

Commissioners,

Last Board meeting you authorized me to continue researching prices with our current apparatus replacement needs. I have gone back to the drawing board and re-validated the cost estimates as previously given. I have also conducted a cursory look at the used truck market online.

Here's my summary update as of today:

Engine 30-01

1999 Freightliner/Pierce Type 1 pumper 4x4

Recommendation: Replace (and surplus old)

Costs continue to be in the range of \$600K-\$750K. I have looked at a Type 3 platform along with a like version of our last engine. A Type 3 is most optimum. However, getting the required hose, equipment and ladder complement remains a huge challenge. If not impossible.

I did locate one unit on the used market that appears to be a solid option. Asking price is \$300K, but as you know, that's asking price. See link: <https://www.firetruckmall.com/listing/21327>. At 4,666 miles, it tells me that the current owners didn't use it much and it may be a viable option. Pending mechanic review.

Aid 30

2016 F350 / Braun Northstar Ambulance

Recommendation: Surplus

Klickitat County EMS may have interest in this unit. I still recommend declaring that unit as surplus to the district and putting it on the selling market for ~ \$90K

Brush 34

1999 F450 4x4 Type 6

Recommendation: Replace (and surplus old)

Here is where I took a strong look and asked the question: Can we purchase a solid used brush apparatus? The answer is yes. I am literally shocked at prices for new, and used brush apparatus in today's market.

This vehicle is at the end of its serviceable life. While it's functional, we cannot lose sight of keeping it on the radar. Costs given remain the same as given after doing a second look at the project. This purchase can be deferred up to one year if absolutely needed.

Command 300

2018 F150 4x4 crew cab

Recommendation: Replace and rotate this into crew fleet

This purchase can be deferred as an engine, and brush truck is our priority. However, keep in mind this vehicle is used more often than any other in the fleet. For routine business and emergencies, It has also brought KCFD3/WKRFA substantial revenue for mileage paid to the district. With changes to Utility 30, this vehicle will need to move into administrative use.

Utility 30

2016 F350

Recommendation: Retrofit to quick response EMS/Brush

I recommend the Board authorize moving forward on this project.

Funding:

Our dilemma remains that there is only a limited amount of funding in our capital fund reserve. As such, I'm asking that you consider your options and develop a plan to identify our purchase ability and help me come to decision on our path forward.

Operational priority:

- A. Engine order and purchase. Used option provided in link. <https://www.firetruckmall.com/listing/21327>
- B. Surplus Aid 30
- C. Replace Brush 34
- D. Replace Command 300

Keep in mind, that our capital includes facilities and equipment in addition to our WKFRA fleet needs.

Facilities:

2028

Station 31, roof is due for inspection and maintenance

Station 30, Minor painting of door Ballards and hose tower doors. (Staff project)

Station vegetation removal (Spring)

Possible retrofit of spare office for sleeping quarters.

Station 34, Gravel in front of truck bay doors needs refreshed.

Equipment:

Misc. appliances and fittings for Engine 32

One additional positive pressure fan for Engine 30-01

Cut off saws X's 4

Four sections of each diameter hose

Five sets of firefighter turnouts

Five new generation fire shelters.

Apparatus:

1999 Freightliner (Pierce) Type 1 Pumper 4X4

Mileage: 18,875.2

Hours: 1274.1

Pump hours:

Age: 27 years

Last pump test: October 2025 (pass)

Average age (WKRFA Pumpers): 19.2 years

**Legacy funds from the City of White Salmon which were transferred to WKRFA are specifically earmarked to replace Engine 30-01.*

Recommendation: Place an order for Type 1 Engine purchase to be delivered in late 2028. Make plans for subsequent fleet rotation cycle based on the Fleet Replacement Schedule.

Situation:

WKRFA apparatus are in generally good condition. Fleet maintenance continues to be proactive with annual engine oils, filters replaced. WKRFA Pumpers are fully tested annually and continue to pass pump and DOT inspections annually. Each year, additional efforts to perform additional services such as coolant flushing, air conditioners and transmission services are accomplished once critical maintenance is completed. Challenges with keeping within our planned maintenance budget is always ongoing.

When compared to larger organizations, our fleet is generally less used with less mileage and hours typical for staffed fire stations that answer more calls per year. However, our pump hours continue to rise due to ongoing and frequent training throughout the year. We should expect to see that activity rise as we continue to work towards higher trained personnel who can operate fire apparatus – correctly.

In general, our fleet of tires are within DOT requirements, except for Engine 34 where new tires have been in the rotation plan. Larger apparatus can expect 2-3 tire rotations throughout the life of the apparatus. Today's cost for six tires is roughly 3-4 thousand dollars. Higher for water tenders. Each vehicle has its own nuances with minor issues popping up on occasion. Minor issues with DEF systems, lighting, foam systems, air leaks and failing valves all continue to present themselves on various apparatus.

Engine 30-01 has had 27 years of service and needs to be cycled into reserve status or sold in the most beneficial means possible.

WKRFA engines:

Engine 30 2012 Pierce Custom	14 Years
Engine 31 2009International/Pierce Commercial	17 years
Engine 32 2024 Freightliner/Toyne	2 years
Engine 34 1990 International/Pierce	36 years (reserve station/inactive at this time)
** Engine 33 Bingen FD	Does not belong to WKRFA and is near its service life end. WSRB points will fall off for BFD at that time.

Fleet strategy:

Due to the high cost of apparatus, purchasing a replacement vehicle cannot occur without planning. That planning needs to include the entire commercial vehicle fleet by using a general rotation “plan” that considers the next subsequent apparatus that will need rotated, and when. When considering how we apply capital purchasing to our fleet there are two challenges. The first challenge is what apparatus and when are they replaced. The second challenge is how each fire apparatus and fleet vehicle affects our WSRB scoring. By keeping with a generalized rotation plan for all expensive apparatus and equipment, WKRFA will benefit in the long term by “keeping up” and have better ability to plan for the next successional apparatus rotation, before typical maintenance costs rise and unexpected breakdowns occur.

Fire apparatus is critical infrastructure in all communities. As such, we need to continue to balance timing for apparatus replacement with available funds, equipment replacements and building maintenance needs.

Recitals:

NFPA Standard: 1900

Washington Survey and Ratings: Community Protection Class Grading Schedule
(Section 1)(Section 5(b) – Age of apparatus)

- 15 years (**Frontline**) After 15 years, apparatus should ideally be moved to reserve status, as they often lack modern safety features (e.g, advanced airbags, rollover protection)
- 25 years (**Retirement**) Apparatus over 25 years old should be replaced, as they often lack updated safety systems and are difficult to maintain.
- **Exceptions:** A well-maintained rig that passes annual safety, pump performance, and mechanical tests (as per NFPA 1911) can remain in service beyond these ages, although it is not recommended for frontline use.
- **ISO Ratings:** While NFPA provides guidelines, Insurance Services Office (ISO) does not have a strict maximum age for apparatus; they credit pumpers based on their demonstrated ability to pass service tests.

Brush 34 Replacement Proposal

Situation:

1999 F450 4X4 Type 6 brush truck.

Brush 34 has served WKRFA (KCFD3) for many years. It was originally obtained as a former USFS wildland brush truck. Fire District 3 painted it a dastardly yellow and from there it served the communities of Husum, Snowden and for the last few years, Upper Snowden.

With roughly ~60,000 miles, this truck is now reaching its useful life in terms of age and is subsequently on the list for the next brush truck to rotate out. In 2019 the transmission was rebuilt by a local mechanic. Unfortunately, it continues to be problematic. It is due for six new tires as the current tires are worn and have been identified as reaching DOT maximum life span.

Recommendation:

- Purchase a new replacement chassis with flatbed deck.
- Install front and side toolboxes with top racks for hose and equipment.
- Remove emergency lighting from current brush 32 where possible and relocate to new chassis.
- Remove and relocate pump, foam and water tank to new chassis where possible.
** the current pump and foam system is in very good condition. The water tank will need to be inspected.
- Place new brush truck at Station 30.
- Relocate the current Brush 30 to Station 32
- Relocate the current Brush 32 to Station 34 (** Federal Excess Property Program vehicle.) (KCFD3 received this truck for FREE on loan to us as long as we need it.)

** See equipment rotation spreadsheet for cost estimates.

2026 WKRFA Fleet Change Proposal

A. Replace Command 300

- 8 years old but at mileage goal for rotation.
- This is the most used fleet vehicle
- Currently at 99,940 miles
- Will serve well for another 5 years in lower use capacity.

B. Rotate Command 300 into general shared use by office staff, volunteers and emergency response support/logistics.

- Routinely needed by various personnel
- Projects, training, meetings (District prefers to provide a vehicle to reduce mileage administrative work and reimbursement.
- Crew Cab vs. Extra Cab. Useful for group transportation.
- Roz and Jennifer routinely need a district vehicle for district business; station to station and other errands and/or meetings.

C. Re-assign Utility 31 to the Deputy Chief

- Low miles and equipped for this purpose.
- Shared vehicle with Deputy Chief and officers willing to provide call response coverage. (weekends and nights)

D. Retrofit Utility 30 into a general quick response, EMS/Brush fire vehicle to be shared by officers and paid staff.

- Very low mileage.
- Paid staff routinely move from station to station. Lower cost per miles compared to Aid 30, Brush 30 or Engines.

E. Surplus Aid 30

- Place it up for sale (\$30-60K) expected revenue.
- 10 -years old. Each year, the value drops on the ambulance market no matter the mileage.
- 28K miles
- This vehicle has only transported 5 patients in 10 full years of service. Klickitat County's EMS system has improved and the likelihood of needing to transport our patients has dramatically reduced.

Fleet Summary:

Command 300: 2018 Ford F150 ~99K miles

Utility 31: 2018 Ford F150 ~30K miles

Utility 30: 2015 Ford F350 ~25K miles

Aid 30: 2016 Ford F350 ambulance ~25K miles

*** Note: Mileage for Command 300 is higher due to:

- a. Routine use for call response. (chief officer)
- b. Reimbursed mileage from Type 3 Team activity
- c. Regional meetings (Kittitas, Yakima, Klickitat counties)

Apparatus:

2016 Ford F350 4X4 Ambulance

Mileage: 17,225.1

Hours: 742

Age: 10 years

Situation:

Legacy Klickitat Fire District 3 has maintained a BLS licensed ambulance since 2009. The primary purpose for having an transport-capable ambulance was established due to inadequacies with the advanced life support 911 ambulance system in Klickitat County. Having an ambulance was our step towards ensuring that there's always an ambulance available for our customers or if a large and significant incident occurs in our county, we could lend qualified and licensed support.

With the passing years, our ALS provider, Klickitat County EMS, has bolstered their operation and have consistently provided transport capability. If not them, their mutual aid providers have also been able to consistently provide transport services – to WKRFA customers. Aid 30 has provided two 911 transports in the last 10 years. One was due to a cot malfunction on White Salmon Medic and the other was a low acuity mental health transport at the request of law enforcement. Beyond that, we have used Aid 30 to provide courtesy hospice transport to two retired KCFD3 personnel. There has been no recent transport within the last five years.

We have previously discussed this apparatus and continually evaluate it's purpose and effectiveness for the fire district.

Currently, Aid 30 is used in two ways: our newly formed paid personnel use it to conduct daily business between stations, and it's used as the primary EMS response vehicle while they are on duty. Other stations utilize brush trucks with EMS equipment on them for 911 response. The operational cost per mile is much less for ambulance compared to the brush trucks.

Maintenance costs for Aid 30 hover around \$1500/year plus \$250 dollars for annual studded tire installation and removal and another \$600 dollars for annual Stryker cot inspections.

Fleet strategy:

When reviewing the wholistic fleet of WKRFA, it's important to project future costs compared to functionality and use. KCFD3 paid \$157,000 dollars out of fire tax levy funds for our current Aid 30 as a demo unit that had 5600 miles on it when delivered. This was done after thorough consideration of what to do with the previous ambulance that had terminal engine damage. Fun fact, that ambulance still sits along Hwy 97 north of Goldendale where the buyer has not utilized it. As a group, we have openly had conversations about its usefulness. Previous discussions ended with an agreement that we would continually evaluate the need to transport in a county-wide system that provides that service in addition to our BLS service to our customers. Today's cost for ambulances exceeds \$150,000 when purchased as a new unit.

Proposal:

Surplus Aid 30 on the resell market and purchase planned replacement for Command 300. Place Command 300 into the utility fleet. Retrofit Chief Hunsaker's command unit to a more functional quick response vehicle for brush fires, EMS and officer rotations. (See ARF Calcs Full Fleet spreadsheet).

APPARATUS REPLACEMENT MATRIX

Asset Number	Description	Year	Purchase Cost	Exp	Rem.	Current	Rem	2023	Annual	Projected	Begin Balance	Annual Payment to Amortize	2025 Mileage
				Life (yrs)	Year	year	Life (yrs)	Replcmt Cost	% Cost Increase	Replcmt Cost		Over Remaining Life	
E 31	Type I Pumper	International/Pierce	2009		25	2034	2026	8	\$460,000	8.0%	\$851,428	\$0	20,000
E32	Type I Pumper	Freightliner/Toyne	2024	\$462,000	25	2049	2026	23	\$460,000	8.0%	\$2,700,873	\$0	22,000
B31	Type 6 Wildland (red)	Ford F550	2014		20	2034	2026	8	\$150,000	8.0%	\$277,640	\$0	53000
B32	Type 6 Wildland (white)	Ford F550 /S&S	2006		20	2026	2026	0	\$150,000	8.0%	\$150,000	\$0	#DIV/0!
B34	Type 6 Wildland (green)	Ford F450	1999		20	2019	2026	-7	\$150,000	8.0%	\$150,000	\$0	66000
WT31	Water Tender	PeterBuilt/Westernstates	2009		30	2039	2026	13	\$350,000	8.0%	\$951,868	\$0	16000
WT32	Water Tender	Toyne	2013	\$205,200	30	2043	2026	17	\$350,000	8.0%	\$1,295,006	\$0	14000
A30	Ambulance	FordF350/Braun	2016	\$150,000	20	2036	2026	10	\$180,000	8.0%	\$388,606	\$0	13000
C300	Command	Ford F150	2018	\$40,000	10	2028	2026	2	\$70,000	8.0%	\$81,648	\$0	90000
U31	Utility	Ford F150	2018	\$38,000	20	2038	2026	12	\$70,000	8.0%	\$176,272	\$0	28000
E34	Type 1 Pumper	International/Pierce	1990	\$42,000	10	2000	2026	-26	\$550,000	8.0%	\$74,361	\$0	10600
U30	Command	F350	2016	\$38,000	20	2036	2026	10	\$70,000	8.0%	\$151,125	\$0	21000
E30-01	Type 1 Pumper	Freghtliner /PIERCE	1999	\$205,000	25	2024	2026	0	\$550,000	8.0%	\$550,000	\$0	19000
E30-01	Type 1 Pumper	Pierce Contender	2012	\$345,000	25	2037	2026	11	\$600,000	8.0%	\$1,398,983	\$0	21000
WT30-01	Water Tender	Freightliner	2018	\$115,000	30	2048	2026	22	\$400,000	8.0%	\$2,174,616	\$0	14000
WT30-01	Water Tender	International/Pierce	2008	\$220,000	30	2038	2026	12	\$400,000	8.0%	\$1,007,268	\$0	7500
B30	Type 6 Wildland	Ford F550	2013	\$110,000	30	2043	2026	17	\$150,000	8.0%	\$555,003	\$0	8200
WKRFA Rotation Plans													
Engines: ~ 25 years													
Brush ~ 15-20 years													
Tenders ~ 30 years													
Command Vehicles: 100K													
Utility Vehicles - As needed.													
Subtotal Long Term Liability :										\$12,934,698	\$0	#DIV/0!	
2023 ARF Levy Rate										#DIV/0!			

\$94,374

Engine / Year		Replace	Brush / Year		Replace	Ambulance	Year	Replace	Staff Vehicles		Replace	Mileage 07-2026
E30-01	1999	2026	B34	1999	2014	A30	2016	2036	C300	2018	2028	98K
E31	2009	2034	B32	2006	2021				U30	2015	2030	28K
E34	1990	2034	B30	2013	2028				U31	2018	2030	35K
E32	2024	2049	B31	2014	2029				Admin	?	?	

Engine 34 +/- 10 years life left	Brush 32 DNR FEPP	As needed/sooner if placed into EMS system	Note: Mileages vary. C300 accumulates the most due to service type C300 should be replaced around 100K miles to capatilize on resell value. U30 is planned to be converted to a small tank and pump to be used for duty officer coverage. Need to ADD one staff vehicle to be used for
* Each vehicle comes with variable resell value. Unknown until it comes up on market.			

Engine		Brush Chassis		Command 300	Utility 30 Conversion
Toyne	\$560,000	2027 Ford F550	\$81,347	2026 Ford F350	2015 F350
		Deck	\$13,000		
Pierce	\$ ` \$600,000	Boxes	\$5,000		Sell Canopy ~\$500-1000
Responder	~\$600,000	Tank	\$3,500	DES \$57,000	
WUI Pumper	~\$750,000	Lighting Package	\$4,500	Lights/Rad \$6,000	Radio work \$500.00
		Radio/Console	\$1,200		Slip Unit \$10,000
Rosenbauer		Plumbing misc	\$800		
		Labor/Install	\$2,500		
ESTIMATES	560-750K		\$111,847	\$63,000	\$15,000

Proposal: Surplus Aid 30 and place it up for sale
 Replace with utility vehicle with equipment boxes for EMS supplies.
 Estimated Revenue \$35-50K

WKRFA FUNDS

Date	2026 EXPECTED TAX REVENUE	\$	1,439,820.59		
7/31/2026	RECEIVED TO DATE	\$	853,471.83		
	Remainder expected by Dec		\$	586,348.76	not guaranteed (does not include other revenues)

Date					Available
7/31/2026	GENERAL FUND			sub total	
	In the general fund	\$	1,216.37		
	invested in pool under General	\$	1,857,657.97	\$	1,858,874.34
		BUDGET	EXPENDITURE	add/subtract GF	
	OPERATING BUDGET EXPENDITURES	\$	1,439,820.59		
8/18/2026	Expenditure to date		\$	737,036.96	
	still Assigned in 2026 budget		\$	702,783.63	\$
				(702,783.63)	1,156,090.71
	Out of Budget expenditures to 8/18	\$	-	\$	195,723.89
	Out of Budget projects pending	\$	-	\$	-
	TAX REV still to receive (not guranteed)	\$	586,348.76	\$	586,348.76
					1,546,715.58

2026 AVAILABLE GENERAL FUNDS	\$	1,546,715.58
2026 AVAILABLE CAPITAL FUNDS	\$	648,275.06
2026 TOTAL FUNDS	\$	2,194,990.64

apply to :	estimates	remaining funds
Operations in 1st QTR 2027	\$	360,000.00
engine	\$	600,000.00
Brush	\$	112,000.00
command	\$	63,000.00
Utility	\$	15,000.00
Engine #2		
equipment		
facilities		
rainy day		

2026 Appartus Replacement Planning

Project #			
1	Engine		
	Toyne	\$ 560,000.00	lowest
	Pierce	\$ 600,000.00	
	Responder	\$ 600,000.00	
	WUI	\$ 750,000.00	highest
2	Brush	\$ 111,847.00	
3	Command	\$ 63,000.00	
4	Utility	\$ 15,000.00	
TOTAL		lowest	\$ 749,847.00
		highest	\$ 939,847.00

Capital Fund

date	from		
2/1/2025	WS	\$ 349,293.00	\$ 349,293.00
5/20/2026	WS	\$ 25,000.00	\$ 374,293.00
2025	10% of annual tax levy	\$ 130,000.00	\$ 504,293.00
2026	10% of annual tax levy	\$ 143,982.06	\$ 648,275.06
2027	10% of annual tax levy	\$ 143,982.06	\$ 792,257.12

excludes interest earned on invested
projected at 2026 levy rate- will probably be m

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