timed lease can allow the District to maintain a modern, reliable fleet while avoiding the pitfalls of deteriorating apparatus, which can lead to increased downtime and repair expenses.

In contrast, cash purchases may be better suited for situations where the District has ample reserves, interest rates are high relative to inflation, or when maintaining financial liquidity isn't a concern. The ideal strategy may involve a combination of both methods, ensuring that the District meets its operational needs while maintaining financial health and adaptability.

INCORPORATING ADDITIONAL REVENUE SOURCES:

As the Fire District continues to explore and secure additional revenue streams, such as impact fees or mitigation fees, it is essential to allocate a portion of these funds for apparatus procurement and replacement. These fees are often tied to new infrastructure and community developments, which will increase service demands and require updated equipment. By building vehicle replacement costs into these revenue sources, the District can ensure it has the financial resources to maintain a fleet that meets the growing needs of newly developed areas. This proactive approach will reduce the strain on the general budget and allow for a more sustainable and responsive apparatus replacement program that can scale with the expansion of services and infrastructure.

THE DISTRICT

has previously established the following general age-based criteria in its fleet planning and budgeting strategies to guide the average age of replacement:

FRONTLINE STAFFED APPARATUS

15 years of front-line service

Purchase new

RELIEF APPARATUS

20 years of total service

Rotate from career staff

WATER TENDERS

25 years of total service or refurbish

Purchase new cab/chassis
Rebuild pump/build-upp

PCF STAFFED APPARATUS

20 years of total service without refurbishment, 25 years with refurbishment

Rotate from relief status

Purchase new to meet operational needs

SUPPORT VEHICLES

20 years of low use, replace as needed

Stakeside

Trailers

Tractors

Hooklift

COMMAND VEHICLES

7 – 8 years service or 130,000 miles

Battalion Chief

Division Chief

SPECIALTY VEHICLES

Low use, replace as needed

Brush Engines

Rescue

Breathing Support

STAFF VEHICLES

9-10 years service
or 150,000 miles

Training Truck
Mechanics Truck

UTILITY VEHICLES

12 years of service
or 180,000 miles

Rotated from Command or Staff Vehicle

AGE OF FLEET IN YEAR 2024

The following charts outline our 5-year purchase plan for mobile equipment within the fire district. District staff will work closely with the appropriate vendors to initiate the procurement process, ensuring that the projected four-year production timelines are met and that the plan remains on schedule.

FRONTLINE STAFFED APPARATUS				
15 YEARS OF FRONTLINE SERVICE				
UNIT	MODEL	YEAR	MILES	AGE
E71	SMEAL METRO STAR	2024	8,684	0
E82	SMEAL METRO STAR	2022	37,557	2
L72	SMEAL METRO STAR	2022	12,633	2
E89	SMEAL METRO STAR	2021	56,861	3
E90	SMEAL METRO STAR	2021	52,980	3
L87	SMEAL METRO STAR	2019	52,580	5
E84	SMEAL METRO STAR	2019	97,674	5
SQ87	RAM 5500	2016	107,967	8
E85	SMEAL METRO STAR	2013	204,926	11
E74	SMEAL METRO STAR	2013	184,722	11
E83	SMEAL METRO STAR	2013	152,455	11
E93	SMEAL METRO STAR	2013	193,789	11
E95	SMEAL METRO STAR	2013	231,961	11
E94	SMEAL METRO STAR	2009	252,181	15
E72	SMEAL METRO STAR	2009	174,267	15
E86	SMEAL METRO STAR	2009	206,164	15
E96	SMEAL METRO STAR	2009	179,360	15
AVERAGE AGE: 8.4				

RELIEF APPARATUS

20 YEARS OF TOTAL SERVICE

UNIT	MODEL	YEAR	MILES	AGE
SQ87	FORD F550	2008	148,547	16
L287	SMEAL SIRIUS	2007	133,321	17
E288	HME INTRUDER	2007	299,165	17
E287	HME INTRUDER	2005	200,171	19
E296	HME INTRUDER	2005	218,122	19
E294	HME INTRUDER	2005	280,888	19
E295	HME INTRUDER	2005	241,007	19
E288	HME INTRUDER	2005	232,689	19
E382	HME INTRUDER	2005	244,486	19
TR243	PETERBILT 4700	2004	553,994	20

AVERAGE AGE: 18.4

PCF STAFFED APPARATUS

20 YEARS OF TOTAL SERVICE, 25 YEARS WITH REFURBISHMENT

UNIT	MODEL	YEAR	MILES	AGE
E77	HME SFO	2000	84,212	24
E75	1999 HME	1999	13,718	25

AVERAGE AGE: 24.5

WATER TENDERS

25 YEARS OF TOTAL SERVICE OR REFURBISHMENT

UNIT	MODEL	YEAR	MILES	AGE
WT93	KENWORTH	2021	11,788	3
WT90	KENWORTH T440	2019	13,734	5
WT86	KENWORTH T440	2011	68,702	13
WT82	KENWORTH T440	2011	53,057	13
WT96	INTERNATIONAL 2674	2001	148,011	23
WT77	INTERNATIONAL 4700	1999	44,622	25
WT282	INTERNATIONAL 2674	1993	146,559	31
WT281	INTERNATIONAL 2674	1993	150,938	31

AVERAGE AGE: 18

COMMAND VEHICLES

7-8 YEARS OF SERVICE OR 130,000 MILES

UNIT	MODEL	YEAR	MILES	AGE
B81	CHEVROLET K2500HD	2023	30,222	1
B80	CHEVROLET K2500HD	2021	51,346	3
D100	CHEVROLET TAHOE	2021	39,615	3
C4300	CHEVROLET TAHOE	2021	25,977	3
B71	CHEVROLET SILVERADO	2021	48,905	3
B91	CHEVROLET K2500HD	2019	96,500	5

AVERAGE AGE: 3

STAFF VEHICLES

9-10 YEARS OF SERVICE OR 150,000 MILES

UNIT	MODEL	YEAR	MILES	AGE
P22D	EQUINOX	2021	92,074	3
P22C	EQUINOX	2019	110,032	5
PIO 43A	CHEVROLET TAHOE	2018	86,572	6
P22B	EQUINOX	2018	108,289	6
T4327	CHEVROLET K2500HD	2018	80,975	6
R4331	RAM 5500	2018	55,852	6
A43B	CHEVROLET TAHOE	2017	80,686	7
P22A	EQUINOX	2017	138,715	7
T4328	CHEVROLET K2500HD	2017	110,225	7
R4333	DODGE RAM	2017	90,936	7
R4332	RAM 5500	2016	97,772	8
T4329	CHEVROLET K1500	2015	136,261	9
P4323B	CHEVROLET K2500HD	2009	260,129	15

AVERAGE AGE: 7

SPECIALTY VEHICLES

LOW USE, REPLACE AS NEEDED

UNIT	MODEL	YEAR	MILES	AGE
TR43	PETERBILT	2023	8,276	1
DT43	RAM 3500	2022	6,963	2
BS 82	RAM 5500	2021	8,187	3
R287	RAM3500	2018	69,466	6
D43	CATERPILLAR D6NXL	2012	5,092	12
R87	SVI RESCUE	2008	47,291	16
FKU CREW 2	INTERNATIONAL 4400	2007	257,855	17
FKU CREW 1	INTERNATIONAL 4400	2007	259,509	17
BR72	HME FSO	2005	116,746	19
BR96	2002 INTERNATIONAL	2001	160,007	22
BR94	INTERNATIONAL 4700	2002	147,102	22
BR82	2000 INTERNATIONAL	2000	208,519	24
P74	FORD F350	1995	23,474	29
BR77	HME SFO	1995	141,856	29
BR75	SFO	1995	157,124	29
HOOK LIFT	INTERNATIONAL 2674	1993	136,409	31

AVERAGE AGE: 16.5

UTILITY VEHICLES

12 YEARS OF SERVICE OR 180,000 MILES

UNIT	MODEL	YEAR	MILES	AGE
IT 43	CHEVROLET SILVERADO	2022	41,636	2
S2	2500 PROMASTER	2021	91,753	3
U43	RAM 5500	2018	42,818	6
U18	CHEVROLET TAHOE	2013	176,280	11
SHOP	CHEVROLET TAHOE	2012	166,162	12
S4	VAN	2011	192,031	13
S3	FORD F550	2009	73,190	15
U30	CHEVROLET K1500	2008	171,519	16
U17	CHEVROLET K2500HD	2007	246,696	17
U31	CHEVROLET K1500	2007	202,414	17
LE007	FORD EXPLORER	2006	65,563	18

AVERAGE AGE: 11.8

AGE OF FLEET IN YEAR 2030

FRONTLINE STAFFED APPARATUS			
15 YEARS OF FRONT-LINE SERVICE			
UNIT	MODEL	YEAR	AGE
E72	SMEAL METRO STAR	2029	1
E74	SMEAL METRO STAR	2027	3
E83	SMEAL METRO STAR	2027	3
E85	SMEAL METRO STAR	2026	4
E93	SMEAL METRO STAR	2026	4
E95	SMEAL METRO STAR	2026	4
E94	SMEAL METRO STAR	2025	5
E96	SMEAL METRO STAR	2025	5
E71	SMEAL METRO STAR	2024	6
E86	SMEAL METRO STAR	2024	6
E82	SMEAL METRO STAR	2022	8
L72	SMEAL METRO STAR	2022	8
E89	SMEAL METRO STAR	2021	9
E90	SMEAL METRO STAR	2021	9
L87	SMEAL METRO STAR	2019	11
E84	SMEAL METRO STAR	2019	11
SQ87	RAM 5500	2016	14
AVERAGE AGE: 6.5			

RELIEF APPARATUS

20 YEARS OF TOTAL SERVICE

UNIT	MODEL	YEAR	AGE
E288	HME INTRUDER	2013	17
E287	HME INTRUDER	2013	17
E296	HME INTRUDER	2013	17
E382	HME INTRUDER	2013	17
E283	SMEAL METRO STAR	2013	17
E294	HME INTRUDER	2009	21
E295	HME INTRUDER	2009	21
E288	HME INTRUDER	2009	21
SQ287	FORD F550	2008	22
L287	SMEAL SIRIUS	2007	23
TR 243	PETERBILT 4700	2004	26

AVERAGE AGE: 19.9

PCF STAFFED APPARATUS

20 YEARS OF TOTAL SERVICE
25 YEARS WITH REFURBISHMENT

UNIT	MODEL	YEAR	AGE
E77	HE SFO	2000	30
E75	1999 HME	1999	31

AVERAGE AGE: 30.5

WATER TENDERS

25 YEARS TOTAL SERVICE OR REFURBISHMENT

UNIT	MODEL	YEAR	AGE
WT281	KENWORTH T440	2025	5
WT93	KENWORTH T440	2021	9
WT90	KENWORTH T440	2019	11
WT86	KENWORTH T440	2011	19
WT96	INTERNATIONAL 2674	2001	29
WT77	INTERNATIONAL 4700	1999	31

AVERAGE AGE: 17.6

COMMAND VEHICLES

7-8 YEARS SERVICE OR 130,000 MILES

UNIT	MODEL	YEAR	AGE
C4300	CHEVROLET TAHOE	2028	2
B80	CHEVEROLET K2500HD	2026	4
B71	CHEVROLET SILVERADO	2025	5
B91	CHEVROLET K2500HD	2025	5
B81	CHEVROLET K2500HD	2023	7
D100	CHEVROLET TAHOE	2021	9

AVERAGE AGE: 5.3

STAFF VEHICLES

9-10 YEARS SERVICE OR 150,000 MILES

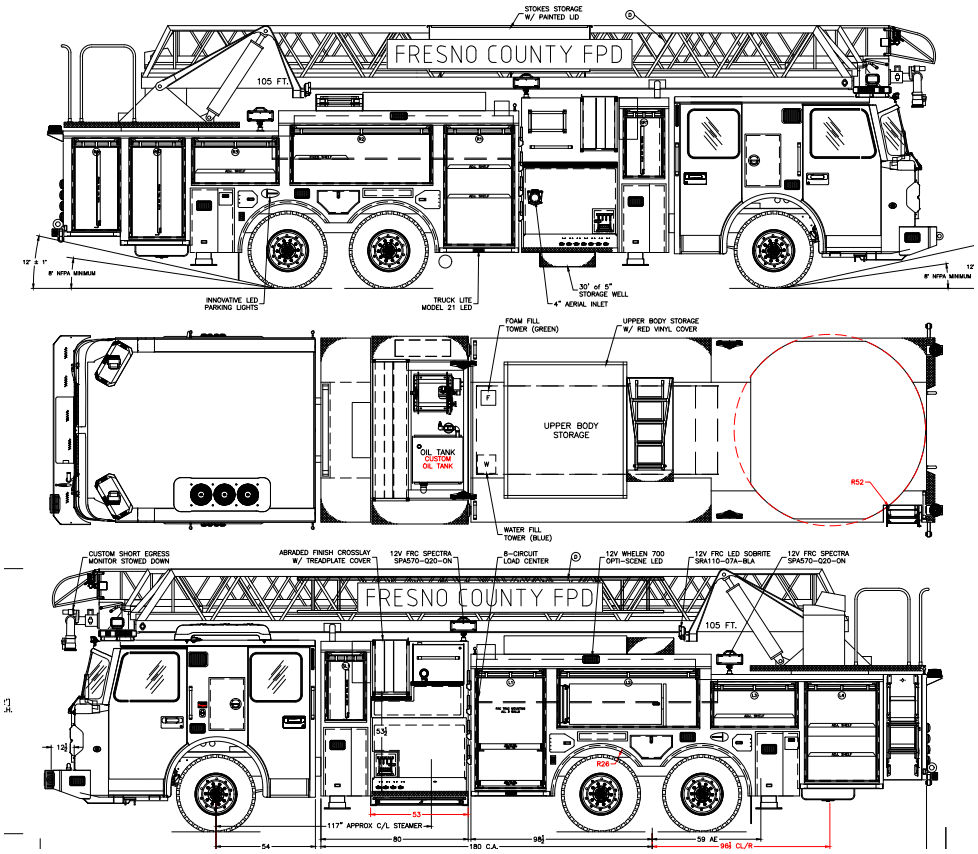
UNIT	MODEL	YEAR	AGE
P22C	EQUINOX	2028	2
P22A	EQUINOX	2027	3
P22D	EQUINOX	2021	9
PIO 43A	CHEVROLET TAHOE	2021	9
P22B	EQUINOX	2018	12
T4327	CHEVROLET K2500HD	2021	9
R4333	DODGE RAM	2017	13
R4332	RAM 5500	2028	2
T4329	CHEVROLET K2500HD	2019	11
P4323B	CHEVROLET K2500HD	2009	21
AVERAGE AGE: 6.5			

SPECIALTY VEHICLES

LOW USE, REPLACE AS NEEDED

UNIT	MODEL	YEAR	AGE
TR43	PETERBILT	2023	7
DT43	RAM3500	2022	8
BS82	RAM 5500	2021	9
R287	RAM 3500	2018	12
D43	CATERPILLAR D6NXL	2012	18
R87	SVI RESCUE	2008	22
FKU CREW 2	INTERNATIONAL 4400	2007	23
FKU CREW 1	INTERNATIONAL 4400	2007	23
BR72	HME FSO	2005	25
BR96	2002 INTERNATIONAL	2002	28
BR94	INTERNATIONAL 4700	2002	28
BR82	2000 INTERNATIONAL	2000	30
BR77	INTERNATIONAL 4700	2002	28
BR75	INTERNATIONAL 4700	2002	28
P74	FORD F350	1995	35
HOOK LIFT	INTERNATIONAL 2674	1993	37
AVERAGE AGE: 20.6			

UTILITY VEHICLES			
12 YEARS SERVICE OR 180,000 MILES			
UNIT	MODEL	YEAR	AGE
IT 43	CHEROLET SILVERADO	2022	8
S2	2500 PROMASTER	2021	9
U43	RAM 5500	2018	12
SHOP	CHEVROLET TAHOE	2018	12
U30	CHEVROLET K2500HD	2018	12
U17	CHEVROLET K2500HD	2017	13
U18	CHEROLET TAHOE	2016	14
U31	CHEROLET K1500	2015	15
S4	VAN	2011	19
S3	FORD F550	2009	21
AVERAGE AGE: 13.5			



5 YEAR PURCHASE SCHEDULE

As previously discussed, any operational changes by District staff or directives from the Board of Directors may influence the financial outcomes of this plan. The 2030 projection provides a clear view of what the District's fleet will look like if the plan is implemented as proposed. While the charts show that we are making progress with certain vehicle types in terms of fleet age, this approach remains conservative. Adopting a more aggressive purchasing strategy could significantly improve our ability to meet or exceed fleet age standards by the end of the 5-year plan, ensuring that our vehicles are consistently up-to-date and reliable.

FISCAL YEAR	VEHICLE TYPE	COST	INVESTMENT
24/25	TYPE ONE FIRE ENGINE	$810,000	2024 2025 $1,155,000
24/25	LIGHT RESCUE PICK UP	$125,000	
24/25	COMMAND VEHICLE	$110,000	
24/25	COMMAND VEHICLE	$110,000	
25/26	LADDER TRUCK REFURBISHMENT	$400,000	2025 2026 $2,744,055
25/26	TYPE ONE FIRE ENGINE	$854,497	
25/26	TYPE ONE FIRE ENGINE	$869,558	
25/26	COMMAND VEHICLE	$110,000	
25/26	COMMAND VEHICLE	$110,000	
25/26	WATER TENDER REFURBISHMENT	$400,000	
26/27	TYPE ONE FIRE ENGINE	$983,000	2026 2027 $3,063,400
26/27	TYPE ONE FIRE ENGINE	$983,000	
26/27	TYPE ONE FIRE ENGINE	$983,000	
26/27	COMMAND VEHICLE	$114,400	
27/28	TYPE ONE FIRE ENGINE	$1,100,000	2027 2028 $2,245,000
27/28	TYPE ONE FIRE ENGINE	$1,100,000	
27/28	INSPECTOR VEHICLE	$45,000	
28/29	COMMAND VEHICLE	$114,400	2028 2029 $1,384,400
28/29	INSPECTOR VEHICLE	$45,000	
28/29	TYPE ONE FIRE ENGINE	$1,100,000	
28/29	FLEET SERVICE VEHICLE	$125,000	
		TOTAL 5 YEAR INVESTMENT	$10,591,855

CONCLUSION

By adopting a proactive and innovative approach to mobile equipment replacement, Fresno County Fire Protection District aims to effectively navigate the challenges posed by extreme price increases and budgetary constraints. Through the implementation of strategic cost-saving measures, technology integration, and maximization of grant revenue opportunities, the department remains committed to ensuring operational readiness, enhancing public safety, and maintaining fiscal responsibility within the community. Maintaining a healthy and reliable fleet of fire apparatus is a high priority for the department. The replacement schedule ensures that the citizens who live, work, and travel through Fresno County will be protected by the finest and most dependable apparatus available. Maintenance costs can be controlled by using modern equipment and standardized systems.

Fresno County Fire Protection District

Mobile Equipment

2024-2029 STRATEGIC PLAN

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