

**MUNICIPALITY
OF
MT. LEBANON**

FLEET MANAGEMENT DOCUMENTS

**PROPOSED FLEET REPLACEMENT
SCHEDULES 2015 - 2019**



Thomas G. Kelley

October 6, 2014

FLEET & EQUIPMENT MANAGEMENT

Background: The Mt. Lebanon Department of Public Works is assigned the overall responsibility for managing the Municipality's fleet of vehicles and construction/maintenance equipment. The Public Works Department works in conjunction with the Police and Fire Departments (Fleet Management Team) to: develop vehicle and equipment specifications; develop vehicle and equipment replacement schedules; acquire vehicles and equipment; and reassign and dispose of vehicles and equipment. The vehicle and equipment maintenance functions are assigned solely to the Public Works Department. The public works maintenance garage is located at 1250 Lindendale Drive and two full-time mechanics are employed to maintain 111 vehicles and equipment units with a replacement cost of over \$9.2 Million. The annual appropriations for operations, maintenance, repair and fueling for Police, Fire, Recreation, Inspections, Administration and Public Works vehicles and equipment is budgeted in the Public Works Operating Budget. The appropriations to replace vehicles and equipment is budgeted either in the annual Operating Budgets of the departments listed above or in the Capital Budget. A complete listing of the vehicles and equipment maintained by the public works mechanics is listed as an attachment to this report.

The purpose of this document is to propose a vehicle replacement plan for the next five years, and the specific vehicle and equipment needs and requirements of the three departments that make up the Fleet Management Team. This document reflects the vision of the Fleet Management Team to create a multiyear vehicle and equipment replacement plan that will serve as a guide in providing direction to meet needs. This is a living document that will be modified and updated annually to reflect changes in the Municipality's organizational climate, the changing needs of our internal customers, and changes in the automotive and equipment industry.

The review of the Municipality's Fleet Management functions by the Matrix Group pointed out that an effective fleet management program should include policies and procedures on acquisition, maintenance, replacement and disposal of vehicles.

Acquisition: The goal of the Municipality's acquisition practices is to obtain the lowest possible price and the highest possible quality. Currently the Municipality purchases through State and Council of Government Contracts to achieve the lowest price possible to acquire the highest possible quality. All purchases of vehicles and equipment will follow the applicable Municipal Purchasing Codes. Annually before the preparation of the Operating and Capital Budgets the Police and Fire Chiefs meet with the Public Works Director to review the vehicle replacement schedule and plan for the acquisition of replacement vehicles and equipment. Any request for new equipment that would increase the size of the fleet must be cost justified to the Manager and

Finance Director. The recommendation to lease or purchase equipment and vehicles is made by the Finance Director.

Maintenance: The goal of Public Works vehicle and equipment maintenance practices is to keep vehicles and equipment in sound operating condition. Preventive maintenance routines and intervals followed by our mechanics and are based on local driving conditions and manufacturer's recommendations, for each type of vehicle or equipment and each type of maintenance service. Maintenance costs represent a significant portion of the total cost to own and operate a vehicle or piece of heavy equipment and tend to increase as a vehicle or equipment ages. Escalating maintenance costs are a key factor in determining when to replace a fleet vehicle. In addition to the added cost of maintenance as a vehicle ages, there is an additional cost to the municipality when a vehicle is in the garage receiving maintenance and not available for use. Preventive maintenance is the key to avoiding the repair or replacement of costly major vehicle components such as engines, transmissions and drive trains. Our mechanics make adjustments to the manufacturer's recommendations based on the specific vehicle's use. For example, a police vehicle may idle for an extended period of time while an officer monitors a high-risk area. When an engine idles, it incurs wear and tear that will require future maintenance. So the maintenance schedule for a vehicle that runs idle 50 percent of the time may be as frequent as that of a comparable one that drives more miles.

Accurate and complete vehicle maintenance records are a key tool for making fleet management decisions. Vehicle maintenance costs are variable and distinct to each vehicle. Pertinent records maintained for each vehicle are:

- vehicle maintenance logs
- fuel usage logs
- Cumulative costs of parts, labor, and overhead by a vehicle over its life.

While we currently collect this information we lack automated systems that can produce information in a timely manner. Overly frequent or delinquent preventive maintenance intervals are counterproductive to controlling costs.

Replacement: As with other aspects of fleet management, replacing a vehicle too soon or too late wastes money. Together with the Police and Fire Departments we are developing replacement standards based on APWA, industry guidelines and years of experience in operating and maintaining vehicles and equipment. The goal is to analyze the costs associated with a vehicle and identifying the point when, on average, a vehicle is reasonably depreciated but not yet incurring significant maintenance costs. By replacing vehicles at this point, we can avoid escalating maintenance costs and optimize vehicle resale value. The three criteria that we considered when establishing the vehicle replacement schedule were vehicle mileage, age and use. Because each municipality's fleet and usage is unique, a universal management guide does not exist that can be applied to all types of fleets for every locality. For example, a police vehicle has a different maintenance demand and useful life than a pickup truck in the department of public

works. A police vehicle in Mt. Lebanon (an urban setting) has requirements different from a rural county sheriff's vehicle. Likewise, a dump truck that is not used to haul salt and plow streets during the winter cannot be compared to the same piece of equipment in Florida. Even within a single department, a vehicle used by a detective is maintained and replaced on a different schedule than that of a patrol car.

Reassignment and Disposal of Vehicles and Equipment: The vehicle and equipment fleet is sized to meet the current needs of the Municipality. Fleet vehicles and heavy equipment will not be reassigned unless it is used to replace unit currently assigned to other departments. In those instances the older units will be disposed. Annually before Operating and Capital Budgets are prepared, the Police and Fire Chiefs will meet with the Public Works Director to review the vehicle and equipment replacement schedule, and plan for the reassignment or disposal of vehicles and equipment that have reached their age, and mileage thresholds and will be replaced in the next budget cycle. Police sedans may be reassigned to the Inspection Office for field work or to the Recreation Department and assigned to the support staff. Four Wheel Drive Sport Utility vehicles may be reassigned to the Public Works Department for field work. The majority of vehicles selected for replacement will be sent to the public auction. Public works dump trucks may be reassigned to the Golf Course and Recreation Center to replace similar units that are currently assigned to those locations. Sealed bids, internet auctions, trade journal advertisements, and public auctions will be utilized for the disposal of fire and public works heavy equipment.

MISSION STATEMENT AND REPLACEMENT SCHEDULE

Mission Statement:

To establish efficient and effective delivery of municipal services by providing customer departments with safe, reliable, economical and environmentally sound transportation and related support services that are responsive to their needs and that preserve vehicle value and equipment investment.

Objectives:

Our primary objective is to control the overall cost of operating and maintaining the Municipal fleet of vehicles and equipment, to maintain vehicles and equipment in a manner that extends their useful life, to control the growth in size of the fleet, to standardize the composition of the fleet and to accurately budget for maintenance and replacement costs. All new purchases for vehicles and equipment are part of the budget cycle and are coordinated through Fleet Management team for recommendation.

We Will:

Provide vehicles that are safe, reliable, fuel efficient, and environmentally-sound, at competitive prices.

Provide honest, responsive, effective and efficient fleet services to our customers.

Maximize the return on investment (ROI), and the long-term value of the fleet investment.

Maintain high quality internal and external services.

Know and respond to fleet customer desires, needs, and requirements.

Key Customers:

- Police
- Fire
- Public Works
- Inspections
- Recreations
- Administration

Definition of Product/Services:

- Maintenance and repair of over 100 vehicles and pieces of field equipment
- Management of fueling locations and parts inventories
- Assist in purchasing and up-fitting of new vehicles for user departments

Vehicle and Equipment Replacement Program

The objective of the vehicle replacement program is to promote an orderly system of purchasing and funding a standardized fleet and heavy equipment replacement process and to plan future departmental transportation requirements.

All vehicles acquired and maintained by the Municipality are recommended for replacement in accordance with adopted guidelines/procedures and all departments are responsible for complying with these guidelines/procedures.

Development of Guidelines/Procedures

The Police Chief, Fire Chief and Public Works Director (Fleet Management Team) have inventoried existing vehicles and equipment and have prepared a replacement schedule for all public works, police and fire vehicles and equipment. The schedule will be updated annually and will be used as the basis for planning for the replacement of vehicles and equipment through the operating and capital budgets. The vehicle and equipment replacement schedule will include the following information for each vehicle or unit of capital equipment:

- a. Age in years also known as life.
- b. Usage in hours or miles.
- c. Useful life (based on commonly used standards for municipal vehicles and equipment)
- d. Cost of Maintenance.
- e. Overall condition: mechanical, operating, safety, or appearance.
- f. Downtime
- g. Availability of replacement parts
- h. Funding

The guidelines for vehicles considered for replacement are based on vehicles meeting predetermined age and/hour/or mileage criteria. Additional consideration is given to functionality and overall condition of the vehicle. Priority is given to those departments whose services relate to public health and safety and law enforcement.

As vehicles reach the threshold miles or age of replacement criteria, a vehicle maintenance evaluation is performed by the Chief Mechanic of the Public Works Department (Evaluation Form attached). The Evaluation Forms will be provided to the Fleet Management Team for further review and consideration. If the evaluation proves the vehicle would be economical to retain for an additional year, the vehicle will be targeted for retention or reassignment. In some cases, it may be reassigned to other departments with "low usage" requirements or to a loaner pool. The Fleet Management Team will jointly review and approve all specifications for new purchases of Municipal vehicles and motorized equipment. Depending on the availability of funds, vehicles and equipment will be replaced when they are at the end of their economic life, no longer safe to operate, not reliable enough to perform their intended function, or there is a demonstrated cost saving to the Municipality of Mt. Lebanon.

Vehicle Categories: For the purposes of this review the Municipal fleet has been grouped into fourteen distinct categories. Each category is described below, and the number of units currently on hand, replacement cost and useful life range for each category is summarized below in Chart 1.

Four Wheel Drive Sports Utility (4WD SUV)-these vehicles are larger than, and provide more passenger room and better off road performance than traditional sedans or pick up trucks. Because of their size SUVs' are highly visible and provide the operator with better

visibility than sedans. Currently the Municipality owns twenty two (22) 4WD SUVs' with a replacement value of \$633,000. Useful lives for this class of vehicle depends on duty assignment and range from 5 to 12 years. In the past some of these vehicles have been reassigned to the public works department. These vehicles are maintained by the public works department. Purchases are made through the annual Operating Budget.

Field Equipment-equipment of this class includes tractors, trucksters and motorized mowing equipment. At the time of this analysis twelve (12) pieces of field equipment valued at \$287,285 were included in the inventory. Useful lives range between 10 to 15 years. This equipment is maintained by public works. Purchases are made through the annual Operating Budget.

Fire Equipment-Highly specialized equipment used to respond to emergency situations. Equipment contains many other pieces of smaller highly specialized pieces of equipment required to fight all types of fires, free victims entrapped in vehicles, and conduct other related emergency responses. Currently the Municipality owns eight (8) units with a replacement value of over \$3.1 Million. Useful lives range between 15 to 20 years. Purchases are made through the Capital Budget. This equipment is maintained by the public works department and outside service providers. See Attachment "A" for additional details specific to this equipment.

Heavy Dump Trucks-these vehicles have a gross vehicle weight (GVW) of at least 33,000 Lbs. and load carrying capacity of five tons. Heavy dump trucks are used to tow leaf vacuum and leaf boxes during the fall and large loads of rock salt during the winter and throughout the year haul heavy loads and tow equipment trailers. At least six heavy dump trucks are required during the fall and winter for leaf and snow plowing/salting. Currently there are six units on hand. These vehicles are up fitted with heavy duty aluminum dump bodies and hydraulic packages. The current replacement value for the six heavy dump trucks is \$819,024. Heavy dump trucks have a useful life of twelve years and one is replaced every two years. Purchases are made through the Capital Budget. These vehicles are maintained by the public works department. See Attachment "C" for information of replacement schedules for public works vehicles and equipment.

Heavy Equipment-This is mobile on the road and off road equipment that is used to dig, load trucks and carry large loads over a short distance. The inventory includes two Caterpillar backhoes and one Caterpillar front end loader. The backhoes are used to plant trees and maintain underground assets, and to load leaves onto trucks in the fall and clear snow from the business district during emergencies. The front end loader is used to maintain the compost sites, load salt and remove trees. These units have a replacement value of \$380,000 and useful lives of 15 years. This equipment is maintained by the public works department. Replacement would be made through the Capital Budget. In previous

years grant funding from the PA DEP has been available to cover 35% of the purchase price.

Heavy Trucks-These vehicles are operated by the Police Department and they provide tactical support for police officers and are over ten years old with a replacement value of \$700,000. The Police Department intends to keep these vehicles for an indefinite period of time. These vehicles are maintained by public works and would be replaced through the Capital Budget.

Light Dump Trucks- This class of vehicle has a gross vehicle weight of 17,000 lbs and is equipped with four wheel drive. These vehicles are the work horses of the public works department and are used to haul personnel, materials and equipment to on and off the road work sites. During the fall and winter these vehicles haul loads of wet leaves, and plow and salt residential streets. These vehicles are up fitted with heavy duty aluminum dump bodies and hydraulic packages. These are relatively small and maneuverable trucks that can navigated through tight streets. There are currently 9 light dumps; 7 are assigned to public works, and 2 are assigned to the recreation department for use at the recreation center and the golf course. The useful life for a light dump is 10 years. As light dumps are replaced the older units are assigned to the recreation department and the older units at recreation are sent to auction. The replacement value of the 10 units is \$800,874. These trucks are maintained by the public works department and are purchased through the annual Operating Budget-one truck is replaced each year.

Pickup Trucks- This class of vehicle may be equipped with either two or four wheel drive and may have an extended cab capable of carrying a crew of five personnel along with light hand equipment or materials. Pickup trucks may pull a trailer for the police, fire or public works departments. The Municipality owns five pickup trucks with a replacement value of \$158,000. The typical useful life of a pickup truck is 10 years. These trucks are maintained by the public works department and purchased through the annual Operating Budget.

Sedans- This class of vehicle is the work horse of the Police Department. Sedans are used as patrol vehicles, traffic vehicles and unit vehicles. Police sedans are more than a means of transportation they are the lifeline for the community and its police force. The vehicles must be maintained to respond to any emergency situation encountered by an officer. Police sedans are up fitted with computers, gps systems, and video systems as well as sirens and emergency lighting. After three years of continuous service these Patrol Vehicles are ready to be replaced. Some police sedans are reassigned to the Building Inspections and Recreation Departments. Currently there are ten (10) sedans with a replacement value of \$274,000. These vehicles are maintained by the public works department and purchased through the annual Operating Budget. See Attachment "B" for additional detail on police vehicles and replacement criteria.

Specialty Equipment-Equipment in this category typical has a specialized use and performs a function that cannot be duplicated by one of the other categories of vehicles and equipment. Equipment included in this category is: leaf vacuums, street sweeper, grinder, chipper, sewer flusher, stump grinder, root cutter and air compressor. The useful life range for this equipment is from 6 years for leaf vacuums to 20 years for a stump grinder. Small pieces of specialty equipment (leaf vacuums) are purchased through the annual Operating Budget, and larger equipment like the grinder has been purchased through the Capital Budget. Currently there are nineteen (19) pieces of specialty equipment and the current replacement value is \$1,143,280. This equipment is maintained by the public works department. Equipment purchases under \$92,000 are funded through the Operating Budget. Purchases greater than \$92,000 are purchased through the Capital Budget. Grant funding is often available to purchase leaf vacuuming equipment.

Specialty Trucks- These are trucks that are equipped with special bodies that are required to provide a specific service. These vehicles include: Forestry truck, lift truck for signal maintenance, sewer camera van, and the carpenters van. These vehicles have a useful life ranging from 10 to 12 years. The Municipality owns five specialty trucks with a replacement value of \$618,504. These vehicles may be purchased through the operating or capital budget and are maintained by public works.

Trailers-These are licensed, motor-less tow behind units that are used to move equipment, other vehicles and materials. These units are towed by pick up and light dump trucks and are maintained by public works. The Municipality has three trailers with a replacement value of \$20,500. The average useful life is 15 years. Trailers are purchased through the Operating Budget.

Utility Trucks-These are truck chassis cabs that are fitted with various bodies e.g. Animal Control Boxes, and tool and storage beds. These vehicles are limited in their use but are used daily to perform a specific task. Currently there are three (3) utility trucks. Three are assigned to the Police Department for Animal Control and one is assigned to the Public Works Department and is used as a tool and materials truck for the plumber. The replacement value for all four vehicles is \$84,000 and the useful life range is between 3 and 12 years. These vehicles are purchased through the annual Operating Budget and the purchase and operating costs of the Animal Control trucks is shared with the SHACC communities.

Vans- These vehicles are used to carry personnel and equipment. Vans sizes range from the large extended window van used by the Municipal carpenter to the small min-vans assigned to the Recreation Department. Currently there are five vehicles in the van category with a replacement value of \$134,000. Vans are maintained by the public works department and the useful lives range between 10 and 12 years.

Chart 1. Summary of Vehicles and Equipment Currently on Hand

Vehicle Categories	Current Inventory	Current Replacement Cost	Useful Life Range
4AWD Sports Utility	22	\$ 633,000	5-12
Field Equipment	12	\$ 287,285	10-15
Fire Equipment	8	\$ 3,175,000	15-20
Heavy Dump	6	\$ 819,024	10-12
Heavy Equipment	3	\$ 380,000	15
Heavy Truck	2	\$ 700,000	Indefinite
Light Dump	9	\$ 800,874	10
Pickup Truck	5	\$ 158,000	10
Sedan	10	\$ 274,000	3-10
Specialty Equipment	19	\$ 1,143,280	8-20
Specialty Truck	5	\$ 618,504	10-12
Trailer	3	\$ 20,500	15
Utility Truck	3	\$ 84,000	3-12
Van	4	\$ 134,000	10-12
Total	111	\$ 9,227,467	

Multi Year Vehicle and Equipment Schedules- The following charts on pages 11 through 15 present the vehicle and equipment replacement schedules for the next five years, 2015 through 2019. These schedules are based on the current replacement values of the individual vehicles and equipment units that are currently included in our fleet. Replacements are based on the year the unit was placed in service plus the unit’s useful life. For example a heavy dump truck placed into service in 2003 has a useful life of 12 years and would be evaluated for replacement in 2015. Similarly a police sedan placed in service as a patrol vehicle in service since 2012 has a useful life of 3 years and would be evaluated for replacement in 2015. For additional information please refer to the “Replacement” Section on page 3 and Attachments 1, 2 and 3. Also attached to this document is an inventory of the current fleet.

2015 PROJECTED REPLACEMENT SCHEDULE

Veh.#	Year	Category	Assignment	Useful Life Years	Current Replacement Cost	2015
S-06	2013	4WD Sport Utility	Police	3	\$ 28,000	\$ 28,980
S-07	2013	4WD Sport Utility	Police	3	\$ 28,000	\$ 28,980
S-87	2008	Sedan	Police	3	\$ 28,000	\$ 28,980
361	2013	Utility Truck	Police AC	3	\$ 28,000	\$ 28,980
S-03	2012	4WD Sport Utility	Police	8	\$ 30,000	\$ 31,050
T-94	2009	Pickup Truck	Police	5	\$ 30,000	\$ 31,050
FE10	1982	Field Equipment	Public Works	15	\$ 33,515	\$ 35,000
LK-#7	2003	Specialty Equipment *	Public Works	7	\$ 40,000	\$ 40,000
UTL-3-2003	2003	4WD Sport Utility	Fire Dept.	12	\$ 45,000	\$ 45,000
224	2003	Light Dump	Public Works	10	\$ 88,986	\$ 93,435
216	2001	Heavy Dump	Public Works	12	\$ 130,500	\$ 132,620
256	1997	Specialty Equipment **	Public Works	10	\$ 316,910	\$ 328,000
					Total	\$ 852,075

* Funded through Recycling Grant Funds.

** Funded through Sanitary Sewer Funds.

2016 PROJECTED REPLACEMENT SCHEDULE

Veh.#	Year	Category	Assignment	Useful Life Years	Current Replacement Cost	2016
S-09	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 29,960
S-10	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 29,960
S-11	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 29,960
S-05	2012	Sedan	Police	3	\$ 28,000	\$ 29,960
363	2014	Utility Truck	Police AC	3	\$ 28,000	\$ 29,960
605	2005	4WD Sport Utility	Parking	10	\$ 28,000	\$ 29,960
201	2013	4WD Sport Utility	Public Works	9	\$ 28,000	\$ 29,960
606	2006	Pickup Truck	Parking	10	\$ 30,000	\$ 32,100
2007	2007	4WD Sport Utility	Fire Dept.	10	\$ 33,000	\$ 35,310
LK-#8	2003	Specialty Equipment*	Public Works	7	\$ 40,000	\$ 42,800
225	2006	Light Dump	Public Works	10	\$ 88,986	\$ 95,215
211	2001	Heavy Dump	Public Works	12	\$ 136,504	\$ 146,059
					Total	\$ 561,204

*Funded through Recycling Grant Funds.

**Funded through Sanitary and Storm Sewer Funds.

2017 PROJECTED REPLACEMENT SCHEDULE

Veh. #	Year	Category	Assignment	Useful Life Years	Current Replacement Cost	2017
603	2012	Pickup Truck	Parking	10	\$ 25,000	\$ 27,625
608	2010	Pickup Truck	Parking	10	\$ 25,000	\$ 27,625
S-13	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 30,940
S-14	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 30,940
S-15	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 30,940
362	2011	Utility Truck	Police AC	3	\$ 28,000	\$ 30,940
LK-#9	2003	Specialty Equipment*	Public Works	7	\$ 40,000	\$ 44,200
223	2007	Light Dump	Public Works	10	\$ 88,986	\$ 98,330
B-#1	2002	Heavy Equipment	Public Works	15	\$ 100,000	\$ 110,500
215	2003	Heavy Dump	Public Works	12	\$ 136,504	\$ 150,837
257	1998	Specialty Truck	Public Works	12	\$ 150,000	\$ 165,750
					Total	\$ 748,626

*Funded through Recycling Grant Funds.

2018 PROJECTED REPLACEMENT SCHEDULE

Veh.#	Year	Category	Assignment	Useful Life Years	Current Replacement Cost	2018
S-06	2013	4WD Sport Utility	Police	3	\$ 28,000	\$ 31,920
S-07	2013	4WD Sport Utility	Police	3	\$ 28,000	\$ 31,920
S-87	2008	Sedan	Police	3	\$ 28,000	\$ 31,920
361	2013	Utility Truck	Police AC	3	\$ 28,000	\$ 31,920
S-03	2012	4WD Sport Utility	Police	8	\$ 30,000	\$ 34,200
FE6	2006	Field Equipment	Public Works	15	\$ 21,000	\$ 23,940
FE7	2008	Field Equipment	Public Works	15	\$ 21,000	\$ 23,940
FE5	2005	Field Equipment	Public Works	15	\$ 25,000	\$ 28,500
S-12	2014	4WD Sport Utility	Police	5	\$ 28,000	\$ 31,920
FSH-01	2005	Fire Equipment	Fire Dept.	15	\$ 70,000	\$ 79,800
FE1	2005	Field Equipment	Public Works	10	\$ 30,000	\$ 101,444
227	2008	Light Dump	Public Works	10	\$ 88,986	\$ 101,444
					Total	\$ 552,868

*Funded through Recycling Grant Funds.

2019 PROJECTED REPLACEMENT SCHEDULE

Veh.#	Year	Category	Assignment	Useful Life Years	Current Replacement Cost	2019
S-09	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 32,900
S-10	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 32,900
S-11	2014	4WD Sport Utility	Police	3	\$ 28,000	\$ 32,900
S-05	2012	Sedan	Police	3	\$ 28,000	\$ 32,900
363	2014	Utility Truck	Police AC	3	\$ 28,000	\$ 32,900
SE5	1988	Specialty Equipment	Public Works	20	\$ 8,000	\$ 9,400
C1	1995	Specialty Equipment	Public Works	20	\$ 18,000	\$ 21,150
FE8	2009	Field Equipment	Public Works	15	\$ 21,000	\$ 24,675
FE2	1990	Field Equipment	Public Works	15	\$ 22,000	\$ 25,850
FE4	2001	Field Equipment	Public Works	15	\$ 25,000	\$ 29,375
SE5	2013	Specialty Equipment	Public Works	6	\$ 35,000	\$ 41,125
LK#1	2012	Specialty Equipment	Public Works	7	\$ 40,000*	\$ 47,000
LK#2	2012	Specialty Equipment	Public Works	7	\$ 40,000*	\$ 47,000
226	2008	Light Dump	Public Works	10	\$ 88,986	\$ 104,559
386	2004	Heavy Equipment	Public Works	15	\$ 180,000	\$ 211,500
					Total	\$ 726,134

VEHICLE EVALUATION FORM

VEHICLE/EQUIPMENT EVALUATION FORM

Vehicle or Equipment VIN or Serial# _____

Vehicle or Equipment #: _____ Department Assigned to: _____

Make: _____ Model: _____ Year: _____

Mileage: _____ Hours of Operation: _____

Date of Evaluation: _____ Evaluator: _____

System	Diagnosis	Estimated Repair Cost
Engine		
Transmission		
Drive Line		
Differential		
Exhaust		
Pumping System		
Hydraulic System		
Electrical System		
Brakes		
Tires		
Body		
Interior/Exterior		
Front End/Suspension		
Air Conditioning		
Other		
Total Estimated Repair Cost		

Diagnosis Code	Code Description
Good 3	System is functioning well, and no repairs expected at this time
Fair 2	Minor Repairs required
Poor 1	Major repairs needed as soon as possible – consider replacing

Evaluators

Comments: _____

VEHICLE/EQUIPMENT EVALUATION SUMMARY REPORT

Vehicle or Equipment #: _____ VIN or Serial #: _____

Department Assigned to: _____

Make: _____ Model: _____ Year: _____

Description of use: _____

SUMMARY OF VALUES

YEARS OF SERVICE _____ USEFUL LIFE _____ YEARS OVER OR UNDER _____

CURRENT MILEAGE _____ MILEAGE THRESHOLD _____ MILES OVER OR UNDER _____

CURRENT HOURS _____ THRESHOLD HOURS _____ HOURS OVER OR UNDER _____

MAINTENANCE/REPAIR COSTS TO DATE: (ATTACHED)

PURCHASE COST: _____ REPAIR COST: _____

REPLACEMENT COST: _____ TRADE IN VALUE: _____

COMMENTS AND OTHER

CONSIDERATIONS: _____

RECOMMENDATIONS: _____

ATTACHMENT “A”

FIRE EQUIPMENT

2014

Fire Apparatus Replacement Program



MUNICIPALITY

OF

Thomas G. Kelley
MT. LEBANON
9/30/2014

**Mt. Lebanon Fire Department
Apparatus Replacement Program**

To meet community risks, maximize fire fighter capabilities, minimize risk of injuries to fire department personnel and the public, and meet Insurance Services Office (ISO) apparatus requirements, the Mt. Lebanon Fire Department maintains three first-line engines, one reserve engine, a ladder truck, and a heavy rescue truck, a command vehicle, and several utility vehicles. Historically, since 1951, the Municipality has replaced major apparatus on a five-year rotation (Table 1):

Table 1: Mt. Lebanon Historical Replacement of Fire Apparatus

Unit	Year Purchased	Age at Replacement
Truck	1951	
Engine	1955	
Engine	1961	
Engine	1968	
Truck	1971	20 years
Engine	1975	20 years
Engine	1982	21 years
Rescue	1985	
Engine	1987	19 years
Truck	1992	21 years
Engine	1995	20 years
Engine	2002	20 years
Engine	2002	15 years
Rescue	2008	23 years

Overall, the fire department agrees with the Matrix recommendation that the Municipality use a 15-year plan for front line fire apparatus; however, the department believes that Matrix failed to address the status of reserve fire apparatus and the long-term costs associated with the department’s fleet replacement program in accordance with National Fire Protection Association (NFPA) Standards and Insurance Services Office (ISO) requirements.

The Matrix study cites that “Most agencies use a 15-year replacement target for fire engines and trucks” and that “Even large agencies like Phoenix, Sacramento, and El Paso do not follow a 10-year replacement plan.” The reason that most agencies, in addition to the very progressive agencies referenced, utilize a 15-year replacement cycle for fire engines and trucks is based on NFPA recommendations.

The National Fire Protection Association (NFPA) Standard on Automotive Fire Apparatus, Guidelines for First-Line and Reserve Fire Apparatus, recommends that apparatus greater than 15 years be placed in reserve status and upgraded to incorporate as many features as possible of the current fire apparatus standard. The recommended age for reserve apparatus is between twenty and twenty-three years, with applicable upgrades.

Definition of first-line fire apparatus: First-line fire apparatus must be manufactured to NFPA 1901, 1991 (2003 editions) and must be maintained in accordance with NFPA 1912 and 1915.

Definition of reserve fire apparatus: Reserve fire apparatus is defined as apparatus manufactured to applicable NFPA 1901 editions, after 1979 and prior to the 1991 edition. Such apparatus must have been **upgraded to include as many of the features as possible** found in 1991 or newer units.

The fire department’s current apparatus replacement plan maintains two front-line engines at a maximum of ten-years old, one-front-line engine at a maximum of twenty years old, a reserve engine at a maximum of twenty years old, and a ladder truck at a maximum of twenty years old. Under the current replacement plan, one front-line engine and the ladder truck are not in compliance with the NFPA Standard or the Matrix recommendation that the Municipality use a 15 year plan for first-line fire apparatus.

The following table is the Department’s current apparatus replacement schedule, approved in June of 1999:

Table 2: Current Apparatus Replacement Program

Unit	Year	Replacement	Cost
Engine 1	1982	2012	\$500,000
Engine 4	1995	2012	\$500,000
Truck	1992	2012	\$930,000
Engine 2	2002	2022	\$500,000
Engine 3	2002	2022	\$500,000
Rescue	2008	2028	\$550,000
TOTAL			\$3,480,000

Table 3 represents an apparatus replacement schedule for all Mt. Lebanon fire apparatus based on the recommendation that the “Municipality should use a 15-year plan for front line fire apparatus,” meeting NFPA standards (no front-line apparatus over 15-years old and no reserve apparatus over 20 years old):

Table 3: Matrix Replacement Schedule Incorporating NFPA Standards

Unit	Year	Replacement	Cost	Age at Replacement
Engine 1	1982	2010	\$500,000	28 years
Truck	1992	2012	\$930,000	20 years
Engine 4	1995	2015	\$500,000	20 years
Engine 2	2002	2017	\$500,000	15 years
Engine 3	2002	2022	\$500,000	20 years
Engine 1	2010	2025	\$500,000	15 years
Truck	2012	2027	\$930,000	15 years
Rescue	2008	2028	\$550,000	20 years
TOTAL			\$4,860,000	

Table 4 represents an apparatus replacement schedule, incorporating the Matrix recommendation with the assumption that the Municipality will continue to purchase apparatus on a five-year rotation.

Table 4: 15 – year replacement cycle based on Matrix recommendation that the Municipality should also use a 15 year plan for front line fire apparatus.”

Unit	Year	Replacement	Cost	Age at Replacement
Truck	1992	2012	\$930,000	20 years
Engine 1	1982	2017	\$500,000	35 years
Engine 4	1995	2017	\$500,000	22 years
Engine 2	2002	2022	\$500,000	20 years
Engine 3	2002	2022	\$500,000	20 years
Truck	2012	2027	\$930,000	15 years
Rescue	2008	2028	\$550,000	20 years
TOTAL			\$4,560,000	

In order to meet the intent of the Matrix recommendation (savings), while meeting NFPA Standards, the fire department is proposing the following apparatus replacement schedule:

Table 5: Proposed Fire Department apparatus replacement plan – 15-year front line service with elimination of one engine – NFPA Compliant.

Unit	Year	Replacement	Cost
Engine 1	1982	2012	\$500,000
Truck	1992	2012	\$930,000
Engine 4	1995	2017	\$500,000
Engine 2	2002	2022	\$500,000
Engine 3	2002	None	\$0
Truck	2012	2027	\$930,000
Rescue	2008	2028	\$550,000
TOTAL			\$3,910,000

Note: The elimination of the reserve engine will lose the department one point in its ISO rating; however, should not be significant enough to affect the community’s overall fire protection classification.

It is a generally accepted fact that fire apparatus, like all types of mechanical devices, have a finite life. The length of that life depends on many factors, including vehicle mileage and engine hours, quality of the preventative maintenance program, quality of the driver training program, usage, workmanship, climate, and terrain, to name a few. In the fire service, there are apparatus with 8 to 10 years of service that are simply worn out. There are also fire apparatus that were manufactured with quality components, that have had excellent maintenance, and that have responded to a minimum number of incidents that are still serviceable after 20 years of service. In preparing the current fire department apparatus replacement plan, however, it is apparent the

majority of fire department follow the NFPA Standard as a guideline for apparatus replacement guidance.

While NFPA Standards are not mandatory, they establish a datum point for age of apparatus and updating guidelines. Fire Departments that do not follow NFPA Guidelines assume full liability of retaining known deficient apparatus in service. To knowingly operate or approve of the operation of a vehicle that could kill or injure the public or a fire fighter severely exposes the fire department officials to liability.

Table 4: Apparatus Replacement Schedules for Other U.S. Fire Departments

City	Population	Apparatus Type	First-Line	Reserve
Pittsburgh, PA	330,000	Engines & Trucks	15 years	N/A
Winston-Salem, NC	299,000	Engines Trucks	10 years 15 Years	5 years 5 years
Albemarle County, VA	92,000	Engines & Trucks	12 – 15 years	5 years
San Francisco, CA	809,000	Engines Trucks	10 years 15 years	5 years 5 years
Montgomery County, MD	950,000	Engines & Trucks	12 years	15 years
Flint, MI	125,000	Engines Trucks	10 years 12 years	5 years 8 years
Boulder, CO	280,000	Engines Trucks	10 years 10 years	10 years 7 years
Tualatin Valley, OR	23,000	Engines & Trucks	15 years	N/A
River Edge, NJ	11,000	Engines	15 years	8 years
Hilton Head, NC	35,000	Engines & Trucks	12 years	5 years
Richmond, IN	48,000	Engines & Trucks	15 years	5 years
Sand Springs, OK	19,000	Engines Trucks	10 years 15 years	10 years N/A
Charlottesville, VA	45,000	Engines	12 years	5 Years
Roanoke, VA	97,000	Engines Trucks	10 years 12 years	5 years 5 years
Mountain Brook, AL	23,000	Engines & Trucks	15 years	5 years
Palm Beach, FL	11,000	Engines & Trucks	15 years	N/A
Staunton, VA	25,000	Engines & Trucks	20 years	3-5 years
Sand Springs, OK	35,000	Engines & Trucks	10 years	5 years
Park Ridge, IL	38,000	Engines & Trucks	15 years	5 years
Lighthouse Point, FL	13,000	Engines & Trucks	20 years	N/A

Miramar, CA	85,000	Engines Trucks	6 years 10 years	4 years 5 years
Gainesville, FL	99,000	Engines & Trucks	15 years	5 years
Alexandria, VA	125,000	Engines & Trucks	10 years	5 years
Richmond, VA	198,000	Engines Trucks	12 years 12 years	N/A N/A

Based on the Matrix recommendations and additional research, as well as Mt. Lebanon Fire Department historical fire apparatus replacement schedules and usage, the Department proposes the following replacement for major apparatus:

Engines:

- 15-years of first –line service per NFPA Standards.
- Maintaining three engines to meet ISO and service demand requirements.
- Purchase of one new engine every five years.
- Elimination of reserve engine.

Truck:

- 15-years of first-line service per NFPA Standards.
- Purchase of a new truck every fifteen years.
- Adoption of the quint concept to allow for greater versatility and usage of the truck while alleviating some of the service demands placed on the engines.

Rescue:

- Maintain 20-year replacement cycle (specialty vehicle).

Command Vehicle:

- Maintain 25-year replacement cycle (specialty vehicle).

Squads and Utilities:

- Maximum 12-year replacement cycle.

Chief’s Vehicle:

- 5-year replacement cycle; vehicle will be used for additional five-years as an additional staff vehicle.

Mt. Lebanon Fire Department

Standard Operating Guideline

Apparatus Replacement Policy

Number
110

Date
7/10/09

Page
1 of 1

1.0 General

1.1 Purpose. This standard operating guideline is to outline the replacement guidelines for fire and rescue apparatus and vehicles.

2.0 Procedure

2.1 To ensure the safest and most efficient use of Mt. Lebanon Fire Department resources, the following fire department apparatus and vehicle replacement guidelines shall be standard practice:

2.2 The Department shall maintain an adequate number of first-line apparatus to meet ISO requirements and service demands.

2.3 The goal of this guideline is to have heavy apparatus (engines and trucks) replaced after fifteen years of first-line service, the rescue replaced after twenty years of first-line service, the command vehicle replaced after twenty-five years of front-line service, and light vehicles (squads and utilities) replaced after a maximum of twelve years of service.

Unit	Year	Replacement
Pickup	1997	2011
Engine 1	1982	2012
Truck	1992	2012
Squad	2003	2015
Engine 4	1995	2017
Engine 2	2002	2022
Engine 3	2002	None
Pickup	2011	2023
Squad	2015	2027
Truck	2012	2027
Rescue	2008	2028

ATTACHMENT “B”
POLICE VEHICLES

MT. LEBANON POLICE DEPARTMENT (MLPD) FLEET ROTATION POLICY

MLPD fleet rotation is a fluid process based on safety concerns, performance, usage, mileage and assignment. Police vehicles are much more than a simple means of transportation for police officers; they are instead lifelines for the community and its police officers. Because of the critical nature of policing and the necessity for instant emergency response, the MLPD fleet must maintain performance as an absolute. Regular, consistent maintenance, as well as regular replacement of police vehicles so that operating capabilities (e.g. acceleration, braking, and dynamics) are not jeopardized, is paramount to saving officer and citizen lives, and protecting the municipality from surrounding liability. Moreover, police vehicles are “mobile offices” in which officers spend a significant percentage of their working hours. Because they provide platforms to support mobile data terminals (MDTs), in-car video cameras, emergency lighting systems, radios, rifles, shotguns and additional emergency equipment, police vehicles serve a purpose that distinguishes them from vehicles assigned to other components of municipal government.

As a result of their varied usage patterns, rotation policies for police vehicles must consider not only mileage and age, but also must take into consideration the nature of police vehicle operation. For example, because police vehicles must idle to keep MDTs “booted up” for rapid access to incident and CAD information, GPS data, and for efficient powering of emergency lighting systems, industry experts acknowledge an advanced rate of wear and tear on police vehicles, and the necessity to factor idling time and driving conditions into a rotation policy. Experienced fleet managers for large police departments recommend a formula that estimates every hour of engine idling is equivalent to 33 driving miles. It is easy to see why a MLPD vehicle with 100,000 miles on its odometer could be comparable to a family car with 200,000 miles on its odometer, given stop and go driving conditions, high idling times, excessive wear and tear on brake systems and suspensions, and the relatively harsh year round climate in southwestern Pennsylvania.

Normal MLPD annually scheduled purchases include three (3) police vehicles. Per the above considerations, the regular rotation schedule varies according to the type of vehicle and its common usage:

1. Patrol Vehicles (PV)

- a. The need for reliable and safe patrol vehicles cannot be overstated. On many occasions, engines in our Ford Crown Victoria’s and Dodge Chargers run for 24 hours per day, seven days a week. Given the number of hours and the nature of their operation, it is imperative that these sedans are rotated out of the patrol vehicle fleet **every three (3) years.**

- b. Sport Utility Vehicles and patrol vehicles assigned to K-9 officers, though assigned for patrol usage, have fewer officers assigned per vehicle. As a result, these vehicles have a **five (5) year rotation schedule**.

2. Specialty Vehicles (SV)

- a. Specialty vehicles, such as the Mobile Command Post, DUI trailer, armored car, U.S. Army utility pickup truck, etc., were purchased with grant funding or through federal surplus programs, or were donated to the department at no cost to the municipality.
- b. These vehicles have limitations on their usage, and as a result their rotation cannot be based on age, but instead is driven by **mileage and mechanical condition**.

3. Unit Vehicles (UV)

- a. Unit vehicles include vehicles assigned to Administration, Crime Prevention, Investigative Services, Traffic Services and Animal Control.
- b. Unit vehicles are generally used in and around Mt. Lebanon and surrounding municipalities, and usually operate under ordinary urban and suburban driving conditions.
- c. *Administration*- the Chief of Police's (COP) vehicle is rotated at the end of a 3 year lease to own period. The COP vehicle is then assigned to a Deputy Chief of Police (DCOP) for three (3) more years. After three more years, DCOP vehicles are assigned to Investigative Services for an additional 3-4 years.
- d. *Traffic Services* - a Traffic Services vehicle is also on a 3 year rotation of lease to own. At the end of that 3 year period, the vehicle is then assigned to a DCOP or to investigative Services for an additional 3-4 years.
- e. *Crime Prevention (CPU)* - the unit normally has two vehicles assigned: a SUV previously assigned to either Traffic Services or Patrol, and a sedan previously assigned to either Police Administration or the Municipal Manager. The SUV remains with CPU for an additional 3-5 years, and the sedan remains for 3-4 years.
- f. *Investigative Services* - undercover vehicles are assigned on a maintenance dependent rotation, and three (3) unmarked cars are used in the course of general investigations. These three cars, previously assigned to Police Administration, will remain in service for 3-4 additional years.
- g. *Animal Control* – Animal Control trucks are on a 3 year rotation schedule, set by the SHCAC co-operative, with one truck purchased every year and the costs shared by the member communities.

All vehicle rotations take into consideration the practical useful life of the outgoing vehicle. If a vehicle has low mileage and low maintenance, it is standing practice to reassign the vehicle to other municipal departments, such as Inspections, Recreation, or Public Works. If other municipal departments have no need for a particular vehicle, the vehicle is either sold outright per established municipal policy or sent to auction. The recovered funds are used to offset expenditures for the given budget year.

ATTACHMENT “C”
PUBLIC WORKS EQUIPMENT

PUBLIC WORKS FLEET REPLACEMENT PROGRAM

A sound vehicle and equipment replacement schedule is important to the functioning of the Mt. Lebanon Public Works Department. Reliable vehicle and equipment in good working order are essential to our day to day operations and are critical when responding to snow and ice emergencies, removing fallen trees, sanitary and storm sewer overflows and flooding and the removal of leaves from community streets, and performing countless other activities that ensure public services of all sorts are available to citizens in a timely and professional manner.

Trucks and heavy equipment that break down frequently due to age or excessive use, interfere with workforce planning and can lead to disrupted and failed services. In today's rapidly changing technological world, older equipment quickly becomes obsolete and difficult to maintain. Good, dependable working equipment enables trained public works crews to respond quickly and professionally to emergency situations and reflects well on the stature of the community and its elected officials.

Our vehicle and equipment fleet is nothing more than a tool for the provision of services to the general public by municipal employees. When the tool, wear out become obsolete or requires repetitive upkeep, our ability to provide necessary services to our residents suffers. An essential component of effective fleet management is the commitment to replace vehicles and equipment before service delivery is impaired or diminished. A fleet replacement schedule can accomplish the following:

- Less vehicle downtime and lower operating and maintenance cost by the elimination of high cost, maintenance vehicles
- Assurance to elected officials that we are doing our best to plan for the replacement of vehicles and equipment before critical failure
- A streamlined fleet achieved through the elimination of unnecessary spares no longer needed to fill in for vehicle down time for recurring repairs

Many municipal governments react to the need for vehicle and equipment replacements either based on available funding or when no other choice exists. For example when ample funds are available vehicles get replaced. Or, if a crisis exists such as a blown engine or a vehicle is wrecked beyond repair, a case for immediate replacement can be made. However, best practices require vehicles and equipment to be replaced according to sound principals and in accordance with a formal replacement schedule. Additionally the age of the fleet and its

condition have a significant impact on the municipality's image and the morale of its employees.

When to replace a vehicle is a significant decision. The fleet replacement policy must mesh with our organizational goals and the need to meet the priorities of our customers (residents). There are more advantages to operating a newer fleet of vehicles than an aged fleet. These advantages are:

- The ability to minimize safety risks by driving vehicles with state-of-the-art safety equipment and newer components.
- Reduced downtime for employees driving vehicles that require minimal repair and maintenance.
- Enhanced employee morale and organizational image.
- A reduction in the expense incurred to maintain and repair vehicles.

REPLACEMENT CRITERIA

Eventually, all vehicles and equipment wears out. As they wear, they become increasingly expensive to operate and maintain and less reliable and safe to use. They become more expensive, in part because major components and systems, which are costly to repair or replace, cease to function properly or at all. They also become more expensive because component failure tends to be unpredictable, and unplanned repairs are more likely to interfere with vehicle use, impose uneven demands on maintenance resources and ultimately may lead to the disruption and delay of municipal services.

Most fleet organizations (private and public) establish formal replacement criteria in terms of vehicle age and/or usage (in terms of miles or engine hours) in order to forecast replacement funding requirements, develop budgets, and to trigger the examination of specific units for potential replacement. Some vehicles do not wear out as quickly as others, perhaps because their usage is lower in intensity than of other vehicles of their type. Some vehicles need to be replaced sooner than others because they experience above average wear and tear.

Below are the age and mileage standards that are being used by other municipalities to plan for the replacement of their vehicle and equipment fleets. Once the vehicles and equipment units reach the age and mileage/hour thresholds they are carefully inspected and evaluated to ensure that they are in safe working order and free of major defects. Vehicles that fail the evaluation are scheduled for replacement. Mt. Lebanon uses a similar age and use criteria and constantly evaluates the condition of its fleet. Our goal is to plan for the replacement of fleet assets and avoid the dangers of keeping vehicles and equipment beyond reasonable life cycles which will cause total vehicle costs to rise, making our fleet more costly to own and operate.

VEHICLE TYPE	REPLACEMENT RANGE YEARS	THRESHOLD MILEAGE
Light Dump Truck	7 - 10	80,000
Heavy Dump Truck	7 - 10	80,000
Pick Up Truck	7	80,000
Utility Truck	7 - 10	80,000
Street Sweeper	7	90,000
Back Hoes	8-10	
Front end loader	8 - 10	
Field Tractors	6 - 8	

Source: City of Pittsburgh Vehicle Replacement Schedule, Jake Harvey, General Manager

VEHICLE TYPE	REPLACEMENT RANGE YEARS	THRESHOLD MILEAGE
Administrative Sedans	5	75,000-100,000
Emergency Sedans	3	85,000-100,000
Pickup Trucks	7	100,000-120,000
Dump Trucks, Diesel	7 - 10	150,000
Backhoes, Loaders	7 - 10	6,000 -7,500 hrs

Source: American Public Works Association Vehicle Replacement Guide

VEHICLE TYPE	REPLACEMENT RANGE YEARS	THRESHOLD MILEAGE
Sedans	3	60,000
Ambulances	7	60,000
Pickup Trucks	6	50,000
Light Dump Trucks	7	60,000
Heavy Dump Trucks	9	80,000
4-Wheel Drive Vehicles	6	40,000

Source: Federal Minimum Replacement Standards 41CFR 102-34.280

ATTACHMENT “D”
VEHICLE & EQUIPMENT DATA

Veh.#	Year	Category	Assignment	Useful Life Years	Replacement Year	Current Replacement Cost	2015	2016	2017	2018	2019
S-06	2013	4WD Sport Utility	Police	3	2015	\$ 28,000	\$ 28,980			\$ 31,920	
S-07	2013	4WD Sport Utility	Police	3	2015	\$ 28,000	\$ 28,980			\$ 31,920	
S-87	2008	Sedan	Police	3	2015	\$ 28,000	\$ 28,980			\$ 31,920	
361	2013	Utility Truck	Police AC	3	2015	\$ 28,000	\$ 28,980			\$ 31,920	
S-03	2012	4WD Sport Utility	Police	8	C 2015	\$ 30,000	\$ 31,050			\$ 34,200	
T-94	2009	Pickup Truck	Police	5	2015	\$ 30,000	\$ 31,050				
FE10	1982	Field Equipment	Public Works	15	**	\$ 33,515	\$ 35,000				
LK-#7	2003	Specialty Equipment	Public Works	7	2010	\$ 40,000	\$ 40,000				
UTL-3-2003	2003	4WD Sport Utility	Fire Dept.	12	2015	\$ 45,000	\$ 45,000				
224	2003	Light Dump	Public Works	10	2013	\$ 88,986	\$ 93,435				
216	2001	Heavy Dump	Public Works	12	2013	\$ 130,500	\$ 132,620				
256	1997	Specialty Equipment	Public Works	10	2007	\$ 316,910	\$ 328,000				
S-09	2014	4WD Sport Utility	Police	3	2016	\$ 28,000		\$ 29,960			\$ 32,900
S-10	2014	4WD Sport Utility	Police	3	2016	\$ 28,000		\$ 29,960			\$ 32,900
S-11	2014	4WD Sport Utility	Police	3	2016	\$ 28,000		\$ 29,960			\$ 32,900
S-05	2012	Sedan	Police	3	2016	\$ 28,000		\$ 29,960			\$ 32,900
363	2014	Utility Truck	Police AC	3	2016	\$ 28,000		\$ 29,960			\$ 32,900
605	2005	4WD Sport Utility	Parking	10	2010	\$ 28,000		\$ 29,960			
201	2013	4WD Sport Utility	Public Works	9	2016	\$ 28,000		\$ 29,960			
606	2006	4WD Sport Utility	Parking	10	2011	\$ 30,000		\$ 32,100			
2007	2007	4WD Sport Utility	Fire Dept.	10	2013	\$ 33,000		\$ 35,310			
LK-#8	2003	Specialty Equipment	Public Works	7	2010	\$ 40,000		\$ 42,800			
225	2006	Light Dump	Public Works	10	2016	\$ 88,986		\$ 95,215			
211	2001	Heavy Dump	Public Works	12	2013	\$ 136,504		\$ 146,059			
603	2012	Pickup Truck	Parking	10	2017	\$ 25,000			\$ 27,625		
608	2010	Pickup Truck	Parking	10	2015	\$ 25,000			\$ 27,625		
S-13	2014	4WD Sport Utility	Police	3	2017	\$ 28,000			\$ 30,940		

S-14	2014	4WD Sport Utility	Police	3	2017	\$ 28,000			\$ 30,940		
S-15	2014	4WD Sport Utility	Police	3	2017	\$ 28,000			\$ 30,940		
362	2011	Utility Truck	Police AC	3	2014	\$ 28,000			\$ 30,940		
LK-#9	2003	Specialty Equipment	Public Works	7	2010	\$ 40,000			\$ 44,200		
223	2007	Light Dump	Public Works	10	2017	\$ 88,986			\$ 98,330		
B-#1	2002	Heavy Equipment	Public Works	15	2017	\$ 100,000			\$ 110,500		
215	2003	Heavy Dump	Public Works	12	2015	\$ 136,504			\$ 150,837		
257	1998	Specialty Truck	Public Works	12	2010	\$ 150,000			\$ 165,750		
FE6	2006	Field Equipment	Public Works	15	2016	\$ 21,000				\$ 23,940	
FE7	2008	Field Equipment	Public Works	15	2018	\$ 21,000				\$ 23,940	
FE5	2005	Field Equipment	Public Works	15	2015	\$ 25,000				\$ 28,500	
S-12	2014	4WD Sport Utility	Police	5	2018	\$ 28,000				\$ 31,920	
FSH-01	2005	Fire Equipment	Fire Dept.	15	2018	\$ 70,000				\$ 79,800	
FE1	2005	Field Equipment	Public Works	10	2015	\$ 30,000				\$ 101,444	
227	2008	Light Dump	Public Works	10	2018	\$ 88,986				\$ 101,444	
SE5	1988	Specialty Equipment	Public Works	20	2004	\$ 8,000					\$ 9,400
C1	1995	Specialty Equipment	Public Works	20	2015	\$ 18,000					\$ 21,150
FE8	2009	Field Equipment	Public Works	15	2019	\$ 21,000					\$ 24,675
FE2	1990	Field Equipment	Public Works	15	2001	\$ 22,000					\$ 25,850
FE4	2001	Field Equipment	Public Works	15	2011	\$ 25,000					\$ 29,375
SE5	2013	Specialty Equipment	Public Works	6	2019	\$ 35,000					\$ 41,125
LK#1	2012	Specialty Equipment	Public Works	7	2019	\$ 40,000					\$ 47,000
LK#2	2012	Specialty Equipment	Public Works	7	2019	\$ 40,000					\$ 47,000
226	2008	Light Dump	Public Works	10	2018	\$ 88,986					\$ 104,559
386	2004	Heavy Equipment	Public Works	15	2019	\$ 180,000					\$ 211,500
2013	2013	4WD Sport Utility	Fire Chief	6	2024	\$ 45,000					
UTL-4-2008	2008	4WD Sport Utility	Fire Dept.	12	2018	Volunteer Owned					
ENG-2-2002	2002	Fire Equipment	Fire Dept.	20		\$ 580,000					
ENG-3-2002	2002	Fire Equipment	Fire Dept.	15		\$ 600,000					
2012	2012	Fire Equipment	Fire Dept.	20							

221	2010	Light Dump	Public Works	10	2020	\$ 88,986					
222	2012	Light Dump	Public Works	10	2022	\$ 88,986					
229	2013	Light Dump	Public Works	10	2023	\$ 88,986					
253	2014	Pickup Truck	Public Works	10	2024	\$ 28,000					
218	2000	Specialty Truck	Public Works	12	2012	\$ 145,000					
219	2013	Specialty Truck	Public Works	12	2025	\$ 155,000					
231	2011	Specialty Truck	Public Works	12	2023	\$ 32,000					
233	2013	Specialty Truck	Public Works	10	2023	\$ 136,504					
SE1	2002	Specialty Equipment	Public Works	20	2022	\$ 200,000					
LK#3	2013	Specialty Equipment	Public Works	7	2020	\$ 40,000					
LK#4	2014`	Specialty Equipment	Public Works	7	2021	\$ 40,000					
LK-#11	2004	Specialty Equipment	Public Works	7	2011	\$ 40,000					
LK-#12	2007	Specialty Equipment	Public Works	7	2014	\$ 40,000					
SE2	2013	Specialty Equipment	Public Works	20	2033	\$ 65,000					
SE3	2001	Specialty Equipment	Public Works	12	2013	\$ 18,000					
SE4	2014	Specialty Equipment	Public Works	12	2026	\$ 55,000					
SE4	1988	Specialty Equipment	Public Works	20	2004	\$ 36,000					
TRL-#1	1989	Trailer	Public Works	15	2004	\$ 7,000					
TRL-#2	2000	Trailer	Public Works	15	2015	\$ 7,000					
TRL#3	2014	Trailer	Public Works	15	2029	\$ 6,500					
252	2013	Van	Public Works	12	2025	\$ 35,000					
258	2011	Van	Public Works	12	2023	\$ 43,000					
312	1999	Light Dump	Recreation	10	***	\$ 88,986					
301	2011	Van	Recreation	10	***	\$ 26,000					

\$ 9,227,467 \$ 852,075 \$ 561,204 \$ 748,626 \$ 552,868 \$ 726,134

R Will be shifted to different units in the Police Department or to another department and will not be replaced.

** Will be used until no longer serviceable

C Chiefs or Managers Vehicle will be replaced every 3 years. Old vehicle will be reassigned

*** Will be replaced by a reassigned vehicle

