

Spokane County Fire District #5
March 29, 2012 Special Meeting Minutes
6:00p.m. St51

Members Present: Gary Pietz and Larry Wendlandt (Todd Lehman at a work meeting)

District Secretary: Carol Harrington

Guests: Chief Cobb, Scott Lynch, Kjell Anderson, Greg Lucht, and Howard Thiemens

Time Meeting Began: 6:00p.m.

- AFG Truck Grant discussion: Carol handed out bid sheets and Larry's paperwork on 2 & 4 door radius.
- Larry explained Freightliner's 2 & 4 door turn radius information. Brendan told him he can take the hose reel off the top and put it down under but Larry told him the FF don't want that. Turning radius was discussed as well as hose lays – 3 on top possibly. Larry knows Rod wants LED big display lights so Larry made sure to include those. Tire pressure monitoring and wireless headsets are also in the specs; the truck will be wired for that and chargers will be in the cabs for the radios. Will go with rollup doors and have a pressure system in the truck to keep dust and dirt out of the compartments. Compartment space will be ample; there can be squares cut into the poly tank to accommodate hard suction lines. The interior surface of the compartments will not be aluminum but be a board covered with a tough liner that is scratch proof or scratch resistant and easy to keep clean. We will also have new extrication equipment, positive pressure fan and AED device. The dump chute will be on the back. FD10 is not putting one on theirs – they are going to pump it off; it is a grey area. Because it is a FEMA grant Larry doesn't want any grey areas so we are keeping the dump chute in the specs.
- Greg said what about the drop tank?
- Larry said we have the money to do it so we are going with it. It will not be in the way of any compartments and this one is way easier to set-up and use. We are trying to make it easy for the FF to remove and use the equipment. Even if we rarely ever use it it will be nice to have and we will not be able to afford it later. The pump could be a Waterous or a Darley. The tank will hold 2,000gal. I have tried and tried everything I can think of to get this thing to a crew cab. I need to build what is best for the fire district the way we operate now. Seven feet is a lot of ground when trying to make a corner or cut a corner; we have ditches on either side of many of our driveways as well as trees and sharp corners. I completely understand how you want to have 5 FF ready to go on one truck, but I have run the numbers on this over and over and that is what I have to go on. This truck with 2,000gal is 6 inches longer than the T51 in the bay right now.
- Gary said that Freightliners supposedly have the best turning radius on the market.
- Kjell read a document Ken Fisher gave him regarding some research Ken did on FF safety; it will be attached to these minutes. He said he understands the shorter the better and he sees Larry's point. He still thinks the Moro truck he and a couple of the others drove down in Oregon would work in our district. He said he is here tonight because he and many other team members think it is of utmost importance to have 4-5 FF ready to go in that truck.
- Howard asked what is the difference whether the 4 FF are in one truck or two or three?
- Kjell said the difference is in the delay time; packing up, having a communication on the game plan on the way to the scene.
- Howard asked if the FF can communicate with each other between trucks on the way there.
- Kjell said yes but minutes are wasted in waiting for the trucks to roll out the door and when we are talking about structure fires minutes count greatly in a fire. He gave examples of three structure calls he has been on where the cabs were full and he had to get another truck going out the door or arrive POV. He stated that all the trucks that left on those fires had full cabs. He gave another example of a call where 6 FF arrived at the station and left for a call.
- Larry said you have proven your point of our volunteers showing up and that is great. You've got your truck on the scene with three packed up ready to go so don't we already have an engine there ready to spray water?
- Kjell said that there must be 2 FF in and 2 FF ready to back them; that the WSRB does allow the FF that may be running the pump to also be considered the 2 FF backing the 2 FF going in. That is a minimum required of 4 FF, though. Regarding the liability for entrance into these driveways, we also need to

protect our FF team and put them in the best situation to respond safely so they can fight the fire. You also have a liability toward the team members. We don't want to break the law but we would rescue a life if need be – that put's both the FF's and the public at risk. We need to eliminate that risk.

- Larry said I agree with every single thing you just said – I can't argue one point of it; it's just that you picked the wrong truck to do it with. We asked for a minimum of 2,000 gallons. This is a very big truck holding some 16,000 pounds of water. I don't think you guys understand just how big this truck is and its maneuverability. We have enough trucks for all the FF to drive; we can get the people there. I do get the point of having two more guys on the way, but by the time you set the water up with the first two on scene, the other FF in the next truck will be there. I don't think packing all my eggs in one basket is best.
- Howard said that he can guarantee at least 50% of our driveways in this district you either cannot get into with a truck that size or you will have difficulty getting into them. Then you'll be clogging the driveway with this big truck that will be either in the ditch or in the trees. That scares me. I have driven around the last couple of days just looking at a lot of driveways.
- Greg said that custom cabs are expensive but may be an answer to shorten the truck. It sounds like we have a money problem. Have we researched the funding priority of a 4 cab? Could we use the money we would be spending on the porta-tank and get the custom cab? Could we borrow \$70,000 and build a truck like FD10's? Has anyone found a truck with the wheel base and driven it in and out of some of these tight driveways?
- Larry said then we really can't the truck we said we needed on the grant; Ron told him of a truck Rosenbauer builds called a "Command." That is not what we put in for the grant. We are not going to be borrowing any funds for this truck or go to the taxpayers for money. They did not do the research when they originally applied for the grant because if they had they could have asked for more money.
- Greg said that he was not in on any of the initial planning. When we talked about a 4 door it must have been a custom cab.
- Larry said as far as having a truck with that wheel base, no, we don't have one. All I have to go on is the numbers I am given by the professionals. I have never said that Joe, Rod or Kjell cannot get it into a driveway. I need to make sure that this truck is manageable for all of our crew. My goal is ease of use for them. I still don't get why you would want to show up with one truck.
- Kjell said I get that, I understand what you mean. But we are sending 5 seats away and only getting back 2. Would E52 be coming, yes. We would use any means possible to attack a fire and save lives.
- Carol asked if the 2,000gallon tank on the grant is holding us up; what if that could be changed.
- Larry said water is a huge priority and I have talked to Robert Ferrill of WSRB regarding ratings. When I talked to Ron and he stated all we should have with this truck I told him there is not a truck on the market out there with all that on it. Regarding the water and a possible change, if FEMA will allow us to change it to a lower gallon, then I'll compromise but time is against us.
- Kjell said I know Larry has put a lot of work into this which is appreciated.
- Larry said he does understand the FF needs and thinks they are important. We need to build the biggest truck we can on one axle for maneuverability. See if we can drop the water; I am faced with "X" amount of dollars for a truck as short as possible with 2,000 gallons of water on it. I don't see how this can happen. I am willing and open to change if FEMA grants it. We also will need an extension on the timeline as well.
- Carol read key parts of the grant narrative to refresh everyone as to what we said we wanted. She also wanted to verify what they wanted to amend and what stays the same. Tank size change, pump stays the same. We never stated in the grant what size cab we wanted.

Carol Harrington had to leave at this time to pick up her boys in Reardan.

The meeting adjourned at 7:30p.m.

Spokane County Fire District 5 Chairman

Spokane County Fire District 5 Commissioner

Spokane County Fire District 5 Commissioner

Attest: Spokane County Fire District 5 Secretary