

 <p style="text-align: center;"><b>Council Communication</b> Office of the City Manager</p>	<b>Date:</b> December 8, 2014
	<b>Agenda Item No.</b> 48F <b>Roll Call No.</b> <u>14-1874</u> <b>Communication No.</b> <u>14-580</u> <b>Submitted by:</b> John F. TeKippe, Fire Chief

**AGENDA HEADING:**

Approve purchase of one (1) replacement fire truck for the Des Moines Fire Department (DMFD) from Rosenbauer South Dakota, LLC.

**SYNOPSIS:**

Approval of the bid from Rosenbauer South Dakota, LLC., Harold Boer, President, 100 Third Street, Lyons, South Dakota for the provision of one (1) 75-foot mid-mount aerial ladder truck. The purchase of this apparatus is a scheduled replacement and is not an addition to the DMFD fleet.

**FISCAL IMPACT:**

Amount: \$838,210

Funding Source: FY 2015 CIP: C041FD99 FR013 Fire Protection Improvements- 4

**ADDITIONAL INFORMATION:**

Bid number V15-044 for one (1) 75-foot mid-mount aerial ladder truck was sent to four (4) vendors and two (2) bids were received. Rosenbauer South Dakota, LLC is the compliant bid.

A non-compliant bid was received from Sutphen Corporation. This bid is deemed non-compliant, with regards to the truck’s body design and construction of the aerial not meeting specifications. Regarding the body design, Sutphen was non-compliant with the placement of the ground ladders, compartments required, and the location of the generator on the truck. All of these non-compliant items are key pieces for the functionality, safety, and life of the truck. Regarding the aerial itself, staff specified a steel ladder with turntable controls and Sutphen bid an aluminum ladder with side controls, bringing forth safety concerns and an increase in the operating and maintenance cost of the aerial unit.

Bid specifications were written around the design of the last four (4) mid mount 75-foot aerials purchased. This design takes in consideration of familiarity, ease of use, safety, and future operating costs.

Specifications called for the National Fire Protection Association (NFPA) required footage of ground ladders to be carried on the apparatus, stored in a compartment accessible from the rear allowing for the both sides of the apparatus to be lined with compartments. The Sutphen proposed design does not allow for the required NFPA compliment of ground ladders to be carried, and they are stored on the side of the apparatus. This design eliminates the necessary compartment space needed to carry

required firefighting and medical equipment. It also creates difficulties and safety concerns in removal of ladders due to having to remove several heavy ladders at a time as they are nested horizontally on top of each other with some even being in an overhead location instead of being placed vertically within individual trays within the rear compartment per specifications. Additionally, the specifications called for the operator of the aerial to be located on the turntable at the base of the aerial and not along one side of the apparatus during its operation. For safety reasons, the best place to be while operating an aerial is where you can see in all directions to avoid contact with power lines and other obstacles. Sutphen's proposal of standing on a step located at one side of the apparatus while operating the aerial does not allow for an unobstructed view. Our specifications call for a steel ladder design over an aluminum design as proposed by Sutphen. A welded steel ladder is much stronger than an aluminum riveted ladder when exposed to fire and during rescue operations, and additionally steel requires less cost of maintenance, upkeep, and repairs over its life expectancy. Generator location is also critical for ventilation so as to not take up needed compartment space. Specifications call for a specific area for this generator to be located and Sutphen cannot comply with their design; instead they have placed it in a compartment that could be otherwise used for the storage of equipment.

This new 75-foot mid-mount aerial ladder truck will be replacing a 1988 Sutphen 65-foot (26 years old). The Fire Department's standard replacement schedule is 15 years (10 years in frontline then five (5) years in ready reserve). The 1988 Sutphen will be removed from the fleet by selling the unit in coordination with our Purchasing Division. This new unit will be placed in-service as a frontline unit and another existing unit will be placed in a ready reserve status.

**PREVIOUS COUNCIL ACTION(S): NONE**

**BOARD/COMMISSION ACTION(S): NONE**

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS: NONE**

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