



**CAZADERO COMMUNITY SERVICES DISTRICT
PO BOX 508
CAZADERO CA 95421-0508**

Special Board Meeting Agenda
December 2, 2019 ~ 6:30PM
Location ~ Fire Station #1
5980 Cazadero Hwy, Cazadero Ca 95421

The Board meeting agenda and all supporting documents are available for public review upon prior appointment at 5980 Cazadero Hwy, Cazadero CA, 72 hours in advance of a scheduled board meeting. Materials related to an item on this Agenda submitted to the Board after distribution of the agenda packet, and not otherwise exempt from disclosure, will be made available for public inspection at the District Office upon prior appointment at 5980 Cazadero Hwy, Cazadero and on the website at www.cazadero-csd.org. Copies of supplemental materials distributed at the Board meeting will be available for public inspection at the meeting location.

In accordance with the Americans with Disabilities Act, anyone needing special assistance to participate in this meeting should contact District Administrative Assistant Sherry Kulczewski at (707) 591-1015. Notification 48-hours before the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

President Nicholls

Director Barry

Director Canelis

Director Berry

Director Olson

OPEN TIME FOR PUBLIC EXPRESSION (Two-minute time limit)

This is an opportunity for any member of the public to briefly address the District Board on any matter that does not appear on this agenda. Items that appear to warrant a more lengthy presentation or Board consideration may be placed on the agenda for discussion at a future meeting.

AGENDA ADJUSTMENTS

An opportunity for the Board President to approve adjustments to the current agenda.

DIRECTOR REPORTS

An opportunity for Directors to report on their individual activities related to District Business.

ACTION ITEMS

1. **Ft. Ross Annexation** – Review and act on petition for annexation by Ft Ross Volunteer Fire Department
2. **LAFCO Sphere of Influence Modification for Cazadero CSD** – Solicit board consensus regarding SOI modification for fire services within the district for presentation to LAFCO on December 4 2019.
3. **Water Tender Specifications, Capital Outlay and Grant Application** – Board review of specifications, associated costs and consideration of grant opportunity.

COMMITTEE REPORTS

1. Consolidation Ad Hoc

COMMUNICATIONS

ADJOURNMENT

Ft. Ross Annexation Request



November 25, 2019

Cazadero CSD
5980 Cazadero Highway
Cazadero, CA 95421

Dear Cazadero CSD Board of Directors,

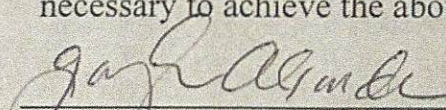
For a significant time, the Fort Ross Board of Directors, the Chief, and members of the Fort Ross Volunteer Fire Department (FTR) been discussing mergers with our counterparts at the Timber Cove Fire Protection District (TIM) and the Cazadero Community Service District (CAZ). It was originally thought that splitting the FTR service area between CAZ and TIM would best serve our communities.

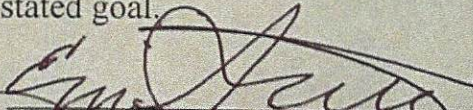
During multiple meetings, many thoughts and considerations have been discussed with both departments. Most topics were universal to the volunteer departments in Sonoma County, such as equipment replacement, aging firefighters, and lack of new volunteers. Some problems were unique to FTR such as inadequate station structures and the need for some volunteers to respond to calls in their private vehicles due to geographical conditions.


After much thought, and considering our needs and the needs of our community, the Fort Ross Volunteer Fire Department feels that consolidating with several other departments as soon as possible would be in our best interest. Moving forward quickly with consolidations would, to a great extent, satisfy the County of Sonoma's goals of fewer departments and enhanced training and control of firefighting units.

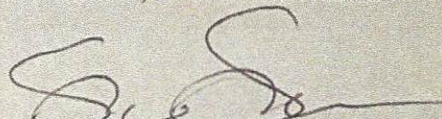
It is our belief that consolidating the entire FTR service with Cazadero now, and continuing robust discussions with other neighboring departments, such as TIM and Monte Rio FPD, to find the best resolution for consolidation would be the most beneficial for our community and those of our neighbors.

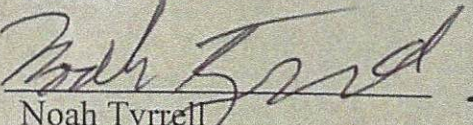
This letter should be considered as a request and consent to the Cazadero Community Services District by the Fort Ross Volunteer Fire Department to start all processes necessary to achieve the above stated goal.

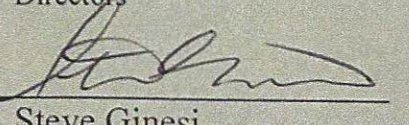

Gayle Alexander
President, Board of Directors


Eric Sturtevant
Vice President, Board of
Directors


Daniel Schoenfeld
Treasurer, Board of
Directors


Steven Shane
Secretary, Board of Directors


Noah Tyrrell
Member, Board of Directors


Steve Ginesi
Battalion Chief

LAFCO Sphere of Influence Modification

SONOMA LOCAL AGENCY FORMATION COMMISSION

111 SANTA ROSA AVENUE, SUITE 240, SANTA ROSA, CA 95404

(707) 565-2577

www.sonomalafco.org

November 13, 2019

Affected Agencies
Interested Parties

Re: Sphere of Influence Study and Amendment for Sonoma County Fire District and River-area and Other West County Fire and EMS Agencies

The Sonoma Local Agency Formation Commission (LAFCO) will be considering a Sphere of Influence study for the Sonoma County Fire District and Russian River-area and other West County fire and emergency services agencies at its December 4th, 2019 meeting. A notice of this proceeding is attached, and has been published in the *Press Democrat*.

It is important to note that LAFCO staff will be proposing sphere of influence amendments for the agencies listed on the notice, and that these amendments would allow those agencies to seek reorganizations in the future.

LAFCO has been informed that Sonoma County Fire would likely seek a reorganization involving dissolution and annexation of three Fire Protection Districts subsequent to approval of the sphere of influence amendments.

LAFCO staff are aware that the likely recommended sphere of influence amendments may prove controversial to affected agencies and perhaps other interested parties. We encourage communication with staff to address questions and concerns, and the Commission is as always open to public comment.

Please note that written comments must be provided by November 27 to be included in Commissioner packets; written comments received after that time will be provided to Commissioners at the public hearing.

Mark Bramfitt
Executive Officer

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Sonoma Local Agency Formation Commission will conduct a public hearing at or after 2:00 p.m. on Wednesday, December 4, 2019, in the Sonoma County Administration Building, 575 Administration Drive, Room 102A, Santa Rosa, California, at which time all interested persons may be heard on the following item:

File No. 2019-14: Amendment No.1 to the Sphere of Influence of the Sonoma County Fire District

The areas that are the subject of the sphere of influence amendment consist of:

- A. All territory located within the boundary of the Forestville Fire Protection District
- B. All territory located within the boundary of the Russian River Fire Protection District
- C. All territory located within the boundary of the Monte Rio Fire Protection District
- D. All territory located within the boundary of the Cazadero Community Services District
- E. That portion of territory within County Service Area No. 40 (Fire Services) served by the Fort Ross, Bodega, Valley Ford and Bloomfield Volunteer Fire Companies Volunteer Fire Company
- F. Three unincorporated areas within County Service Area No. 40 (Fire Services), identified as Integrated Response Plan Areas 51, 56, and 61. These areas are generally north of the Forestville and Russian River Fire Protection Districts and include Armstrong Redwoods State Reserve and the Austin Creek State Recreation Area.
- G. All territory located within the boundary of the Bodega Bay Fire Protection District

All of the denoted areas are in West Sonoma County, generally referred to as the Russian River region.

The reason for the proposed sphere amendment is to allow the areas described to be eligible for annexation to the Sonoma County Fire District. Should the Commission approve the sphere amendment, the District has indicated that it would propose a reorganization that would include annexation of one or more of the described areas.

If a reorganization is proposed, and subsequently approved by the Commission, parcels within the annexed areas will become subject to special taxes, in the form of assessments, that have been established by the Sonoma County Fire District.

If LAFCO approves reorganization, landowners and registered voters residing within the subject areas would have the right to protest the reorganization. The level of protest received could: confirm LAFCO's action; terminate the action; or result in a balloted election by registered voters only.

At the hearing, LAFCO will consider any relevant oral or written testimony and evidence presented or filed regarding the proposed sphere amendment to the Sonoma County Fire District.

SONOMA LOCAL AGENCY FORMATION COMMISSION

111 SANTA ROSA AVE STE 240, SANTA ROSA, CA 95404
(707) 565-2577 FAX (707) 565-3778
www.sonomalafco.org

Staff Report

Meeting Date: December 4, 2019

Agenda No. Item 4.1

Agenda Item Title: File No. 2019-18: Sphere of Influence Study and Amendments to Spheres of Influence for Sonoma County Fire District and West County Fire and Emergency Medical Service Agencies

Environmental Determination: Exempt from the California Environmental Quality Act, pursuant to Section 15061(b)(3) of the State CEQA Guidelines

Staff Contacts: Mark Bramfitt

Analysis

At the request of the Sonoma County Fire District, staff has prepared a Sphere of Influence study that examines potential sphere of influence amendments involving nine fire and emergency services agencies in West County (Attachment 1).

The study relies on a Municipal Service Review of fifteen West County fire and emergency service agencies that the Commission adopted earlier this year, as well as a Municipal Service Review conducted and adopted in 2018 that enabled the formation of the Sonoma County Fire District through the consolidation of four agencies.

The Sonoma County Fire District ("SCFD") has asked that its sphere of influence be amended to allow for a reorganization involving three agencies:

- The Russian River Fire Protection District ("Russian River FPD")
- The Forestville Fire Protection District ("Forestville FPD")
- The Bodega Bay Protection District ("Bodega Bay FPD")

SCFD has indicated its intent to file an application for that reorganization with a goal of completion by June 2020. In discussions with staff, SCFD was sympathetic to the understanding that the Commission would likely consider sphere amendments that encompassed other agencies, specifically those in the River area and County Service Area 40 territory served by three volunteer fire companies to the south of Bodega Bay FPD's territory.

Staff has provided notice regarding this proceeding to affected agencies and interested parties.

Staff requests that the Commission conduct a public hearing to receive testimony regarding the study and then consider adoption of the study's determinations and approval of the recommended sphere of influence amendments.

Background

SCFD and Russian River and Forestville FPDs

In early 2018, the Commission considered a Municipal Service Review and Sphere of Influence study that examined three fire protection districts and a portion of County Service Area 40 – Fire Services ("CSA 40"), and subsequently considered a reorganization proposal encompassing those agencies.

The result of the Commission's deliberations and actions was the formation of the Sonoma County Fire District, serving areas in the central portion of the County essentially encircling the City of Santa Rosa.

The District has completed the combination of elected boards and the integration of leadership, administration, and staffing from the four agencies and has solid financial footing based on an extension of parcel taxes across its territory and an ongoing financial contribution agreement with the County.

SCFD was approached in 2018 by the Russian River FPD board, asking SCFD to provide leadership and administration services under contract; those discussions quickly led to consideration of a reorganization of the two agencies.

Although there is no requirement that the territory served by a fire protection district be unified (with no islands within or without the territory), from an operational perspective a unified territory is clearly preferable. With that in mind, SCFD also entered into discussions with the Forestville FPD to gauge its interest in joining in a reorganization proposal.

(It should be noted that while Forestville FPD supports inclusion in SCFD's sphere, it has yet to sign off on participation in a proposed reorganization, although that decision may come as early as December 2019.)

From SCFD's perspective, completion of a reorganization by June 2020 is critical in ensuring that parcel tax revenues can be collected using SCFD's schedule for the subsequent fiscal year.

Therefore SCFD requested that LAFCO conduct a sphere of influence study and consider sphere amendments that would enable the proposed reorganization.

In discussions with staff, SCFD was enjoined to be open to a potentially wider sphere of influence amendment that would include other River area territories that receive advanced life support/ambulance coverage from Russian River FPD. These territories include:

- The Monte Rio Fire Protection District ("Monte Rio FPD")
- The Cazadero Community Services District ("Cazadero CSD")
- The portion of County Service Area 40 – Fire Services territory served by the Fort Ross Volunteer Fire Company ("Fort Ross VFC")
- Three portions of County Service Area 40 designated as Incident Response Plan areas 51, 56, and 61. These are parks and predominantly wildland areas north and northwest of the Russian River and Forestville FPD territories.

(Three portions of Forestville FPD's territory are served by private ambulance services; the northern third-or-so portion of the Fort Ross FPD territory is served by Coast Life Support; and the lower quarter-or-so of the Timber Cove Fire Protection District is served by Russian River FPD for ALS/ambulance coverage. Therefore, inclusion of the territories noted above in a sphere amendment does not perfectly mirror Russian River FPD's ALS/ambulance service coverage area.)

Bodega Bay Fire Protection District

SCFD has also held far more recent discussions with the Bodega Bay Fire Protection District, and has requested that the Bodega Bay FPD territory be added to its sphere to enable a subsequent reorganization proposal.

It should be noted that both agencies have indicated that there are significant financial challenges that would be presented by the proposal, so it is unclear what timeline the proposal would follow.

Similar to the request for sphere amendments in the River area, staff has indicated to both agencies that a broader sphere of influence amendment might be warranted, recognizing the ALS/ambulance and primary mutual aid support that Bodega Bay FPD provides to CSA 40 territory to the south. This territory includes areas served by:

- The Bodega Volunteer Fire Company.
- The Valley Ford Volunteer Fire Company.
- The territory formerly served by the Bloomfield Volunteer Fire Company.

(The Bloomfield VFC has been inactive and the territory is now covered formally by the Two Rock Volunteer Fire Company to the south and by mutual aid support from Bodega Bay FPD and the Gold Ridge Fire Protection District. Bodega Bay continues to provide ALS/ambulance service to the Bloomfield area.)

The Sphere of Influence Study examines the broader area described above, but it is also critical to note that staff has received a request (Attachment 2) for a sphere of influence study that encompasses the three portions of County Service Area 40 noted above, along with two fire protection districts, one community services district, the City of Sebastopol, and four other CSA 40 territories served by volunteer fire companies.

(Three of the four CSA 40 territories have not been examined through a Municipal Service Review and are therefore ineligible for sphere of influence amendment consideration at this time.)

This request therefore includes the three CSA 40 territories (Bodega, Valley Ford, and Bloomfield) that are analyzed in the Sphere of Influence Study, and staff has sought to provide an evaluation of how to address these competing interests as part of the study.

Sphere of Influence Amendments

The study recommends that the Commission approve Sphere of Influence ("SOI") amendments for the subject agencies, extending the sphere of SCFD to cover the underlying territories of the ALS/ambulance coverage areas of both Russian River and Bodega Bay FPDs.

The SOIs of the districts within the ALS territories will be set at "zero." While the Commission has not adopted a policy regarding setting "zero" spheres, the term can be defined as: a transitional designation indicating that the public service responsibility and functions of the agency should ultimately be abandoned or (in this case) reallocated to another government agency.)

The SOI for the Cazadero Community Services District would be set to "zero" with regard to the provision of fire and emergency services only.

The SOI for CSA 40 would be withdrawn from the four areas covered by the volunteer fire companies and from the three Incident Response Plan areas.

The Commission, at its discretion, may amend the staff proposal to include other territories (as long as they have been evaluated in a recent Municipal Service Review) or exclude territories within the staff's proposal.

Staff acknowledges that inclusion of the three territories in CSA 40 to the south of Bodega Bay FPD are potentially a point of contention given the proffered interest of the group agencies noted earlier.

As an alternative course of action, the Commission might withdraw these areas from a sphere amendment or withdraw Bodega Bay FPD and the three areas from an amendment.

(The Commission would not be foreclosing options to make sphere of influence amendments at a later date.)

Resolution

Staff has prepared a draft resolution (Attachment 3) that includes the determinations from the study and denotes approval of the recommended sphere of influence amendments.

Environmental Determination

The proposed amendment to the sphere of influence of the Sonoma County Fire District is subject to CEQA. Staff has determined, however, that Section 15061(b)(3) of the State CEQA Guidelines applies. That section states:

...CEQA applies only to projects which have the potential for causing a significant effect on the environment. When it can be seen with certainty that there is not possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

The proposed amendment to the SCFD SOI will place all territory within five districts and a portion of CSA 40 within the SCFD sphere and enable eventual annexation of that territory to the District.

At this time, as a result of amendment of the sphere of SCFD, no impact on the environment is anticipated; thus there is no potential for adverse impacts.

Recommendation

Staff asks that the Commission conduct a public hearing to consider input regarding the Sphere of Influence Study for the Sonoma County Fire District and West County Fire and Emergency Medical Service Agencies.

At the close of the hearing, staff recommends that the Commission discuss and determine whether to adopt the determinations of the study and, further, whether to approve the recommended amendments to the agencies' spheres of influence.

Alternate Recommendation

The Commission could direct staff to amend study determinations and could also direct staff to amend the spheres of influence of agencies in a different fashion from the staff recommendation.

Attachments

1. Sphere of Influence Study for Sonoma County Fire District and West County Fire and Emergency Medical Service Agencies
2. Letter from Five West County Fire and Emergency Service Agencies Requesting Sphere of Influence Study
3. Draft Resolution

**SPHERE OF INFLUENCE STUDY
FOR SONOMA COUNTY FIRE DISTRICT
AND WEST COUNTY
FIRE AND EMERGENCY SERVICE AGENCIES**

Subject Agencies:

Sonoma County Fire District

Forestville Fire Protection District

Russian River Fire Protection District

Monte Rio Fire Protection District

Cazadero Community Service District (Fire and EMS)

Bodega Bay Fire Protection District

County Service Area 40 – Fire Services:

Fort Ross Volunteer Fire Company

Bodega Volunteer Fire Company

Valley Ford Volunteer Fire Company

Bloomfield Volunteer Fire Company (Service Area)

Incident Response Plan Areas 51, 56, and 61

Public Review Draft

Sonoma Local Agency Formation Commission

November 2019

Project Name: Sphere Of Influence Study For Sonoma County Fire District and West County Fire And Emergency Service Agencies

Conducted By: Sonoma Local Agency Formation Commission
111 Santa Rosa Avenue, Ste. 240
Santa Rosa, CA 95404

Date: November 2019

Subject Agencies: Sonoma County Fire District
Forestville Fire Protection District
Russian River Fire Protection District
Monte Rio Fire Protection District
Cazadero Community Service District (Fire and EMS)
Bodega Bay Fire Protection District
County Service Area 40 – Fire Services:
Ft. Ross Volunteer Fire Company
Bodega Volunteer Fire Company
Valley Ford Volunteer Fire Company
Bloomfield Volunteer Fire Company (Service Area)
Integrated Response Plan Areas 51, 56, and 61

Agency Contacts: Sean Grinnell, Chief
Bodega Bay Fire Protection District

Dave Franceschi, Chief
Forestville Fire Protection District

Steve Baxman, Chief
Monte Rio Fire Protection District

Mark Heine, Chief
Sonoma County Fire District

Ryan Lance, Interim Chief
Russian River Fire Protection District

Steve Krausman, Chief
Cazadero Community Services District

Terri Wright, Administrative Analyst
County Administrator's Office
Sonoma County
(County Service Area 40 – Fire Services)

Ron Albini, Chief
Bodega Volunteer Fire Company

Ron Caselli, Chief
Valley Ford Volunteer Fire Company

Steve Ginesi, Chief
Fort Ross Volunteer Fire Company

**Date of Last MSR/SOI
Adopted by LAFCO:**

Confirmation of Spheres of Influence in 2006

Municipal Service Review for Windsor, Bennett Valley,
and Rincon Valley Fire Protection Districts and CSA 40
(Mountain VFD), 2018

Municipal Service Review for West County Fire and
Emergency Service Agencies, 2019

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SOI STUDY BACKGROUND

ROLE AND RESPONSIBILITY OF LAFCO

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, as amended ("CKH Act") (California Government Code §§56000 et seq.), is LAFCO's governing law and outlines the requirements for preparing Municipal Service Reviews (MSRs) for periodic Sphere of Influence (SOI) updates.

MSRs and SOIs are tools created to empower LAFCO to satisfy its legislative charge of "discouraging urban sprawl, preserving open-space and prime agricultural lands, efficiently providing government services, and encouraging the orderly formation and development of local agencies based upon local conditions and circumstances (§56301).

CKH Act Section 56301 further establishes that "one of the objects of the commission is to make studies and to obtain and furnish information which will contribute to the logical and reasonable development of local agencies in each county and to shape the development of local agencies so as to advantageously provide for the present and future needs of each county and its communities."

Based on that legislative charge, LAFCO serves as an arm of the State; preparing and reviewing studies and analyzing independent data to make informed, quasi-legislative decisions that guide the physical and economic development of the state (including agricultural uses) and the efficient, cost-effective, and reliable delivery of services to residents, landowners, and businesses.

While SOIs are required to be updated every five years, they are not time-bound as planning tools by the statute, but are plans meant to address the "probable physical boundaries and service area of a local agency" (§56076). SOIs therefore guide both the near-term and long-term physical and economic development of local agencies and their broader county area, and MSRs provide the near-term and long-term time-relevant data to inform LAFCO's SOI determinations.

PURPOSE OF A MUNICIPAL SERVICE REVIEW

As described above, MSRs are designed to equip LAFCO with relevant information and data necessary for the Commission to make informed decisions on SOIs. The CKH Act, however, gives LAFCO broad discretion in deciding how to conduct MSRs, including geographic focus, scope of study, and the identification of alternatives for improving the efficiency, cost-effectiveness, accountability, and reliability of public services.

The purpose of an MSR in general is to provide a comprehensive inventory and analysis of the services provided by local municipalities, service areas, and special districts. An MSR evaluates the structure and operation of the local municipalities, service areas, and special districts and discusses possible areas for improvement and coordination.

This Sphere of Influence Study relies on information, evaluation and determinations in two Municipal Service Reviews adopted by the Commission:

- Municipal Service Review for Windsor, Bennet Valley, and Rincon Valley Fire Protection Districts and CSA 40 (Mountain VFD), 2018
- Municipal Service Review for West County Fire and Emergency Service Agencies, 2019

PURPOSE OF A SPHERE OF INFLUENCE

In 1972, LAFCOs were given the power to establish SOIs for all local agencies under their jurisdiction. As defined by the CKH Act, "'sphere of influence' means a plan for the probable physical boundaries and service area of a local agency, as determined by the commission" (§56076).

SOIs are designed to both proactively guide and respond to the need for the extension of infrastructure and delivery of municipal services to areas of emerging growth and development. Likewise, they are also designed to discourage urban sprawl and the premature conversion of agricultural and open space resources to urbanized uses.

The role of SOIs in guiding the State's growth and development was validated and strengthened in 2000 when the Legislature passed Assembly Bill ("AB") 2838 (Chapter 761, Statutes of 2000), which was the result of two years of labor by the Commission on Local Governance for the 21st Century, which traveled up and down the State taking testimony from a variety of local government stakeholders and assembled an extensive set of recommendations to the Legislature to strengthen the powers and tools of LAFCOs to promote logical and orderly growth and development, and the efficient, cost-effective, and reliable delivery of public services to California's residents, businesses, landowners, and visitors.

The requirement for LAFCOs to conduct MSR was established by AB 2838 as an acknowledgment of the importance of SOIs and recognition that regular periodic updates of SOIs should be conducted on a five-year basis (§56425(g)) with the benefit of better information and data through MSR (§56430(a)).

Pursuant to Sonoma LAFCO policy, a SOI includes an area adjacent to a jurisdiction where development might be reasonably expected to occur in the next 20 years. A MSR is conducted prior to, or in conjunction with, the update of a SOI and provides the foundation for updating it. In Sonoma County, a SOI for fire and emergency service agencies is intended to be predictive of reorganizations that would take place within a five-year time horizon.

LAFCO is required to make five written determinations when establishing, amending, or updating a SOI for any local agency that address the following (§56425(c)):

1. The present and planned land uses in the area, including agricultural and open-space lands.

2. The present and probable need for public facilities and services in the area.
3. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.
4. The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.
5. For an update of a SOI of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence (see next section).

SCOPE OF STUDY

Fire and emergency service agencies throughout the county have been conducting discussions to determine if a regional consolidation program would best serve communities and underpin a sustainable service model for the future.

To enable reorganization proposals involving the subject agencies, the spheres of influence of the agencies must be modified. (The request to prepare the SOI Study came formally from the Sonoma County Fire District.)

If the Commission adopts this Sphere of Influence Study and its determinations and agrees to amend spheres of influence as proposed, it would be expected that Sonoma County Fire District will file an application for reorganization with LAFCO involving the Russian River Fire Protection District, and possibly the Forestville and Bodega Bay Fire Protection Districts.

Note Regarding Terminology

A "reorganization" of a special district encompasses any action that changes a district's boundaries, including annexing or detaching territory, dissolution of the district and assignment of its functions to a successor agency, or a consolidation of one or more districts.

For this study, LAFCO is proposing that any eventual reorganization of the subject agencies would be accomplished by dissolution of a given district and annexation to another, or in the case of the County Service 40 – Fire Services territory, detachment from CSA 40 and annexation to a given district.

Technically, a "consolidation" (Cortese-Knox-Hertzberg § 56030) is defined as uniting or joining two or more special districts into a single new successor district. In order to accommodate differing taxation structures (and, in particular, parcel tax rates), the preferred means to "consolidate" special districts is to conduct a reorganization that involves the aforementioned "dissolution/annexation" process.

In order to make this report clearer to the public, when the term "consolidation" is used it denotes the dissolution/annexation process rather than the formal definition denoted in state code.

AFFECTED AGENCIES

Per Government Code Section 56427, a public hearing is required to adopt, amend, or revise a sphere of influence. Notice shall be provided at least twenty-one days in advance and mailed notice shall be provided to each affected local agency or affected County, and to any interested party who has filed a written request for notice with the executive officer.

Per Government Code Section 56014, an affected local agency means any local agency that overlaps with any portion of the subject agency boundary or SOI (including any proposed changes to the SOI).

The affected local agencies for this SOI study are:

- County of Sonoma (various departments and dependent districts)
- Sonoma Resource Conservation District
- Gold Ridge Resource Conservation District
- Coast Life Support District
- Sweetwater Springs Water District
- Town of Windsor

Although there are no registered interested parties for this study, notices and draft copies of this report have been provided as a courtesy to:

- CALFIRE
- Coastal Valleys EMS Agency

SPHERES OF INFLUENCE STUDY AND RECOMMENDED AMENDMENTS

The existing Spheres of Influence for all subject agencies are contiguous with their boundaries. Spheres of influence must be amended to allow for agencies to submit reorganization proposals involving the dissolution of districts and subsequent annexation to another agency.

Staff has considered a series of potential sphere of influence amendments for the subject agencies; in addition, there is a request for a sphere of influence study from five agencies that includes three of the subject agencies (the CSA 40 territory served by the Bodega, Valley Ford, and Bloomfield Volunteer Fire Companies).

Sphere of Influence Scenarios

After the completion and adoption of the Municipal Service Review for fifteen West County fire and emergency service agencies, staff had considered bringing four potential sphere of influence amendment proposals to the Commission for consideration. These proposals would include:

- Amendment of the sphere of influence of the Russian River Fire Protection District to include territory served by the Forestville and Monte Rio FPDs; the Cazadero CSD (for fire and emergency services); and CSA 40 territory served by Fort Ross VFC, and Incident Response Plan areas 51, 56, and 61.

This proposal would generally encompass the Advanced Life Support/ambulance area that Russian River FPD serves. (There are small areas of Forestville FPD that are served by other providers; the northern third-or-so of the Fort Ross territory is served by Coast Life Support; and Russian River provides ALS coverage for the southern quarter-or-so of the Timber Cove FPD territory.)

- Amendment of the Bodega Bay Fire Protection District sphere of influence to include the CSA 40 territory to the south covered by the Bodega, Valley Ford, and Bloomfield Volunteer Fire Companies. (The Bloomfield VFC is defunct, with the territory now covered by Two Rock VFC.)

This proposal would align Bodega Bay FPD's sphere of influence with its Advanced Life Support/ambulance territory.

- Amendment of the sphere of influence of North Sonoma Coast Fire Protection District to include territory served by the Timber Cove Fire Protection District.
- Amendment of the sphere of influence of the Occidental Community Services District to encompass the CSA 40 territory served by the Camp Meeker Volunteer Fire Company. (This amendment would be offered as a likely interim step in the move towards a broader regional agency.)

Sonoma County Fire District has requested a sphere amendment encompassing the Russian River, Forestville, and Bodega Bay FPDs, with the understanding that LAFCO would likely recommend sphere amendments for all agencies within the ALS/ambulance territories of the Russian River and Bodega Bay Fire Protection Districts.

Staff has also received a request from the Gold Ridge Fire Protection District, Graton Fire Protection District, Occidental Community Services District, North Bay Fire, Inc. (representing Volunteer Fire Companies), and the City of Sebastopol, requesting that a sphere of influence study be conducted for eleven West County and South County agencies, which includes the CSA 40 territory served by Bodega, Valley Ford, and Bloomfield VFCs. The request is not specific with regard to what sphere of influence amendments are being proposed or sought.

(Staff has also received a request from the Rancho Adobe Fire Protection District seeking a sphere of influence amendment to encompass four Volunteer Fire Companies that overlap with the request noted above, but not with any of the subject agencies.)

Recommended Sphere Amendments

Staff is recommending that the Commission consider amending Sonoma County Fire District's sphere to include the territory served by the remaining subject agencies.

(For the Cazadero Community Services District, the sphere amendment would be solely for the provision of fire and emergency services; the remaining services provided by the District would be retained, pending potential further reorganization activity.)

The spheres for Forestville, Russian River, Monte Rio, and Bodega Bay FPDs would be set to "zero", indicating that the Commission expects them to be dissolved and annexed into a regional agency within a five- to ten-year time frame.

The sphere for County Service Area 40 – Fire Services would have the territories served by the Fort Ross, Bodega, Valley Ford, and Bloomfield Volunteer Fire Companies, and the Integrated Response Plan areas 51, 56, and 61, removed from its sphere.

Staff recognizes that additional amendments to spheres may be desired in preparation for potential future reorganizations. These areas include but are not limited to the northern third-or-so of the Fort Ross VFC-served territory, and the southern quarter-or-so of the Timber Cove FPD territory. These areas may require sphere amendments in recognition of operational considerations that would suggest alignment with another regionally-reorganized agency.

Please note that the Commission does not have an adopted policy regarding a "zero" sphere designation, but that the term can be defined as:

"a transitional sphere of influence designation assigned to a local agency indicating that the public service responsibility and functions of the agency should ultimately be abandoned or re-allocated to another government agency"

It is expected that a plan for services prepared for a reorganization proposal will rely on the extension of Sonoma County Fire District's parcel tax structure to annexed territory in order to ensure the viability of service levels and long term financial sustainability.

It should be reiterated that registered voters and landowners in territories included in a reorganization proposal would have the opportunity to protest at lower "hurdle rates" than those for approving special taxes.

A cohort of either 50% of registered voters or 50% of landowners can nullify a reorganization proposal through protest proceedings; approval of special tax measures requires a two-thirds-plus one approval by registered voters.

If a cohort of 25% or more of registered voters or 25% or more of landowners protest the reorganization, a balloted election will be conducted, with registered voters eligible to participate. A voter threshold of fifty percent-plus-one is required to confirm the reorganization.

Reorganization of the subject agencies, based on the proposed sphere of influence amendments, would not preclude the formation of broader regional agencies or a County-wide agency at a later date.

Justification of Recommended Amendments

The Commission adopted a set of criteria in October 2019 for evaluation of proposed sphere of influence amendments for fire and emergency service agencies. In summary, these criteria are:

- Operational Fit
- Financial Sustainability
- Advanced Life Support/Ambulance Territory
- Agency Request/Preference
- Elimination of CSA 40 Territory
- Preservation of Further Consolidation Opportunities

Staff believes that inclusion of the River area agencies, as a group, within Sonoma County Fire District's sphere of influence is non-controversial with regard to evaluation against these criteria. In particular:

- SCFD can provide the River area agencies with superior leadership, management, and administrative services, making an eventual consolidation a good operational fit.

- The extension of SCFD's parcel tax structure to the Forestville FPD, Cazadero CSD, and CSA 40 territories will generate meaningful revenue to support the continued provision of service within the region.
- The sphere amendment and potential reorganization of the entire River area territory will almost wholly align with the current provision of ALS/ambulance services by the Russian River FPD.
- SCFD has requested the sphere amendments and has support from two of the Fire Protection Districts, and potential support from the remaining agencies.
- Significant territory of CSA 40 is included in the proposed sphere amendment, portending inclusion of that territory in a regional agency.
- The sphere amendment and potential reorganization activity does not preclude further regional consolidation opportunities.

As noted previously, there are competing interests with regard to the three Volunteer Fire Company territories that staff recommends be included in any sphere amendment involving Bodega Bay Fire Protection District. With regard to the Commission's evaluation criteria, staff notes:

- Bodega Bay FPD provides Advanced Life Support/ambulance coverage to the CSA 40 territories to the south, as well as primary service support (Bodega Bay is dispatched to all calls within the region). With regard to broader operational fit, Bodega Bay FPD is a well-functioning agency without any need for additional leadership, management, or administrative support.

Although there are ancillary benefits for Bodega Bay's inclusion in a broader regional agency (coherent training, opportunities for career advancement), there isn't a compelling need from an operational standpoint for regional consolidation other than inclusion of the CSA territories with Bodega Bay.

- A reorganization that annexes Bodega Bay FPD to another district will lead to a significant reduction in parcel tax revenue. Bodega Bay FPD levies a parcel tax of \$524 per year for single-family homes; Sonoma County Fire District's levy varies by home size, but is typically \$185 per year. If Gold Ridge Fire Protection District was the reorganization "partner", the levy would be approximately \$260 per year.

The reduction in revenue noted above would be partially recouped by assigning property tax revenue from the CSA 40 territory to the annexing district, and extension of parcel taxation. However, this revenue would be quite modest (on the order of \$80,000 for property tax revenue, and \$80,000 to \$130,000 in parcel tax revenue depending on rate schedule).

In summary, a reorganization involving Bodega Bay FPD and the accompanying CSA 40 territory would require significant ongoing financial contributions to meet a financial sustainability evaluation, regardless of which agency partner.

- Inclusion of the CSA 40 territories in any sphere of influence amendment or reorganization involving Bodega Bay FPD would recognize that Bodega Bay provides ALS/ambulance service within the region.
- Bodega Bay FPD is supportive of a potential reorganization with Sonoma County Fire District, and therefore supportive of the proposed sphere of influence amendments. As noted previously, there is other agency interest in the CSA territory. It should be noted that the County has not declared a preference for sphere amendments or potential reorganizations involving said territory.
- Including CSA territory in any proposed sphere amendment involving Bodega Bay FPD will allow for reorganization proposals that will portend eventual annexation of that territory to a regional agency, thereby reducing CSA 40.
- The sphere amendment and potential reorganization activity does not preclude further regional consolidation opportunities.

Staff has summarized evaluation of the proposed sphere of influence amendments against the Commission's adopted set of criteria in Table 1:

Table 1: Sphere of Influence Amendment Evaluation Summary

Criteria	Evaluation	Notes
<p>Operational Fit</p> <p>Does the proposed SOI make sense from an operational perspective?</p>	<p>The Sonoma County Fire District is able to provide leadership, management, and administrative services at a superior level to River-area agencies, and a comparable level to Bodega Bay FPD. It should be noted however that SCFD does not have experience managing ALS/ambulance transport service.</p>	
<p>Financial Sustainability</p> <p>Will a future reorganization offer opportunities to increase revenues or decrease costs?</p>	<p>Extension of SCFD's parcel tax schedule to all agencies other than Monte Rio and Bodega Bay FPDs will generate additional sustainable revenue. (Monte Rio FPD's tax schedule is essentially</p>	<p>Russian River FPD could remain independent, possibly pursuing reorganizations with the remaining four River-area agencies.</p>

	<p>the equivalent of SCFD's; Bodega Bay's tax schedule is substantially higher, so a revenue loss would be expected through a reorganization.) The CSA 40 areas would redirect property taxes to SCFD, and generate new parcel tax revenue. The County, through a property tax exchange agreement, could also make additional revenue contributions for reorganizations of CSA 40 territories.</p> <p>A reorganization would raise incremental revenue (per above). There may be modest cost savings opportunities through fleet evaluation and reduction, and a modified staffing plan for facilities.</p>	<p>Bodega Bay FPD could remain independent, with or without the addition of CSA 40 territory served by the three VFC agencies to the south, but in any event requires additional, dedicated funding to maintain service levels.</p>
<p>Advanced Life Support/Ambulance Service Territory</p> <p>Is the SOI amendment consistent with existing ambulance service territories, if applicable?</p>	<p>The proposed SOI amendment is consistent with the existing ALS/ambulance transport territories of Russian River and Bodega Bay FPDs, with the exception of portions of the Forestville and Timber Cove FPDs and a portion of the Fort Ross VFD territory.</p>	<p>Staff recognizes that future adjustments of spheres of influence for the Fort Ross VFD and Timber Cove FPD territories may be warranted to align with existing ALS/ambulance transport areas. Staff asserts that adjustments to the Forestville FPD territory can be averted through existing operational agreements with neighboring ALS/ambulance providers.</p>

<p>Agency Request/Preference</p> <p>Do the subject agencies support the sphere amendment, with the understanding that it predicts eventual reorganizations?</p>	<p>Forestville, Russian River, and Bodega Bay FPDs support the proposed sphere of influence amendments. The balance of the subject agencies have not taken a position regarding the proposed amendments.</p>	<p>A group of five agencies including North Bay Fire, Inc., which represents the Volunteer Fire Companies that provide service to CSA 40 territories, has requested a sphere of influence study that would include the three VFC areas to the south of Bodega Bay FPD. That request is unclear with regard to what specific sphere amendments are being sought. Please see further discussion below.</p>
<p>Elimination of CSA 40 Territory</p> <p>Does the sphere amendment address remaining CSA 40 and IRP territory in the region?</p>	<p>Yes, all of the CSA 40 territory underlying the proposed sphere of influence amendments are included.</p>	
<p>Preservation of Further Consolidation Opportunities</p> <p>Does the sphere amendment preclude other options for future reorganizations?</p>	<p>While the proposed sphere of influence amendments may be in conflict with another proposal, further potential reorganizations involving neighboring agencies (most likely to the south) would not be precluded.</p>	

POTENTIALLY SIGNIFICANT SOI DETERMINATIONS

As noted previously, in order to make sphere of influence amendments, the Commission is required by law to make determinations with regard to the following:

1. The present and planned land uses in the area, including agricultural and open-space lands.
2. The present and probable need for public facilities and services in the area.
3. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.
4. The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.
5. For an update of a SOI of a city or special district that provides public facilities or services related to sewers, municipal and industrial water, or structural fire protection, the present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing sphere of influence.

The following sections address these evaluation criteria.

PRESENT AND PLANNED LAND USES

Determination:

Existing and future land use will have only minimal impacts on the provision of fire and emergency services by the subject agencies.

Discussion

As noted in the Municipal Service Review for West County Fire and Emergency Service Agencies, land use and population growth are at most modest drivers of the need for fire and emergency service provision in the territories served by the subject agencies.

The aging of the resident population, existence and growth of transient populations (tourism), and growing need for medical responses are far more impactful.

Additionally, agencies continue to face volunteer staffing availability challenges, and in many cases inadequate infrastructure (stations, vehicles, and equipment).

NEED FOR PUBLIC FACILITIES AND SERVICES

Determinations:

- **The recommended sphere of influence amendments, if followed by a regional consolidation through annexations, would provide modest operational and cost**

efficiencies, though these efficiencies would not ensure the continued viability of service provision.

- **A regional consolidation would, if appropriately financed through a variety of methods, ensure continued service levels in the region.**

Discussion

The financial and operational advantages of a consolidated, regional fire and emergency services agency comprised of the territories of the subject agencies have been outlined in the Municipal Service Review for West County Fire and Emergency Service Agencies.

In summary, these advantages include:

- Generation of additional revenue through the extension of parcel taxes on reorganized territories.
- Provision of leadership, management, and administration services at larger scale and efficiency.
- Coordinated and consistent training of personnel.
- Greater options for career advancement for paid professional staff.
- Opportunities to adjust readiness levels throughout the region through assignment of staff and equipment, based on community service needs.

CAPACITY AND ADEQUACY OF PROVIDED SERVICES

Determinations:

- **The proposed sphere of influence amendments will allow for reorganization proposals that will address service level deficiencies that are extant at the majority of the subject agencies.**
- **A regional reorganization is best suited to maintain or enhance service levels, most importantly for Advanced Life Support/ambulance service.**

Discussion

As outlined in the Municipal Service Review for West County Fire and Emergency Service Agencies, most of the subject agencies are experiencing volunteer staffing declines that are reducing service levels to communities. In addition, several of the subject agencies have critically-deficient facilities, and many face vehicle and equipment deficiencies.

A regionally re-organized agency under the purview of Sonoma County Fire District, is best positioned to seek appropriate funding (beyond revenue increases from the extension of parcel taxes) to address these deficiencies.

In particular, the Advanced Life Support/ambulance services provided by the Russian River and Bodega Bay Fire Protection Districts throughout the territories served by the

subject agencies must be preserved and maintained, given the criticality of these services to the communities in the region.

SOCIAL AND ECONOMIC COMMUNITIES OF INTEREST

Determinations:

- **Portions of the region served by the subject agencies are economically disadvantaged. Territory throughout the region is “difficult to serve” in terms of density, access, and geography.**
- **Portions of the region are heavily impacted by transient populations (tourism), leading to impacts on the provision of fire and emergency services.**

Discussion

Much of the area served by the subject agencies is predominantly rural, with communities that are economically disadvantaged. Generating revenue solely through local taxation to support fire and emergency service provision, as well as a host of other community needs, will likely prove difficult.

Additionally, there are large portions of the region that are geographically challenging for the provision of services due to access issues. Much of the region is wildland, or urban/wildland interface territory, making fire prevention and vegetation management important.

Both the coastal and River areas face the additional challenge of serving visitors, and the remaining area is subjected to tourist traffic that generates significant call volumes due to accidents.

DISADVANTAGED UNINCORPORATED COMMUNITIES

Determination:

- **There are four LAFCO-designated disadvantaged unincorporated communities served by subject agencies.**

Discussion

As noted in the Municipal Service Review for West County Fire and Emergency Service Agencies, there are four designated disadvantaged communities served by the subject agencies: Cazadero, Guerneville, Monte Rio, and Valley Ford.

The proposed sphere of influence amendments and potential reorganizations will likely help preserve and perhaps enhance service provision to these areas, as well as to the region as a whole.

**Water Tender Specifications
365 and 367 Peterbilt Options**



EMERGENCY RESPONSE

Charlotte, MI | Brandon, SD | Ephrata, PA | P: 517.543.6400
 SPARTANMOTORS.COM

Cazadero Water Tender Pricing

	Qty	Total
USTanker with Peterbilt 365		\$ 376,089
Pre-Construction Meeting At factory for 2 Fire Department personnel		Included
Midpoint inspection Photo		Included
3 personnel at factory for Final Inspection		Included
Delivery and PDI at Dealership		Included
Apparatus without Tax Price		\$ 376,089
Taxes (8.25%)		\$ 31,027.35
Total Purchase Price		\$ 407,116.35

Delivery Time is 365 days from Acceptance of the Contract. 200 Dollar a day penalty is accepted per Grant requirements after 365 days from Contract acceptance **Tax Rates are only estimates and are Subject to Change**

Scott Beck
 Sales Manager
 Fire Apparatus Solutions
 402.719.1242
 scottfasfire@gmail.com



365



Pblt Of Northern Illinois (P125)
42400 Highway 41
Wadsworth, Illinois 60083

US TANKER
1827 Hobbs Dr
Delavan, Wisconsin 53115
United States of America

Austin Patty
Phone:
Email: apatty@jxe.com

Joe Lee
Phone: 262-758-0359
Email: joe.lee@spartanmotors.com

Vehicle Summary

	Unit		Chassis	
Model:		Model 365	Fr Axle Load (lbs):	18000
Type:		Full Truck	Rr Axle Load (lbs):	46000
Description 1:		Cazadero VFD	G.C.W. (lbs):	64000
Description 2:		365		
	Application		Road Conditions:	
Intended Serv.:		Fire Engine - Pumper	Class A (Highway)	100
Commodity:		Other Commodity	Class B (Hwy/Mtn)	0
			Class C (Off-Hwy)	0
	Body		Class D (Off-Road)	0
Type:		Fire Apparatus	Maximum Grade:	6
Length (ft):		20	Wheelbase (in):	208
Height (ft):		10	Overhang (in):	62
Max Laden Weight (lbs):		10000	Fr Axle to BOC (in):	68.9
	Trailer		Cab to Axle (in):	139.1
No. of Trailer Axles:		0	Cab to EOF (in):	201.1
Type:			Overall Comb. Length (in):	317
Length (ft):		0		
Height (ft):		0	Special Req.	
Kingpin Inset (in):		0		
Corner Radius (in):		0		
	Restrictions			
Length (ft):		65		
Width (in):		102		
Height (ft):		13.5		

Approved by: _____

Date: _____

Note: All sales are F.O.B. designated plant of manufacture.



Sales Code	Std/ Opt	Description	\$ List	Weight
Base Model				
0003651	S	Model 365 Peterbilt's powerful and versatile Model 365 is built to meet the daily challenges of mixer duty, construction sites and virtually any vocational application. The lightweight, all-aluminum cab with lap seam construction, aircraft grade fasteners and bulkhead style doors is legendary for its durability. With a compact 115-inch BBC, the 365 features improved ride and handling and increased maneuverability. The Model 365 is available in both a set-forward front axle configuration for a smoother ride or a set-back front axle for increased maneuverability and optimized weight distribution.	173,401	14,940
0091200	O	Other Commodity	0	0
0093120	O	Fire Engine - Pumper Truck used in fire fighting with pumps mounted in the body.	0	0
0095260	O	Fire Apparatus Truck equipped for use in fire fighting applications.	0	0
0098170	S	United States Registry Canadian Registry Package Requires Air Conditioning Excise Tax Canada, Speedometer to be KPH ip0 MPH, Daytime Running Lights and Rubber Battery Pad in Bottom of Battery Box.	0	0
Configuration				
0200700	S	Not Applicable Secondary Manufacturer	0	0
Frame & Equipment				
0515010	O	10-5/8" Steel Rails 326-384" 10.625 x 3.45 x .313 Dimension, 1,776,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 14.8 cubic inches. Weight: 1.44 lbs/inch pair	300	210
0601500	O	Full Steel Inner Liner	1,587	699
0611250	O	Heavy-Duty Iron Front Spring Brackets Forward and Rear	298	35
0620180	O	FEPTO Prov,22.4in Reinforced Front Frame Extension Includes Stationary Grille and Engine Adapter for 1350 Flange Yoke.	2,871	106
0644020	O	EOF Square with Steel Crossmember	226	8
0651090	O	Omit Rear Mudflaps and Hangers	-59	-25
Front Axle & Equipment				
1011890	O	PACCAR Steer Axle 20,000 lb, 4 in. Drop Axle is designed for applications with a gross axle weight rating (GAWR) of 20,000 pounds. Front axle is designed for demanding applications such as construction, heavy haul, refuse, and other vocational uses. Robust forged steel beam construction for long-lasting	1,320	137

Price Level: January 1, 2020

Deal: Cazadero VFD

Printed On: 10/29/2019 7:20:02 AM

Date: October 29, 2019

Quote Number: QUO-531556-T3Y4Z6



Sales Code	Std/Opt	Description	\$ List	Weight
		performance. It utilizes innovative tapered kingpin roller bearings for more efficient operation and improved steering efficiency.		
1113020	O	Taper Leaf Springs, Shocks 18,000 lb Standard with Heavy Resistance Shocks.	355	62
1233060	O	Power Steering TRW TAS65 Dual For use with 16,000 to 20,000 lb. axle ratings. Glidekote splines on steering shaft extend service life of components.	1,022	58
1250250	O	Power Steering Reservoir Frame Mounted w/Cooler A power steering cooler helps reduce the heat of the power steering fluid. This is commonly used with systems that may experience more stress from towing or off-road driving.	210	2
1354850	O	PHP10 Iron PreSet PLUS Hubs-Air Disc Preset iron hub assemblies are designed for demanding conditions and require less maintenance while still offering dependability and superior performance. Precisely engineered to minimize roller stress under heavy loads and increase bearing life when used in demanding conditions such as wide-based single wheels and misalignment due to spindle wear.	52	42
1380070	O	Greasable Front Spring Pins	50	0
1380290	S	Bendix Air Disc Front Brakes Bendix air disc front brakes use a floating caliper design to provide foundation braking on all axles and complies with reduced stopping distance regulations.	0	0
1380490	O	PACCAR Wide Track IPO Standard 71in KPI IPO 69in front axle for improved turning radius.	0	0
1390630		80mm Front Spring Spacer Blocks	0	0
Rear Axle & Equipment				
1523440	O	Dana Spicer D46-172 46,000 LBS	1,863	521
1616290	S	PHP10 Aluminum PreSet PLUS Hubs	0	0
1632650	S	Long Stroke Parking Brakes, Drive Axle(s)	0	0
1680500	O	SBM Valve Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	211	0
1680555	O	Tanker Height Less Than 75" From top of Frame Rail. Bendix ESP Tanker/Pumper	0	0
1680950	O	Stability System Not Selected Or Not Available	-124	0
1682710	S	Anti-Lock Braking System (ABS) 6S6M ABS-6. Includes air braking system.	0	0
1684200	S	Synthetic Axle Lubricant All Axles	0	0

Price Level: January 1, 2020

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Date: October 29, 2019

Quote Number: QUO-531556-T3Y4Z6



Sales Code	Std/Opt	Description	\$ List	Weight
		Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.		
1687040	O	Air Disc Rear Brakes, Tandem Drive Axle Includes Automatic Slack Adjusters.	1,555	0
1687090	O	Diff Lock Tandem Axles With Speed Interlock. Automatically Disengages Wheel Diff Lock at Speeds Above 25 mph.	1,977	60
1704780	O	Ratio 4.78 Rear Axle	0	0
1822180	O	Hendrickson RT463 46,000 lb, 52in Axle Spacing	3,044	629
Engine & Equipment				
2074800	O	PACCAR PX-9 450@2100 GOV@2200 1250@1400 Fire Service (2017 Emissions) Includes alum flywheel housing, cruise control, and J1939 provisions (provides an interface point for the Electronic Service Analysis-ESA and other PACCAR approved diagnostic tools). Chevron Delo LE SAE 10W30 engine oil is specially formulated for new low emissions engines. Magnetic engine oil drain plug captures and holds any metal fragments in engine oil to extend service life. N21320 N205 120...Standard Maximum Speed Limit N21470 P062 NO...Cruise Control Auto Resume (N21480 P068 NO...Auto Engine Brake in Cruise N21450 P026 NO...Gear Down Protection (P026) N21440 P015 NO...Engine Protection Shutdown (N21350 P001 64...Maximum Accelerator Pedal Ve N21370 P059 64...Maximum Cruise Speed (P059) N21590 P230 YES...Enable Hot Ambient Automatic N21530 P233 YES...Enable Impending Shutdown Wa N21540 P234 60...Timer For Impending Shutdown N21460 P046 1400..Max PTO Speed (P046) N21520 P030 5.....Timer Setting (P030) N21570 P031 NO...Idle Shutdown Manual Overrul N21610 P172 40...Low Ambient Temperature Thre N21630 P171 80...High Ambient Temperature Thr N21510 P520 YES...Enable Idle Shutdown Park Br N21430 N201 0.....Reserve Speed Limit Offset (N21410 N202 0.....Maximum Cycle Distance (N202 N21400 N203 252...Reserve Speed Function Reset N21420 N206 10...Maximum Active Distance (N20 N21340 P112 120...Hard Maximum Speed Limit (P1 N21550 P516 100...Engine Load Threshold (P516) N21620 P173 60...Intermediate Ambient Tempera N21330 N207 0.....Expiration Distance (N207)	-5,262	-1,070

Price Level: January 1, 2020

Deal: Cazadero VFD

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Quote Number: QUO-531556-T3Y4Z6



Sales Code	Std/Opt	Description	\$ List	Weight
		N21500 N209 0.....Expiration Distance (N209)		
2091305	S	Engine Idle Shutdown Timer Enabled	0	0
2091315	O	Enable EIST Ambient Temp Overrule	0	0
2091372		Eff EIST NA Expiration Miles	0	0
2091640		Effective VSL Setting NA	0	0
2140220	O	CARB Engine Idling Compliance DECLINED By Dealer/Customer	0	0
2147460	O	Bed Plate for PX-9, L9N Engines Designed to increase engine longevity by incorporating a stiffener bracket on the bottom side of the engine, inside the oil pan, for additional reinforcement. Required for all PX-9/L9N refuse applications and recommended for other high load 9-liter applications.	48	0
2511470	U	320 Amp Alternator	1,178	3
2512100	O	275 Amp Alternator, 40SI Brushless The 40SI is a durable brushless model available in output ranging from 240 to 320 Amps. Remote sense is standard on all 40SI models.	926	10
2521090	S	Immersion Type Block Heater 110-120V Standard location for 2.1M and 1.9M models is left-hand under cab, Model 520 is in bumper, and for Model 220 it is at the driver step. Plug includes a weather-proof cover that protects the receptacle. This pre-heater keeps the coolant in the engine block from freezing when the engine is not running.	0	0
2538040	S	3 PACCAR Premium 12V Dual Purpose Batt 2190 CCA Threaded stud type terminal. Stranded copper battery cables are double aught (00) or larger to reduce resistance.	0	0
2539410	O	Battery Jumper Terminal Mounted Under Hood LH Frame Rail. Not available with PX-7 engines.	160	4
2621000	O	2-Speed Fan Clutch For Frequent Start/Stops A 2-speed fan clutch is ideal for vocational applications where the fan clutch engagement time exceeds 10% of the engine run time. When the fan clutch is disengaged, the fan still rotates at 15-25% of the engine RPM. This fan rotation provides crucial airflow to the engine and draws virtually no horsepower.	321	0
2723210	O	18.7 CFM Air Compressor N/A X15. Furnished on engine. Teflon lined stainless steel braided compressor discharge line.	-27	17
2812140	O	C-Brake By Jacobs, PX-9 Features a dedicated cam lobe design for optimum power and three-stage engine brake operation.	2,629	90
2921150	O	DAVCO 245 Fuel/Water Separator	267	0
2921210	O	No Fluid Heat Option for Fuel Filter	0	0
2921310	S	No Electric Heat Option for Fuel Filter	0	0

Price Level: January 1, 2020

Deal: Cazadero VFD

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Quote Number: QUO-531556-T3Y4Z6



Sales Code	Std/Opt	Description	\$ List	Weight
3114270	S	High Efficiency Cooling System Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks. ClimaTech extended life coolant extends maintenance intervals which reduces maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 579/367 FEPTO 1325 sq in, 567/365/367: 1440 sq in, 365 FEPTO: 1184 sq in, 389/367 HH: 1669 sq in, 348: 1000 sq in, 520: 1242 sq in.	0	0
3291680	S	(1) Air Cleaner Firewall Mounted Molded rubber air intake connections with lined stainless steel clamps seal to prevent contaminants in air intake.	0	0
3365270	S	Exhaust Single RH Side of Cab DPF/SCR right-hand Under Cab (2017).	0	0
3381770	O	Curved Tip Standpipe(s)	51	1
3387610	O	18" Ht, 5" Dia Chrome, Clear Coat Standpipe(s)	8	-2
Transmission & Equipment				
4052440	O	Allison 3000 EVS-P Transmission, Gen 5 Fire and Emergency Applications. Includes Rear Transmission Support except on MX engines, Mobil Delvac Automatic Transmission Fluid, and Water-Oil Heat Exchange. Also includes features that monitor the transmission fluid, filter and clutch condition. Will display percent life remaining for the transmission fluid, filter and clutches on the shift selector. This information may be displayed using the Mode and Up and Down buttons. A wrench icon will also be included to indicate when the transmission fluid, filter or clutches need servicing. Forward ratios: 1st-3.49, 2nd-1.86, 3rd-1.41, 4th-1.00, 5th-0.75, 6th-0.65. Reverse ratios: DR-(5.03).	11,916	-75
4211000	O	SPL170 HD-XL Driveline, 1 Midship Bearing	729	75
4216330	O	SPL170 XL Driveline Interaxle Dana Spicer Life Series heavy-duty drive shafts are built for heavy loads over the long haul. For tandem rear axles.	387	5
4252890	O	Allison FuelSense 2.0 Not Desired	0	0
4252940	O	Allison Neutral At Stop Neutral at Stop features and benefits: Reduces or eliminates the load on the engine when vehicle is stopped, can help lower fuel consumption and CO2 emissions, and is included in FuelSense 2.0 Plus and Max packages only.	0	0
4256460	O	Allison EVS 4th Gear Lockup J Allison Vocation Package 120, Fire Truck Pumper	298	0
4256640	O	Allison 6-Speed Configuration, Close Ratio Gears 3000 Series Transmissions.	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
4256920	O	Dash Mounted Push Button Shifter Available with Allison transmissions	790	0
Air & Trailer Equipment				
4510320	S	Bendix AD-IS Air Dryer, Heater Bendix Air Treatment Oil Coalescing filter, extended purge. Collects and removes solid, liquid and vapor contaminants before they enter the air brake system.	0	0
4520420	O	Pull Cords All Air Tanks	7	1
4540420	S	Nylon Chassis Hose	0	0
4543320	S	Steel Painted Air Tanks All air tanks are steel with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	0	0
4610340	O	Body Lighting Junction Box Without Wiring Located at EOF	23	3
4611850	O	Omit Standard Trailer Connection Package Omits 12' AE lines, hose tenna, hand valve	-240	-28
4611930	O	Body Connections 5' BOC Junction box contains light and power circuits for body connections located 5' from back-of-cab	192	6
Tires & Wheels				
5069880	O	FF: BR 20ply 315/80R22.5 R249	671	74
5166610	O	RR: BR 14ply 11R22.5 M726ELA Diameter= 42.2 inches; SLR= 19.6 inches	1,200	152
5190008	S	Code-rear Tire Qty 08	0	0
5220530	O	FF: Alcoa 89U647 22.5X9.00 Clean Buff Finish Aluminum, Ultra ONE wheels with MagnaForce alloy.	499	-22
5321740	O	RR: Alcoa 883677 22.5X8.25 Clean Buff Finish Aluminum	1,368	-176
5390008	O	Code-rear Rim Qty 08	0	0
5407640	O	FF: Polished Wheels, Outer Surface, Sgl/Tdm Steer Polish outer surface of outer wheel. Without chrome wheel nuts.	73	0
5407660	O	RR: Polished Wheels, Outer Surface, Tandem Drive Polish outer surface of outer wheels (4). Without chrome wheel nuts.	293	0
5409300	O	Wheel Guards, Tandem Axle	31	0



Sales Code	Std/ Opt	Description	\$ List	Weight
		Wheel guards provide a protective barrier to maintain the integrity between the brake drums and wheels to ensure the maximum life for your polished wheels.		
5409320	O	Wheel Guards, Tandem Axle	31	0
		Wheel guards provide a protective barrier to maintain the integrity between the brake drums and wheels to ensure the maximum life for your polished wheels.		
5410140	O	FF: Dura-Bright Finish	262	0
		Outer Surface of Outer Wheel, Includes Wheel Guards, Requires Polished Option		
5410160	O	RR: Dura-Bright Finish-Tandem Axle	523	0
		Outer Surface of Outer Wheel, Includes Wheel Guards, Requires Polished Option		
Fuel Tanks				
5554040	O	26" Aluminum 50 Gallon Fuel Tank LH U/C	451	13
		Includes steps for cab access. Paddle handle filler cap with threadless filler neck. Top draw fuel plumbing reduces chance of introducing air into the fuel system during low fuel level conditions due to the central placement of fuel pickup tube. Wire braid fuel lines increase durability & reduce potential for leaks.		
5602050	O	Location LH U/C 50 Gallon	0	0
5650540	O	Polish (1) Non-Slip Fuel Tank Step, U/C Tank Only	29	0
5650810	O	Polish (1) Aluminum Fuel Tank	279	0
5652830	O	Polish All Fuel / Hydraulic Tank Straps	83	0
		Does not apply to rectangular DEF tank straps		
5652890	S	DEF Tank Mounted LH BOC	0	0
		Models 220 and 520 mounted left-hand cab fender		
5652990	S	Standard DEF to Fuel Ratio 2:1 Or Greater	0	0
5653000	O	Polished Stainless Steel Cover For DEF Tank	203	0
5655019	S	DEF Tank Small	0	0
5760010	O	RH Tank None Furnished	-546	-86
Battery Box & Bumper				
6010800	O	Install Batteries On Temp Plywood Support BOC	-16	-37
		Includes maximum length battery cables allowable per engine manufacture requirements. Recommend three or more batteries for Class 8.		
6030540	O	Polish Battery/Tool Box(s), Aftertreatment Cab	335	0
		Entry complete		
6040550	S	Aftertreatment Aluminum Non-Slip Cab Entry	0	0



Sales Code	Std/Opt	Description	\$ List	Weight
		Aftertreatment right-hand under cab step. DPF/SCR for diesel engines, catalyst for natural gas engines. On Models 579 specifying chassis fairings, the box is aerodynamic.		
6121120	O	Steel Bumper Swept Back Chromed, Without FEPTO Two tow points and step plates on top of bumper	719	-9
Cab & Equipment				
6515560	O	Alum Cab 115in BBC Fiberglass Hood SBFA Fenders w/polished crown, spring tilt assist. Proprietary anti-blow-down locking mechanism that keeps hood open during servicing & prevents unintentional closing. Hood latch each side secures hood to cowl. Proprietary all-alum cab is light weight & durable for long service life. One-piece roof reduces potential for leaks. Two-piece windshield for cost effective windshield replacement. Lap seam construction & aircraft fasteners has greater clamp load than rivets. Bulkhead style doors provide virtually water-tight, rattle-free performance. Extruded alum door frames for strength & durability. Full length, heavy-duty piano-type stainless steel door hinges & pins provide durability. View window in RH door for safety. Electric windshield wipers & washers w/intermittent wiper function. Grab handles mtd on cab LH & RH for cab access. Convex mirror over RH door & below each rear view mirror for improved visibility & safety.	0	0
6700000	S	No Sleeper Selected	0	0
6911730	O	Peterbilt NFPA Compliant Driver Seat Includes NFPA (National Fire Protection Association) compliant seat belt length.	174	0
6921730	O	Peterbilt NFPA Compliant Passenger Seat Includes NFPA compliant seat belt length.	349	0
6930770	O	Gray Seat Color ipo Standard Color	0	0
6931130	O	Seat Belt Color Red IPO Standard Black	11	0
6931180	O	Seat Belt Sensor and Wiring - NFPA Compliant	411	0
6931190	O	Seat Occupancy Sensor and Wiring - NFPA Compliant	343	0
6939400	S	Air Ride Driver	0	0
6939420	S	High Back Driver	0	0
6939470	S	Vinyl Driver	0	0
6939510	S	Non-Air Ride Passenger	0	0
6939520	S	High Back Passenger	0	0
6939570	S	Vinyl Passenger	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
7000350	S	Power Door Locks Both Doors	0	0
7001520	O	Adjustable Steering Column - Tilt/Telescope	448	11
7001620	S	Steering Wheel With Peterbilt Logo Steering Wheel with embossed Peterbilt logo over horn button.	0	0
7039050	S	ProBilt Interior - Arctic Gray Includes rugged charcoal instrument panels, gray dash with glare-resistant, charcoal soft-touch upper, dark gray hard trim, black bezels on gauges, cigar lighter and ashtray with power port, monochromatic dark gray durable doorpads with map pocket on driver's side, dark gray molded back wall, 18 inch 4-spoke soft-touch steering wheel, soft-touch steering column cover, power lift passenger window, extruded rubber floor covering, header-mounted domelight, driver and passenger dome/reading lights, footwell lighting, integrated "dead pedal", (5) inside entry grab handles, (2) inside sunvisors, (2) coat hooks, cup holder and map bin in dash.	0	0
7110670	O	NFPA Cab Entry Grabhandles National Fire Prevention Association compliant grabhandles featuring a larger diameter and slip resistant inserts required by many fire companies.	247	0
7210540	S	Day Cab Rear Window	0	0
7230060	S	1-Piece Curved Windshield	0	0
7230680	S	Power Lift Windows - Both Doors For use with ProBilt or Prestige Interior	0	0
7322010	S	Combo Fresh Air Heater/Air Conditioner With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0	0
7330700	S	Peterbilt Comfort Control - Cab	0	0
7410040	O	Outside Sunvisor - Stainless Steel Not available with 2.1M high roof sleeper.	406	4
7560100	O	Mirrors SSTL Each Side Heated and Motorized with Switch on Door.	350	2
7560850	S	(2) Convex 8 Inch SSTL Mirrors Center mounted under mirror bracket. If rear view mirrors are heated, the convex mirrors will be heated. Option includes dual door stops.	0	0
7610020	O	(1) Air Horn 15" Painted Mounted under cab.	-31	0
7725710	O	Standard Speaker Package For Cab (2) Speakers	143	4
7725715	O	ConcertClass Without CD, Includes BT Phone and Audio, AM/FM, WB, USB and MP3.	381	10
7788055	S	SmartLINQ Remote Diagnostics SmartLINQ is Peterbilt's proprietary remote diagnostics service which monitors the engine and aftertreatment for diagnostic codes providing	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
		real-time code analysis maximizing vehicle uptime and strengthening the fleets partnership with their dealer. SmartLINQ provides fault coverage for over 800 codes, a customizable email notification for 116 codes plus a web portal to manage your entire fleet included at no additional charge. SmartLINQ is compatible with any telematics system and doesn't require a specific fleet management system. For those whose customers utilize PeopleNet, the pre-wire with remote diagnostics will provide a more integrated solution utilizing the existing SmartLINQ modem. For those whose customers utilize other fleet services products, the existing pre-wire option for the other fleet service devices will continue to be available. SmartLINQ is standard with MX-13 engines and available on Models 579, 567, 389, 367 and 365.		
7850210	O	Plug-In Auto Reset Circuit Breaker in place of fuses in junction box.	109	0
7851480	S	Peterbilt Electric Windshield Wipers With Intermittent Feature.	0	0
8011120	O	Main Transmission Oil Temperature Gauge Allison Transmission	48	0
8021050	O	Air Restriction Gauge On Dash	191	0
8021380	S	Air Restriction Indicator Mounted on air cleaner, intake piping, or firewall	0	0
8071340	O	Bright Bezel Gauges	50	0
8071870	S	Main Instrumentation Panel, Graphics Display Includes speedometer with trip odometer, tachometer with hourmeter and outside air temperature display, voltmeter, engine oil pressure, engine coolant temperature, fuel level, primary and secondary air pressure gauges. Includes standard warning light package: high water temperature, low oil pressure, and low air pressure warning lights with audible alarms, high beam, turn signal, low fuel, parking brake, and ice warning indicators; seat belt reminder; rocker switches with long-life LED indicators; multi-function turn stalk with flash-to-pass feature (night mode flashes headlights and marker lights; day mode flashes headlights only), intermittent windshield wiper and headlamp beam control. Hydraulic braked trucks do not include air pressure gauges.	0	0
8072920	O	Vehicle Data Recorder Wiring, Class One VDR wiring located behind the seat for a Class 1 module with breakout for the Class 1 seat belt warning components. It can be adapted to other VDRs by the body builder. Acceleration and deceleration will be calculated and recorded by the VDR. The body builder will be responsible to install the VDR.	530	2
8111130	S	Headlight Single Pod Mounted, Hella Vision Plus Integral turn signals	0	0
8120980	S	(5) Marker Lights, Aero LED	0	0
8141000	O	LED Stop/Turn/Tail, Incandescent Backup Flange mounted. Incandescent backup and security rings. Tapered end of frame mounted under end of frame crossmember. Square end of frame mounted inset between rails.	118	19

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Sales Code	Std/ Opt	Description	\$ List	Weight
Paint				
8530770	S	(1) Color Axalta Two Stage - Cab/Hood Base Coat/Clear Coat N85020 A - L3262EY RADIANT FIRE N85500 CAB ROOF L3262EY RADIANT FIRE N85300 FENDER L3262EY RADIANT FIRE N85200 FRAME L0001EA BLACK N85400 HOOD TOP L3262EY RADIANT FIRE N85720 SK FAIRINGS L3262EY RADIANT FIRE	0	0
8531320	O	Axalta Two Stage Effect - Metallic/Pearl Cab/Hood & Sleeper Only	482	0
Shipping Destination				
8999990	O	Shipping Destination Other Than Dealer (Specify by narrative)	0	0
Options Not Subject To Discount				
9400090	S	Peterbilt Class 8 Standard Coverage 1 year/100,000 Miles (160,000 km)	0	0
9400094	O	PACCAR PX-9 Standard Coverage 2 yrs/250,000 mi (402,336 km)/6,250 hrs	0	0
9408933	O	Final Frame Layout See Truck Sales Bulletin 12-89 for additional information.	175	0
9408937	O	PDI After Body Upfit	0	0
Miscellaneous				
9409000	S	Day Cab / ProBilt Interior (DB)	0	0
9409800	S	2017 EPA Emissions Engine Warranty Only	0	0
9409869	O	Presentation Created With SmartSpec	0	0

Promotions

Order Comments

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Total List Price (W/O Freight & Warranty & Surcharges)	\$215,808
Marketing and Service Support Fee	\$675
Prepaid Freight	\$2,475
Total Surcharge/Options Not Subject To Discount	\$175
Total Weight	16,672

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed in CRM.

PRICING DISCLAIMER

While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information



EMERGENCY RESPONSE

Charlotte, MI | Brandon, SD | Ephrata, PA | P: 517.543.6400
 SPARTANMOTORS.COM

Cazadero Water Tender Pricing

	Qty	Total
USTanker with Peterbilt 367		\$ 391,589
Pre-Construction Meeting At factory for 2 Fire Department personnel		Included
Midpoint inspection Photo		Included
3 personnel at factory for Final Inspection		Included
Delivery and PDI at Dealership		Included
Apparatus without Tax Price		\$ 391,589
Taxes (8.25%)		\$ 32,306.09
Total Purchase Price		\$ 423,895.09

Delivery Time is 365 days from Acceptance of the Contract. 200 Dollar a day penalty is accepted per Grant requirements after 365 days from Contract acceptance **Tax Rates are only estimates and are Subject to Change**

Scott Beck
 Sales Manager
 Fire Apparatus Solutions
[402.719.1242](tel:402.719.1242)
scottfasfire@gmail.com



Approximate Center of Gravity Calculated

City Name: CAZADERO CSD 2, CA

Chassis Vertical Center of Gravity From Ground		
Tilt Table		From Manufacture
Chassis Track Width-	0.00	41
Degree to Tip Over-	1.00	
Chassis CG (inches)-	0.00	

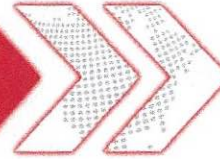
Ground to Top of Frame-	41
Rear Axle Track Width-	72

	Overall Height of Load	Top of Frame Rails to Bottom of Load	CG Above Frame	Weight	Vertical Moment (Inch Lbs)
Tank & Water (& Foam)- Lower	12	1.5	7.5	3196	23967.27273
Tank & Water (& Foam)- Upper	48.00	13.5	37.49823	24104	903871.0845
Hose	-44.25	63.25	41.12323	1150	47291.71989
Pump	18	10	19	0	0
Body	36	-17	1	3366	3366
Ground Ladders	28	13.5	27.5	0	0
Chassis	See Above		0.00	19605.6	0
Personnel <small>(If 0 included in Chassis Weight)</small>	56	4	32	500	16000
Equipment	45	-16.5	6	2525	15150
Aerial Device	See Drawing			0	0
Total			18.54	54446.6	1009646.077

CG Above Ground 59.54

Verticle Center Of Gravity
Height Compared To Track
Width 82.70%
(To Be Less Then 80%)

Horizontal Center of Gravity
(From Rear Axle) 44.14



Western Peterbilt, Llc. (W395)
3707 Airport Way South
Seattle, Washington 98108

Rosenbauer America
100 3rd St
Lyons, South Dakota 57041
United States of America

Rob Peterson
Phone:
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Email:

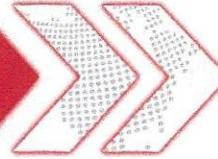
Vehicle Summary

Model:	Unit	Model 367	Fr Axle Load (lbs):	Chassis	16000
Type:		Full Truck	Rr Axle Load (lbs):		46000
Description 1:		Cazadero CA	G.C.W. (lbs):		62000
Description 2:		Copy of Cazadero CA			
	Application	Fire Engine - Pumper	Road Conditions:		
Intended Serv.:		Other Commodity	Class A (Highway)		100
Commodity:			Class B (Hwy/Mtn)		0
			Class C (Off-Hwy)		0
	Body	Tank	Class D (Off-Road)		0
Type:		20	Maximum Grade:		6
Length (ft):		7	Wheelbase (in):		189
Height (ft):		7500	Overhang (in):		90
Max Laden Weight (lbs):			Fr Axle to BOC (in):		76.8
	Trailer		Cab to Axle (in):		112.2
No. of Trailer Axles:		0	Cab to EOF (in):		202.2
Type:			Overall Comb. Length (in):		326
Length (ft):		0			
Height (ft):		0	Special Req.		
Kingpin Inset (in):		0			
Corner Radius (in):		0			
	Restrictions				
Length (ft):		40			
Width (in):		102			
Height (ft):		13.5			

Approved by: _____

Date: _____

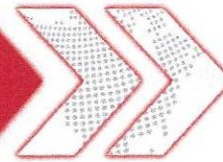
Note: All sales are F.O.B. designated plant of manufacture.



Std/ Opt	Description	Weight
Base Model		
S	Model 367 Peterbilt's Model 367 defines rugged durability and quality construction for the vocational market and is specifically designed to endure the rigors of dump, logging, construction and numerous other heavy-duty vocational applications. The lightweight, all-aluminum cab with lap seam construction and bulkhead style doors is legendary for toughness and corrosion resistance. It provides years of virtually watertight performance. The Model 367 is available in both a set-forward and set-back axle configuration, with a 123" BBC. Available with a variety of heavy-duty components, including full and partial frame liners, as well as a selection of axles, including tandem, tridem and lift-axle options, the 367 is as tough as it is versatile.	15,020
O	Other Commodity	0
O	Fire Engine - Pumper Truck used in fire fighting with pumps mounted in the body.	0
O	Tank A truck equipped to transport liquefied loads, dru bulk cargo, or gases. May be insulated or non-insulated; pressurized or non-pressurized; and designed for single or multiple loads (often by means of internal divisions in their tank).	0
O	California Registry California Registry Required for all vehicles that will be registered in the State of California.	0
Configuration		
S	Not Applicable Secondary Manufacturer	0
Frame & Equipment		
O	10-3/4" Steel Rails To 354" 10.75x3.5x.375 Dimension, 2,136,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 17.8 cubic inches. Weight: 1.74 lbs/inch pair	328
O	Heavy-Duty Iron Front Spring Brackets Forward and Rear	35
O	Frame Components Bolted IPO Huck Fastened	0
O	EOF Square without Crossmember For use with body builder installed crossmember.	-64
O	Omit Rear Mudflaps and Hangers	-25
Front Axle & Equipment		
O	PACCAR Steer Axle 20,000 lb, 4 in. Drop Axle is designed for applications with a gross axle weight rating (GAWR) of 20,000 pounds. Front axle is designed for demanding applications such as construction, heavy haul, refuse, and other vocational uses. Robust forged steel beam construction for long-lasting	137

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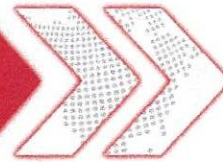
Date: November 15, 2019
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Std/ Opt	Description	Weight
	performance. It utilizes innovative tapered kingpin roller bearings for more efficient operation and improved steering efficiency.	
O	Taper Leaf Springs, Shocks 16,000 lb Standard with Heavy Resistance Shocks.	66
O	Power Steering Sheppard M100 Dual For use with 16,000 to 20,000 lb. axle ratings. Glidekote splines on steering shaft extend service life of components.	71
O	Power Steering Reservoir Frame Mounted w/Cooler A power steering cooler helps reduce the heat of the power steering fluid. This is commonly used with systems that may experience more stress from towing or off-road driving.	2
S	PHP10 Aluminum PreSet PLUS Hubs Air Disc PHP10 aluminum PreSet PLUS hubs air disc have a fully integrated spindle nut design, an optimized wheel spacer, magnetic fill plug, with a seal and bearings. Use with Front Axle.	0
O	Greasable Front Spring Pins	0
S	Bendix Air Disc Front Brakes Bendix air disc front brakes use a floating caliper design to provide foundation braking on all axles and complies with reduced stopping distance regulations.	0
O	PACCAR Wide Track IPO Standard 71in KPI IPO 69in front axle for improved turning radius.	0
	70mm Front Spring Spacer Blocks	0
Rear Axle & Equipment		
O	Dana Spicer D46-172 46,000 LBS	521
S	PHP10 Aluminum PreSet PLUS Hubs	0
S	Long Stroke Parking Brakes, Drive Axle(s)	0
O	SBM Valve Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	0
O	Tanker Height Between 75" and 85" From Top Of Frame Rail. Bendix ESP Tanker/Pumper.	0
O	Bendix ESP Electronic Stability Program With ATC Truck, pumper/tanker (requires body manufacturer code). Conventional set-forward front axle and set-back forward axle requires 170" - 311" wheelbase. Model 348 requires 170" - 282" for single axle and 170" - 311" for tandem axle. The system provides added stability and traction by applying the brakes when excessive wheel slip or a critical stability threshold is detected. For more information please see Truck Sales Bulletin 10-12.	0
S	Anti-Lock Braking System (ABS) 6S6M ABS-6. Includes air braking system.	0

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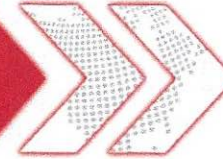
Std/ Opt	Description	Weight
S	Synthetic Axle Lubricant All Axles Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.	0
O	Air Disc Rear Brakes, Tandem Drive Axle Includes Automatic Slack Adjusters.	0
O	Diff Lock Tandem Axles With Speed Interlock. Automatically Disengages Wheel Diff Lock at Speeds Above 25 mph.	60
O	Ratio 4.56 Rear Axle	0
O	Hendrickson RT463 46,000 lb, 52in Axle Spacing	629
O	Steel Suspension Insert Over 77" Overhang	279

Engine & Equipment

O	X15 565EV@1800 GOV@2100 1850@1150 Productivity Series. (2017 emissions)	340
	N21320 N205 120...Standard Maximum Speed Limit N21470 P062 NO...Cruise Control Auto Resume () N21480 P068 NO...Auto Engine Brake in Cruise N21450 P026 NO...Gear Down Protection (P026) N21440 P015 NO...Engine Protection Shutdown () N21350 P001 64...Maximum Accelerator Pedal Ve N21370 P059 64...Maximum Cruise Speed (P059) N21590 P230 YES...Enable Hot Ambient Automatic N21530 P233 YES...Enable Impending Shutdown Wa N21540 P234 60...Timer For Impending Shutdown N21460 P046 1400...Max PTO Speed (P046) N21520 P030 5...Timer Setting (P030) N21570 P031 NO...Idle Shutdown Manual Overrul N21610 P172 40...Low Ambient Temperature Thre N21630 P171 80...High Ambient Temperature Thr N21510 P520 YES...Enable Idle Shutdown Park Br N21430 N201 0...Reserve Speed Limit Offset () N21410 N202 0...Maximum Cycle Distance (N202) N21400 N203 252...Reserve Speed Function Reset N21420 N206 10...Maximum Active Distance (N20 N21340 P112 120...Hard Maximum Speed Limit (P1 N21550 P516 100...Engine Load Threshold (P516) N21620 P173 60...Intermediate Ambient Tempera N21330 N207 0...Expiration Distance (N207) N21500 N209 0...Expiration Distance (N209)	

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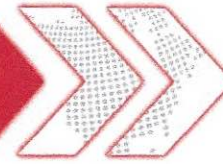
Date: November 16, 2019
Quote Number: QUO-527159-Q2K0H8



Std/ Opt	Description	Weight
S	Engine Idle Shutdown Timer Enabled	0
O	Enable EIST Ambient Temp Override	0
	Eff EIST NA Expiration Miles	0
	Effective VSL Setting NA	0
O	Remote PTO and Throttle Provision	0
O	CARB Engine Idling Compliance DECLINED By Dealer/Customer	0
O	270 Amp Alternator, Standard Brush 12 Volt system with circuit protection for reliable easy maintenance & service. Weather pack silicone sealed electrical chassis connectors enhance value, durability, reliability. Wires numbered every 4" or less.	10
O	PACCAR 12V Starter, N/A PACCAR MX Engines PACCAR 12-volt electrical system. With centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded.	0
S	3 PACCAR Premium 12V Dual Purpose Batt 2190 CCA Threaded stud type terminal. Stranded copper battery cables are double aught (00) or larger to reduce resistance.	0
O	Battery Jumper Terminal Mounted Under Hood LH Frame Rail. Not available with PX-7 engines.	4
O	2-Speed Fan Clutch For Frequent Start/Stops A 2-speed fan clutch is ideal for vocational applications where the fan clutch engagement time exceeds 10% of the engine run time. When the fan clutch is disengaged, the fan still rotates at 15-25% of the engine RPM. This fan rotation provides crucial airflow to the engine and draws virtually no horsepower.	0
O	Naturally Aspirated 18.7 CFM Air Compressor X15 Only	0
O	Intebrake (Furnished on Engine) Features a dedicated cam lobe design for optimum power and three-stage engine brake operation.	0
S	PACCAR Fuel/Water Separator Standard Service PACCAR Fuel/Water separator standard service intervals. High efficiency media protects critical engine components.	0
O	Fuel Heat for Fuel Filter	0
O	12V Heat for Fuel Filter Fuel filter heaters help ensure a seamless flow of diesel from the tank to the combustion chamber. Eliminating any possibility of moisture freezing within the fuel filter while simultaneously increasing the fuel temperature for atomization within the engine.	0
S	High Efficiency Cooling System Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, &	0

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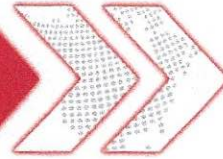
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Std/ Opt	Description	Weight
	reliability. Constant tension band clamps reduce leaks. Climatech extended life coolant extends maintenance intervals which reduces maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 579/367 FEPTO 1325 sq in, 567/365/367: 1440 sq in, 365 FEPTO: 1184 sq in, 389/367 HH: 1669 sq in, 348: 1000 sq in, 520: 1242 sq in.	
S	(1) Air Cleaner Firewall Mounted Molded rubber air intake connections with lined stainless steel clamps seal to prevent contaminants in air intake.	0
S	Exhaust Single RH Side of Cab DPF/SCR right-hand Under Cab (2017).	0
O	Curved Tip Standpipe(s)	1
S	24" Ht, 5" Dia Chrome, Clear Coat Standpipe(s)	0
Transmission & Equipment		
O	Allison 4500 EVS-P Transmission, Gen 5 Fire and Emergency Applications. Includes Rear Transmission Support except on MX engines, Mobil Delvac Transmission Fluid, and Water-Oil Heat Exchange. Also includes features that monitor the transmission fluid, filter and clutch condition. Will display percent life remaining for the transmission fluid, filter and clutches on the shift selector. This information may be displayed using the Mode and Up and Down buttons. A wrench icon will also be included to indicate when the transmission fluid, filter or clutches need servicing. Forward ratios: 1st-4.70, 2nd-2.21, 3rd-1.53, 4th-1.00, 5th-0.76, 6th-0.67. Reverse ratios: DR-(5.55).	315
O	SPL250 Lite HT Driveline, 1 Midship Bearing	85
O	SPL170 XL Driveline Interaxle Dana Spicer Life Series heavy-duty drive shafts are built for heavy loads over the long haul. For tandem rear axles.	5
O	Allison FuelSense 2.0 Not Desired	0
O	Omit Allison Neutral At Stop	0
O	Allison EVS 4th Gear Lockup J Allison Vocation Package 120, Fire Truck Pumper	0
O	Allison 6-Speed Configuration, Wide Ratio Gears Allison 4500 transmission only	0
O	Dash Mounted Push Button Shifter Available with Allison transmissions	0
O	Auto Neutral CD Input Setting Allison 4000 EVS	0
Air & Trailer Equipment		
S	Bendix AD-IS Air Dryer, Heater	0

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Std/ Opt	Description	Weight
	Bendix Air Treatment Oil Coalescing filter, extended purge. Collects and removes solid, liquid and vapor contaminants before they enter the air brake system.	
0	Mount Air Dryer Inside Rail LH	0
0	Rapid Air Pressure Build-Up System for Fire/Emergency/Rescue Vehicles only	7
S	Nylon Chassis Hose	0
S	Steel Painted Air Tanks All air tanks are steel with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	0
0	Omit Standard Trailer Connection Package Omits 12' AE lines, hose tenna, hand valve	-28
0	Body Connections 5' BOC Junction box contains light and power circuits for body connections located 5' from back-of-cab	6
Tires & Wheels		
0	FF: BR 20ply 315/80R22.5 M870 Diameter= 42.8 inches; SLR= 19.9 inches	94
0	RR: BR 16ply 11R22.5 M799 Diameter = 42.0 inches; SLR = 19.5 inches	80
S	Code-rear Tire Qty 08	0
0	FF: Alcoa 89U637 22.5X9.00 Clean Buff Finish Aluminum, Ultra ONE wheels with MagnaForce alloy.	-36
0	RR: Alcoa 883677 22.5X8.25 Clean Buff Finish Aluminum	-176
S	Code-rear Rim Qty 08	0
Fuel Tanks		
0	26" Aluminum 50 Gallon Fuel Tank LH U/C Includes steps for cab access. Paddle handle filler cap with threadless filler neck. Top draw fuel plumbing reduces chance of introducing air into the fuel system during low fuel level conditions due to the central placement of fuel pickup tube. Wire braid fuel lines increase durability & reduce potential for leaks.	13
0	Location LH U/C 50 Gallon	0
0	Polish (1) Non-Slip Fuel Tank Step, U/C Tank Only	0
0	Polish (1) Aluminum Fuel Tank	0

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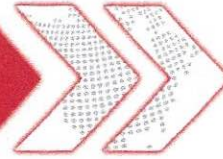
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Std/ Opt	Description	Weight
O	Polish All Fuel / Hydraulic Tank Straps Does not apply to rectangular DEF tank straps	0
O	DEF Tank Mounted LH Under Cab	0
O	Standard DEF to Fuel Ratio 2:1 Or Greater	0
O	Polished Stainless Steel Cover For DEF Tank	0
S	DEF Tank Small	0
O	RH Tank None Furnished	-86
Battery Box & Bumper		
O	Install Batteries On Temp Plywood Support BOC Includes maximum length battery cables allowable per engine manufacture requirements. Recommend three or more batteries for Class 8.	-37
O	Polish Battery/Tool Box(s), Aftertreatment Cab Entry complete	0
S	Aftertreatment Aluminum Non-Slip Cab Entry Aftertreatment right-hand under cab step. DPF/SCR for diesel engines, catalyst for natural gas engines. On Models 579 specifying chassis fairings, the box is aerodynamic.	0
O	Steel Bumper Swept Back Chromed, Without FEPTO Two tow points and step plates on top of bumper	-9
O	Bumper Toe Step Cutout	0
Cab & Equipment		
O	Alum Cab 123in BBC Voc Hvy Haul SBFA Fbrgls Hood and Fenders w/Polished Crown, Spring Tilt Assist. Use w/FEPTO/Rail Ext w/MX engines OR w/o FEPTO/rail Ext w/ISX/MX engines. Proprietary anti-blow-down locking mechanism that keeps hood open during servicing & prevents unintentional closing. Hood latch each side secures hood to cowl. Proprietary all-alum cab is light weight & durable for long service life. One-piece roof reduces potential for leaks. Two-piece windshield for cost effective windshield replacement. Lap seam construction & aircraft fasteners has greater clamp load than rivets. Bulkhead style doors provide virtually water-tight, rattle-free performance. Extruded alum door frames for strength & durability. Full length, heavy-duty piano-type stainless steel door hinges & pins provide durability. View window in RH door. Convex mirror over RH door & below each rear view mirror for improved visibility & safety.	290
O	SmartSound Cab Insulation Package Cab acoustic insulation package for day cabs. Includes insulated inside firewall, top side floor damping, absorber treated kick panels, and insulated backwall and roof structure.	65
S	No Sleeper Selected	0

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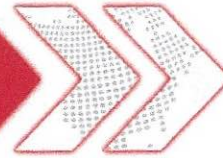
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Std/ Opt	Description	Weight
0	Rubber Fender Lips 2" Wide	8
0	Peterbilt NFPA Compliant Driver Seat Includes NFPA (National Fire Protection Association) compliant seat belt length.	0
0	Peterbilt NFPA Compliant Passenger Seat Includes NFPA compliant seat belt length.	0
0	Drivers Armrest - RH Only	2
0	Black Seat Color IPO Standard Color	0
0	Seat Belt Color Red IPO Standard Black	0
0	Seat Belt Sensor and Wiring - NFPA Compliant	0
0	Seat Occupancy Sensor and Wiring - NFPA Compliant	0
S	Air Ride Driver	0
S	High Back Driver	0
S	Vinyl Driver	0
0	Air Ride Passenger Air Ride Passenger is available on all Model 567's.	43
S	High Back Passenger	0
S	Vinyl Passenger	0
S	Power Door Locks Both Doors	2
0	Adjustable Steering Column - Tilt/Telescope	11
S	Steering Wheel With Peterbilt Logo Steering Wheel with embossed Peterbilt logo over horn button.	0
S	ProBilt Interior - Arctic Gray Includes rugged charcoal instrument panels, gray dash with glare-resistant, charcoal soft-touch upper, dark gray hard trim, black bezels on gauges, cigar lighter and ashtray with power port, monochromatic dark gray durable doorpads with map pocket on driver's side, dark gray molded back wall, 18 inch 4-spoke soft-touch steering wheel, soft-touch steering column cover, power lift passenger window, extruded rubber floor covering, header-mounted dome light, driver and passenger dome/reading lights, footwell lighting, integrated "dead pedal", (5) inside entry grab handles, (2) inside sunvisors, (2) coat hooks, cup holder and map bin in dash.	0
0	NFPA Cab Entry Grabhandles	0

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Std/ Opt	Description	Weight
	National Fire Prevention Association compliant grabhandles featuring a larger diameter and slip resistant inserts required by many fire companies.	
O	Dark Window Tint IPO Standard Tint - Day Cab	0
O	Extended Rear Window ipo Std Window-Day Cab The extended rear window protrudes two inches more than the standard conventional rear cab window. Take this into consideration when determining your loadspace.	18
S	Day Cab Rear Window	0
O	2-Piece Flat Windshield	0
S	Power Lift Windows - Both Doors For use with ProBilt or Prestige Interior	0
S	Combo Fresh Air Heater/Air Conditioner With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0
S	Peterbilt Comfort Control - Cab	0
O	Outside Sunvisor - Stainless Steel Not available with 2.1M high roof sleeper.	4
O	Mirrors SSTL Each Side Heated and Motorized with Switch on Door.	2
S	(2) Convex 8 Inch SSTL Mirrors Center mounted under mirror bracket. If rear view mirrors are heated, the convex mirrors will be heated. Option includes dual door stops.	0
O	Polished Lower Mirror Bracket Covers	0
O	Air Horn None Furnished	-8
S	No Head Unit or Audio Speakers Selected	0
S	SmartLINQ Remote Diagnostics SmartLINQ is Peterbilt's proprietary remote diagnostics service which monitors the engine and aftertreatment for diagnostic codes providing real-time code analysis maximizing vehicle uptime and strengthening the fleets partnership with their dealer. SmartLINQ provides fault coverage for over 800 codes, a customizable email notification for 116 codes plus a web portal to manage your entire fleet included at no additional charge. SmartLINQ is compatible with any telematics system and doesn't require a specific fleet management system. For those whose customers utilize PeopleNet, the pre-wire with remote diagnostics will provide a more integrated solution utilizing the existing SmartLINQ modem. For those whose customers utilize other fleet services products, the existing pre-wire option for the other fleet service devices will continue to be available. SmartLINQ is standard with MX-13 engines and available on Models 579, 567, 389, 367 and 365.	0
O	Plug-In Auto Reset Circuit Breaker	0